

CUI

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UNITED STATES COAST GUARD

PRELIMINARY INVESTIGATION INTERVIEW CONDUCTED ON
BEHALF OF NTSB BY THE U.S. COAST GUARD

CAPTAIN [REDACTED] Okay Ms. [REDACTED] I'm Captain [REDACTED]

Uh, I'm the Navy's representative uh, uh on the Coast Guard
Investigation Board. The purpose of this particular
investigation is to find out what happened that night and
how. Understood?

[REDACTED] Yes sir.

CAPTAIN [REDACTED] Okay. I'll pass it over to the Coast
Guard.

LIEUTENANT [REDACTED] Good morning. I'm Lieutenant

[REDACTED] I'm the Senior Investigating Officer for
U.S. Coast Guard Activities Far East here in Japan. Under
the Authority of Title 46, U.S. Code 6301 and Title 46 CFR
Part 4 an investigation is being conducted into the
circumstances of the collision between the USS Fitzgerald
and the ACX Crystal which took place on June 17, 2017.
This investigation is intended to determine the cause of
the casualty to the extent possible and to obtain
information for the purpose of preventing similar
casualties in the future. To assist with the accuracy of
our investigation, we will be recording today's interview,

1 which is taking place on June 29th at 11:30 in the morning.
2 Assisting me on my team, I have Mr. [REDACTED] from the Coast
3 Guard's National Center of Expertise for Investigations.
4 Lieutenant Commander [REDACTED] works with me in my office
5 and is a previous Commanding Officer of Coast Guard
6 Cutters. Captain [REDACTED] here is working as a Liaison
7 Officer between the Navy and the Coast Guard to help ensure
8 communications are clear. I also have Captain [REDACTED] in the
9 room who is the Commanding Officer of activities Far East.
10 Lieutenant Commander [REDACTED] of the Navy Safety
11 Investigation Board and Mr. [REDACTED] uh of the National Center
12 for Expertise for Investigations as well.

13 Before we begin if I could get the spelling of your
14 name please?

15 [REDACTED] [REDACTED].

16 LIEUTENANT [REDACTED] I'm sorry was that [REDACTED]? --

17 [REDACTED] [REDACTED].

18 LIEUTENANT [REDACTED] Thank you. Mr. [REDACTED]

19 LCDR [REDACTED] Uh, so good morning. If you could uh,
20 may I have your age please?

21 [REDACTED] [REDACTED]

22 LCDR [REDACTED] And uh when did you join the Navy?

23 [REDACTED] [REDACTED] That's when I was

24 commissioned.

25 LCDR [REDACTED] And uh your commissioning source?

1 [REDACTED] [REDACTED] NROTC.

2 LCDR [REDACTED] So, direct commission or would that be
3 Officer Candidate School?

4 [REDACTED] Direct commission.

5 LCDR [REDACTED] And, uh if you could, assignment
6 history? What uh units have you been on?

7 [REDACTED] I've been on the USS Denver (LPD-9),
8 USS Mustin (DDG-89), and USS Fitzgerald (DDG-62).

9 LCDR [REDACTED] And no, no shore assignments in
10 between?

11 CAPTAIN [REDACTED] Those are all three FDNF ships. Is
12 that correct?

13 [REDACTED] Yes sir.

14 CAPTAIN [REDACTED] Okay.

15 LCDR [REDACTED] And your uh, your assignment to
16 Fitzgerald? Your primary duty is?

17 [REDACTED] Admin O.

18 LCDR [REDACTED] And uh your watch station is?

19 [REDACTED] I stand CIC WO, and I also stand Junior
20 Officer of the Deck which is what I recently had.
21 Sometimes Conn.

22 LCDR [REDACTED] And uh as Admin O could you give me uh
23 a breakdown of your duties, responsibilities, who you
24 report to?

1 [REDACTED] I report directly to the XO. Um,
2 duties and responsibilities are to oversee the PS's,
3 Personnel Service, the Yeoman, and the uh Hospitalman.

4 LCDR [REDACTED] Okay, so you take all direct tasking
5 from the, the XO.

6 [REDACTED] Yes sir.

7 LCDR [REDACTED] Okay, so if you could, uh the, the day
8 of the 16th was a busy day. If you could walk us through
9 from the time you wake up to where you're reporting and uh
10 activities you're engaged in.

11 [REDACTED] That was Friday or Thursday?

12 LCDR [REDACTED] That was Friday.

13 [REDACTED] So Friday?

14 LCDR [REDACTED] Did you, did you have duty or work
15 before Thursday?

16 [REDACTED] I did have work Thursday.

17 LCDR [REDACTED] Okay, so let's start it with Thursday.

18 [REDACTED] Okay. Thursday I woke up, um at 05, no
19 0430. I went to the gym at 0515. Um, I stood there until
20 about, finished up in the gym about 6:00. I showered at
21 the gym, made it to work by 6:40. And we did XO's call at
22 7:15. By 7:45, we were preparing for quarters. Um, 0800 I
23 went in for quarters. Um, after quarters around 0830 I
24 worked on E4 evals. Did that for most of the morning. For
25 lunch I left to run errands, pick up a last few minute

1 things, such as snacks, um take care of a little bit of
2 personal things such as my car. Um, came back around
3 12:30. We had Ops Entail in the Captain's cabin. After
4 Ops Entail we had a small meeting, um expectations
5 underway. After that, the Captain told me that he wanted
6 to sign a couple of papers, so I went down to Admin, looked
7 for some of the papers he was looking for, checked the XO's
8 box to see if they were in there, brought back a Yeoman to
9 help me look for those. I took them to the CO to sign, and
10 after he signed I brought the papers back down and left for
11 the day.

12 LCDR [REDACTED] Do you recall what papers they were?

13 [REDACTED] Someone wanted um the Captain to sign
14 that [REDACTED] could work outside base as an English
15 teacher.

16 LCDR [REDACTED] Okay. And the, the papers were
17 related to that, that topic?

18 [REDACTED] Yes.

19 LCDR [REDACTED] Okay. All right papers get signed,
20 end of work, work day for you at that point?

21 [REDACTED] That was the end of the work day.

22 LCDR [REDACTED] And that wrapped up at about?

23 [REDACTED] Around 16, 1630.

1 LCDR [REDACTED] All right and then through uh through
2 the evening, making preps to get underway, so take us uh
3 the day you get underway.

4 [REDACTED] Woke up at 0500, realized that I left
5 my um passport at home. I stayed on base. And, so I drove
6 back home to go pick up my passport. Made it back to park
7 my car in the parking deck probably 20 minutes before
8 liberty expired at 0600. Took a cab from the middle school
9 to the ship and I made the ship probably about 5:50, 5:55.
10 At 6 I showered, um got dressed, um met the XO for XO call,
11 um went down for the brief, navigation brief. We had um
12 went back to the office, had a couple of questions about E4
13 evals. So me and my Chief sat and worked on those. Um, we
14 had a 20 to 30-minute lunch. I made the last 10 minutes,
15 um ate a little bit. Then, um, got up for sea and anchor.
16 During sea and anchor, I was on the Bridge and the Flight
17 Deck most of the time just watching.

18 LCDR [REDACTED] No, no role assigned while you were on
19 the Bridge or?

20 [REDACTED] No sir.

21 LCDR [REDACTED] Okay, so sea and anchor.

22 [REDACTED] Um, we anchored an hour or two later.
23 After anchorage went back down to Admin, checked email,
24 surfed the net, checked on my guys, had dinner, um after
25 dinner I just walked around. Um, got back underway I

1 believe. After we got back um underway I was still at
2 Admin um working on things. I think around --

3 LCDR [REDACTED] Did you have any assignment for the
4 special sea and anchor detail getting underway from
5 anchorage?

6 [REDACTED] No sir.

7 LCDR [REDACTED] Okay.

8 [REDACTED] Um, went back, stayed in the office
9 until about maybe 7. Um laid down for an hour before
10 watch. Um, did a walkthrough through Combat and then um
11 after Combat I um took the watch.

12 LCDR [REDACTED] Who'd you take the watch from?

13 [REDACTED] From GMC [REDACTED].

14 LCDR [REDACTED] Um, at the time of his pass down could
15 you take us through some of the items passed prior to
16 taking the watch?

17 [REDACTED] He said he didn't have much. Um, he
18 said they were missing night orders. Night orders was in
19 Combat. Um, he said right now we are recovering the RHIB.
20 Once we recover the RHIB we'll get underway and um we were
21 to get ahead of PIM.

22 LCDR [REDACTED] Uh, was there any other special
23 instructions passed down? Okay. So, uh you take the
24 watch. Um, walk us through uh watch, things that happened
25 on watch, things of note.

1 [REDACTED] I took the watch um, Captain and XO
2 were on the Bridge. We were all getting to recover the
3 Bridge -- I meant the RHIB, I'm sorry. Um, well first we
4 were, first we had the RHIB, but we let the RHIB go back to
5 shore to take people. We went to muster all personnel who
6 were going to shore. So, the RHIB um left, went away. Um,
7 I was looking for Officer (inaudible - 00:11:49) to discuss
8 with the Officer of the Deck where we should go afterwards
9 and um checking the radar for contacts. Um, occasionally
10 looking out on the bridge wings. Um, when the RHIB came
11 back, um she came, and, and she said this is what we're
12 going to do. Basically, turn starboard and head um towards
13 the course. Um, after that they recovered the RHIB. XO
14 and the CO were on the Bridge. She told the CO that we had
15 a couple of um contacts forward that will be passing by.
16 They all looked like fishing vessels, but um we should be
17 okay. Um, so XO and CO left. Um, we were on the Bridge.
18 We had a lot of small contacts, uh mostly fishing boats.
19 We CPA'd them, got off course a little bit. Then we worked
20 on getting back on course. Um, when we were back on
21 course, um we ended up cutting the course to get ahead of
22 um PIM.

23 LCDR [REDACTED] So help me out with that. When you
24 say cutting the course, what, what do you mean?

25 [REDACTED] So, um dog-legging some of it.

1 LCDR [REDACTED] So cutting the corner instead of
2 taking the, the turn to the waypoint?

3 [REDACTED] Yes.

4 LCDR [REDACTED] You had selected a, a point further
5 down the track line to shave off distance?

6 [REDACTED] Yes sir. There were um fishing boats
7 on our waypoints.

8 LCDR [REDACTED] Okay. Were those uh fishing boats
9 detected on radar?

10 [REDACTED] Not all of them.

11 LCDR [REDACTED] And if you were to judge the traffic
12 as you were entering uh that scheme there, uh what would
13 you say the traffic was? Scale of 1 to 10, 10 being the
14 heaviest you've ever seen and 1 being the lightest?

15 [REDACTED] About 7 or 8.

16 LCDR [REDACTED] 7 or 8.

17 [REDACTED] Somewhere in between there you see the
18 night orders that uh told us to come up 20 knots and get
19 ahead of PIM. Um, talked to the Officer of the Deck about
20 the speed.

21 LCDR [REDACTED] What, what in particular the speed?

22 [REDACTED] Um, basically what we were going to do
23 because of the contacts being around. Um, we stayed at 15,
24 14. Once we got through the fishing contacts we came up 20
25 knots.

1 LCDR [REDACTED] Okay, so uh do you recall at what time
2 you came up in speed?

3 [REDACTED] No sir.

4 LCDR [REDACTED] Beginning of the watch, middle of the
5 watch, end of the watch?

6 [REDACTED] It was somewhere between the middle of
7 the watch. It definitely was the first hour or two. Um,
8 we were still doing RHIB Ops. So, I would say somewhere
9 between the midwatch and approaching the end of watch.

10 LCDR [REDACTED] Okay. All right and how was uh
11 communications up on the Bridge? Was uh, was it a noisy
12 watch with you know lots of activity going on? What was,
13 put it -- try to set the environment for us as to what was
14 kind of going on.

15 [REDACTED] Um, it was probably like, probably in
16 the middle of that. Um, we have a lot of new Boatswain
17 Mates, so when they got loud or the conversation got off
18 topic I'd be the one to tell them to quiet down or grab
19 folks and tell them to calm down, quiet down.

20 LCDR [REDACTED] Who was the uh lookout at the, for,
21 for your watch?

22 [REDACTED] Back aft. I don't remember.

23 LCDR [REDACTED] Okay. So, uh, is there, is there only
24 one lookout on the Bridge?

25 [REDACTED] There's only one Lookout.

1 LCDR [REDACTED] Okay. And it's the Aft Lookout? No
2 one dedicated up front?

3 [REDACTED] No sir, it's just the officers and the
4 Boatswain Mate of the Watch.

5 LCDR [REDACTED] Okay, so fair to say that you all feel
6 that you're the Lookout? The Boatswain Mate of the Watch,
7 the Conn, JOOD, OOD are all performing as Lookouts?

8 [REDACTED] Yes sir.

9 LCDR [REDACTED] Anything uh noteworthy during the
10 watch? Any uh contacts that were to uh pass close to
11 board?

12 [REDACTED] No sir.

13 LCDR [REDACTED] What's uh, what's the Bridges
14 reporting requirements to the Commanding Officer per
15 standing orders for contacts?

16 [REDACTED] Um, report any contact with the CPA
17 within 3 nautical miles. Call him at 5 nautical miles or
18 between 20 minutes before the contact CPA is.

19 LCDR [REDACTED] Does the uh, CO standing orders
20 specify requirements for filling out MOBOARDS?

21 [REDACTED] Um, no. It just says um, com -- work a
22 MOBOARD with Combat.

23 LCDR [REDACTED] Whose responsibility would it be to
24 work a MOBARD with Combat?

25 [REDACTED] The Junior Officer of the Deck.

1 LCDR [REDACTED] Junior Officer of the Deck? So it'd
2 be one of your responsibilities?

3 [REDACTED] Yes sir.

4 LCDR [REDACTED] What other responsibilities does the
5 Junior Officer of the Deck have?

6 [REDACTED] Maintain Comms between engineering and
7 Combat. Um, it was before Commander [REDACTED] took command
8 to um call and report to him and also start the contact
9 report.

10 LCDR [REDACTED] At any point in time did you fill out
11 a contact report in preparation for a contact you thought
12 you might have to notify the Commanding Officer of?

13 [REDACTED] No sir.

14 LCDR [REDACTED] Was there any calls to the Commanding
15 Officer during your watch, uh to, to report a contact? And
16 how was it uh visibility wise at night? Try to set the
17 scene for us uh dark, background lighting, heavy traffic?
18 All those types of descriptors.

19 [REDACTED] It was very dark. Um, a little bit of
20 fog. There was some points where we couldn't tell um what
21 kind of contact we were looking at. Um, lighting -- it was
22 in between. At some points you could actually see and some
23 you couldn't. I used the big eyes a lot.

24 LCDR [REDACTED] Where are the big eyes located?

1 [REDACTED] Um, when you walk on the bridge wing
2 you step up, it's right above the Captain's chair on the
3 bridge wing.

4 LCDR [REDACTED] Is that available on both port and
5 starboard sides?

6 [REDACTED] Both port and starboard.

7 LCDR [REDACTED] And how about the radar? How was the
8 radar performing that night?

9 [REDACTED] The radar sucked. Um --

10 CAPTAIN [REDACTED] Which radar?

11 [REDACTED] That was the 73. The one located on
12 the starboard side by the Captain's chair.

13 CAPTAIN [REDACTED] Mm-hmm.

14 [REDACTED] So, um there were a lot of contacts
15 that um we would see that was not on the radar. Um,
16 occasionally used the [REDACTED] but um that wasn't even showing
17 the contacts that we were seeing.

18 LCDR [REDACTED] Um, so you're saying the image return
19 on the 73 radar was poor. Uh, did you contact anybody
20 about the poor image? Uh, if you were to contact somebody
21 what would be the procedures for that?

22 [REDACTED] So we would um contact CIC, let them
23 know what's going on, and um CIC would basically go out to
24 CSMC to talk to the CSOOW and get someone up there.

1 LCDR [REDACTED] And uh, no uh passing of that
2 information down to CIC that you were dealing with a poor
3 image on the 73 radar?

4 [REDACTED] No sir.

5 CAPTAIN [REDACTED] So, I didn't catch it because I had my
6 head down. The answer to the question, did anybody from
7 the Bridge call to try to get the 73 corrected, the answer
8 was no.

9 [REDACTED] Right sir.

10 CAPTAIN [REDACTED] Okay.

11 LCDR [REDACTED] Do you recall at any point in time
12 during your watch that you had to do a maneuver Fitzgerald in
13 order to avoid contacts?

14 [REDACTED] That was when we were um skipping the
15 waypoints. Those were the uh only um, the only I could
16 recall. I remember at one point during the watch we were
17 coming bright. We continued to come bright.

18 LCDR [REDACTED] Uh, how many times have you been in on
19 this transit? You personally being on watch at the time
20 transiting through the area?

21 CAPTAIN [REDACTED] Either inbound or outbound?

22 [REDACTED] On this ship?

23 CAPTAIN [REDACTED] Just in general? It's your third FDNF
24 ship, so.

1 [REDACTED] I would say maybe three. Usually um,
2 during the time before sea and anchor um I'm never on the
3 bridge. I'm either standing (inaudible - 00:22:44).

4 LCDR [REDACTED] Are you familiar with uh, with traffic
5 separation schemes throughout the area?

6 [REDACTED] Yes sir.

7 LCDR [REDACTED] Uh, could you indicate for me where
8 the traffic separation schemes are?

9 [REDACTED] So it starts back here, usually at top
10 right here, um it continues on through here -- right here.

11 LCDR [REDACTED] Okay so one indication was for Tokyo
12 Wan entrance and the other being

13 [REDACTED] Back here.

14 LCDR [REDACTED] And anything in particular of note?
15 Do you know how that that lays out? It's not on this
16 current chart but anything of particular note as far as
17 participation in that scheme?

18 [REDACTED] When you say particular note what do
19 you mean?

20 CAPTAIN [REDACTED] If you were to draw the schemes in
21 with the pencil where would you draw those in?

22 [REDACTED] Where would I start? Um, I would start
23 it here, maybe uh left right here with the buoys, and then
24 start going diagonally into there.

1 LCDR [REDACTED] Yeah. Thank you. Uh, anything uh
2 besides skipping waypoints and trying to get ahead of PIM?
3 Uh out of ordinary with regard to this watch?

4 [REDACTED] No sir.

5 CAPTAIN [REDACTED] Okay Ms. [REDACTED], uh a few more
6 questions for ya from me. So, um, how long you been on
7 Fitz?

8 [REDACTED] Nine months, sir.

9 CAPTAIN [REDACTED] So you, you reported in what would
10 that be [REDACTED]?

11 [REDACTED] Yes sir.

12 CAPTAIN [REDACTED] Okay. So, the ship was in the dock or
13 was in SRA at the time when you reported?

14 [REDACTED] Yes sir.

15 CAPTAIN [REDACTED] So, all of your relevant underway time
16 has been uh in 2017, right?

17 [REDACTED] Yes sir.

18 CAPTAIN [REDACTED] Okay. Um, were -- when did you get
19 your OOD qual and what ship?

20 [REDACTED] I got my OOD qual on USS Denver.

21 CAPTAIN [REDACTED] Okay. And what was your job on
22 Denver?

23 [REDACTED] I was the NP DIVO.

24 CAPTAIN [REDACTED] Okay. And then you left there and
25 went to Mustin?

1 [REDACTED] Yes sir.

2 CAPTAIN [REDACTED] What were you on Mustin?

3 [REDACTED] The FCO.

4 CAPTAIN [REDACTED] Okay. How much Bridge watch did you

5 stand on Denver? A lot? A little? Average?

6 [REDACTED] Average.

7 CAPTAIN [REDACTED] Okay. How about on Mustin?

8 [REDACTED] I thought, I thought that's how much

9 did you say? How much I stood on Mustin?

10 CAPTAIN [REDACTED] Yeah how much OOD did you stand on

11 Mustin or did you spend most of your time down in Combat?

12 [REDACTED] I spent most of my time down in Combat.

13 CAPTAIN [REDACTED] Okay. And since reporting to Fitz

14 what's been -- you, you said you stood some watch officer,

15 you stood some JOOD and maybe some Conn. What's been the

16 split 50/50 Bridge CIC?

17 [REDACTED] I was one month on the Bridge and all

18 in CIC as CIC WO for a year.

19 CAPTAIN [REDACTED] All right. So, this most uh on the

20 night of the collision you had, you had been about a month

21 the Bridge as JOOD at that point?

22 [REDACTED] Yes sir.

23 CAPTAIN [REDACTED] Okay. Everything else prior to that

24 was down, down in CIC?

25 [REDACTED] Yes sir.

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1 CAPTAIN [REDACTED] Okay. All right. Um, so you talked
2 about the 73 not working too well for you that night. Can
3 you explain what was the degradation?

4 [REDACTED] Not exactly sir. Um, the OOD used the
5 radar. Me and the Conning Officer would go to the bridge
6 wing and just verify.

7 CAPTAIN [REDACTED] So, w-were, uh, were you personally
8 operating the ARPA or not?

9 [REDACTED] When we were doing, using the RHIB. So
10 when we let the RHIB go and we brought the RHIB back I was
11 using the ARPA. When we got out between the middle of
12 watch I stopped using it to go outside and look at the
13 contacts.

14 CAPTAIN [REDACTED] Okay. So on, on the transit portion
15 you know you left the way and you were heading south on the
16 transit portion uh you were not using the ARPA the OOD was?
17 Is that correct?

18 [REDACTED] Yes sir.

19 CAPTAIN [REDACTED] Okay. Did you trade off with her at
20 all or was it her on the ARPA the whole time?

21 [REDACTED] I just came back and reported what I
22 saw, sir.

23 CAPTAIN [REDACTED] Okay. Was there, were there any other
24 degradations to equipment on the bridge? Any issues with
25 the [REDACTED]?

1 [REDACTED] Not that I know of, sir.

2 CAPTAIN [REDACTED] Okay. Do you know if the [REDACTED] with
3 the 67 video was ever used?

4 [REDACTED] During that night?

5 CAPTAIN [REDACTED] Mm-hmm.

6 [REDACTED] No sir.

7 CAPTAIN [REDACTED] You don't know or it wasn't used?

8 [REDACTED] I don't remember, sir.

9 CAPTAIN [REDACTED] Okay. How about uh, any issues with
10 AIS?

11 [REDACTED] AIS? I don't believe so sir.

12 CAPTAIN [REDACTED] Okay. Uh, on, on, in your watch team
13 on that night who, who was using AIS? Is that part of your
14 duties as JOOD or does somebody else use the AIS?

15 [REDACTED] Everybody uses the AIS, sir.

16 CAPTAIN [REDACTED] Okay. Um, how about bridge-to-bridge?
17 Were there any issues with the bridge-to-bridge radio?

18 [REDACTED] No sir.

19 CAPTAIN [REDACTED] Do you recall hearing just the
20 standard kind of background noise drone of traffic on, on
21 16?

22 [REDACTED] No sir.

23 CAPTAIN [REDACTED] Okay. Did, did you guys on your watch
24 team ever make a bridge-to-bridge call, try to hail
25 somebody?

1 [REDACTED] Just the RHIB, sir.

2 CAPTAIN [REDACTED] Okay. But during the transit?

3 [REDACTED] No sir.

4 CAPTAIN [REDACTED] Okay. Any issues with navigation
5 lights?

6 [REDACTED] No sir.

7 CAPTAIN [REDACTED] So on and bright?

8 [REDACTED] On and bright sir.

9 CAPTAIN [REDACTED] Okay. Um, our understanding is the CO
10 and XO laid below after RHIB Ops, probably around 2300 or
11 so. Um, did you ever see them come back to the Bridge
12 after they laid below prior to the collision?

13 [REDACTED] No sir.

14 CAPTAIN [REDACTED] Okay. To your knowledge did they ever
15 go to CIC after that?

16 [REDACTED] Maybe the Captain. I don't remember it
17 being called, but most likely Engineering because we had an
18 Engineering inspection the following day.

19 CAPTAIN [REDACTED] Okay. Um, so in accordance to the
20 Captain's Standing Orders what's the threshold for
21 reporting a CPA? CPA range?

22 [REDACTED] So, any contact that with a CPA of 3
23 nautical miles that's when we report.

24 CAPTAIN [REDACTED] Okay. So 6,000 yards. So was that
25 standard in effect that night on the transit or was there a

1 different standard that'd been arranged between the OOD and
2 the Captain? Do you know?

3 [REDACTED] With. I think everyone was going off
4 of what he put since he took over. If there's any contacts
5 with um a CPA within 1,000 nautical miles -- no that was
6 get off track. I'm sorry. No, there was no difference.

7 CAPTAIN [REDACTED] No difference? Okay so as far as you
8 were concerned on that night, the CPA reporting threshold
9 was 6,000 yards.

10 [REDACTED] Yes sir.

11 CAPTAIN [REDACTED] Who makes contact reports to the
12 Captain?

13 [REDACTED] The Officer of the Deck.

14 CAPTAIN [REDACTED] Okay. Did the Officer of the Deck
15 make any contact reports after Boat Ops, during the
16 transit, leading up to the collision?

17 [REDACTED] No sir.

18 CAPTAIN [REDACTED] Uh, did you, did you take any ships
19 inside of 6,000 yards during the transit?

20 [REDACTED] Vessels? Yes sir.

21 CAPTAIN [REDACTED] Okay. How many would you say?

22 [REDACTED] Two. Two sir.

23 CAPTAIN [REDACTED] So during the transit you, you took
24 you're saying two that you know of, vessels, that were
25 inside 6,000 yards?

1 [REDACTED] Yes sir, they were right on the edge,
2 sir.

3 CAPTAIN [REDACTED] Okay. And no, and again no contact
4 reports made to the Captain?

5 [REDACTED] No sir.

6 CAPTAIN [REDACTED] Okay. So, do you recall any uh what
7 I'll call it close call? Uh, uh, where the Fitz took a
8 vessel well inside of 6,000 yards either, either with the
9 knowledge of the OOD or, or inadvertently?

10 [REDACTED] During my watch?

11 CAPTAIN [REDACTED] Mm-hmm. During the midwatch.

12 [REDACTED] Um. No sir.

13 CAPTAIN [REDACTED] Okay. So, uh, I just want to be clear
14 that we understand your role in Surface Contact Management.
15 You, you said that uh with this particular OOD on this
16 particular watch uh you didn't spend a lot of time
17 operating the ARPA. So you weren't personally uh managing
18 and monitoring the 73 radar. So what was your role in
19 Surface Contact Management? And, and put it in in the
20 context of there's an OOD, there's a JOOD, you, and there's
21 a Conning Officer. How did you guys work together to
22 manage surface contacts and where did you fit into that
23 specifically?

24 [REDACTED] So, the Conning Officer is new. We
25 were on the bridge wing looking at contacts, basically

1 going back to OOD, this is what lights I see, this is what
2 I see, this is where this contact is moving. So, going
3 over bearing drift, going over where the -- what the
4 contact bared to us. That's the things that, that's what
5 we were doing.

6 CAPTAIN [REDACTED] Okay. Were you working with the
7 Conning Officer or were you separated?

8 [REDACTED] Working with the Conning Officer. We
9 didn't separate until the, a little bit before the
10 collision.

11 CAPTAIN [REDACTED] Okay. So you guys were together. It
12 sounds like you were providing oversight and probably
13 training?

14 [REDACTED] Yes sir.

15 CAPTAIN [REDACTED] Okay. So your uh, your role in
16 Surface Contact Management that night was primarily visual?

17 [REDACTED] Yes sir.

18 CAPTAIN [REDACTED] Okay. How would you characterize the
19 feedback loop between you and the Conn as, as visual
20 lookouts and the OOD who is managing the, the radar plot?

21 [REDACTED] It was well.

22 CAPTAIN [REDACTED] It was good Comms?

23 [REDACTED] Yes sir.

24 CAPTAIN [REDACTED] So give us an example of you know what
25 that might sound like. So let's say you're standing on the

1 starboard bridge wing, you're trucking along, and you see
2 uh, uh a light at 045 relative coming over the horizon.
3 You see a masthead and a range light and you see a, a red
4 you know running light. So, give us an example of the kind
5 of report you would give the OOD and what you would expect
6 in feedback from the OOD.

7 [REDACTED] So, I would say hey there's a contact
8 bearing 045, there's a red headlight, and a little white
9 masthead light. Um, has a left bearing draft, are you
10 tracking that on your radar? Um either she would say yes,
11 I see it, I have it right here or she didn't see it and
12 she'll be looking for another route or she'll say okay
13 we're going to stay on this course or slow down, whatever
14 came up that night.

15 CAPTAIN [REDACTED] Okay. You said uh, and as part of
16 your report you said you'd indicate bearing rate. So how,
17 how do you, explain to us how you would measure bearing
18 rate visually?

19 [REDACTED] How would I measure bearing range
20 visually?

21 CAPTAIN [REDACTED] Bearing rate visually, yeah.

22 [REDACTED] So, we have the, it's over the, gosh,
23 on the bridge wing we have um the -- gosh I can't think of
24 it now.

25 CAPTAIN [REDACTED] Telescopic alidade?

1 [REDACTED] I'm sorry?

2 CAPTAIN [REDACTED] T-telescopic alidade?

3 [REDACTED] Yes. So, we'd use that. Um, we'd
4 point it toward the contact. Um, it has the relative
5 bearing and the true bearing. We use the true bearing to
6 report to the Officer of the Deck.

7 CAPTAIN [REDACTED] Okay, so you shoot -- that's, that's a
8 liner bearing. How do you, how do you determine -- like if
9 I were to tell you hey Ms. [REDACTED] you know go out, go out
10 and get me a, a bearing rate on that vessel. How would you
11 do that? What's the process of determining bearing rate?

12 [REDACTED] So, I would take the telescope, putting
13 around -- put it on top of the contact, have it leveled on
14 there, look down towards where it's sitting on top of, and
15 give that bearing.

16 CAPTAIN [REDACTED] So there's -- can you determine
17 bearing rate by shooting a single bearing?

18 [REDACTED] Not just one. Um. You'd sit there --
19 let it sit on for a while. Then um wait a while, direct
20 the (papers shuffling inaudible - 00:36:25), and then um
21 that'll tell whether it has left or right-bearing drift.

22 CAPTAIN [REDACTED] Okay. You say wait a while. W-what's
23 uh, what's the standard time interval that you would, you
24 would wait between shooting both bearings?

1 [REDACTED] Um, no longer than a minute. Or if I
2 go back in and talk to the Officer of the Deck, come back,
3 and look again.

4 CAPTAIN [REDACTED] Okay. What kind of training have you
5 received in, in using the ARPA and the 73 radar?

6 [REDACTED] Um --

7 CAPTAIN [REDACTED] Either formal or informal?

8 [REDACTED] So, we go to the simulators. We have
9 the ARPA there. Um, --

10 CAPTAIN [REDACTED] By the simulators you mean the BRM
11 course taught here at Yokosuka?

12 [REDACTED] Yes sir.

13 CAPTAIN [REDACTED] Okay.

14 [REDACTED] Um, as far as training on Fitzgerald I
15 haven't received any, sir.

16 CAPTAIN [REDACTED] Okay. So, how, how confident are you
17 that you know how to operate the ARPA so that you can tune
18 the radar to optimize it for surface contact tracking and
19 that you get the data you need, CPAs, bearings, ranges,
20 that kind of stuff?

21 [REDACTED] Not highly confident.

22 CAPTAIN [REDACTED] Okay. How about AIS? W-what kind of
23 training if any have you received on, on AIS?

24 [REDACTED] Um, nothing.

1 CAPTAIN [REDACTED] Okay. Uh, Rules of the Road training.
2 What kind of training have you received onboard Fitz for
3 Rules of the Road?

4 [REDACTED] Um, we took various Rules of the Road
5 test while we were um in our docking period. We got
6 underway, it kind of died off once every once in a while.

7 CAPTAIN [REDACTED] Who's in charge of Rule of the Road
8 training for the, for the ship? Do you know?

9 [REDACTED] The Navigator and the SWO.

10 CAPTAIN [REDACTED] Okay. I'm gonna, um gonna ask you to
11 explain um some uh Rules of Road concepts to me. What is
12 safe speed?

13 [REDACTED] Safe speed is the speed that you are
14 capable of going to avoid um collision, sir.

15 CAPTAIN [REDACTED] Okay. How about uh, what is a meeting
16 situation?

17 [REDACTED] Meeting situation is where um two
18 vessels are ahead of each other so much as they could see
19 the um starboard running light, port running light, and um
20 masthead light.

21 CAPTAIN [REDACTED] Okay. What do the rules say about the
22 responsibility between vessels in that situation?

23 [REDACTED] Um, they're both to um turn starboard
24 pass port-to-port.

25 CAPTAIN [REDACTED] Okay. How about a crossing situation?

1 [REDACTED] For um in crossing situation? Um,
2 basically where -- basically when two vessels are crossing
3 the one that um has it on the, has a contact on their
4 starboard side is the give-way vessel and they give way to
5 the contact ahead that has the port running light on their
6 side.

7 CAPTAIN [REDACTED] Okay. What does give-way look like in
8 that situation? What, what are your options in accordance
9 to the Rules of the Road?

10 [REDACTED] Um, you slow down or you can um turn
11 starboard, sir.

12 CAPTAIN [REDACTED] Okay. Uh between the Rules of the
13 Road and the Captain's Standing Orders uh is it ever okay
14 to turn left to avoid a contact?

15 [REDACTED] No sir.

16 CAPTAIN [REDACTED] On the night of the collision on your
17 watch, what was the quality of communications between
18 Bridge and CIC? You know as a CIC Watch Officer who'd been
19 standing the watch recently you have a good sense of Fitz's
20 Combat watch organization right?

21 [REDACTED] Yes sir.

22 CAPTAIN [REDACTED] So, uh, how would you characterize it
23 uh, was it good Comms was there a steady flow of backup
24 information? Was Combat providing proper backup to the
25 Bridge or was it silence on the net? Something in between?

1 [REDACTED] Something in between. There wasn't
2 much communication, sir.

3 CAPTAIN [REDACTED] Okay. Did Combat provide any reports
4 to the Bridge on uh surface contacts for the purpose of
5 contact avoidance and CPA management during the watch?

6 [REDACTED] A few. Not much.

7 CAPTAIN [REDACTED] Okay. And, I forget if we already
8 asked the question, but uh so who's responsible for doing
9 MOBOARDS on the Bridge?

10 [REDACTED] The Junior Officer of the Deck, sir.

11 CAPTAIN [REDACTED] Okay. And did you do any MOBOARDS
12 that night after the transit started?

13 [REDACTED] No sir.

14 CAPTAIN [REDACTED] Okay. So talk to us about your
15 relationship uh with the other two officers. So, uh, uh
16 [REDACTED] right? Mr. [REDACTED]?

17 [REDACTED] Yes sir.

18 CAPTAIN [REDACTED] So new Conn. I think it's, it's his
19 first qualified Conn watch. He completed a JQR, right?

20 [REDACTED] Yes sir.

21 CAPTAIN [REDACTED] So he's new. Um, you had been
22 standing JOOD for about a month, right?

23 [REDACTED] Yes sir.

24 CAPTAIN [REDACTED] You had -- had you, had you ever stood
25 watch with him before?

1 [REDACTED] No sir, that was my first watch.

2 CAPTAIN [REDACTED] Okay. Had you ever stood watch with
3 the OOD?

4 [REDACTED] Yes sir.

5 CAPTAIN [REDACTED] Okay. How, how many watches would you
6 say you've stood with her?

7 [REDACTED] I've stood watch with her two weeks
8 when I first started and then one week back underway I was
9 on her watch team again. She had SW Operations, so I got
10 put with someone else.

11 CAPTAIN [REDACTED] Okay, so that, that's probably -- I'm
12 gonna just estimate that's probably what 20 watches?

13 [REDACTED] Yes sir.

14 CAPTAIN [REDACTED] Roughly?

15 [REDACTED] Yes sir.

16 CAPTAIN [REDACTED] That you stood watch with her? Okay.
17 Um, so how was the communication between the three of you
18 that night? Were you guys clicking? Uh, was there a
19 steady drum beat of Comms back and forth amongst you guys?
20 Was it, was it, was it, were you not communicating very
21 well? Was there not much to talk about? How was your guys
22 communication?

23 [REDACTED] Um, a lot of good communication with
24 the Conning officer, Officer of the Deck. Um, it was good
25 but um at times it was kind of slow. There would be some

1 times where you'd stop and it was like hey what are we
2 doing, what are we doing again? Where are we going again?
3 That, that was about all that there but there wasn't any
4 quietness on the bridge or anyone avoiding each other.

5 CAPTAIN [REDACTED] To your knowledge were there any
6 personal issues be -- among the three of you?

7 [REDACTED] No sir.

8 CAPTAIN [REDACTED] Were you aware of any issues uh
9 between the OOD uh, uh and the CO?

10 [REDACTED] No sir.

11 CAPTAIN [REDACTED] And the OOD and the XO?

12 [REDACTED] No sir.

13 CAPTAIN [REDACTED] Senior watch officer?

14 [REDACTED] No sir.

15 CAPTAIN [REDACTED] Okay. So when did you, when did you
16 personally get first hand situational awareness of motor
17 vessel Crystal? The collision vessel?

18 [REDACTED] When I left the Conn on the starboard
19 bridge wing and left to go out on the port on my own. I
20 reported back to [REDACTED] that um hey did --

21 CAPTAIN [REDACTED] [REDACTED] the OOD?

22 [REDACTED] She's the OOD.

23 CAPTAIN [REDACTED] Okay.

24 [REDACTED] I reported back to the OOD and said
25 that you have a contact on that starboard side.

1 CAPTAIN [REDACTED] Okay. And then what?

2 [REDACTED] Um she --

3 CAPTAIN [REDACTED] Walk, walk us through your actions and
4 you know up until the collision.

5 [REDACTED] She said she's um tracking it as uh
6 1500-yard CPA behind us. And I told her this doesn't look
7 like a 1500-yard CPA behind us. So, I got back, I looked
8 up in the big eyes and the contact split being that there
9 was the Crystal was close to us and another one that was
10 moving ahead um. I came back in and told the Officer of
11 the Deck to come look at it because it doesn't look like
12 that. Um, she came, she looked and I told her we gotta
13 slow down. Um, she said we can't slow down because it'll
14 make the situation worse. So, I walked back, asked where
15 the Conning Officer was, I screamed for [REDACTED], um he
16 finally showed up, he was en route of the bridge. She
17 told him to um speed up to 25 knots. Um, I told her no,
18 and she was like we're speeding up 25 knots. Um, the Helm,
19 um just sat there. Um, the Boatswain Mate of the Watch
20 came behind and um she was still trying to make the repeat
21 backs um as they had 25 knots and he told her to just put
22 it on 25 knots. She put it on 25 knots, and we started
23 moving. Um, she took the Conn before, before the 25 knots
24 call was taken. Um, we sped up to 25 knots, and she told

1 him to make a um left full rudder, and before um they
2 turned the rudder, the ship hit us.

3 CAPTAIN [REDACTED] Okay. So, can you go up on the, on
4 the white board there and uh draw for us, show Fitz, and
5 the, and it sounds like there were two -- you thought there
6 was one but there ended up being two different vessels?

7 [REDACTED] Yes sir.

8 CAPTAIN [REDACTED] So can you give us a graphic
9 representation of what that looked like? And whatever
10 other information you can fill in, courses, and speeds, and
11 distances if you, if you recall?

12 [REDACTED] I started off seeing a red light. Um,
13 that's when I went back in the pilot house, and then when I
14 came back I looked in the big eyes, um --

15 CAPTAIN [REDACTED] Did you go, did you have a sense of
16 the range at that point?

17 [REDACTED] No sir.

18 CAPTAIN [REDACTED] Okay.

19 [REDACTED] I saw a big white light come from
20 behind and then saw another red light.

21 CAPTAIN [REDACTED] Okay. So go ahead and talk us through
22 it again with, with, with the picture.

23 [REDACTED] So um, the Fitz was driving up. Um,
24 came to the port bridge wing, saw this contact with the red
25 light, came back --

1 CAPTAIN [REDACTED] Port, port or starboard bridge wing?
2 [REDACTED] The starboard.
3 CAPTAIN [REDACTED] Okay.
4 [REDACTED] Sorry. I came to starboard originally,
5 um saw the contact, saw a red light, came back in and asked
6 the Officer of the Deck um did she have anything on this
7 contact on the starboard side, did she see it. Um, she
8 said yes she saw it, um it was going to cross behind us at
9 1500 yards. I came back, looked, and said it doesn't look
10 like it's going to cross us behind at 1500 yards. Um, then
11 I saw the contacts split. I walked back inside and told
12 her to come look at it. She came and looked at it. I
13 suggested we slow down. She said we couldn't slow down, um
14 it would make the situation worse. She came back in, um we
15 were looking for the Conning Officer. The Conning Officer
16 finally came. Um she called, she took the Comm and called
17 orders ahead [REDACTED] knots. Um, Helm froze. Boatswain Mate of
18 the Watch comes over to help. We started speeding up, and
19 she calls um left full rudder, and before he turned we got
20 hit.
21 CAPTAIN [REDACTED] Okay. From the time you gained visual
22 initially until the collision, how much time do you think
23 went by?
24 [REDACTED] About 10 minutes.

1 CAPTAIN [REDACTED] Minutes? So, 5 minutes, 10 minutes,
2 20 minutes?

3 [REDACTED] 10 minutes, sir.

4 CAPTAIN [REDACTED] 10 minutes. Okay. You're confident
5 there were two ships?

6 [REDACTED] Yes sir. I'm positive.

7 CAPTAIN [REDACTED] What makes you think there were two
8 ships?

9 [REDACTED] Because I saw a big light after this.
10 When I first went -- when I came back out there was one
11 right here, I saw the red that was the Crystal, and then I
12 saw this big white light coming from behind the Crystal.

13 CAPTAIN [REDACTED] Okay. Did you ever see two, two port
14 running lights or just the one?

15 [REDACTED] Just the one.

16 CAPTAIN [REDACTED] Okay. So, if you go back and play
17 that again in accordance to the Rules of the Road and the
18 Captain's Standing Orders, what would the proper response
19 have been in this situation?

20 [REDACTED] The proper response would have been to
21 call the Captain. Um --

22 CAPTAIN [REDACTED] Anything else?

23 [REDACTED] Slow down and wait it out until the
24 Captain came on the bridge.

1 CAPTAIN [REDACTED] Okay. What else do the Rules of the
2 Road say you can do?

3 [REDACTED] Um --

4 CAPTAIN [REDACTED] To avoid a collision?

5 [REDACTED] You can turn starboard.

6 CAPTAIN [REDACTED] Okay.

7 LIEUTENANT [REDACTED] And just to clarify it one more
8 time. Which one is the Crystal -- which one?

9 [REDACTED] This is the Crystal.

10 LIEUTENANT [REDACTED] And 100% sure that one hit you?
11 That the one forward was the one that struck?

12 [REDACTED] Yes.

13 CAPTAIN [REDACTED] So, so what do you think was going on?
14 What do you think happened there between those two vessels?
15 Let, let's say that there were two right? Uh, why do you
16 think you only saw the one that you think is Crystal?

17 [REDACTED] Because they were, I guess this one was
18 behind this one.

19 CAPTAIN [REDACTED] Okay. So, Crystal would've been, in
20 my words Crystal was visually masking the other vessel?

21 [REDACTED] Yes sir.

22 CAPTAIN [REDACTED] Okay. And, at some point they
23 separated, and that's where you, that's when you saw the
24 second vessel?

25 [REDACTED] Yes sir.

1 CAPTAIN [REDACTED] Okay.

2 LCDR [REDACTED] So, in that uh image that you've
3 depicted for us, why do you think that the OOD thought that
4 slowing down would've made the situation worse? Were you
5 aware of any other vessels around you that by slowing down
6 would've caused the situation to occur?

7 [REDACTED] There were contacts in this area.

8 LCDR [REDACTED] Go ahead, go ahead and draw em.

9 [REDACTED] There was vessels over here that we
10 previously avoided. Um, there were none coming down our
11 port side.

12 CAPTAIN [REDACTED] Could you put the speed leaders on so
13 we could, so we're clear on the direction you think they're
14 going?

15 LCDR [REDACTED] Any uh contacts that you're aware of
16 on your starboard side?

17 [REDACTED] There were some but they were far away.
18 They weren't near us.

19 CAPTAIN [REDACTED] Okay. So, you, you indicated that the
20 OOD said uh that uh the CPA was going to be 1500 yards to
21 the stern of Fitz right?

22 [REDACTED] Yes sir.

23 CAPTAIN [REDACTED] So that would've put you crossing
24 ahead of that motor vessel right?

25 [REDACTED] Yes sir.

1 CAPTAIN [REDACTED] Okay. Do you know, do you know how
2 the OOD determined that the CPA was going to be at stern of
3 Fitz?

4 [REDACTED] She said she saw it on the radar.

5 CAPTAIN [REDACTED] Okay. Any other questions about the
6 diagram? Okay. Won't you grab a seat. Thank you.

7 MR. [REDACTED] I have just one, my back.

8 CAPTAIN [REDACTED] Mm-hmm.

9 MR. [REDACTED] You said from the time you saw
10 the vessel until the time you were hit was 10 minutes. How
11 do you know it was 10 minutes?

12 [REDACTED] Before I walked over to the bridge wing
13 I saw that it was 1:20. I looked at VMS before I walked out
14 to the other side of the bridge.

15 MR. [REDACTED] Okay. All right, so you looked
16 at VMS, saw the time and then you roughly know when you
17 were hit. Thank you.

18 CAPTAIN [REDACTED] Um, where were you at the time of the
19 collision?

20 [REDACTED] By the SCC console with the Boatswain
21 Mate of the Watch.

22 MR. [REDACTED] One question. Why do you think
23 the OOD didn't call the Captain?

24 [REDACTED] I don't know.

1 MR. [REDACTED] Second question. Why didn't you
2 call the Captain?
3 [REDACTED] I froze.
4 LCDR [REDACTED] Who uh on the Bridge team is
5 responsible for sounding a way, a collision alarm or
6 general emergency, general quarters?
7 [REDACTED] Boatswain Mate of the Watch.
8 LCDR [REDACTED] Was the Boatswain Mate of the Watch
9 ever directed to sound?
10 [REDACTED] Yes.
11 LCDR [REDACTED] Was the before or after the collision?
12 [REDACTED] It was after.
13 LCDR [REDACTED] In those 10 minutes leading up to the
14 collision was there any consideration that the two vessels
15 might actually collide?
16 [REDACTED] No.
17 CAPTAIN [REDACTED] Well it sounds like you thought that
18 you were going to collide or you were, there was, in your
19 mind there was a clear risk of collision? Right?
20 [REDACTED] Yes sir.
21 CAPTAIN [REDACTED] You, you had suggested -- you, you
22 said that you suggested to the OOD that you slow down?
23 [REDACTED] Yes sir.
24 CAPTAIN [REDACTED] Uh, what else did you suggest?
25 [REDACTED] Just that we slow down or go back full.

1 CAPTAIN [REDACTED] Okay. Did you suggest to the OOD that
2 she call the Captain? Okay.

3 LCDR [REDACTED]: I'm sorry was that a yes or a no?

4 [REDACTED] No.

5 LCDR [REDACTED]: Okay.

6 LIEUTENANT [REDACTED] Just flipping through some of the
7 notes here of different questions that came up through
8 here. Um, and so I'm going all the way to the back, the
9 very beginning of the day. Uh, you had mentioned that you
10 had gotten some rest before watch. Was that actual sleep
11 or just laying down doing whatever it is that helps you to
12 relax?

13 [REDACTED] It was actual sleep for an hour.

14 LIEUTENANT [REDACTED] Okay one hour of sleep. And we
15 touched upon this a little bit. Uh, were there any special
16 orders, any changes through night orders or verbal
17 communication from the CO? Anything different from normal
18 given to your watch of CPA, adjustment from track, any-
19 anything given to your watch?

20 [REDACTED] Not that I can remember.

21 LIEUTENANT [REDACTED] Nothing unique in the night
22 orders?

23 [REDACTED] The thing that stuck out to the most
24 was the 20 knots to get ahead of PIM.

25 LIEUTENANT [REDACTED] And why did that stick out?

1 [REDACTED] Because we were close to land.

2 LIEUTENANT [REDACTED] So, again, you, you've worked in
3 Combat. You've done that watch, you know what goes on.
4 What is the normal discussion environment between Bridge
5 and CIC?

6 [REDACTED] CIC is contacts with Surface. Um,
7 aware of night orders, always aware of where the night
8 orders are. They always get lost in Combat. Um, anything,
9 any new word that was passed if someone called the Captain
10 or if someone was calling the Captain if anybody had
11 anything to pass.

12 LIEUTENANT [REDACTED] So for the contacts that they see.
13 At what point do they call up to the Bridge and say there's
14 something we're watching?

15 [REDACTED] Usually way ahead of time.

16 CAPTAIN [REDACTED] So I'll ask that question in a
17 different way. What does the Captain's standing orders say
18 about the range at which CIC is required to begin tracking
19 surface contacts? There's a, there's a midrange.

20 [REDACTED] I can't remember.

21 CAPTAIN [REDACTED] Okay.

22 LIEUTENANT [REDACTED] So, they are supposed to contact
23 way ahead that there's this contact. Were you, were you
24 getting that kind of communication during the watch on the
25 17th?

1 [REDACTED] Not from Combat.

2 LIEUTENANT [REDACTED] Do you remember any information
3 from Combat that night?

4 [REDACTED] I had orders down here, so I sent the
5 Boatswain Mate of the Watch to come pick it up.

6 CAPTAIN [REDACTED] I just want to add on to that. So,
7 so, overall from, from the time you left the Saganami Wan
8 after Boat Ops until the collision. How many uh, how many
9 surface vessels would you say you guys had visual on over
10 the course of that transit? Just kind of in total,
11 ballpark?

12 [REDACTED] Vessels, five.

13 CAPTAIN [REDACTED] Pardon?

14 [REDACTED] Five, sir.

15 CAPTAIN [REDACTED] Five, five visual of five vessels
16 total?

17 [REDACTED] At least five big vessels, sir.

18 CAPTAIN [REDACTED] Okay. Um, is it, is it fair to say
19 that if you got visual then it's within the radar horizon
20 of the [REDACTED]-67?

21 [REDACTED] If I have a visual, it should be on the
22 radar as well. Is that fair?

23 CAPTAIN [REDACTED] Okay.

1 LIEUTENANT [REDACTED] How about visual of smaller
2 vessels? There's some fishing vessels that you guys
3 dodged?

4 [REDACTED] Not all the time.

5 LIEUTENANT [REDACTED] If you had to toss out a number of
6 how many you may have seen.

7 [REDACTED] That night?

8 LIEUTENANT [REDACTED] That night.

9 [REDACTED] I can't remember.

10 LIEUTENANT [REDACTED] Because, so, so I'm just trying to
11 connect different things that we've heard today. Because
12 you, you said you may have seen five large vessels. I have
13 five large vessels on that chart right there. You also
14 said that on a range of 1 to 10 that this was a 7 or 8 in
15 terms of traffic.

16 [REDACTED] There were a lot of fishing vessels
17 that night. How many fishing vessels I can't recall.

18 LIEUTENANT [REDACTED] Okay. All right.

19 MR. [REDACTED] Let me uh get back to this. Now
20 you said that you told the OOD to call the Captain?

21 [REDACTED] No.

22 MR. [REDACTED] You didn't?

23 [REDACTED] I suggested we slow down.

1 MR. [REDACTED] You said, you suggested we slow
2 down. All right. So you know though, per the standing
3 orders you should, she should've called the Captain?

4 [REDACTED] Yes sir.

5 MR. [REDACTED] Okay. So, of the watches you've
6 stood has there been any other re -- any other instances
7 where the Captain should've been called and he wasn't?

8 [REDACTED] Um, no sir.

9 LIEUTENANT [REDACTED] You mentioned that there were a
10 couple of times where something may not have shown up on
11 radar. Um a couple of questions on that. What, what is
12 the blind spot on the radar or a zone where maybe it
13 doesn't pick up very well?

14 [REDACTED] I believe the, the starboard side
15 between amidships and the aft.

16 LIEUTENANT [REDACTED] And, is that the uh 73 or the 67?

17 [REDACTED] The 73.

18 LIEUTENANT [REDACTED] And are there any spots where you
19 know if there's a certain range, perhaps, that maybe
20 vessels just don't get picked up as well, just if they
21 enter this area they don't show up?

22 [REDACTED] I can't remember. I just know on one
23 of the sides of the ships um we have a blind spot we can't
24 see.

1 LIEUTENANT [REDACTED] Okay. And, so what's, what goes
2 on, on the Bridge if there is a visual check, a visual
3 vessel that you see that's not showing up on radar?
4 [REDACTED] We usually call down to Combat.
5 LIEUTENANT [REDACTED] Do you recall that being done
6 during your watch?
7 [REDACTED] No sir.
8 LIEUTENANT [REDACTED] And you did say there were some
9 vessels that night which were not on radar?
10 [REDACTED] Yes sir.
11 LIEUTENANT [REDACTED] So no calls were made to Combat.
12 What did the Bridge crew do?
13 [REDACTED] We would avoid the contact, either slow
14 down. For the mid of our watch we were going at least 14
15 knots for a while before we picked up speed. So, we
16 started off slow and towards the end of our watch mid-end
17 we started picking up speed to come back to 20 knots to get
18 ahead.
19 LIEUTENANT [REDACTED] So a decision was made on the
20 Bridge of how to adjust the course or speed based on the
21 visual that you had seen?
22 [REDACTED] Yes sir.
23 CAPTAIN [REDACTED] So is it also based on, on the
24 description you just gave us, that the OOD of the Bridge is

1 maneuvering to avoid contacts without calls to the
2 Commanding Officer?

3 [REDACTED] I'm sorry sir.

4 CAPTAIN [REDACTED] You were maneuvering for contact
5 avoidance and while doing that the Captain never got a
6 phone call to let him know that you were maneuvering to
7 avoid contacts.

8 [REDACTED] No sir.

9 CAPTAIN [REDACTED] Okay.

10 LIEUTENANT [REDACTED] I believe you said this but I just
11 wanted to highlight again. Uh, no Moboards were done on
12 the Bridge?

13 [REDACTED] No Moboards were done, sir.

14 LIEUTENANT [REDACTED] No Moboards were done in CIC?

15 [REDACTED] None were done in CIC.

16 CAPTAIN [REDACTED] To be clear, you didn't get any
17 communications from CIC that Moboard solutions were done?

18 [REDACTED] None sir.

19 CAPTAIN [REDACTED] Okay.

20 [PHONE RINGING LOUDLY IN BACKGROUND]

21 LIEUTENANT [REDACTED] And, you mentioned before that
22 there were several vessels, which had been close to that
23 6,000-yard boundary of when the CO needs to be contacted.
24 What would you say was the closet any of those vessels had
25 come to the Fitzgerald?

1 [REDACTED] Some of them right at the edge of the
2 3-nautical mile, well only 2, um like right at the edge of
3 the 3-nautical mile order.

4 LIEUTENANT [REDACTED] Did you ever bring up the idea of
5 doing a Moboard?

6 [REDACTED] No.

7 LIEUTENANT [REDACTED] So clearly, I mean when you saw
8 this visual contact off to your, to your starboard side, um
9 that was you know when you brought up that there was a
10 concern and you communicated that to the OOD, is that
11 environment welcomed onboard the Fitzgerald?

12 [REDACTED] Yes.

13 LIEUTENANT [REDACTED] That if you have a concern you can
14 bring it up?

15 [REDACTED] Yes.

16 LIEUTENANT [REDACTED] Do you feel that extends up the
17 chain of command as well to the XO and CO?

18 [REDACTED] Yes.

19 LIEUTENANT [REDACTED] Have there been other times, other
20 situations where you had a concern that you did bring it up
21 for, to be addressed?

22 [REDACTED] Does this involve bridge or any?

23 LIEUTENANT [REDACTED] Watch, ship, Ops, Admin, anything.

24 [REDACTED] I never hold off. I always tell them.

25 LIEUTENANT [REDACTED] Honesty is the best policy?

1 [REDACTED] Honesty's the best policy.

2 LIEUTENANT [REDACTED] Do you think you've had any
3 repercussions because of that?

4 [REDACTED] To be honest when I speak my mind and
5 other people try to I guess get low or get back at me I
6 don't even notice. I'm too busy taking care of my guys.

7 LIEUTENANT [REDACTED] So you said you were working with
8 the Conn and going from bridge wing to bridge wing checking
9 out for visual contacts. Uh, is there a certain pattern
10 that you follow? Uh, go here, go there, go back to here?
11 What, what sort of pattern do you put out?

12 [REDACTED] Um, no direct pattern. It just
13 happened that night we had a lot of contacts on our port
14 side. So we were on the port side mostly.

15 LIEUTENANT [REDACTED] So, it's just try to focus where
16 the, the majority of the contacts are?

17 [REDACTED] Yes.

18 LIEUTENANT [REDACTED] Do you know if, if you're spending
19 a lot of time on the port does the OOD go over to the
20 starboard or does she tend to stay in one location?

21 [REDACTED] She tends to stay in one location.

22 LIEUTENANT [REDACTED] Is that center line?

23 [REDACTED] Yes sir. At least one person stays on
24 the Bridge.

1 LIEUTENANT [REDACTED] So, could you put a time, a period
2 of time where the starboard side maybe wasn't being
3 watched?

4 [REDACTED] Uh probably starting at 0115, 0100.

5 LIEUTENANT [REDACTED] 10 minutes?

6 [REDACTED] About 10, 20 minutes.

7 LIEUTENANT [REDACTED] Is there any point where you feel,
8 given the radar issues, and the fact that your -- there's a
9 lot of vessels on the port side that maybe something
10 could've slipped by on the starboard side that maybe
11 something got closer to the vessel than you realized?

12 MR. [REDACTED] Was that a no?

13 [REDACTED] No.

14 MR. [REDACTED] Okay.

15 LCDR [REDACTED] Did, at any point, in the 10 minutes
16 leading up just before the collision had occurred, any time
17 during there did you get any radio calls or any sound
18 signals from any of the ships?

19 [REDACTED] None.

20 LCDR [REDACTED] Any light signals?

21 [REDACTED] No light signals or anything.

22 CAPTAIN [REDACTED] So you didn't see any flashing light
23 coming from the uh collision vessel?

24 [REDACTED] No sir.

1 LCDR [REDACTED] And again, what was your first
2 indication? Was it just picked up on one of your scans or
3 was there something that drew your attention to --

4 [REDACTED] Of the --

5 LCDR [REDACTED] Of the Crystal.

6 [REDACTED] I just decided to walk on the starboard
7 bridge wing.

8 LIEUTENANT [REDACTED] Was the Conn with you?

9 [REDACTED] No, he stayed on the port side.

10 MR. [REDACTED] You guys got underway on a
11 southerly track, you had multiple contacts that were closer
12 than standing orders basically allow for. At one point in
13 time did you feel like you weren't comfortable with that
14 situation?

15 CAPTAIN [REDACTED] Or did you feel uncomfortable? Or is
16 that just --

17 [REDACTED] I've been in Seventh Fleet for five
18 years.

19 CAPTAIN [REDACTED] -- just how Fitz rolls?

20 [REDACTED] No, it's not how Fitz rolls. I guess
21 like it just didn't, it didn't freak me out or like there
22 were a lot, but I knew we would get through them. I didn't
23 freak out or -- I don't know. I guess I just wasn't
24 thinking that night or went into shock.

1 LIEUTENANT [REDACTED] You had mentioned the traffic
2 separation schemes and talked about where their locations
3 are. The Fitz's course was going across those voluntary
4 traffic separation schemes. Is that correct?

5 [REDACTED] Our course was going across them --

6 LIEUTENANT [REDACTED] As, as in like so I'm going
7 outbound to sea. Was the Fitzgerald joining the traffic
8 separation scheme and following traffic outbound from Tokyo
9 or was it coming across the traffic, the traffic lanes for
10 outbound and inbound traffic?

11 [REDACTED] We were joining the traffic lanes.

12 LIEUTENANT [REDACTED] Are you aware of any point where
13 you may have been crossing the traffic lane?

14 [REDACTED] No.

15 LIEUTENANT [REDACTED] Other than your personal
16 knowledge, was there any training given or information
17 posted on there, there's an inbound lane here, outbound
18 lane here in preparation for the, the watch?

19 [REDACTED] None.

20 MR. [REDACTED] So, you're in an outbound
21 transit. I'm, I'm basically re-asking this question. When
22 you had your Nav Brief, did the Nav Brief cover your
23 outbound after Flight Ops?

24 [REDACTED] It didn't.

25 MR. [REDACTED] It didn't?

1 [REDACTED] I don't remember it.

2 MR. [REDACTED] So there was no brief, there was
3 a brief to get you here right? There was no brief from
4 here out?

5 [REDACTED] I don't remember.

6 MR. [REDACTED] Is it normal not to get a Nav
7 Brief before that type of uh operation transit?

8 [REDACTED] I just got underway with them. We
9 normally do a Navigation Brief that morning at 0700 as soon
10 as we get in.

11 MR. [REDACTED] Mm-hmm. Okay. So, 0700 got the
12 word Nav Brief. We're gonna go out here, we're gonna come
13 over here, we're gonna do Flight Ops. At the end of Flight
14 Ops you know you get the word hey Nav puts it in VMS. This
15 is the route. Stay left or right of track by so many
16 yards, go. There was no more than that?

17 [REDACTED] Not that I remember from the Nav Brief.

18 MR. [REDACTED] Okay. So in the times that you
19 were on this vessel, your last vessel, and the one before
20 that was there any time where navigation, you're getting
21 underway, busy channel, land on both sides, and they didn't
22 give you some type of Nav Brief of particular hazards that
23 you might incur on an inbound or outbound transit?

24 [REDACTED] We did on my first and second ship and
25 the navigator always stayed until we got out.

1 MR. [REDACTED] Okay. So you didn't feel that
2 was somewhat peculiar that you'd leave from here and all
3 you got was a line on the VMS to say go that way?

4 [REDACTED] Yes, but -- I did but we were in a
5 rush. I wasn't thinking.

6 MR. [REDACTED] Okay. That's the, that's the
7 situation you were in. Now you said before that you were
8 comfortable bringing up issues. You know, what we say in
9 Homeland Security see something say something. So, if you
10 had an issue there, if you had an issue with how the OOD
11 was operating the vessel, if you had an issue with the
12 standing orders, CPA contacts not being reported to the
13 Captain, at no point in time did you think let me get on
14 the phone. This could possibly not be safe?

15 [REDACTED] Unfortunately, no I didn't that night.

16 LIEUTENANT [REDACTED] Anything else sir?

17 CAPTAIN [REDACTED] Okay Ms. [REDACTED], so we've, we've
18 talked about all kinds of stuff here but it uh all comes
19 down to one basic question. How'd this happen? How did
20 Fitz come to occupy the exact same piece of ocean that
21 motor vessel Crystal did? How did it happen? And from
22 your perspective.

23 [REDACTED] I don't know sir. Like, I felt like I
24 had uh, like I could see, I could -- I probably didn't have

1 all the necessary tools, but I felt like I thought we had
2 everything under control at the time.

3 CAPTAIN [REDACTED] So it sounds like, based on your, on
4 your description and your perspective of how the events
5 unfolded that you know -- that you and then you notified
6 the OOD and, and uh, uh you had enough awareness and time
7 on Crystal to do the right thing to avoid collision. So
8 what's your explanation for why that didn't happen? I'm
9 not assigning fault. I just want your perspective on the
10 how and the why. We know what happened, right? But the
11 how and the why behind uh is we're, we're still working on
12 that.

13 [REDACTED] So, sir, I'm the Senior on the Bridge.
14 Um the Officer of the Deck is the JG.

15 CAPTAIN [REDACTED] Mm-hmm.

16 [REDACTED] At the time of -- okay I have a hard
17 personality. Um, I'm not mean, but the way I speak
18 sometimes, the way I talk kind of sounds like an attitude,
19 so with her I didn't want to overstep my boundaries. At
20 the same time I was on the bridge for experience, to get
21 the experience to learn because I haven't been on the
22 bridge for a while. I didn't want to overstep my
23 boundaries, but I should've overstepped my boundaries, sir.

24 CAPTAIN [REDACTED] So it sounds -- I'll, I'll brief this
25 back to you and you tell me if, if I'm right. So, what I'm

1 hearing is you recognized you were Senior in rank and
2 overall professional experience but because of your
3 position, your relative position on the bridge as the JOOD,
4 and the fact that you were new to standing bridge watch on
5 the Fitz, you didn't -- you felt like that was uh a barrier
6 that kept you from speaking up probably sooner than you
7 should've?

8 [REDACTED] I didn't feel like it was a barrier for
9 making me speak up but I felt like -- I don't know sir. I
10 went into shock. I regret not speaking up, but I don't
11 know how to answer sir. I'm sorry.

12 CAPTAIN [REDACTED] Okay. Okay. All right. Well, so we
13 ask this last question of everybody we interview. Um, you
14 know you and your shipmates experienced uh a hell of an
15 ordeal that night with the collision, with the damage
16 control efforts to save the ship and get her stable. Uh
17 you know, you lost some shipmates, 7 killed as a result of
18 this. Um, fighting to get her back into port, get her
19 pier-side, uh, and uh you know my understanding is that you
20 guys are starting to flow back onto the ship, you know
21 take, take her back over and take back ownership uh to
22 start, you know getting her repaired. And, I'm sure over
23 the course of that night into that morning the following
24 day you probably witnessed either personally or heard about
25 some of your shipmates that were particularly heroic,

1 particularly brave and courageous, you know w-went above
2 and beyond the call of duty to help their shipmates, help
3 save the ship, you know do what they had to do. Um, so if
4 there's any names or groups of names that come to mind that
5 you think we should know about, know is the time to let us
6 know. Anybody in particular, you know?

7 [REDACTED] Um, from what I saw our XO and Ensign
8 [REDACTED].

9 CAPTAIN [REDACTED] What did [REDACTED] do?
10 [REDACTED] He took the deck, um after the
11 collision and he stayed the whole time.

12 CAPTAIN [REDACTED] Okay. Anybody else?

13 [REDACTED] That was the only officer I saw up
14 there on the bridge from the collision all the way to
15 pulling into port.

16 CAPTAIN [REDACTED] Okay. Any other name or names come to
17 mind? Okay. Is there anything else you want to tell us
18 that you think is relevant to this investigation that might
19 help explain how this happened?

20 [REDACTED] No sir.

21 CAPTAIN [REDACTED] It could be about people, it could be
22 about equipment, it could be about relationships, it could
23 be about anything.

24 [REDACTED] We were supposed to be in CMAV getting
25 the radar fixed. Our CMAV was cancelled twice.

1 CAPTAIN [REDACTED] Mm-hmm. How, how far ahead of the --
2 how many days ahead of the 16th of June was the crew made
3 aware that you were going to get underway for, for tasking?
4 [REDACTED] The week we pulled in. The only reason
5 we pulled in was because our switchboard caught on fire.
6 CAPTAIN [REDACTED] Mm-hmm.
7 [REDACTED] But um since we came back in, we got an
8 email from N3 that says you guys are still up for next
9 week.
10 CAPTAIN [REDACTED] Okay so you had a 7 to 10 day heads up
11 that you were, were getting underway.
12 [REDACTED] Yes sir.
13 CAPTAIN [REDACTED] So it wasn't a complete surprise?
14 [REDACTED] Yes sir.
15 CAPTAIN [REDACTED] Okay. At least by FDNF standards.
16 [REDACTED] Yes sir.
17 CAPTAIN [REDACTED] I, I had command out here, so I'm
18 familiar with the pace.
19 [REDACTED] Yes sir.
20 CAPTAIN [REDACTED] Okay. Thank you.
21 LIEUTENANT [REDACTED] So we definitely appreciate your
22 time here today and all the information you've provided to
23 us. Uh, as stated if there's anything that comes to mind,
24 uh that didn't come up in the interview but you want to
25 make sure that we are aware of you can tell us now or you

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1 can tell us next week. At any time you have something you
2 feel we should know, please feel free to reach out to us,
3 because we'd certainly appreciate that information.
4 Additionally, as the investigation is ongoing we ask that
5 you not discuss this interview with other individuals, just
6 so that we can ensure that the stories are kept separate
7 and that we don't start mixing information with other
8 individuals we get to interview.

9 [REDACTED] Yes sir.

10 LIEUTENANT [REDACTED] Thank you again so much for your
11 time today.

12 CAPTAIN [REDACTED] I'll walk you out.

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