

CUI

ATTENTION

Use this space to indicate categories, limited dissemination controls, special instructions, points of contact, etc., if needed.

ATTENTION

All individuals handling this information are required to protect it from unauthorized disclosure.

Handling, storage, reproduction, and disposition of the attached document(s) must be in accordance with 32 CFR Part 2002 and applicable agency policy.

Access to and dissemination of Controlled Unclassified Information shall be allowed as necessary and permissible to any individual(s), organization(s), or grouping(s) of users, provided such access or dissemination is consistent with or in furtherance of a Lawful Government Purpose and in a manner consistent with applicable law, regulations, and Government-wide policies.

Standard Form 901 (11-18)
Prescribed by GSA/ISOO | 32 CFR 2002

CUI

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

UNITED STATES COAST GUARD

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

REAR ADMIRAL [REDACTED]: [DICTATION BEGINS HERE] for a
long time.

[REDACTED]: I don't remember seeing sir.

REAR ADMIRAL [REDACTED]: Did you serve on the

[REDACTED]?

[REDACTED]: No sir.

REAR ADMIRAL [REDACTED]: No? Okay.

[REDACTED]: I was uh Fleet Forces Command

REAR ADMIRAL [REDACTED]: Oh. Maybe our paths have
crossed.

[REDACTED]: Yes sir.

REAR ADMIRAL [REDACTED]: Okay. Please, have a seat.

[REDACTED]: Morning. [crosstalk]

UNKNOWN SPEAKER: How you doing?

REAR ADMIRAL [REDACTED]: So, quite a few people in
the room here with ya. I want to explain who everyone is
and kind of what you're gonna see here this morning. So,
um, again my name is [REDACTED]. I'm the Admiral in charge
of the investigation for the Navy. With me today, I've got
two legal representatives; I think you've already met

FOR OFFICAL USE ONLY

Audio transcription - [REDACTED]

2

1 Lieutenant Commander [REDACTED] and Lieutenant Commander [REDACTED].
2 They're part of my legal advisors. Master Chief [REDACTED] is,
3 is on my team serving as my Senior Enlist Advisor and [REDACTED]
4 [REDACTED] [phonetic] will be taking notes. For this
5 morning's interview, we won't have any questions for you.
6 Uh, the Coast Guard will be doing all the question asking.

7 [REDACTED]: Yes sir.

8 REAR ADMIRAL [REDACTED]: Uh, and his team, I will let
9 him introduce which does include Captain [REDACTED] on his team,
10 so over to Lieutenant [REDACTED] to introduce his team.

11 LIEUTENANT [REDACTED]: So, good morning.

12 [REDACTED]: Good morning, sir.

13 LIEUTENANT [REDACTED]: I'm Lieutenant [REDACTED].
14 I'm the Senior Investigating Officer for U.S. Coast Guard
15 Activities Far East here in Japan. Under the Authority of
16 Title 46, U.S. Code 6301 and Title 46 CFR Part 4 an
17 investigation is being conducted into the circumstances of
18 the collision between the USS Fitzgerald and the ACX
19 Crystal on June 17, 2017. This investigation is intended
20 to determine the cause of the casualty to the extent
21 possible and to obtain information for the purpose of
22 preventing similar casualties in the future. To assist
23 with the accuracy of our investigation, we will be
24 recording today's interview, which is taking place on June
25 23rd at 9:11 in the morning. Assisting me today, I have

Alpha Transcription

678-646-5330

FOR OFFICAL USE ONLY

Audio transcription - [REDACTED]

3

1 Mr. [REDACTED] from the Coast Guard National Center of
2 Expertise for Investigations. I also have Lieutenant
3 Commander [REDACTED] who works with me in our office and has
4 uh been a Commanding Officer of Coast Guard Cutter. And
5 additionally, I have Captain [REDACTED] who is working as a
6 Liaison Officer to assist the Coast Guard in understanding
7 uh Naval Operations and any questions we may have.

8 [REDACTED]: It's nice to meet you all.

9 LIEUTENANT [REDACTED]: Pleasure to meet you, sir.

10 [REDACTED]: Sorry it's under these circumstances.

11 LIEUTENANT [REDACTED]: These things do happen, so, we
12 appreciate your time speaking to us. Um, so if we could
13 just begin uh could get uh the spelling of your name
14 please?

15 [REDACTED]: Uh, my first name is [REDACTED].

16 LIEUTENANT [REDACTED]: Okay, so [REDACTED] [sic]?

17 [REDACTED]: Yes sir.

18 LIEUTENANT [REDACTED]: Okay.

19 [REDACTED]: And my last name is [REDACTED].

20 LIEUTENANT [REDACTED]: Fantastic. I've had so, so many
21 names here and uh some of them have a few more letters than
22 others, so.

23 [REDACTED]: Yes sir.

24 LIEUTENANT [REDACTED]: Just making sure we get em all
25 right. Uh, and your position aboard the vessel?

Alpha Transcription

678-646-5330

1 [REDACTED]: I am the Assistant Navigator on board
2 the USS Fitzgerald.

3 LIEUTENANT [REDACTED]: And then uh the watch duty
4 position would be the Quartermaster of the watch?

5 [REDACTED]: Yes sir.

6 LIEUTENANT [REDACTED]: Do you know which section, uh,
7 number you, you perform in?

8 [REDACTED]: What watch section?

9 [REDACTED]: The watch section, I-I don't remember
10 sir. Um, because we are in uh three sections and then the
11 officers uh they were operating in uh four sections and so
12 it's I can't remember uh which actual section I-I was in at
13 that time.

14 LIEUTENANT [REDACTED]: That's fine.

15 [REDACTED]: Sorry.

16 LIEUTENANT [REDACTED]: And, and let me lay out a little
17 bit of ground rules here. If-if there's anything that you
18 don't know

19 [REDACTED]: Say I don't know?

20 LIEUTENANT [REDACTED]: Yeah, it's fine saying I don't
21 know. Uh, we, we certainly don't believe you're hiding
22 anything, um and there's nothing wrong with not knowing an
23 answer if it's something that you simply don't know then
24 that's the truth and that's, that's all we're looking for.

25 [REDACTED]: Yes sir.

Audio transcription - [REDACTED]

5

1 LIEUTENANT [REDACTED]: Uh, same way if you have at any
2 moment you need to take a breather to have some water, use
3 the head, uh anything, you know any request you have please
4 ask us of it and we'll be, try to facilitate the best we
5 can. We can stop, pause this at any time --

6 [REDACTED]: Yes sir.

7 LIEUTENANT [REDACTED]: And, and come back to it, so no
8 worries there.

9 [REDACTED]: Yes sir. Thank you.

10 LIEUTENANT [REDACTED]: How long have you been in the
11 Navy?

12 [REDACTED]: On July [REDACTED] I'm at 15 years, so I'm
13 right at my 15-year-mark.

14 LIEUTENANT [REDACTED]: Thank you so much for your
15 service.

16 [REDACTED]: Thank you.

17 LIEUTENANT [REDACTED]: Um, so across 15 years I'm sure
18 you've had plenty of different vessels and uh experiences,
19 uh are you in the Navy on, on such a career do you work on
20 a particular class of vessel like are you focused in on
21 Destroyers or is it just spread out?

22 [REDACTED]: Um, I, I've come uh quite fond of being
23 on the Destroyer. My, my first uh ship was uh an, an
24 amphib. I really, really like uh the LSD platform also. I
25 guess I like all things ships, I guess. But, uh the only

Alpha Transcription

678-646-5330

1 two types of ships that I've been on with an LSD um, my
2 previous ship before the uh Fitzgerald I was on the USS
3 McFaul uh DDG-74. And, um I was onboard there for five
4 years and then um I transferred here um to Fitzgerald on I
5 checked onboard on September 28, 2016 and um I-I like
6 Destroyers, the weapon system that they have onboard and
7 they're a lot faster than uh LSDs and um I, I like it. Um,
8 I like the small boy community because you get to interact
9 with uh, with everyone and you get to learn everyone's job.

10 LIEUTENANT [REDACTED]: Excellent.

11 [REDACTED]: So, I'm pretty much like a jack-of-all-
12 trades and a master of none.

13 LIEUTENANT [REDACTED]: [chuckle] But, so often better than
14 master of one. Don't put that on me. Okay. So,
15 definitely uh a lot of different platforms here and uh so
16 you've been on, on the Fitzgerald since uh September of
17 last year.

18 [REDACTED]: Yes sir.

19 LIEUTENANT [REDACTED]: Um, so you've, you've probably
20 done a couple of patrols. Uh, I understand there may have
21 been a, a yard period uh last year?

22 [REDACTED]: Yes sir. When um, when I got here the
23 ship was in uh dry dock and we came out of dry dock. It
24 was in um November. And, uh we got out of dry dock and we
25 still had a small uh, uh maintenance availability period.

Audio transcription - [REDACTED]

7

1 And, uh after that we uh had our first underway in uh
2 January. I don't remember the, the exact dates of those
3 but um we started getting underway in January. Um, we were
4 in and out a couple of times and then um came back for
5 maybe a couple of weeks in February and then we left again
6 and we were gone for up until the beginning of June. And,
7 then um our last underway was the reason why I'm here.

8 LIEUTENANT [REDACTED]: Understood. Okay. So, a little
9 sea trial in January, out for sure in February, get to go
10 to all sorts of missions in the Pacific.

11 [REDACTED]: Yes sir.

12 LIEUTENANT [REDACTED]: Uh, I understand maybe picked up a
13 couple of folks in Saseboe, uh maybe on the way back up to
14 port here. And, then uh, a little down time the early part
15 of June uh for a week, 10 days roughly.

16 [REDACTED]: Yes sir.

17 LIEUTENANT [REDACTED]: And during that time uh so you got
18 familiarized with the vessel, um what, t-tell me a little
19 bit about that cause obviously each vessels got their own
20 little quirks and different COs and XO's on how operations
21 done.

22 [REDACTED]: Yes sir.

23 LIEUTENANT [REDACTED]: Was there anything uh was it
24 normal just hey I'm here, show me the...

Alpha Transcription

678-646-5330

1 [REDACTED]: Well, um, of course coming here to Japan
2 is totally different from being in Norfolk, Norfolk,
3 Virginia. And, so uh, just doing that adjustment and then
4 uh which was uh funny with my last ship I put them in dry
5 dock and when I left there, I checked out from that command
6 we were in dry dock, and so when I come here uh to the
7 Fitzgerald and then we were in dry dock here. And, um so
8 just seeing like a lot of the uh, the shipyard workers
9 there. They were Japanese, and so trying to communicate
10 with them is of course they don't really speak much
11 English, so there, there was that and you know just certain
12 uh, certain shops and offices on my last ship are in
13 different places on the uh, on the ship now.

14 LIEUTENANT [REDACTED]: Okay.

15 [REDACTED]: Um, and so that just took me a little
16 bit to get used to. I just, I mean being familiar with
17 that platform, I, I could just easily just associate the
18 new space uh, or substitute the new space for the old
19 space.

20 LIEUTENANT [REDACTED]: Okay.

21 [REDACTED]: And, um like I say DDGs that, that
22 community. Uh they, they work the same. You know, they, I
23 think one of the most versatile ships in the United States
24 uh Navy Fleet, or any Fleet for that matter. And uh like
25 the, the mission and just the mission here is like you're

1 always on the go. You have to pick up and go and so uh I
2 like that because it, it keeps you on your toes and um you
3 have to be sharp and um at what, what you do and it-it's
4 kind of stressful and uh at times I, I kind of like the
5 the high intensity like the stress of it because you get to
6 actually see how good you are and then that's when you get
7 to see how great of a leader you are because you're
8 division will, will reflect that. So, if your division is
9 a mess and you have high stress going on then you have to
10 just tighten up on your leadership.

11 LIEUTENANT [REDACTED]: Okay. Would you, do you feel that
12 the, the team performs pretty well uh based on your, your
13 first uh, first period at sea?

14 [REDACTED]: Yes. And, I'm not just saying that
15 because of it-it's my team but um I have uh my guys; all of
16 them are young and it's their first ship. And, um, I like
17 that because uh I've been in it going on 15 years and I get
18 to show them the right way how to do it and just train them
19 like the right way to learn things and I challenge them all
20 the time. I act like I don't know something and then uh
21 whenever they ask me and then I say go look it up. I just
22 tell them, what -- I give them a couple of pubs where they
23 can look at it. And I give them a publication that's
24 completely wrong and, and then they'll say that pub has
25 nothing to do with, with this, and I'm like oh, oh yeah I

1 forgot about that. And just to, just to see how --
2 continued training is, is like a joke with us. They always
3 say well I know I can't ask QM1, he's going to tell me to
4 look it up when he already knows but I always -- then I
5 always tell them teach a man to fish. And, I always say
6 that to them.

7 LIEUTENANT [REDACTED]: Okay. So, so one, one question
8 here cause as I said I'm trying to understand the Naval
9 Operations and how, how it works out in the fleet. Uh, you
10 mentioned your team. Well, who makes up your team?

11 [REDACTED]: Um, what we have um, it's different.
12 You have different scenarios. Um, the first scenario um I
13 go with uh with the least amount of people that's the
14 Quartermaster of the watch where it's just -- you have just
15 your uh one qualified person that is qualified in the
16 Voyage Management System, which is our electronic chart
17 display. Um, if the ship is uh certified and that,
18 that's the most basic uh watch, watch station.

19 LIEUTENANT [REDACTED]: Mm-hmm.

20 [REDACTED]: And then um, Level 2 would be uh like a
21 modified navigation detail and it varies. The, the
22 parameters that each ship would set modified navigation
23 detail is um it's the Commanding Officer's call, so if
24 they, if they feel that at um 15 nautical miles they would
25 like 15 nautical miles within a navigational hazard or from

1 land then they can write that in their uh standing orders
2 that they want the navigation detail set. Um, I remember
3 my last Commander we set ours at, at 12 nautical miles and
4 here on the Fitzgerald it's uh 5 nautical miles. So, at
5 modified navigation detail you have your, the Navigator or
6 the ANAV who is myself, and then you have a qualified
7 Quartermaster of the Watch. Um, and that was our person at
8 normal station for the modified navigation detail. And
9 then the Level 3 um would be a um like a special sea and
10 anchor detail and that's pretty much for a uh restricted
11 transit. Um, whenever you're entering or leaving port or
12 you have like a what they call a chokepoint transit, like
13 the Suez Canal or uh the Panama Canal something of that,
14 that nature. Um, those you have um for navigation, you
15 have the um of course you have all the Bridge watch
16 standers, the Office of the Deck, Junior Office of the
17 Deck, um the Conning Officer. You have um a piloting, a
18 Piloting Officer which is uh an Operations Specialist that
19 is uh like on the uh, the 73, SPS-73 uh and repeater. Then
20 you have a uh CIC uh Nav Plotter. You have a uh port and
21 starboard bearing takers which are um, since my, we're
22 short in my division. We have an actual Yeoman uh doing
23 that as one of my bearing takers right now because I'm, I'm
24 short on my crew. But, uh, so you gotta have uh either a
25 Quartermaster or someone on the uh pelorus with their, with

Audio transcription - [REDACTED]

12

1 a telescopic update um bringing in bearings to our,
2 whatever NAVAIDs we have uh set forth that way we can uh
3 get lines and positions off of.

4 LIEUTENANT [REDACTED]: Okay.

5 [REDACTED]: Um, in addition to those personnel you
6 have a um Nav Plotter, which would be a Quartermaster that
7 is of course qualified in Voyage Management System. And,
8 then you have a um a bearing book recorder. And the
9 bearing book recorder, that person is on the um --
10 depending on what ship, uh it could be sound-powered phones
11 or it may be uh, on, on the Fitzgerald we had IVCS, uh
12 IVCS. It's uh an interior voice communication system and
13 um they communicate with the bearing takers, and so they
14 have, we have the, the NAVAIDs set. And we just tell them
15 hey port bearing taker at bearing 230 it should be this
16 black and white tower over there. You see it? And they
17 say uh copy, I see it. And, so okay that is uh V2. Um,
18 bring that in the next fix and then do the same thing for
19 the starboard side. And then uh whatever in our bearing
20 books they will write all of that information to the
21 NAVAIDs that we're going to bring in for our fixes and they
22 would uh just write the bearings for that for the entire
23 duration of the transit.

24 LIEUTENANT [REDACTED]: Excellent.

Alpha Transcription

678-646-5330

1 [REDACTED]: And those are the, the three levels of
2 the watch stations for Navigation.

3 LIEUTENANT [REDACTED]: And, so for this voyage outbound
4 from Yokosuka, uh it, it would've been the Level 1?

5 [REDACTED]: Yes sir.

6 LIEUTENANT [REDACTED]: So you, you'd done the route
7 before coming to and from Yokosuka and uh were you involved
8 in the -- like is, is there a set you know set of waypoints
9 that the vessel uses every time and, and tweaks based on,
10 on conditions or does --

11 [REDACTED]: Um, it's, it's um, just about every time
12 that we've uh gone there's been we've had different tasking
13 or something different [loud throat clearing] prior to
14 transit. Um, at this particular time, we were doing uh, we
15 got finished with Flight Quarters and Boat Ops and um so
16 our position after we uh completed those was a little
17 different. So, we set the first waypoint at, at a
18 different location from, from before. Um, but pretty much
19 the, the transit in the area is normally the same. We try
20 to make sure that we set the uh, the trek to where it's um,
21 it's far enough way from that way we don't have to be
22 outside of uh the parameters for us to have to set modified
23 navigation detail. So, it's pretty much in the middle of,
24 of the islands that are, that are down there. And, um,
25 every time that I've gone, that I've gone through there it,

1 it kind of like freaked me out the first time because it's
2 so much traffic. The area is like unbelievable. Like in
3 the VMS when you utilize VMS, um our primary navigation
4 radar is the uh SPS-73 and we have uh the radar repeater is
5 in the pilot house. And, so that, that radar repeater
6 whatever contacts, surface contacts we have uh -- they call
7 it being hooked. We have it like uh hooked is like another
8 word for we selected. So, like we select that particular
9 vessel on the radar um because that -- uh 73 is our
10 navigation radar it automatically it will then it'll
11 populate on our Voyage Management System, um computer. So,
12 we're able to monitor, we're able to get the uh CPA, all of
13 that, and all of the information. It will give us their
14 latitude, longitude, their um their course and their speed
15 as well. And, it, it'll give you the time to CPA and all
16 of that stuff.

17 LIEUTENANT [REDACTED]: Excellent.

18 [REDACTED]: And so it's, it's highly accurate.

19 CAPTAIN [REDACTED]: So, if I could interject a question
20 here?

21 [REDACTED]: Yes sir.

22 CAPTAIN [REDACTED]: Uh, so uh for your trek lines, so back
23 to his, his question. You have a set standard in and
24 outbound trek line where you set your waypoint one to join
25 that trek line is what you modify each time?

1 [REDACTED]: Um, well this, this, this transit is,
2 is, is not attached to our, our transit from Yokosuka.
3 Where the, where the um collision happened is like outside
4 of it and um like the area we, we've had to waypoint like
5 first time it -- I can't really remember exactly what --
6 [Shuffling and crosstalk]
7 LIEUTENANT [REDACTED]: We'll bring it to ya.
8 LCDR [REDACTED]: So, I-I guess the question being is
9 that for the transit you have to have approved track lines
10 ahead of time before commencing your transit right? It's
11 discussed at the Nav Brief?
12 [REDACTED]: Um, we'll open for the navigation brief,
13 the navigation brief is we mainly do the navigation brief
14 for a restricted, for all restricted transits. So, if
15 there's, if the transits going to be a restricted transit,
16 then we, we brief that, that track. Um, um --
17 LCDR [REDACTED]: So your track lines within the end of
18 the sea buoy?
19 [REDACTED]: The, so (inaudible - 00:21:55) --
20 CAPTAIN [REDACTED]: Okay. So, another to ask this
21 question is on the night of the transit after you completed
22 Boat Operations and the ship began normal transit South
23 were you following a navigation track that was entered in
24 VMS that was approved by the Commanding Officer?
25 [REDACTED]: Yes sir. Yes sir.

1 CAPTAIN [REDACTED]: Okay.

2 [REDACTED]: Yes sir. I'm sorry, I didn't
3 understand.

4 LCDR [REDACTED]: No, no, no. No worries. There's a
5 lot of different ways of asking questions so if you know if
6 we don't ask right, by all means, pipe up, we'll get, we'll
7 get it phrased appropriately. That's why we have Captain
8 with us.

9 LIEUTENANT [REDACTED]: We, we want your full
10 clarification and then that's, again, we're clarifying
11 between ourselves what exactly it is we're asking. So, we
12 don't want any confusion here.

13 [REDACTED]: Yes sir.

14 LCDR [REDACTED]: So, in that scenario, those track
15 lines that were laid down for you to begin your transit
16 outbound.

17 [REDACTED]: Yes sir.

18 LCDR [REDACTED]: Uh, when were those entered and put
19 into the system?

20 [REDACTED]: Uh, I-I can't remember. Um, I'm not
21 sure when uh when the Captain had, had approved them. I
22 know we normally, we set them, we do tracks all the time
23 because like we get our tasking in and so we start looking
24 ahead so we can get time, speed, distance for whatever
25 transit to go wherever the case may be. And, so, um like

Audio transcription - [REDACTED]

17

1 it's second nature uh I would say. But, uh, for this
2 particular track, um I-I didn't do this one, this track.
3 Um, navigator he, he did it and I'm not sure when the, when
4 he and the captain like went over, went over the track to
5 uh, to get it approved.

6 LCDR [REDACTED]: Sure.

7 [REDACTED]: I'm sorry.

8 LCDR [REDACTED]: No. Don't be sorry for anything.

9 Thanks.

10 [REDACTED]: You're welcome.

11 LIEUTENANT [REDACTED]: So, so I know we haven't gotten
12 out of Yokosuka too many times since uh you, you'd arrived
13 you know late last year. Um, but in your previous time
14 when leaving Yokosuka and say heading south of Japan, is
15 this the route the vessel would use to leave?

16 [REDACTED]: Uh, yes sir.

17 LIEUTENANT [REDACTED]: Okay. So, in between the
18 peninsula and the island there?

19 [REDACTED]: Yes sir.

20 LIEUTENANT [REDACTED]: So, --

21 [REDACTED]: To conserve gas, cause coming all the
22 way down south you have to go all the way down and then you
23 have to come over, and all that, so we just -- we normally,
24 if we come over, excuse me, we'll operate here in Sagami
25 Wan and then from Sagami it's just pretty much like a

Alpha Transcription

678-646-5330

1 straight shot. And then there's a lot of merchant traffic
2 in, in, in this area and uh down here. There's a lot of
3 merchant traffic.

4 LCDR [REDACTED]: On the converse of that is there less
5 commercial traffic the long way?

6 [REDACTED]: Um --

7 LCDR [REDACTED]: If you haven't taken it, you can't
8 really say.

9 [REDACTED]: Uh, I can't say, no sir. I-I can't say.

10 LIEUTENANT [REDACTED]: Uh, so, again the chart number on
11 that if you could read that out to us?

12 [REDACTED]: The chart is nine-seven-one-four-zero
13 (97140).

14 LIEUTENANT [REDACTED]: And uh the name of the chart?

15 [REDACTED]: So, Nojima-saki to Omaezaki.

16 LIEUTENANT [REDACTED]: Thank you. So, if this is the,
17 the normal path here and then we have a note here uh that
18 was uh taken I believe from the log book that uh shows the
19 position was roughly around here at uh I think it was 20 --

20 UNKNOWN SPEAKER: 2300.

21 LIEUTENANT [REDACTED]: 2300? Thank you. So, at 2300 the
22 vessel originated from this position. Is, is this angle
23 that's marked on these further points very far off? Like
24 where, where would the normal track line meet up with these
25 points here?

1 [REDACTED]: That's, it's pretty much how, how it
2 would go. Um, because like I said we don't, we don't want
3 to, we normally wouldn't bring it too close to this island
4 right here or it's either we want to pretty much want to
5 stay in the middle and then you have -- like I said it's
6 like -- it looks like ants on, on the VMS like with all of
7 the merchant, all of the merchant vessels. When you look
8 at it in VMS and you see like the track lines they're going
9 like all different directions and um that's why I, when I
10 look at it that's I refer to it -- I was like it looks
11 like, it looks like ants cause it's like dozens, dozens of
12 ships in there like in this area. And, um it's not really
13 a -- I don't like it um because it's, it's not like um.
14 Like I'm used to like transiting in, uh in, in the Gulf
15 and, and in the Med where you actually have like the sea
16 lanes and they're like on the chart and you see the traffic
17 separation schemes. Um and here, like it says here it's,
18 it's voluntary. Like what is voluntary? What does a
19 voluntary traffic separation scheme mean? And, so and then
20 if you go to Note 1: Uh, for details for the voluntary
21 traffic separation scheme in approach to (inaudible -
22 00:27:37) and (inaudible - 00:27:38) northwest of Oshima
23 and uh the southward of Irozaki consulted in the sailing
24 directions.

25 LIEUTENANT [REDACTED]: Not, not the clearest direction.

1 [REDACTED]: Right. So, from, from here from this
2 note, I, I go read it on the chart and then after I read it
3 on the chart then it means you have to go find the actual
4 sailing direction that's applicable to this chart.

5 LIEUTENANT [REDACTED]: Right.

6 [REDACTED]: Which is like extra search. So me
7 being 15 years in, I really don't understand it too much.
8 Granted, I don't have that much experience in this area,
9 but you have. I have a QMSN, he just made Seaman in May.
10 And, so you have to break this down for Seaman so and so.
11 Like, read this note, and well you see this on the chart,
12 then you have to read this note, then you have to go find
13 the, the, the uh sailing direction.

14 LIEUTENANT [REDACTED]: And --

15 [REDACTED]: And sailing directions is different
16 because it's, they're not in order. They have all
17 different numbers, so then you have to find the actual
18 sailing direction number and then you go to the chapter in
19 there and then read it and then that way you know what you
20 have to do for that area. So --

21 CAPTAIN [REDACTED]: Let me ask a quick question. So,
22 based on that description you just gave us of the work that
23 would need to be done to get all of the relevant navigation
24 information for that voluntary traffic separation scheme.

25 [REDACTED]: Yes sir.

1 [REDACTED]: Was that work done to prepare for this
2 transit?

3 [REDACTED]: Yes sir. Well, um, Nav and I. I got
4 him in the practice of doing that. Uh, we have sailing
5 direction, normally we will print them out for um, mainly
6 for uh foreign ports but especially for foreign ports.
7 But, he and I we had this uh atlas of Japan uh -- t-that we
8 looked at a lot and then um he and I because this was our
9 first time out here uh for both of us being navigators and
10 so we studied all of this stuff a lot before we um actually
11 came out. Well, not before we came out here but before we
12 had our first transit down south. And, then our first uh,
13 the first transit that we did do. Uh, we had uh ATG
14 onboard. And, so they gave us a lot of uh recommendations
15 um whenever we were doing our LOA and everything. So,
16 they, they showed us a lot of the same sheets over there.
17 They uh, they've been stationed there for a while and of
18 course they've gotten underway with several ships, so
19 they've given us their, their, tips and what they, all of
20 their recommendations.

21 CAPTAIN [REDACTED]: So, just one followup question. When
22 you, when you dig into the references and you give them the
23 sailing directions do they provide a diagram for you as a
24 navigator to lay on top of your transit chart or is it just
25 uh text?

1 [REDACTED]: Just text.

2 CAPTAIN [REDACTED]: Okay.

3 [REDACTED]: Yes sir.

4 LCDR [REDACTED] And just to clarify as well is that
5 you, all of your chart preparation is done electronically?

6 [REDACTED]: Yes sir, for VMS, yes sir. It is uh --

7 LCDR [REDACTED]: And is there a paper chart that is
8 prepared as part of a back up redundant?

9 [REDACTED]: As per the uh latest uh NAVDORM we don't
10 have to maintain the paper charts for that as long as we
11 have uh, we have to update our VMS and when that is updated
12 um and we're good to go.

13 CAPTAIN [REDACTED]: Okay so you're 100% paperless.

14 [REDACTED]: Yes sir. We still, we still have to,
15 which I-I don't get is we like we still have to, we still
16 have to have paper charts onboard but we don't um, we're
17 not required to use them.

18 CAPTAIN [REDACTED]: No, according to that data you're not
19 required to do them.

20 [REDACTED]: No sir. But, um when we came back from
21 the collision we were dark and um had we not had a paper
22 charting we wouldn't have been able to get to like -- so we
23 had a paper chart on board and um because we were dark our

24 [REDACTED]

1

2 to transit to come back.

3 LCDR [REDACTED]: And, again you'll have to forgive me
4 for my lack of understanding with the NAVDORM but uh does
5 the Commanding Officer require a set of ready charts to be
6 updated and prepared at any and all time?

7 [REDACTED]: With the NAVDORM?

8 LCDR [REDACTED]: With, just, this is specific CO
9 doctrine, if, if he required of the Nav team to have a set
10 of ready charts for any particular area for --

11 [REDACTED]: Um --

12 CAPTAIN [REDACTED]: Yeah. Does the Captain have a ready
13 chart list?

14 [REDACTED]: Yes sir. We have a --

15 CAPTAIN [REDACTED]: That tells you a minimum set of charts
16 you're required to maintain.

17 [REDACTED]: Yes sir. We have um, a ready chart
18 list.

19 LCDR [REDACTED]: And is it practice for those ready
20 charts to be updated and maintained or no?

21 [REDACTED]: No sir.

22 LCDR [REDACTED]: You just have to have them right?

23 [REDACTED]: Yes sir.

1 LIEUTENANT [REDACTED]: So, when they meet you've
2 mentioned a couple of times, I want to make sure I-I have
3 this individual, the Navigator, onboard the vessel?
4 [REDACTED]: Yes sir.
5 LIEUTENANT [REDACTED]: Uh, first and last name.
6 [REDACTED]: Uh his first name is [REDACTED]. Last name
7 is uh [REDACTED].
8 UNKNOWN SPEAKER: You need water?
9 CAPTAIN [REDACTED]: We have water.
10 [REDACTED]: I can't, I can't drink water. I'm
11 sorry, I-I can't. I'm fine. Thank you.
12 CAPTAIN [REDACTED]: Okay.
13 LIEUTENANT [REDACTED]: Okay, thank you. So, the
14 Navigator set the track line with you, uh, uh worked it
15 out. The Navigator put it into VMS. Does VMS have that uh
16 voluntary uh separation scheme as, as an option or is it in
17 the record at all?
18 [REDACTED]: Um.
19 LIEUTENANT [REDACTED]: Or is it an exact copy of this
20 charts
21 [REDACTED]: So, it'll pretty much like whatever the
22 paper chart has the most up-to-date version of the paper
23 chart, VMS will reflect that. That's all it is just an
24 electronic version of the, the paper chart. Uh, so if it's

Audio transcription - [REDACTED]

25

1 not on the paper one then it's not gonna, it's not gonna
2 show in VMS.

3 LIEUTENANT [REDACTED]: Understood.

4 LCDR [REDACTED]: Can you state which type of chart you
5 use for navigation? There's a variety of different charts
6 available.

7 [REDACTED]: On VMS?

8 LCDR [REDACTED]: Mm-hmm.

9 [REDACTED]: Uh, we have uh of course with have the
10 approach, we have approach charts, harbor charts, coastal,
11 and then the uh general.

12 LCDR [REDACTED]: You have like Raster charts?

13 [REDACTED]: All, all of them are just uh if that's
14 what you mean. All of them are just uh --

15 CAPTAIN [REDACTED]: Vector?

16 [REDACTED]: They have the Vector feature. They're
17 just regular um, not Raster charts. Mercator uh
18 projection.

19 LIEUTENANT [REDACTED]: Okay. And, uh you did mention --

20 [REDACTED]: Did I not answer your question, uh --?

21 LCDR [REDACTED]: Uh, I think that it's the, the
22 terminology. It's the uh the terminology of the different
23 charts, there's Raster, there's Vector charts. Uh, there's
24 um British Admiralty charts that you can use. It just
25 depends on if you had a hierarchy of what type of charts --

Alpha Transcription

678-646-5330

1 usually you use the most available whether you're doing it
2 on you know a non-charted plane --

3 [REDACTED]: Oh the --

4 LCDR [REDACTED]: And you can --

5 [REDACTED]: Okay. It's mainly all of the charts
6 that we use are just uh the WGS-84, just the WGS for data.
7 And, that's pretty much VMS all, all together. They're uh
8 --

9 LCDR [REDACTED]: So that data is displayed on a
10 particular background chart type? I just didn't know if
11 you knew [crosstalk]chart types.

12 [REDACTED]: Yes sir.

13 LIEUTENANT [REDACTED]: And uh, one last thing here you
14 had mentioned the first time out for yourself and the
15 Navigator. Uh, did the Navigator arrive -- wh-when did the
16 Navigator come onboard?

17 [REDACTED]: Um, he had gotten there it was in uh
18 October. It was maybe the first or the second week in
19 October. I, wait, um I got here on September 28th and then
20 um we flew back to the states. My [REDACTED]

21 [REDACTED], we flew back.

22 So, while we were uh there and he came and uh he checked on
23 board. So, I, the exact date when he came I can't
24 remember.

25 LIEUTENANT [REDACTED]: That's fine.

1 [REDACTED]: But I know he was here when I came back
2 and when we took the ship out of dry dock uh together and
3 uh both of us had our first underway in uh Japan in uh
4 January. We were doing our, going through our nav cert.

5 LIEUTENANT [REDACTED]: Okay. And, so you had the ATG uh
6 training team and, and the experts there to give you some
7 advice on that. Is there any --

8 [REDACTED]: Yes sir.

9 LIEUTENANT [REDACTED]: During, during this time was the
10 previous Navigator and I believe you said you, you work as
11 the Assistant Navigator.

12 [REDACTED]: Yes sir.

13 LIEUTENANT [REDACTED]: Were they still onboard at that
14 time or had they departed?

15 [REDACTED]: They had already, they uh, Nav had
16 already done his turnover with the previous Navigator and
17 she uh transferred. Um, and, and prior to us getting
18 underway of course with uh us doing our nav cert there's a
19 bunch of training that we had to go through over ATG. And,
20 so we, we were over there a lot uh picking their brains,
21 you know asking them about uh recommendations and
22 everything.

23 LIEUTENANT [REDACTED]: So, the previous Assistant
24 Navigator who you replaced had departed as well?

1 [REDACTED]: Uh, yes sir. She, uh, she would've
2 still been onboard but she [REDACTED]. And, so
3 she uh didn't get underway with us.

4 LIEUTENANT [REDACTED]: Understood. So, again, they give
5 you like a list of best practices.

6 [REDACTED]: Yes sir.

7 LIEUTENANT [REDACTED]: You're working with the ATG team
8 and they're helping you out. So, we, we had a good picture
9 uh but as the vessel was underway for that first time for
10 the sea trials and that first uh voyage at the beginning of
11 the year it was the Navigator's first time. We're in
12 Japan, we're in this area, we'll do our best.

13 [REDACTED]: Yes sir.

14 LIEUTENANT [REDACTED]: So let's move back, go, go in time
15 a little bit closer to, to present. Uh, on Friday uh last
16 week the vessel is getting underway for their next voyage
17 and walk me a little bit through your, through your day.
18 Uh, when you woke up uh getting ready. Just walk me
19 through your day.

20 [REDACTED]: Um, it was just like a normal Friday.
21 Just get up, come into quarters, uh getting everything
22 prepped for the Navigation brief that morning. Uh,
23 everything printed out, getting all the equipment taken out
24 so that we could uh get underway. Um, cleaning the pilot
25 house. Just uh like our normal pre-underway routine you

Audio transcription - [REDACTED]

29

1 know? We did the Navigation brief. The Navigation brief
2 went well.

3 LIEUTENANT [REDACTED]: Mm-hmm.

4 [REDACTED]: We had uh lunch and then we, we uh got
5 underway. We got underway, uh we went to anchorage and we
6 were anchored for a few hours because we uh moved some,
7 moved some ammo. And, uh once we finished that we picked
8 up the hook and uh, well we retrieved the anchor and we got
9 underway. Um, once uh, once we finished with the anchor,
10 the Yokosuka transit we were in this area here, Sagami Wan.
11 We were doing uh helicopter DOQs. [whispering crosstalk] Uh
12 --

13 LIEUTENANT [REDACTED]: Standardization, certification -

14 -
15 [REDACTED] Qualifications for uh for the Flight
16 Deck. Um, they were doing uh helicop-like helicopter
17 operations.

18 CAPTAIN [REDACTED]: Deck landing qualifications.

19 LIEUTENANT [REDACTED]: Thank you, sir.

20 [REDACTED]: Um, excuse me. Uh, we did, we did that
21 um. I'm sorry, we picked up the, we retrieved the anchor
22 it was around uh 1600, so we finished that transit and uh
23 we set Flight Quarters. Once we completed our transit um
24 from Yokosuka. And, uh so we were doing DOQs during the

Alpha Transcription

678-646-5330

1 day and then we uh we had to do some at night also for
2 qualifications -- for certification, I'm sorry.

3 LIEUTENANT [REDACTED]: Mm-hmm.

4 [REDACTED]: And uh we did some after sunset and um
5 after DOQs we had some, cause they were doing their flight
6 deck certification for Flight Quarters they had, we had
7 some personnel from ATG onboard. So, uh, we did small boat
8 operations. We put the uh, put our RHIBS in the water in
9 transit and uh they took those personnel back, back to
10 shore. And, uh so that was pretty much all in a day's
11 work.

12 LIEUTENANT [REDACTED]: What a day.

13 [REDACTED]: Yes sir. And, um, during the Flight
14 Quarters and whatnot I, I wasn't on the bridge at that time,
15 so everything that was, that was going on up there at that
16 time I, I, I really don't know everything that was going
17 on. Um, I took the watch at 2130. Um, that's the, the
18 beginning of the midwatch. I took the watch at 2130 and uh
19 they completed Flight Quarters and we were getting ready
20 for uh Boat Ops. And, uh so we were transiting.

21 LIEUTENANT [REDACTED]: Uh, sorry, sorry to interrupt.

22 Uh, so let me uh, we're probably going to take quick 5-
23 minute break just to kind collect some of our thoughts
24 here. Def-definitely we've been talking for a little bit
25 here, so definitely don't want to go on continuously

Audio transcription - [REDACTED]

31

1 without giving everyone a little breather here. If I could
2 get a quick timeline of the day. Uh, when did you wake up?
3 And rough time will be fine.

4 [REDACTED]: Um, 5:15. Uh, we had to be onboard at
5 06. Liberty, liberty expired for our heads at 06.

6 LIEUTENANT [REDACTED]: So, the work day for most folks
7 regardless if they were on the boat, off the vessel, 06.

8 [REDACTED]: Yes sir.

9 LIEUTENANT [REDACTED]: Uh, getting underway about what
10 time?

11 [REDACTED]: Um, getting underway it was uh 11:00,
12 11:30.

13 LIEUTENANT [REDACTED]: And then straight to anchorage.
14 Uh, you said 1600 or so getting out of anchorage?

15 [REDACTED]: It was around uh 1600 when we finished
16 with anchorage and uh certainly that pushed us to like
17 around the end of the transit, I'd say roughly like about
18 1730 close to that time.

19 LIEUTENANT [REDACTED]: All right so they'd be about the
20 start of Flight Ops?

21 [REDACTED]: Yes sir.

22 LIEUTENANT [REDACTED]: And then I believe you said you
23 got on watch at 2130?

24 [REDACTED]: Yes sir.

Alpha Transcription

678-646-5330

1 LIEUTENANT [REDACTED]: Which is about, Flight Ops ended
2 about that time.

3 [REDACTED]: Uh, I can't remember exactly what time
4 Flight, Flight uh, Flight Ops ended.

5 LIEUTENANT [REDACTED]: But, so after Flight Ops, Boat
6 Ops?

7 [REDACTED]: Yes sir.

8 LIEUTENANT [REDACTED]: And Boat Ops completed
9 approximately?

10 [REDACTED]: It was on my watch. I, um, I'm unsure
11 what time we finished sir.

12 LIEUTENANT [REDACTED]: Understood. And so, my last
13 question here before we go, go to break is during this day
14 from 06 to your watch, which is going on at 22, or 2130,
15 what was your rest period?

16 [REDACTED]: Um, so it was like, after we finished
17 sea and anchor detail, it was like 1730 up until I went on
18 watch. That was all the downtime that I had that, for that
19 day.

20 LIEUTENANT [REDACTED]: And, did you get any sleep, just
21 get a meal, watch a video? What sort of things?

22 [REDACTED]: Um, I ate, I ate dinner. Um, what else
23 did I do? After dinner I uh, what did I do? I went to
24 berthing for maybe like an hour. And then I went up to the
25 chart room and uh I was in the chart room. I was listening

1 to music. And, uh I ended up dozing off, and uh I woke up
2 it was uh like around 2045 and um so I went down and like
3 just washed my face and I brushed my teeth. And, um, I had
4 uh took the, I had my blanket inside my stand-up locker and
5 I unfolded it and I put it on my rack because I thought I
6 was going to be able to go to sleep that night, but -- I did
7 that and I closed my curtains. And, then I went up to the
8 chart room and um I grabbed my flashlight out of my drawer.

9 LIEUTENANT [REDACTED]: Mm-hmm.

10 [REDACTED]: And, uh I went on the bridge and took
11 the watch.

12 LIEUTENANT [REDACTED]: Okay. If you had to take a rough
13 guess at how much sleep you had when you dozed off, um?

14 [REDACTED]: Close to two hours.

15 LIEUTENANT [REDACTED]: Okay. So, we're going to go ahead
16 and pause the recording here, take us a quick moment to
17 discuss on the side. Anything you need we'll, we'll be
18 glad to provide but if you could just give us a few minutes
19 we'll all kind of clear our thoughts here and get on the
20 same path.

21 [REDACTED]: Yes sir.

22 LIEUTENANT [REDACTED]: Thank you.

23 [PAUSE IN RECORDING FOR BREAK]

24 LIEUTENANT [REDACTED]: We appreciate that, uh that little
25 break you allowed for us here and uh I just want to clarify

1 that uh again as we're working through, through the
2 timeline here of getting an understanding of the vessel,
3 the operations your, your bit in, in the entire system the
4 day of uh leading up to the casualty. Uh, we're kind of
5 getting that broad, broad picture here and my, my experts
6 uh on the side here certainly have some questions and a
7 little bit more knowledge about uh the Quartermaster
8 position as a whole. Um, so what we're going to continue
9 here is uh asking some questions about uh your experience
10 onboard the vessel and then we may ask uh a few more
11 specific questions about the position of Quartermaster,
12 Assistant Navigator and the, the technical knowledge that
13 you would have uh onboard the vessel. Understood?

14 [REDACTED]: Yes sir.

15 LIEUTENANT [REDACTED]: Fantastic. So, we're continuing
16 now at 10:10. And uh when we left off you had uh started
17 watch at 2130.

18 [REDACTED]: Yes sir.

19 LIEUTENANT [REDACTED]: At that time when you, when you
20 look over how does the changeover work between
21 Quartermaster to Quartermaster?

22 [REDACTED]: Um, we have our uh, we do our brief.
23 Uh, we normally have a uh paper that we have to uh like
24 Quartermaster turnover uh sheet with information that we
25 fill out, but uh with our, our NIPR network had, had

1 crashed and so we were pretty much doing everything off the
2 SIPR side and that was one thing that we didn't get off of
3 the, off of the NIPR net that we had access to at the time.
4 But, um, yeah we didn't have those sheets, so we, we were
5 doing like a uh, like uh, pretty much like an inventory
6 turnover and like a voice turnover as to what was going on
7 and things to expect on the watch. And, of course, um
8 during the night watches one thing we pass is for the next
9 watch to make sure that they reassign the CO's night
10 orders. And, then we just give like a status of the
11 weather, uh the type of weather that we were experiencing
12 while we were on watch from the weather log. Um, equipment
13 status, and uh we sign out of the shift position log.

14 LIEUTENANT [REDACTED]: So, speaking of weather and
15 equipment, uh any concerns, good weather, bad weather?

16 [REDACTED]: Uh, the weather was uh pretty mild, mild
17 that night. Um, the seas were uh about 3 feet. Um, the
18 barometer was steady and uh the winds, they weren't,
19 weren't having any heavy winds at all. So, um, so it was
20 pretty, like a cool summer night.

21 LIEUTENANT [REDACTED]: And then for equipment you just
22 mentioned that uh the NIPR was not uh --

23 [REDACTED]: Uh, yeah, that, that wouldn't have
24 anything to do with our, our navigation equipment. That

1 was just on the ship as the whole VMS is, is separate from,
2 from the ships NIPR network.

3 LIEUTENANT [REDACTED]: Okay. So, no, no other equipment
4 concerns at the time.

5 [REDACTED]: N-no sir.

6 LIEUTENANT [REDACTED]: A question that I, I had uh
7 thought of p-previously and I guess this is a good time to
8 ask. Uh, regarding navigation lights whose responsibility
9 would that be to ensure nav lights are on full power?

10 [REDACTED]: So the person that is on watch during
11 sunset. Uh, the Quartermaster of the watch that is on
12 watch during sunset. Um --

13 LIEUTENANT [REDACTED]: So, that is, that is a
14 Quartermaster duty?

15 [REDACTED]: Yes sir. Uh, we, we, because we
16 maintain the deck log while we're underway and so that's
17 one of the things that uh we notify the Officer of the
18 Deck. We say uh, Officer of the Deck, Navigation observes
19 sunset, energizes the nav lights. And then they would
20 acknowledge it and then of course the Boatswain Mate of the
21 Watch, they would pass the word over the, over the IMC uh
22 to darken the ship to extinguish all white lights topside,
23 and um we would go over to um, we call it the Telltale
24 Panel and the Telltale Panel that has all of the uh
25 navigation lights that we have onboard. You have your port

Audio transcription - [REDACTED]

37

1 and starboard running lights, of course your masthead
2 light, your sternlight. So, all of those are on the
3 Telltale Panel.

4 LIEUTENANT [REDACTED]: And, do you recall seeing the
5 Telltale Panel when you took, took the watch?

6 [REDACTED]: Yes sir. All of the nav lights they
7 were energized. And, um, the uh Quartermaster of the Watch
8 because we were doing Flight Ops they energized um, excuse
9 me, they energized restricted ability maneuver Red-over-
10 White-over-Red, and so he told me that uh they had that
11 energized and he told me that he had uh secured it and that
12 we were operating with our uh normal underway light.

13 LIEUTENANT [REDACTED]: And another question that had come
14 up, uh in a previous interview, and, and just wanted to
15 verify. I guess during Flight Ops there's like a dim mode
16 and, and which is a little less bright than the normal
17 lighting.

18 [REDACTED]: Yes sir.

19 LIEUTENANT [REDACTED]: Um, do you know if that had been
20 used or switched off after Flight Ops.

21 [REDACTED]: Um, I do not know sir.

22 LIEUTENANT [REDACTED]: Is that easy to tell from the
23 Telltale Panel if it's dim or is that on a separate?

24 [REDACTED]: It's separate from the Telltale Panel
25 and it's, it's mainly like a preference of the, of the

Alpha Transcription

678-646-5330

1 pilot that is, that's doing the, the driving for the uh for
2 the helos. Uh, if the light is too bright whenever the
3 helo is making its approach then they, they will notify the
4 helo tower and of course the helo tower will notify the
5 pilot house and then we can hit the, hit the switch then
6 but um we always keep it in bright.

7 LIEUTENANT [REDACTED]: Until, until asked otherwise?

8 [REDACTED]: Yes sir.

9 LIEUTENANT [REDACTED]: And would that be part, is that
10 part of your normal to check to see what if it's dim or
11 not? Or is it just more of the Telltale Panel that you're
12 looking too?

13 [REDACTED]: Uh, mainly the Telltale Panel. Uh the
14 main time we would check the dimmer switch is if we had to
15 utilize it, sir.

16 LIEUTENANT [REDACTED]: Okay. So that wasn't part of the
17 changeover with the Quartermaster of the Watch? Uh, no one
18 said oh by the way we forgot dim lights or we switched on?
19 That, that didn't come up in your conversation?

20 [REDACTED]: No sir.

21 LIEUTENANT [REDACTED]: Thank you. All right, so it's
22 2130, uh the vessels still doing Boat Ops, correct?

23 [REDACTED]: Yes sir.

24 LIEUTENANT [REDACTED]: And then Boat Ops continue.

Audio transcription - [REDACTED]

39

1 [REDACTED]: I'm, I'm unsure what time the uh, what
2 time we finished Boat Ops.

3 LIEUTENANT [REDACTED]: I understand. So, I, I believe on
4 the chart here it does say uh 2330. Um, so we, we'll
5 assume that. And, again, I, this information must've come
6 from the uh, the log book.

7 [REDACTED]: Right. Yeah, I'm, I'm seeing our
8 position is way down here we probably, we finished Boat Ops
9 after 2300. It was like around that time of 2300 because
10 our position is down here, we wouldn't put the small boat
11 in the water this far away for them to make that transit
12 all the way back up.

13 LIEUTENANT [REDACTED]: Mm-hmm.

14 [REDACTED]: To shore by themselves like that. So,
15 we normally, if we, whenever we do conduct Boat Operations
16 we do it pretty close to land so that the RHIB doesn't have
17 such a uh a lengthy transit.

18 LIEUTENANT [REDACTED]: It, it is a small boat for a
19 reason.

20 [REDACTED]: Yes sir.

21 LIEUTENANT [REDACTED]: Okay. So, so who's on the bridge
22 with you at 2130 and then uh after Boat Ops? Who, how is
23 the uh Bridge makeup?

24 [REDACTED]: Um, of course you had uh the Officer of
25 the Decks, of course they were going through their

Alpha Transcription

678-646-5330

1 turnover, the Junior Officer of the Deck going through
2 their turnover, both of the Conning Officers, uh and then
3 the uh Captain and the XO they were on the uh Bridge.

4 LIEUTENANT [REDACTED]: And, again all of this changeover
5 that's at 2130?

6 [REDACTED]: Yes sir. Well some, well I know my
7 turnover was at 2130, uh of course other people they're
8 doing, they have a lot more of the information that they
9 have to provide, so their turnovers are a little longer
10 than, than others and the OODs always uh they try to make
11 sure all of their, all of the, their watch standers have
12 been relieved before they um before they turnover the
13 watch. The Conning Officer, the Junior Officer of the Deck
14 and then some of them try to make sure that the
15 Quartermaster and the Boatswain Mate of the Watch have been
16 relieved as well, as well as the Aft Lookout.

17 LIEUTENANT [REDACTED]: Again, this is for the 2200 watch,
18 uh the more junior personnel I believe start at 2130 and
19 then it works its way up to the officers to close to 2200
20 when the OOD switches out.

21 [REDACTED]: So, the Officer of the Deck, they
22 normally, they're normally relieved between like 21; well
23 from the 45 until the top of the hour for their, for their
24 watches because they're, they're of course all of the
25 information that they have to provide to, to one another as

Audio transcription - [REDACTED]

41

1 far as the watch is concerned. And, um so they're normally
2 of course the last one to get relieved.

3 LIEUTENANT [REDACTED]: Correct.

4 [REDACTED]: -- Going to do turnover. I'm sorry

5 LIEUTENANT [REDACTED]: Do they, do the Helmsman, Lee
6 Helmsman, Aft watch do they all get relieved at this time
7 too?

8 [REDACTED]: Yes sir. All of, all of this at um I-I
9 can't speak for them. I'm sorry sir, but normally that's,
10 2130 is the time that we start the midwatch, so that's the
11 time that everyone is normally doing turnover and --

12 LIEUTENANT [REDACTED]: So, those, those positions are
13 usually under the Boatswain Mate of the Watch? Is that
14 correct?

15 [REDACTED]: Yes sir.

16 LIEUTENANT [REDACTED]: So, so yours is primarily the
17 chart, --

18 [REDACTED]: Quartermaster. Yes sir.

19 LIEUTENANT [REDACTED]: --where we're headed, are we on
20 track?

21 [REDACTED]: Yes sir.

22 LIEUTENANT [REDACTED]: Okay. Um, so, so you said CO and
23 XO were on the bridge wing?

24 [REDACTED]: Starboard bridge wing. Yes sir.

Alpha Transcription

678-646-5330

1 LIEUTENANT [REDACTED]: Starboard bridge wing. Do they
2 stay up there for very long?

3 [REDACTED]: Um, until the completion of Boat Ops and
4 then um after that the uh, I can't remember the exact time
5 but they both, they departed.

6 LIEUTENANT [REDACTED]: And no final directions from them
7 specific -- uh did they communicate with you of any
8 specific instructions?

9 [REDACTED]: We have uh the, they have the night
10 orders and of course we have the, the track because we had
11 to uh start our transit. So, of course we had the track in
12 there and then we had the night orders.

13 LIEUTENANT [REDACTED]: So, no additional communications?

14 [REDACTED]: Well they, they didn't speak to me
15 exactly.

16 LIEUTENANT [REDACTED]: Right. I --

17 [REDACTED]: It was just to the uh Officer of the
18 Deck and those personnel.

19 LIEUTENANT [REDACTED]: Okay. So, uh Boat Ops are
20 finished sometime after 2300, vessel is underway, what are
21 you doing there on the Bridge?

22 [REDACTED]: Uh, my normal watch routine. Uh, we of
23 course the speed change is in the deck log. Uh, taking
24 weather observations. Um, we do, we do the weather
25 observations every hour starting at uh 55. The time is 55

1 on the weather observation sheet, so we do those hourly
2 weather observations and then um we do our um logging our,
3 our positions and then taking our fixes and --

4 LIEUTENANT [REDACTED]: When you're making those fixes, is
5 that radar fixes, uh chart fixes?

6 [REDACTED]: It's all VMS. They have their time
7 stamps inside VMS. And, of course depending -- depending on
8 our fix interval then that would determine how many like
9 the, like how many uh fixes we were in, so. It just goes
10 from like if we're um in coastal waters we do anywhere
11 between 15 to 30-minute fixes and then it just goes on like
12 transiting into open ocean. In open ocean we do, we
13 conduct the uh 30-minute fixes.

14 LIEUTENANT [REDACTED]: Okay. And, let me try to rephrase
15 that. When you, when you say fix is that a GPS fix?

16 [REDACTED]: Yes sir. It's a GPS fix from uh VMS
17 that we write into the ship's position log.

18 LIEUTENANT [REDACTED]: Do you do any additional fixes
19 like uh with the (inaudible - 01:02:52) or radar contact?

20 [REDACTED]: No sir. We don't, we don't do the --
21 the, the Quartermaster we just, we're solely --

22 CAPTAIN [REDACTED]: GPS.

23 LIEUTENANT [REDACTED]: Where are we and -- write that
24 down.

1 [REDACTED]: Yes sir. And we provide the uh, the
2 PIM, Plan of Intended Movement. We provide those uh
3 updates to the Officer of the Deck and the Junior Officer
4 of the Deck to let them know uh the status of our timeline.
5 Um, the radar fixes that comes like, they do that down in
6 CIC and then also uh on the SPS or on the uh SPA-25G, which
7 is a radar repeater for the uh SPS-67. Uh, the Junior
8 Officer of the Deck and the Officer of the Deck they
9 conduct fixes utilizing that information there.

10 LIEUTENANT [REDACTED]: Okay. So, so the actual what's
11 that over there is an OOD assignment.

12 [REDACTED]: Um, we provide whatever, like whenever
13 we're not taking like writing something in the deck log or
14 our normal routine. Then of course, then we provide that
15 extra lookout -- every that's like just a responsibility of
16 everyone on the Bridge when you're up there to provide
17 Lookout help.

18 LIEUTENANT [REDACTED]: So no one, no one ever tells you
19 your job is to just look at the chart, your job is just to
20 look at the helm, your job is just to -- I'm trying to
21 think of whatever positions are up there. Listen to the
22 radio, it, it's everyone's responsibility to be picking out
23 objects?

24 [REDACTED]: Well it's, you have your, you have your,
25 your primary. Of course you have your, your primary task

1 and then, and that is what you do. So, the Helmsman their
2 primary thing is to make sure you stay on course.
3 Quartermaster of the Watch of course we have, we have
4 several things that we do. We um we maintain the deck log.
5 In addition to maintain the deck log we uti-- we uh have to
6 take weather observations and listen to the weather
7 observations. When it's time for a fix, we have to take a
8 fix. And then in addition to that it may be a time when
9 you're on watch where you have to submit what we call the
10 weather synoptic. A weather synoptic is a uh a detailed
11 weather report where we have to provide [REDACTED]

12 [REDACTED]
13 [REDACTED]
14 LIEUTENANT [REDACTED]: Mm-hmm.

15 [REDACTED]: Are you familiar with it?

16 LIEUTENANT [REDACTED]: Uh, yes the on the commercial side
17 it's on, all on the disc still and they have to update it
18 through Telefax or some crazy system and um f-familiar with
19 it.

20 [REDACTED]: All right. Yeah, we, well we utilize
21 ours, [REDACTED]. And, so
22 whenever there's, it's time for a weather synoptic or if we
23 have uh any uh significant weather phenomenon, then we
24 would uh we have to document it [REDACTED] [REDACTED]

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

[REDACTED]

[REDACTED]

LIEUTENANT [REDACTED]: Okay.

LCDR [REDACTED]: If I could ask a followup just for clarification. So, based on your training and the way the Fitzgerald Bridge team was organized that night who had primary responsibility of either watch-standing functions?

[REDACTED]: As a lookout?

LCDR [REDACTED]: As a lookout and to monitor surface traffic.

[REDACTED]: That would be the Officer of the Deck and the Junior Officer of the Deck, as well as the uh Conning Officer. That's there like their primary duty. As a Conning Officer whenever you uh give an order to change course whether it be to come to starboard or come to port, you, you give that order and then you have to definitely make sure that you go out and check the Bridgeway to make sure that you're not turning into any uh navigation hazards or any uh any vessels.

LCDR [REDACTED]: Thank you.

LIEUTENANT [REDACTED]: Thank you. Um, so you're looking at VMS, you know what the track line is. Uh, what was the general course headed south here and out to sea?

[REDACTED]: Uh, I think it was 230.

Audio transcription - [REDACTED]

47

1 LIEUTENANT [REDACTED]: And do you recall any changes from
2 that? Like was there anything on the track line or were
3 there a couple of uh --

4 [REDACTED]: So, we um, because of all of the
5 traffic, like I-I-I stayed before we had the uh break. We
6 had, it was like dozens of ships out there. And uh they
7 looked, looked like ants on the, on the screen like they
8 were like everywhere and like everyone was like coming down
9 just trying to get over to, to make their transit to go
10 south. And um so to open up the CPA, um to, with certain
11 vessels of course we had to come left, come right, and, and
12 maneuver.

13 LIEUTENANT [REDACTED]: And, any of those turns stick to
14 mind what the new courses may have been?

15 [REDACTED]: Um, it was, it was and uh like close, it
16 was 230 or 235. It was like we, we came off and like we
17 were all over. Like it's like between I don't want to say
18 that -- but uh I was going to say like 222-225 to like 235
19 in between there it was just like just coming left to open
20 up on a contact off the, off the starboard bough or come
21 back right or come back starboard to open up off of another
22 contact on the port bough, another contact just it, it was
23 a lot. There was a lot of ships out there.

24 LIEUTENANT [REDACTED]: So, noth-nothing too extreme, it's
25 mostly within that, that 230 range.

Alpha Transcription

678-646-5330

1 [REDACTED]: Yes sir.

2 LIEUTENANT [REDACTED]: Plus 5 or minus 5?

3 [REDACTED]: It was nothing we're, we were -- yeah.

4 LIEUTENANT [REDACTED]: All right. Uh, you had mentioned
5 CPA. What was the vessels uh CPA set to?

6 [REDACTED]: Which vessel? Several vessels?

7 LIEUTENANT [REDACTED]: So your -- wh-what was the target?

8 [REDACTED]: Um, I can't remember what. VM-VMS has
9 a, has a minimum and when that, when a vessel um when that
10 minimum, when that CPA is uh is less than our minimum then
11 of course we would, we would get an alarm in VMS and that
12 alarm uh, that alarm tag it reads uh possible collision
13 with target and then it'll give uh like the target number.
14 It's like the target number is like whatever the numbers
15 are hooked in uh 73 from the uh the 73 repeater um then
16 that number would appear and say possible collision with
17 target and it would say target number and it would have
18 the, the number afterwards. And, so then um in VMS uh
19 there is a on the uh, on the menu side of the screen there
20 is a, a tab that says uh Targets. So, if you click on that
21 Targets tab um uh another box will populate. And then when
22 that box populates then you can select uh Target of
23 Interest. When you select Target of Interest um, um
24 another box will populate on top of that and then it will
25 say uh -- I forget what one of the tabs will say but it

1 says On Chart. So, you select On Chart and then you go
2 over to whichever vessel that you want and you just click
3 on that vessel. The vessel that you click on it will then
4 turn red, it'll put like a parenthesis around it, it'll
5 turn red, and then their data comes up on the screen in all
6 of those boxes. And you see their CPA, you see their
7 latitude and longitude and their uh course and speed.

8 LIEUTENANT [REDACTED]: All right. Was that alarm going
9 off very frequently during this transit, or?

10 [REDACTED]: Um, it went off a few times in there.
11 Yes sir.

12 LIEUTENANT [REDACTED]: And then uh was that quickly
13 resolved by the Bridge crew?

14 [REDACTED]: Yes sir it was. It's uh the
15 Quartermaster of the Watch because we uh we operate, so we
16 see the alarm and so we clear it.

17 LIEUTENANT [REDACTED]: All right. So, uh, let me, let me
18 re-reword that. When I say resolved it's not clearing the
19 alarm it's more is, was the vessel --

20 [REDACTED]: Oh. Yes sir.

21 LIEUTENANT [REDACTED]: -- given a course change to
22 correct that?

23 [REDACTED]: Yes sir. Yes sir.

24 LIEUTENANT [REDACTED]: All right. Let me --

25 CAPTAIN [REDACTED]: Can I ask a followup?

1 LIEUTENANT [REDACTED]: Yes please.

2 CAPTAIN [REDACTED]: So, when you get, two-part question.

3 Do you recall what the CPA range setting was in VMS?

4 [REDACTED]: Um, no sir I do not.

5 CAPTAIN [REDACTED]: Okay.

6 [REDACTED]: So, it, whatever the minimum is for VMS
7 that's like we don't go in there and um adjust it.

8 CAPTAIN [REDACTED]: Okay. Um, what is your, what is your
9 procedure in response to a CPA alarm that you receive in
10 VMS as uh Quartermaster?

11 [REDACTED]: Um, whenever we clear it, uh we let them
12 know the possibility, possible collision with target and
13 then we --

14 CAPTAIN [REDACTED]: Let who know?

15 [REDACTED]: Officer of the Deck.

16 CAPTAIN [REDACTED]: Okay.

17 [REDACTED]: And then we just, me being with the,
18 being in it as long as I have, then I normally just like
19 look up to see or then I-I use that, that target feature to
20 see which vessel it's talking about and then I-I look at
21 the vessel and I look at our track to see okay, if we open
22 up and we come to port are the waters good over there or if
23 we have to go starboard like what's the, how long can we
24 stay on this course whenever we're uh, whenever we come

1 right. So, that, that's something that, that I normally
2 do. And I teach my guys the same thing.

3 CAPTAIN [REDACTED]: Okay. Thank you.

4 LIEUTENANT [REDACTED]: When you silence that alarm, does
5 it re-alarm say like a minute later if that CPA hasn't
6 resolved itself or is it silenced for good?

7 CAPTAIN [REDACTED]: It's not silenced. Uh it'll, it'll
8 continue to go off as long as that, that vessel is within
9 the um, is less than the minimum requirements for CPA.

10 LIEUTENANT [REDACTED]: So does that come up in, in like a
11 certain timeframe? Like you see it, you click it,
12 confirmed, and how much time passes before it says beep,
13 beep, beep it's still out there?

14 [REDACTED]: It'll, it'll, it'll continue. So like
15 you can clear it, and then if that vessel is still there
16 it'll pop up again, and then it'll pop up again. So, it's,
17 it's constant. So it's like you can't like, it's, they
18 don't, it's not a timed uh alarm thing.

19 LIEUTENANT [REDACTED]: So do you have to sit there and
20 just hold the button down or just keep pressing it and say
21 GOOD it's gone?

22 [REDACTED]: You have to. You can't just hold it.
23 You have to click it every single time, go in there and
24 click the alarm every single time.

1 LIEUTENANT [REDACTED]: So is that what you're doing? Are
2 you clicking it repeatedly to keep it from buzzing?

3 [REDACTED]: No sir.

4 LIEUTENANT [REDACTED]: No?

5 [REDACTED]: We click it and then if, and then we let
6 them know there's a possible collision with target and by
7 that time, they've already identified it because they have
8 it hooked in the 70 -- in the uh 73 repeater. So they are
9 monitoring that and then of course we have eyes out there
10 looking to see what we can do as far as navigating, as far
11 as coming left. And, then by that time, so they, they,
12 with this, a transit like this they're always asking,
13 they're always asking saying like hey, hey Q or hey wheels
14 can I, can I come starboard like in 5 degrees and then we
15 let them know like uh the water's safe over there sir, the
16 water's safe over there ma'am. Uh, we can maintain course
17 220 for about uh 5 nautical miles and then, and then, then
18 they would say okay I just want to hold this course for a
19 couple minutes just to open up CPA on this guy off to the
20 starboard bough.

21 LIEUTENANT [REDACTED]: Okay, so --

22 [REDACTED]: And then we just, of course we may come
23 off the track a little bit and you just give them a course
24 recommendation to get back on course.

Audio transcription - [REDACTED]

53

1 LIEUTENANT [REDACTED]: So that alarm in that VMS system
2 with the CPA is that -- I think somebody might have said it
3 was on the uh Bridge port forward or is that back in like
4 uh the Quartermaster room?

5 [REDACTED]: The alarm? The speaker for the alarm?

6 LIEUTENANT [REDACTED]: Well, well the, the box where you
7 have to go to to silence it or see what's on the screen.

8 [REDACTED]: Oh, that is in, that's on the VMS
9 screen. It'll show up everywhere. Every, every VM -- if
10 you're at station control and the alarm comes up it'll uh
11 you have to click on -- uh the alarm is at the top. You
12 have to go click at the top and then it'll bring up the,
13 the box on the screen in the middle of the screen. And
14 then it'll show you what, what the alarm is and then you
15 just go in there and click it to close it.

16 CAPTAIN [REDACTED]: So the alarm, alarm is at your watch
17 station?

18 [REDACTED]: Yes.

19 LIEUTENANT [REDACTED]: And your watch station is the
20 pilot house?

21 [REDACTED]: And the chart table is on the starboard
22 side of the, of the pilot house, um right behind the
23 Commanding Officer's chair.

24 LIEUTENANT [REDACTED]: Okay.

Alpha Transcription

678-646-5330

1 [REDACTED]: I'd say like about this will be the
2 angle of my chart table and the pilot house is the exact
3 angle of the Commanding Officer's chair. Of course he, he
4 swivels and so we're watching. And my VMS screen would be
5 right here and of course the screen has a, a swivel on it
6 also.

7 LIEUTENANT [REDACTED]: Okay. Yeah we'll probably be on
8 the vessel again another time. It just helps me really get
9 ready to fix that into my mind of what we're looking for.
10 So the watch is going on. We're avoiding vessels here and
11 there. It's, I believe you said the switch out was about
12 30 minutes before the end of the watch, so maybe 0130 or
13 so. Did anyone come to relieve you of the watch?

14 [REDACTED]: Yes sir.

15 LIEUTENANT [REDACTED]: And who would that have been?

16 [REDACTED]: Um, QM3 [REDACTED]. [REDACTED] is spelled [REDACTED]

17 [REDACTED]
18 LIEUTENANT [REDACTED]: Fantastic. So, QM3 was on the
19 Bridge?

20 [REDACTED]: Yes sir, he had just --

21 UNKNOWN SPEAKER: Um, I'm sorry to interrupt, I um,
22 Admiral we need you to meet real quick.

23 REAR ADMIRAL [REDACTED]: Can you excuse me for a
24 second sir? It's, we're about to put out a press release

1 announcing you as the lead investigator. [background
2 crosstalk] Can you guys just hold for a sec?

3 [PAUSE IN RECORDING]

4 LIEUTENANT [REDACTED]: Uh, so we've restarted the
5 recording. It is now 10:44. Uh, and before we left you had
6 mentioned that the next watch, the Quartermaster of the
7 Watch, QM3 [REDACTED] had arrived on the Bridge. Do you have
8 an approximate time when that might have been?

9 [REDACTED]: It was like, right at maybe 1:28, like
10 just a couple of minutes prior to like 1:30.

11 LIEUTENANT [REDACTED]: All right. And, so what's, what's
12 your procedure when QM3 comes up on the Bridge?

13 [REDACTED]: Well before he um, before he takes the
14 watch I always ask him how he's feeling. Like how you
15 feeling? "Oh, I'm all right QM1." You get some rest?
16 Like, "yeah." And, so while he's doing that while he's
17 talking to me on this night and then I was taking my last
18 fix up and I was closing out the position log. Um, and I
19 close out the log and just write Quartermaster of the Watch
20 properly relieved by whoever the person is and then we sign
21 it. And, while I was doing that part uh he was just like
22 looking up and he was standing up looking up and then he
23 asked me um -- am I jumping too far ahead?

24 LIEUTENANT [REDACTED]: No, no please. It's your time.

1 [REDACTED]: Uh, he asked me um, he was like, "hey
2 QM1 does this look kind of close to you?" and so I look
3 down at the log and I look up and so like it's a bunch of
4 lights in the background so I looked at, I was trying to
5 look at where he was looking and so I turn in that
6 direction and I was like no. Cause I, I what I mainly saw
7 was their uh port running light. And I was like no and
8 then I looked again and then I was like oh yeah they do
9 look, they do look pretty close and um [sighs] it was around
10 that time that um the uh Officer of the Deck had told the
11 Conning Officer to um -- I-I-I was looking so I really
12 wasn't um like I didn't really pay attention to what, what
13 she had told the Conning Officer. I heard the Conning
14 Officer give a, give an order to the Helmsman -- excuse me,
15 I'm sorry, given an order to the Helmsman and of course
16 whenever they give an order to the Helmsman the Helmsman
17 has to do their repeat back to make sure that they, that
18 they understood correctly. And, um so the Helmsman gave
19 their repeat back and then the uh the Officer of the Deck
20 she's pretty much um started giving more um rudder orders
21 and speed orders and then -- it was when I heard her uh
22 like um she sounded, she sounded kind of frantic um like
23 panic. And um, and she was like yelling the course and the
24 speed changes. Um, and like I looked and then I looked out
25 on the uh Bridgeway and it was like, it was happening like

1 so fast but at the same time it was like everything was
2 going in like slow motion if that makes sense. And um, so
3 we were standing at the, at our chart table and um the Helm
4 console uh where the Helm and Lee Helm on the Destroyer is
5 in the middle of the pilot house. And, um, I saw like the
6 ship just kept. It like just got bigger and bigger and so
7 where we were standing in the middle I was -- my first
8 instinct was to back up toward the middle of the uh the
9 pilot house because I-I didn't know what would happen. So
10 uh QM3 [REDACTED], I started like backing him up a little bit
11 like towards the middle of the ship. And then um gradually
12 did that -- it just -- I heard like the scariest noise ever
13 like the, the impact. (Sigh) and uh, we uh the SPS-73
14 radar repeater they have handles on either side of the uh
15 keyboard and um on the side that's closest to -- on the
16 port side that handle like I lost my balance and I had to
17 grab to that to prevent myself from falling. And, um I was
18 still in shock. I was still in like total disbelief, like
19 um I, at that point I didn't, I didn't log anything in the
20 position log. I didn't log anything in the deck log at, at
21 that point in time um I was like of course trying to gather
22 myself and then just looking at everyone in the pilot house
23 to make sure that they were okay. Um, and I, I was scared.
24 I was like confused. Um, um, and uh I felt like it was my
25 fault at that point in time. I-I just felt that way. Uh,

1 it was, it was like a bunch of different noises, beeps,
2 that I, I don't know where, well I like from different
3 equipment uh the collision alarm. Just the, the order that
4 I heard those noises is like scrambled to me. I just know
5 I heard those different, those beeping noises on the bridge
6 and of course the collision alarm -- I heard that and then
7 um they uh the IVCS phone uh starts ringing. The
8 Integrated Voyage Communication System phone and uh it was
9 the, the Captain's, his phone in front of his chair. And
10 uh, that, that phone was ringing so uh I answered it. And,
11 uh it was, it was the Captain. And, um, he was his voice -
12 - he sounded really, really scared. He sounded, he was
13 crying, and uh he was just saying "help me, help me. I-I'm
14 trapped in my room. Like I'm, I'm, I'm stuck I can't get
15 out." And he said like "please help, someone help me. Um
16 what happened?" And um like I tried to explain to him, but
17 then I was just like uh just -- he started asking questions
18 and he was saying he was taking on water in his room. And
19 um, my heart just started racing and uh just hearing him
20 like his voice like that. And uh, I started yelling for
21 them to slow down the ship, uh because he said he was
22 taking on water and so going that fast we were going to
23 bring the water on. So, I started yelling like "slow the
24 ship down, slow the ship down!" Cause we had, we, they
25 sped up to uh we were doing 20 knots on our, on our

1 transit. Um and then prior, when the collision happened uh
2 they, the OOD was yelling like offlink (phonetic 01:27:22)
3 so they like pretty much jammed the ship. You know all of
4 the throttles up, and we were doing [REDACTED] knots. So you
5 know [REDACTED] knots and of course when we just took a hit in that
6 manner of course we started taking on water and the ship is
7 going to list. So, going that fast and of course we're
8 going to list even more so uh I just started yelling "slow
9 the ship down!" The Captain was, he was telling me like
10 "slow the ship down" so he was yelling it to me and I was
11 yelling it to them. "Slow the ship down!" He was like,
12 "please help." And, um by that, like by that time it was
13 like uh a bunch of other people just started running up to
14 the pilot house to see what, what happened. Um, there was
15 a uh, the Chief that came um there, the GMC over me he came
16 up there and uh I handed him the phone. I was like, you
17 talk to the Captain. He's stuck in his room. I'm going to
18 get him. And, so I don't know what he did, but he ended up
19 off the phone and when I got down there to where the
20 Captain's uh stable was, where, where his uh cabin was um
21 he was right behind me. When I got down there I saw uh my
22 Navigator. Um, his state room is right, right beside the
23 Captain's state room. He and the Combat Systems Officer
24 they share state rooms. The um the bulkhead was like I'm
25 going to say this is the, the, not the bulkhead. I'm

1 sorry, the overhead on in their state room had been like
2 pushed in on the top rack where the Navigator was uh a-
3 asleep. There was a bunch of like papers and like
4 everything on the floor. I saw the uh Combat Systems
5 Officer. He was laying on the deck and he had like, it was
6 like blood all over his face, all over his head. He was
7 just laying on the deck. I looked to the left which is up
8 forward of their room on the starboard side and there's
9 the, the Commanding Officer's cabin. His door was closed
10 and it looked like a waterfall was inside his room because
11 there was water coming over the top of the uh of the door.
12 And, of course just on the deck just coming underneath the
13 door on the deck. Um, when I saw that I just tried to kick
14 it. I kicked the door and the door it did not move. So, I
15 ran to the pilot house and we had a sledgehammer up there
16 for emergency uh destruction. So, we took that and we ran
17 back down there and um GMC [REDACTED] [phonetic] he was the
18 first one to, he started hitting the little cipher. Want
19 me to stop?

20 LIEUTENANT [REDACTED]: Just double -- nah just
21 doublechecking the recording.

22 [REDACTED]: Okay. Um, he wanted me to um -- he
23 started hitting the cypher lock in the handle to break it
24 off so that we could get inside, and then um he took a few
25 hits at it. He got tired and he passed the sledgehammer to

1 me. Um, I knocked the handle and the lock off, and uh the
2 door like moved maybe like an inch if that. Um, and there
3 was some others -- there was the Senior Chief and another
4 chief. They had came up there and so they started helping.
5 They were hitting the door. Uh, I like to work out a lot,
6 um me and my other guys and so we have a 35-pound uh
7 kettlebell in the chart room. Uh, I remembered we had it
8 up there so I ran in the chart room, grabbed the kettlebell
9 and ran back down to um his uh, his uh cabin. Uh, they
10 were still trying to get the door open with the
11 sledgehammer. Um, I told them, uh they were still hitting
12 the uh the handle side and so I told them I was like we
13 got to get it off the hinge. I was like we gotta hit the
14 hinge side and uh we started using the hinge on the uh the
15 sledgehammer on the hinge side but it wasn't really doing
16 anything. And, um I guess I just got like a super
17 adrenaline rush and I took the kettlebell and just knocked
18 the door off the hinge at the top and uh got the door,
19 knocked the door down, like pushed it down some and all
20 when the door came down like all we saw was the sky. And
21 uh, we just heard the water and we were yelling for the
22 Captain and we heard his voice. And um like all the
23 furniture that was inside his, the office part of his uh
24 cabin, of course when the ship hit it slid forward on the
25 door. And, the weight of the water like that was what was

1 preventing us from getting in there. And, then um, the
2 computer screen and the TV that he had mounted on the
3 bulkhead of course that fell and it was preventing us like
4 from getting inside to like get over him to rescue him.
5 So, we started taking uh the items off the desk and we just
6 ran into the ward room and just threw them on the table in
7 the ward room the cabinets, TV, and there were some other
8 items. I, I don't even know what they were it was just
9 like scrap metal and like wood and stuff. We were just
10 throwing it on the table in the ward room. Um, it was a
11 lot of people there and they were trying to help and they
12 were going in to get the Captain. At that point when I saw
13 that I didn't want to like just be in the way. I, I was
14 just in the mode where I just wanted to make sure that
15 everything and everyone was all right. So, then I ran back
16 up to the pilot house. Um, and I got up there, um and saw
17 what was going on and we were -- of course we were
18 completely black at the time. Um, when I say black like
19 power and uh VMS. Of course VMS was just completely just
20 out. Um, it was completely out. We were just like uh DIW
21 at that time. And, um, we still had the uh the 21-C boxes
22 where we could keep Comms with uh CIC and uh CCS. And um
23 they were reporting flooding in all the different
24 compartments. Um, [sigh] just different people in the, in
25 the pilot house like walking around just like asking was

1 everyone okay, asking what happened, and um that was that.
2 And, um I remember our assistant uh operations officer he
3 was there with one of the uh ITs and um they had the
4 satellite phone and uh they were, I don't know who they
5 were trying to call. I don't know if they were trying to
6 call Port Ops or 7th Fleet or who. I know they were making
7 attempts with the satellite phones to get in contact with
8 the personnel and um all of this was like between 0130 and
9 about 1:50. It was like the, the scariest moments of my
10 life right there. Um, and I, I don't know it just wasn't,
11 it wasn't about me anymore it was just focused on the ship
12 and everybody else on the ship. Uh, I guess I had no
13 regard for myself at that point in time. I think it was
14 cause I-I felt like it was, it was my fault that I didn't
15 um, that I didn't provide Lookout. Um, and I don't know.

16 LIEUTENANT [REDACTED]: And, so I, I want to make a quick
17 point here that it's certainly not your fault. And, and
18 please don't think that way at all.

19 [REDACTED]: It was just me being like one of the
20 most senior persons up there you know, as long as I've been
21 in it, I just uh, so.

22 LIEUTENANT [REDACTED]: Um, uh a quick intake on our
23 investigation methodology is that um there's many things
24 that could stop a casualty and all it takes is one thing to
25 stop that casualty. And what happens in these times is

1 that all of these defenses, all of these things that are
2 meant to stop that simply line up in such a way that it
3 gets through. And, so it's not anything that you did.
4 It's not anything that any one person on that vessel or the
5 other vessel did that night. And, so we, we again you did
6 your job. You're keeping us on, on course, and we
7 appreciate that and, and all your efforts in, in you know
8 saving the Captain, saving the ship, and keeping everyone
9 on course. So, please don't think of this, or any of this
10 as your fault.

11 Um, if I could have uh just a few questions and I'll,
12 I'll hand it over to my assistants here for some more uh
13 technical questions on the vessels navigation capabilities.
14 Um, do you recall during, during your changeover with uh
15 QM3 um did you hear any, any of the alarms indicating that
16 the vessel was approaching. Was there a --

17 [REDACTED] Uh, I don't remember. I don't remember
18 them uh, there, there being any alarms. Um, if they, if
19 they, when if the vessel isn't we don't have it uh selected
20 inside the SPS-73 repeater then it won't show up inside
21 VMS, and then if, if not's not, not selected in that SPS-73
22 then of course we won't, we won't get an alarm on it at
23 all. So, those, those two are like um the 73 and VMS --
24 the 73 is uh the, the primary navigation radar but if the
25 contacts in there aren't selected it won't show. I call

Audio transcription - [REDACTED]

65

1 them like distant cousins. That's what I call them.
2 That's how I uh phrase it to my, to my guys so that they
3 remember. I just tell them they're like distant cousins.

4 LIEUTENANT [REDACTED]: So that VMS is pulling data from
5 the 73. Who is selecting the targets on that radar to feed
6 into the VMS. Uh, it would be all of the operators and
7 those operators are the Officer of the Deck and the Junior
8 Officer of the Deck when they're on watch. Cause they're,
9 they're providing that picture -- or their looking at the
10 Surface picture for, for our track and for CPA with Combat.
11 And, then uh, in Combat they have a holster of other watch
12 standards down there also on different watch stations.

13 LIEUTENANT [REDACTED]: So it could be either side the,
14 the Bridge side of the OOD, JOOD, as well the folks in the
15 CIC.

16 [REDACTED]: Yes, Combat Information Center. Um,
17 but, well to clarify um the, the on the pilot house the
18 only person there that inputs the data or that selects the
19 data for the selected ships are the Officer of the Deck and
20 the uh Junior Officer of the Deck.

21 LIEUTENANT [REDACTED]: Understood.

22 MR. [REDACTED]: Let me jump in for me to be
23 clear. OOD, JOOD, select targets for the 73 that feeds
24 over to the VMS.

25 [REDACTED]: Yes sir.

Alpha Transcription

678-646-5330

1 MR. [REDACTED]: VMS has a CPA set. Those select
2 targeted vessels come within that CPA, you get an alarm.

3 [REDACTED]: Yes sir.

4 MR. [REDACTED]: CIC monitors the 73 because 73 is
5 a repeater.

6 [REDACTED]: [REDACTED]
7 [REDACTED]. They have um, they do, they have their
8 Surface, they have their Surface watch standing which is
9 normally like uh there's a Senior Watch-stander down there,
10 like a chief, semi-chief or some of the uh, some of our
11 Senior Officers stand that also. Like uh, there's a
12 lieutenant, a couple of lieutenants that stand that watch
13 and uh chiefs and senior chiefs they stand it. Um, then we
14 have the uh, uh OSS, but that's not really a radar, it's
15 just an Optical Surface Search. It's pretty much like a
16 camera and they just um like an FC or a GM that's standing
17 that watch in uh CIC and if they have a contact that, that
18 um that pops then they would, they would come over on the
19 Net and they would say "hey course this, pan over to
20 bearing uh 090, and uh what do you have?" And then they
21 would just scan over and then they would try to zoom and
22 zoom out to see if they could see any lights or um or any -
23 - like anything of that, that sort um with that. The pilot
24 house is the main, the main uh user for the 73.

Audio transcription - [REDACTED]

67

1 MR. [REDACTED]: So, if CIC has a target of
2 interest are they to notify that OOD who can target it
3 where it would meet the alarm on the VMS or can they target
4 it from CIC?

5 [REDACTED]: Um, they can, they can do so. They can
6 uh give like a track number uh from what they have down
7 there and then they can provide. They do MoBoards on it.
8 If it, like it is in the hook then they um -- I don't, I
9 can't really say how they go about uh selecting their
10 contacts down in the CIC but I know of course being on the
11 bridge all the time I hear them and they make their
12 reports. They say uh Bridge to Combat based on Moboard
13 solution from target, whatever the target number is, and
14 they would give all of the uh CPA data that is, that is
15 needed for that contact uh criteria. And, in addition to
16 that, uh when they're making that, that contact report with
17 all of that uh, with all of that information then the
18 Officer of the Deck or the Junior Officer of the Deck
19 they're verifying that either by their MoBoard that they
20 done with all their data or they're either actually looking
21 at the actual track number inside the uh the 73 repeater
22 and it will actually show like all of that data that they
23 uh, that combat is reporting. So, as they read the time,
24 the bearing, the range, uh the course, and all of that they
25 can look at it in 73 and look at all of that stuff and they

Alpha Transcription

678-646-5330

1 can say hey Bridge concurs and they will just let them know
2 that. Um, and they were doing that um before with one
3 contact when we saw it. Uh, it was like we were, it was a
4 very active watch, a very active watch, and um we were
5 opening, opening CPA for a lot of ships, a lot of ships.
6 Um, and like that one for the size of the vessel, um in my
7 words like it came out of nowhere. Um, it came out, I-I-I
8 didn't see it until it was pretty much uh too late.

9 LIEUTENANT [REDACTED]: When you did see the vessel and,
10 and you had the visual contact on it do you recall what
11 lights you may have seen?

12 [REDACTED]: The only lights I saw sir was the port,
13 the port running light and then their masthead light.

14 LIEUTENANT [REDACTED]: And then for the time when uh QM3
15 pointed the vessel out to you to the time of the collision
16 would you have a rough estimate of how long that took?

17 [REDACTED]: Maybe about, it was like less than a
18 minute, maybe. It was like, it was around that time. Uh,
19 it was, it was less than a minute.

20 LIEUTENANT [REDACTED]: I think I'll hand it over to Mr.
21 [REDACTED] as I look over my notes here.

22 MR. [REDACTED]: You've uh transited this area
23 before right?

24 [REDACTED]: Yes sir.

1 MR. [REDACTED]: Okay. In understanding that it
2 is busy going through there, as far as ship-to-ship contact
3 I mean you said when it comes within the CPA you guys
4 suggest your route for that. So, you're not getting the
5 alarm. Now are you guys, do you get bridge-to-bridge from
6 the vessels possibly saying you know ship to my starboard
7 you know trying to figure out what, what their intent is.
8 Is there a lot of radio contact back and forth on these
9 transits.

10 [REDACTED]: Yes.

11 MR. [REDACTED]: So, on the night of the incident,
12 how much radar -- bridge-to-bridge communications were you
13 -- I know it's not what you were doing but were you hearing
14 any bridge-to-bridge because I assume you have AIS up
15 forward. So, if you have a contact you know the vessels
16 name, so.

17 [REDACTED]: Yes sir. Um, I can't recall sir. Um, -

18 -

19 CAPTAIN [REDACTED]: So, so had, had the OOD or JOOD
20 previously communicated on bridge-to-bridge during your
21 watch with other ships?

22 [REDACTED]: Honestly I, that one I do not remember,
23 sir. I'm sorry.

24 MR. [REDACTED]: All right. Um, I'm trying to
25 get. So OOD, JOOD mark targets. The VMS tracks those CPAs

1 to make sure they don't come within a certain parameter,
2 you get an alarm. If they do you adjust your route and you
3 said plus or minus 5 to move uh port or starboard. Um,
4 quick question. Um, AIS. Now, I assume your vessel has
5 the -- you click on everybody can see you, click off you're
6 not sending out data.

7 [REDACTED]: Right.

8 MR. [REDACTED]: Okay. Um, do you know were you
9 sending data or not sending data?

10 [REDACTED]: I do not know.

11 MR. [REDACTED]: Okay. Who would actually be the
12 person to flip the switch or not?

13 [REDACTED]: I don't know that information. I-I -- I
14 know we have like the little, the small uh like the I guess
15 it would be a repeater an AIS repeater and it just, it
16 shows like -- that's what we use as uh like in our
17 quadrating uh GPS.

18 MR. [REDACTED]: Okay.

19 [REDACTED]: Um, it uh, it's AIS, so my, my
20 experience with it is it's little.

21 MR. [REDACTED]: Right.

22 [REDACTED]: Um, I know how to uh go in and do the
23 functions where I can find our latitude and longitude on
24 it. Um, that's as far as my experience uh utilizing AIS
25 goes.

Audio transcription - [REDACTED]

71

1 MR. [REDACTED]: Okay.

2 [REDACTED]: As far as like who starts it, who um
3 actually like turns it on, I don't know which watch stander
4 or where, where they turn it on.

5 MR. [REDACTED]: All right. So, you were saying
6 the VMS was actively tracking particular vessels that the
7 OOD and JOOD selected.

8 [REDACTED]: Yes sir.

9 MR. [REDACTED]: How many vessels were you guys
10 tracking at that time?

11 [REDACTED]: It's -- well we uh every vessel that
12 they have selected inside the 73, everyone that's selected
13 on there, it'll show up in VMS. So, every single one, so
14 it, it was dozens of them that was uh that was on 73 that
15 was showing up inside VMS. So it looked like, like I said
16 it looked like ants on, on the uh track.

17 MR. [REDACTED]: So, there was more than a dozen
18 vessels actively tracked on the VMS.

19 [REDACTED]: Yes sir.

20 MR. [REDACTED]: Okay. And what range was your
21 radar set up on?

22 [REDACTED]: I-I don't know sir. Which one the 73 or
23 the 67? The 67, uh SPS-67 that's the uh Surface search
24 radar.

25 MR. [REDACTED]: Okay.

Alpha Transcription

678-646-5330

1 [REDACTED]: So that one they, they track all of the
2 Surface contacts with the, with the uh 67.

3 MR. [REDACTED]: Okay.

4 [REDACTED]: And uh the actual parameters that they
5 had it set to um I can't tell you.

6 MR. [REDACTED]: Okay. And what about the 73?

7 [REDACTED]: Um, I couldn't tell you that either sir.

8 MR. [REDACTED]: All right. All right. So, uh
9 one thing we're sort of struggling with is that accurate
10 amount of people that were actually on the Bridge. Um, who
11 was on the Bridge when you when you assumed the watch up
12 until um QM3 came to relieve you adding that one additional
13 body?

14 [REDACTED]: Um, the Officer of the Deck was
15 Lieutenant J. G. [REDACTED]. [REDACTED] is spelled uh [REDACTED]

16 [REDACTED] The Conning Officer was [REDACTED]
17 And the uh Junior Officer of the Deck is Lieutenant [REDACTED]
18 [REDACTED] The Boatswain Mate was BM1 [REDACTED]. Um, and
19 they have uh, they have a bunch of new, new um Seamen that
20 they had in the section. I don't know all of their names
21 and then it was dark in the pilot house and like I said
22 they're new so it's not like they, they have been there for
23 a while and I can distinguish their voices. But yeah there
24 were new people. I know um BMSN [REDACTED] she
25 was up there. Um, and I cannot remember who else was, was

1 um in the pilot house. If they, if they were any personnel
2 after that, those were the people that I actually know. I
3 know [REDACTED] voice. Um, of course I know BM1, um, and uh
4 all of the uh the officer, watch standers that were up
5 there. Um, if they had like a UI or anyone up there, I'm
6 not sure who that person was or if they were up there at
7 all because it was, it was dark and then uh [REDACTED] was at, at my
8 table.

9 MR. [REDACTED]: All right, so [REDACTED]

10 LCDR [REDACTED]: And you said QM3 was up for relief?

11 MR. [REDACTED]: Came up to relieve you?

12 [REDACTED]: Yes. Yes sir.

13 MR. [REDACTED]: All right. Our understanding,
14 there's a fair amount of folks there. Now did you find
15 that in any way distracting for you? Did you notice if it
16 was any way distracting for OOD, Conn, or JOOD?

17 [REDACTED]: No sir. Um, like I said it was, it was
18 a very, very busy, busy watch. We finished, we put the
19 RHIB in the water. We recovered the RHIB and, and
20 everything so it, I didn't see that to be distracting at
21 all, the personnel, um. Turnover did have extra personnel
22 come up on the Bridge at that time of night. That's like,
23 like a normal thing, so it was like, it was just like any
24 other night.

25 MR. [REDACTED]: All right.

1 LCDR [REDACTED]: Do you have any insight as to why 5
2 nautical miles was selected for modified nav detail versus
3 your previous experience of 12?

4 [REDACTED]: No sir, I have no reason. Well, I could
5 assume it's because a lot of the, in this area all of those
6 tiny islands that you may come in contact with there's you
7 would always be modifying navigation detail if that, if
8 that were the case if the parameters were different. But
9 um.

10 LCDR [REDACTED]: I can appreciate that. From the ATG
11 visit you said you had ATG watch standers onboard. Were
12 they, were they there for navigation purposes? Do you know
13 what the purpose of their visit was for?

14 [REDACTED]: Oh uh, they had uh, we had two I guess
15 divisions from uh ATG that I, I know of. Uh, I know one,
16 some of the inspectors they were there for the uh
17 helicopter, helicopter operations to monitor that for the,
18 to get flight deck certification. And then the other one
19 was for um the engineers for um doing all the main space
20 stuffs uh EOC. And that's, those were those two, those two
21 teams um from uh ATG were onboard for.

22 CAPTAIN [REDACTED]: For the record, EOC is an engineering
23 certification event.

24 LCDR [REDACTED]: And, so uh --

1 UNKNOWN SPEAKER: I'm so sorry um Admiral they're here
2 to talk to you again about the press conference. I'm
3 sorry.

4 REAR ADMIRAL [REDACTED]: Y'all can go on without me.
5 Go on.

6 LIEUTENANT [REDACTED]: Please continue.

7 LCDR [REDACTED]: Uh, so digging a little further into
8 ATG. So, did you have an ATG visit in January timeframe
9 for workups?

10 [REDACTED]: Yes.

11 LCDR [REDACTED]: And how did that visit go?

12 [REDACTED]: We were, we had been with uh ATG pretty
13 much like from the time I had came onboard up until January
14 we were over there a lot. Um, the ATG visit went, it went
15 fine. Uh, we got our certification. They approved us. Of
16 course we had uh it was, it was certainly a few things
17 that we just had to um to take care of and to do just
18 different, doing it differently here um like just
19 monitoring um, monitoring um for like uh what was in the
20 states it's uh we had to do the Local Notice to Mariners.
21 You're the Coast Guard, you know what I'm talking about,
22 so.

23 MR. [REDACTED]: [laughter] I've never heard of
24 that. [laughter].

1 [REDACTED]: So, the Local Notice to Mariners out
2 isn't out here. We have to go on the website for uh
3 [REDACTED] just to, to monitor that site, so I
4 didn't, I was unfamiliar with that and so just coming here
5 and so uh CNTT just showed me that, just how to monitor all
6 of that stuff there, so.

7 LCDR [REDACTED]: So the point of ATG is to brush
8 you up and get ya --

9 [REDACTED]: Right.

10 LCDR [REDACTED]: -- so you're in a straight line. So
11 nothing outstanding from that visit as per the Navigation
12 Division?

13 [REDACTED]: No sir.

14 LCDR [REDACTED]: Can you talk to me a little bit about
15 underway preps, uh your involvement as to what you -- you
16 had mentioned that when you uh when you come in, uh when
17 you came in on Friday that you had uh some underway preps
18 you were doing copies of the Nav Brief and things of that
19 nature.

20 [REDACTED]: Oh, it, the um, it was like our underway
21 preps like we always have everything it's done. And, uh I
22 being here um I just like to print the Navigation Brief out
23 like pretty much like the day before and just have it ready
24 so like the next day we're just ready to go. But, um I
25 learned my lesson with that as underway times can shift um

Audio transcription - [REDACTED]

77

1 you know. And, and so stuff like you don't want to hand to
2 CO or XO. It's brief. On the screen it's one thing but
3 their copy is something different. So, I learned my lesson
4 with that. So, uh just printing, printing that out that
5 morning and then just uh our normal routine because we're
6 going to have everyone on the Bridge. So, just the Bridge
7 clean, just police the Bridge for any extra crash or
8 whatnot, shine the brass. Um, check the bridge wings and
9 check all of our circuits and make sure that all the
10 repeaters are updated, just, just that and clean the head
11 in the, in the pilot house.

12 LCDR [REDACTED]: Sure. I'm trying to get a little more
13 into equipment responsibilities as to what may be your
14 responsibility or someone else's responsibility. So, who
15 sets up the radars, who uh --

16 [REDACTED]: The radars, so that is uh the ETs.

17 LCDR [REDACTED]: ETs?

18 [REDACTED]: They, they, they, it's, it's their
19 equipment. They do all of the maintenance on that. Um, we
20 are just uh -- the equipment is just in, in, in my space.
21 Um, so yeah the, the ETs they own the uh radars. You have
22 operation specialist. They come and uh they have a
23 maintenance check that they do on the uh on SPA-25G. Um,
24 and then there's some a few things that they have to check.
25 Uh, I don't really know what all that, what that um

Alpha Transcription

678-646-5330

1 maintenance check entails and what it consists of but I
2 know they always. That's one of their pre-underways that
3 they, that they do. Um, and that's mainly it. As far as
4 my equipment that we normally use. We use the, the of
5 course the pelorus stands, the um, the uh gyro repeaters.
6 We don't work on them but of course we do the gyro arrow to
7 ensure that everything is good to go that we can bring in
8 some accurate fixes. Um, just doing a twice over and over
9 uh VMS and make sure everything is good to go. All our
10 plans had gotten approved by the Captain and XO at the time
11 and so it was just --

12 LCDR [REDACTED]: And once radars, once radars are up
13 and running do the uh do the OS's conduct uh range error?

14 [REDACTED]: For wh-- the OS's because they use the
15 SPA-25G. Whenever, whenever we get underway they um, they
16 conduct radar, radar, the radar range and um range and
17 bearing error when we first get underway.

18 LCDR [REDACTED]: And then um. How about your
19 equipment, so VMS comes to mind, so is there a certain
20 startup procedure for VMS coming from an import period? I
21 would imagine VMS would be taken down during the import
22 period and then brought back up.

23 [REDACTED]: Yes sir.

24 LCDR [REDACTED]: Is there a series of checks that need
25 to be done to the VMS?

1 [REDACTED]: Um, it's uh, what they call a -- they
2 call it, it's a de a defrag. They, they defrag it and then
3 uh bring it back up. The defrag, it's, it doesn't take
4 long and then we just back up, back up all of the uh they
5 call it delogs. Um that's what VMS calls it. It's pretty
6 much like a uh, it pretty much records all of the data
7 that, that VMS has been processing over the last time that
8 you've uh downloaded those logs.

9 LCDR [REDACTED]: And how about chart updates and
10 corrections?

11 [REDACTED]: Um the chart updates we, like that
12 wasn't something that we did like hours prior to us getting
13 underway, it was done like days before.

14 LCDR [REDACTED]: Okay and then um any other equipment
15 that you checked as a matter of course with your underway
16 preps that you would be responsible for?

17 [REDACTED]: No sir.

18 LCDR [REDACTED]: The Depth Sounder belongs to?

19 [REDACTED]: The Sonar Tech.

20 LCDR [REDACTED]: The Sonar Tech. All right um --

21 [REDACTED]: Like I said we have a lot of equipment
22 in our space -- oh excuse me -- our, our space. It's kind
23 of like not really our space cause everyone has equipment
24 up there, the OS's, the ET's, the IC-men, DC men, uh so

1 it's like uh, it's equipment owned by a bunch of different
2 uh, a bunch of different people.

3 LCDR [REDACTED]: Okay. Uh for Flight Operations when
4 we were talking about the dimming.

5 [REDACTED]: Yes sir.

6 LCDR [REDACTED]: Uh dimming sometimes also takes place
7 during Night Vision Goggle Operations?

8 [REDACTED]: Yes sir.

9 LCDR [REDACTED]: You have separate lighting for that?

10 [REDACTED]: Right.

11 LCDR [REDACTED]: Um --

12 [REDACTED]: [REDACTED].

13 LCDR [REDACTED]: Do you know if, if Helicopter
14 Operations that evening uh included Night Vision Goggle
15 Ops?

16 [REDACTED]: I do not.

17 LCDR [REDACTED]: Um, have you ever found when VMS is
18 taken down in an import period and bringing it back up that
19 a lot of the default settings get changed?

20 [REDACTED]: Um, we have a uh -- we have a uh what
21 they call a load in VMS and it is uh pre -- you can uh --
22 I'm drawing a blank. There's an appendix inside the uh --
23 oh man I'm trying to remember. Inside the navigation, the
24 [REDACTED], and it tells you all of the, everything -- when
25 you go to features in VMS it tells you everything that you

1 should have selected and uh unselected inside VMS for a uh
2 restricted transit. So we go in there and we follow that
3 to a T and we turn everything on that's supposed to be on
4 and everything that's off it's off. And then you can name
5 that, name that load that way you remember whenever you
6 have sea and anchor detail you can just go in there, go in
7 features, you click on load set, and then uh all of the
8 sets that you have created um to load then they will
9 populate. And then for the one that you want, you just
10 select that one and then it'll, it'll populate all of those
11 features um on the screen for you.

12 LCDR [REDACTED]: Is that verified before getting
13 underway?

14 [REDACTED]: Yes sir. And we have it on our, on our
15 pre-underway, our getting underway from port checklist.
16 That's on there, so the uh, whoever's running the checklist
17 at the time or the JOOD that's running the checklist at the
18 time so they, they always come over and they'll verify that
19 we have on, on ours we call it uh -- oh man -- I'm drawing
20 a blank. Uh restricted um on ours and so we just make sure
21 we select it and I go to it, pull it up, and I show them
22 that it's selected on there that way they can have the warm
23 and fuzzy if you will and then um check it off on the uh,
24 on the, on the checklist.

1 LIEUTENANT [REDACTED]: Okay. What settings to you use if
2 you're not on a restricted uh --

3 [REDACTED]: Um, it all depends. Like sometimes I-I
4 keep on, on the restricted because that way you can see. I
5 like keeping everything on there and I even turn on some
6 additional things that way I can see the names of the, the
7 areas. Um, cause I'm new, new to this area, so that I can
8 see okay and I could utilize this area as a reference okay
9 if I hear someone say this then I know where this is
10 located. So, it's, it's uh nothing that really says in
11 [REDACTED] that we have to utilize um X number of features
12 whenever we're operating open ocean. It's just mainly set
13 for restricted, restricted transit.

14 MR. [REDACTED]: One more question. Um, sorry, um
15 on the VMS you get alarms for vessels that are targets when
16 they come within the CPA. Can you see other vessels that
17 are not targeted on the VMS?

18 [REDACTED]: Yes. That's why I said you can see like
19 everything on there, like all, all of the vessels that that
20 they have, haven't selected. Like you can see all of them,
21 but if you want to find out the specifics on a certain
22 vessel that's when you go into the, the Targets feature.
23 Um, select Target of Interest and you select On Chart and
24 then point to the actual vessel that you want and you click
25 on that vessel and then all of there -- excuse me -- all of

1 their uh information, CPA information it populates on the
2 screen, on the menu side of the screen for you.

3 LCDR [REDACTED]: Uh, so on the, on the midwatch which
4 you were on at midnight there's a series of events that
5 take place as with any changing of the day onboard ships
6 routine. Could you uh, could you go through what those
7 procedures are?

8 [REDACTED]: Um, well we, as Quartermasters we have
9 the midnight entry. Um, what I like to do is I like to
10 prep mine like as soon as I come on watch -- I write assume
11 the watch underway as before, steaming independently. I
12 put on the course of and then I leave it blank so that way
13 I know what I have the exact course, at a speed of -- I
14 leave that blank and then I put in position and I leave a
15 little space that way I can write the latitude and
16 longitude um right there and I put a period and I put uh,
17 uh material condition and [REDACTED] set throughout the
18 ship, um [REDACTED] is uh set throughout the ship with the
19 exception of navigation lights, which are bright and uh
20 energized. Um, then I put the uh Combat system status, the
21 Combat system status, uh the Combat system status is as
22 follows. [REDACTED]

23 [REDACTED]

24 [REDACTED]

25 [REDACTED]

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

[REDACTED]
[REDACTED]
[REDACTED] And then after the Combat
System Status I put the uh, the engineer and plotting
status. I [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] and then um we go
in the chart room. [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

And then when we do our evals also we can get like exact
amounts on the miles traveled. And, uh that and then um
that's mainly it for my behalf on what we do at midnight.

LCDR [REDACTED]: Any special procedures that the Helm
does?

Redacted portions of this page have been designated as Controlled Unclassified Information (CUI) or as Personally Identifiable Information (PII) by the US Navy.

Audio transcription - [REDACTED]

85

1 [REDACTED]: Um, no sir. Are you thinking about like
2 switching over to --?
3 LCDR [REDACTED]: [REDACTED], cable?
4 [REDACTED]: Uh, no sir.
5 LCDR [REDACTED]: None of that takes place?
6 [REDACTED]: No sir.
7 LCDR [REDACTED]: All the Conn will be in working order
8 at the time.
9 [REDACTED]: Yes sir. That's one thing on my last
10 ship we done that, we did that every night on, uh on the
11 midwatch we always [REDACTED] and vice
12 versa but uh we didn't do that onboard.
13 LCDR [REDACTED]: Okay.
14 [REDACTED]: And we didn't do that on June 17th
15 either.
16 LCDR [REDACTED]: I believe it was indicated in the CO's
17 night orders that it was not uh to be conducted that
18 evening, so.
19 [REDACTED]: Right.
20 LCDR [REDACTED]: Uh, one of the reasons why I was
21 asking the background on that was there is a uh entry in
22 the smooth log at midnight saying Unit(s)plural units OOC
23 and the only thing that I can think of at midnight as OOC
24 would be if [REDACTED] or what
25 have you. Does that mean anything to you or no? It's in

Alpha Transcription

678-646-5330

1 the OOD uh -- let me be specific. Not the smooth log but
2 the OOD pass down log.

3 [REDACTED]: Oh, I, I, I don't know what they meant
4 by that.

5 LCDR [REDACTED]: I just didn't know if it was the
6 terminology whether it was you Unit you know S -- it could
7 be starboard or it could be plural or um just trying to
8 drive into anything. No worries or problems not knowing
9 what that is.

10 [REDACTED]: All right sir.

11 LCDR [REDACTED]: Um, at any point in time on your watch
12 was the Commanding Officer, the Executive Officer,
13 Operations Officer any special guest present on your watch?

14 [REDACTED]: Uh, the Commanding officer and the
15 Executive Officer they were there at the beginning when we
16 were doing the uh Boat Operations. Um, and then after that
17 um both of them they went down.

18 LCDR [REDACTED]: Did they go below at the conclusion of
19 Boat Ops?

20 [REDACTED]: Yes sir.

21 MR. [REDACTED]: One more (inaudible - 02:16:22).

22 I just want to be clear. Um, your relief came up, [REDACTED].
23 He said that vessel's awful close. Now did he notice the
24 vessel before the OOD?

25 [REDACTED]: I -- I do not know.

1 MR. [REDACTED]: Okay.

2 [REDACTED]: I do not know.

3 MR. [REDACTED]: Cause I remember you saying he
4 asked you about it, you looked, she started getting
5 frantic. So, just, just trying to be clear.

6 [REDACTED]: I don't, like I, I wasn't paying like
7 paying attention to like what, what they, what they were
8 doing. And then it's like, it's dark on the Bridge.

9 MR. [REDACTED]: Okay.

10 [REDACTED]: And I'm at the cable and I'm angled this
11 way.

12 MR. [REDACTED]: Right.

13 [REDACTED]: And, so, I'm, I had my back turned to
14 everyone.

15 MR. [REDACTED]: All right. Okay.

16 [REDACTED]: Angled like this, and then I had my VMS
17 screen here. And, so you know sometimes I bend down and
18 I'm writing and of course it's dark. I can't really see
19 who walks past me and goes on the Bridgeway or whatnot.
20 Um, so I-I wasn't sure if she had went to, to the Bridgeway
21 and was looking at the vessel beforehand or I, I really
22 don't know.

23 MR. [REDACTED]: So, what was your first
24 indication that there was an issue?

1 [REDACTED]: Um, it was, I was, I was closing out in
2 my logs and uh QM3 he said, like he was "QM1 do you think
3 that, that ship looks close?" And I looked up and I was
4 like no they don't look that close and then I looked again
5 and I was like whoa they do look close. And by that time,
6 that was when all of it was like pretty much the exchange
7 between the Conning Officer and the, the OOD and the uh
8 Helmsman was taking place. And, as that was taking place,
9 the ship was just like closing in, and I just like backed
10 up from the table and like I, I, I mean I froze up. I
11 didn't know what to do and I felt like at that point in
12 time there was nothing that I could do. Um, so I just like
13 I started backing up my QM3 and the collision happened.

14 MR. [REDACTED]: Okay. Now the ship that you saw
15 did you hear any alarms? Did they, they give you any sound
16 signals, whistles, anything.

17 [REDACTED]: I didn't hear, I didn't hear any, any
18 sound signals or anything. And uh the only lights I saw as
19 the uh the port running light and their um masthead light.

20 MR. [REDACTED]: Masthead. Did you see the vessel
21 again at any time during your evolution, you know running
22 around whatever when you made it back to the Bridge? Did
23 you see the vessel anymore after that?

24 [REDACTED]: Um, I saw uh. May I use this bottle of
25 water to --

Audio transcription - [REDACTED]

89

1 MR. [REDACTED]: Sure.

2 [REDACTED]: -- to do a demonstration, a
3 demonstration. So we were just, we were of course this is
4 uh, this is the uh Fitzgerald and this is the uh vessel, so
5 the collision happens like this and of course our ship we,
6 we react to the collision and then I pretty much it just
7 looks like their, their ship went this way and then they
8 just left. Um, that's exactly what I saw. When the
9 collision, after the collision occurred they hit and then
10 they backed up and left. Kind of like a hit and run, like
11 a car. Um, and then like after the collision happened all
12 of the details that I mentioned before just like [sigh]

13 CAPTAIN [REDACTED]: Where you from by the way?

14 [REDACTED]: I'm originally from [REDACTED],
15 sir.

16 CAPTAIN [REDACTED]: [REDACTED]?

17 [REDACTED]: Yes sir. What about you?

18 CAPTAIN [REDACTED]: Uh, [REDACTED].

19 [REDACTED]: Okay.

20 CAPTAIN [REDACTED]: [REDACTED]. Yeah.

21 [REDACTED]: All right.

22 CAPTAIN [REDACTED]: Uh, so I want to go back to the last
23 time you saw the Captain and the XO. So, they were on the
24 Bridge during Boat Ops. That all secured around 2330,
25 2300, something like that right?

Alpha Transcription

678-646-5330

1 [REDACTED]: Yes sir.

2 CAPTAIN [REDACTED]: And you guys were probably pretty
3 close. You were still up in the Sagami Wan close to Miura
4 Peninsula, right? So you recover the RHIB and then you
5 start transiting south?

6 [REDACTED]: Yes sir.

7 CAPTAIN [REDACTED]: Uh, at the time that the Captain and
8 the XO made it below on a scale of 1 to 10 what would you
9 say the traffic density was with 10 being really, really
10 high and 1 being pretty mild?

11 [REDACTED]: Um, I don't remember. Well, I do
12 remember, I'm sorry. It was, it wasn't that much. I would
13 say maybe like 3 or 4.

14 CAPTAIN [REDACTED]: Okay. And then you start tracking
15 southwest, you're on your 230 lag --

16 [REDACTED]: And it starts to pick up.

17 CAPTAIN [REDACTED]: -- and making some course changes to
18 manage CPAs. Using that same scale kind of give us a sense
19 for how the traffic density changed if at all leading up to
20 the time of the collision.

21 [REDACTED]: It uh picked up um, uh I'll show the
22 area right here on the chart, uh like between 12:30 and 1
23 o'clock when we were in this area right here.

24 CAPTAIN [REDACTED]: Okay and as your passing between Izuma
25 [sic] -- Izu Peninsula and Oshima island.

Audio transcription - [REDACTED]

91

1 [REDACTED]: Yes sir.

2 CAPTAIN [REDACTED]: Okay.

3 [REDACTED]: So, it was uh pretty heavy traffic and
4 then um it was still some traffic but it wasn't as heavy
5 as, as it was in Oshima because uh like we were doing um
6 doing 20 knots so I assume like everyone else they were,
7 maybe like 12 or something like that so we were getting
8 past a lot of the other traffic.

9 CAPTAIN [REDACTED]: So you were overtaking a lot of
10 vessels?

11 [REDACTED]: Yes sir. Um, and then uh down in the
12 area of the collision I'm saying it was probably maybe like
13 a 5.

14 CAPTAIN [REDACTED]: Like a 5? Okay and then so prior to
15 that, at, at it's worst what would you say it was?

16 [REDACTED]: Um, 7 or 8.

17 CAPTAIN [REDACTED]: Okay. That's helping. It gives us a
18 sense of kind of the challenge the Bridge is dealing with.
19 Um.

20 [REDACTED]: Yes sir. And then, then it was, it was
21 dark. Um, moon illumination I can't remember. I can't
22 remember how much moon illumination was but it, it wasn't
23 uh, it was maybe 60% if I remember correctly from the
24 Navigation Brief. We have all that um in the Nav Brief so
25 that way it helps out, and we put it in the uh the night

Alpha Transcription

678-646-5330

1 orders so that way uh it helps out with the OOD, they know
2 what, what they're dealing with.

3 LCDR [REDACTED]: Your tracking.

4 CAPTAIN [REDACTED]: So, you say it was dark. From your
5 memory, given all the contact, all the different traffic,
6 do you think there was ever any, any impeded visibility

7 [REDACTED]: No sir.

8 CAPTAIN [REDACTED]: Or based on the lighting configuration
9 of the ships, the ships were visible?

10 [REDACTED]: Yeah. Uh, yes sir. Visibility, was,
11 was, it was clear. Um, you could see all of the lights.

12 CAPTAIN [REDACTED]: Yeah. How bad was the, how bad was
13 the background lighting from the, from the peninsula?

14 [REDACTED]: Uh, it was good. We could see all -- a
15 lot of the lights. We could see a lot of it and um it was
16 -- like I said it was, uh clear.

17 CAPTAIN [REDACTED]: The times you were looking up and out,
18 um do you feel like the background lighting from land
19 interfered with your ability to pick out motor vessels?

20 [REDACTED]: Um, I know that they said it was
21 confusing at, at some points. I remember the JOOD, she was
22 looking at um some of the lights and trying to distinguish
23 whether if it was a contact or if it was one of the buoys
24 from the uh, from shore.

1 CAPTAIN [REDACTED]: Okay. So the Captain goes below and
2 he doesn't, he doesn't come back up again until --

3 [crosstalk]

4 [REDACTED]: After the collision. He come, he, he
5 wasn't there before the collision. He came up after we had
6 uh taken him out of his, out of his uh state room after the
7 collision.

8 CAPTAIN [REDACTED]: Do you recall any phone calls between
9 the OOD or the JOOD and the Captain from the time he laid
10 below after Boat Ops um until the collision to talk about
11 making contact report or to talk about what was going on,
12 the status of the bridge? Do you recall any phone calls?

13 [REDACTED]: Uh, no, I don't sir. Normally when if
14 they do phone calls they will go over to the XO's phone and
15 they would do it. Um, and um yeah I don't, I don't
16 remember.

17 CAPTAIN [REDACTED]: Okay. So the VMS configuration on
18 your, your particular ship, so I'm going to tell you what I
19 think it is and you can tell me whether I'm right or wrong.

20 [REDACTED]: All right sir.

21 CAPTAIN [REDACTED]: So you've got your VMS master
22 repeater, uh master plot at the chart table.

23 [REDACTED]: Yes sir.

1 CAPTAIN [REDACTED]: And then on the portside by the XO's
2 chair there's a VMS repeater that the, that the officers on
3 the Bridge team can use for themselves.

4 [REDACTED]: Yes sir. Excuse me, that's the Conn
5 station.

6 CAPTAIN [REDACTED]: Right. The Conn station and then
7 you've got the master console back here. Uh back in the
8 chart room.

9 [REDACTED]: Yes sir.

10 CAPTAIN [REDACTED]: So you've got [REDACTED]
11 [REDACTED]. You've got your watch station that you're
12 manning and then the JOOD/OOD and Conn have got the Conn
13 station that they can use

14 [REDACTED]: Yes sir.

15 CAPTAIN [REDACTED]: Um, okay. Were they both working
16 normally?

17 [REDACTED]: Um, the VMS?

18 CAPTAIN [REDACTED]: Right.

19 [REDACTED]: Um, ours was. Um --

20 CAPTAIN [REDACTED]: Were there any degradations to the
21 Conn's station?

22 [REDACTED]: Um, I know before they had some issues
23 with their, their mouse and their joystick. Like sometimes
24 it would go in and out but on that night uh I don't recall
25 there being any issues with it.

1 CAPTAIN [REDACTED]: Any complaints with any gauges on that
2 console?
3 [REDACTED]: No sir.
4 CAPTAIN [REDACTED]: Okay. What version of VMS do you guys
5 have?
6 [REDACTED] [REDACTED]: We have version uh [REDACTED].
7 CAPTAIN [REDACTED]: [REDACTED] ?
8 [REDACTED]: Yes sir.
9 CAPTAIN [REDACTED]: Okay. Now we talked a little bit
10 earlier about you know the relationship between the Bridge
11 and CIC and how they're supposed to be a flow of
12 conversation back and forth and CIC's job really is to back
13 up the Bridge right?
14 [REDACTED]: Yes sir.
15 CAPTAIN [REDACTED]: So, give us a sense for what was the,
16 how, how much communication was occurring between the
17 Bridge and Combat? You said it was a lot ships and there
18 was a lot of CPAs to manage.
19 [REDACTED]: Yes sir it was a lot.
20 CAPTAIN [REDACTED]: So, how was that chatter back and
21 forth?
22 [REDACTED]: It was a lot. They had a lot. They
23 were going back and forth a lot. Um, it was, it was a lot
24 going back and forth.

1 CAPTAIN [REDACTED]: Okay. And is that, do they have that
2 on the amplified Net 15 center line?

3 [REDACTED]: Yes sir.

4 CAPTAIN [REDACTED]: Okay, so you can kind of hear those
5 conversations.

6 [REDACTED]: Yes sir.

7 CAPTAIN [REDACTED]: Is it turned up? Is it turned down,
8 is it --

9 [REDACTED]: They uh, they always keep it up.

10 CAPTAIN [REDACTED]: Okay.

11 [REDACTED]: Um, of course the, the engineers up
12 there. Um, their, their on the Net also.

13 CAPTAIN [REDACTED]: Right.

14 [REDACTED]: So everyone is always passing
15 information.

16 CAPTAIN [REDACTED]: Okay. So, uh when Bridge talks to
17 Combat to talk about a contact who makes that call from the
18 Bridge?

19 [REDACTED]: It would, it's either the OOD or the
20 JOOD. Whoever, like whoever uh read the info or, or did
21 the Moboard whoever would report it.

22 CAPTAIN [REDACTED]: And who, who answers up down in
23 Combat? Who are they talking to? Do you know?

24 [REDACTED]: Um, it's different. It's different
25 watch standers. It could be the um, what is it the Watch

1 Sup or the uh like their uh, their plotter I think that's
2 down there, there uh -- I forget what they call the watch
3 station. But, um it's just either one of the like the
4 Watch O -- the CIC Watch Officer or the -- not Watch
5 Officer, I'm sorry the CIC Watch Supervisor. They would,
6 they would make that, they would come over the uh Net.

7 CAPTAIN [REDACTED]: Okay. So, so basically your
8 experience kind of watching this second hand, the voice of,
9 of CIC is either the Watch Sup or the Surface Plotter?

10 [REDACTED]: Yes sir.

11 CAPTAIN [REDACTED]: Okay. All right.

12 [REDACTED]: They're, they're I guess they're like
13 the main ones that's doing, like the Moboards and everything
14 and, and actually on uh checking out the radars and you're
15 actually hear um uh the person that's uh standing Surface.
16 So, I mentioned it earlier you'll hear them come over and
17 they'll ask us if we can see anything visually because if
18 they have a contact that they feel is pretty close and with
19 the given visibility they can ask us uh if, if we can see
20 that vessel.

21 CAPTAIN [REDACTED]: Okay. Do you recall ever hearing the
22 TAO's voice on Net 15, you know at the time before and kind
23 of leading up to the collision?

24 [REDACTED]: Uh, like right in like minutes before
25 the uh --

1 CAPTAIN [REDACTED]: Just during your watch.

2 [REDACTED]: Yes sir.

3 CAPTAIN [REDACTED]: Okay. How frequently does the TAO and
4 the OOD as a matter of practice, how frequently do they
5 coordinate directly from Surface traffic?

6 [REDACTED]: Um, I can't, I can't really say sir.

7 CAPTAIN [REDACTED]: Okay. Okay. So, AIS, we talked a
8 little bit about this earlier. I just want to make sure
9 we're clear on, on all the tools that are on the Bridge for
10 AIS. So there, there's the text box right, it's about this
11 big?

12 [REDACTED]: Yes sir.

13 CAPTAIN [REDACTED]: Right? And that's probably right
14 below or right --

15 [REDACTED]: We have ours up. We have it up above
16 our 73 radar, is up right beside the [crosstalk]

17 CAPTAIN [REDACTED]: -- Overhead

18 [REDACTED]: Yes sir. Just uh, right, right there
19 over the overhead.

20 CAPTAIN [REDACTED]: Okay. Now the ships also got a laptop
21 that gives it geographical display right?

22 [REDACTED]: [REDACTED]

23 CAPTAIN [REDACTED]: You [REDACTED]

24 [REDACTED]: No sir.

1 CAPTAIN [REDACTED]: So you have [REDACTED]
2 [REDACTED]
3 [REDACTED]: I know [REDACTED]
4 [REDACTED]
5 CAPTAIN [REDACTED]: Okay. Um, the [REDACTED]. A lot
6 of ships will do a [REDACTED] and [REDACTED] of the
7 [REDACTED]. So does Fitz have one of those?
8 [REDACTED]: Yes sir.
9 CAPTAIN [REDACTED]: Where is it?
10 [REDACTED]: Um, it's one of the [REDACTED]
11 CAPTAIN [REDACTED]: Which one?
12 [REDACTED]: Uh --
13 CAPTAIN [REDACTED]: Is it the one starboard by the
14 Captain's chair?
15 [REDACTED]: Yes sir. I think that one is. I don't
16 want to quote the wrong number but it's, it's by the
17 Captain's chair.
18 CAPTAIN [REDACTED]: It's okay. Starboard side by the
19 Captain's chair.
20 [REDACTED]: Yes sir.
21 CAPTAIN [REDACTED]: Above the 73 console?
22 [REDACTED]: Yes sir.
23 CAPTAIN [REDACTED]: So it's all kind of right there
24 together?
25 [REDACTED]: Yes sir.

1 CAPTAIN [REDACTED]: [REDACTED] all kind of grouped
2 together right?
3 [REDACTED]: Yes sir.
4 CAPTAIN [REDACTED]: Okay. Do you recall whether it was
5 working that night?
6 [REDACTED]: Uh, it was working, yes sir.
7 CAPTAIN [REDACTED]: Okay.
8 LCDR [REDACTED]: For a little background information on
9 the [REDACTED]. What's that primarily used for?
10 [REDACTED]: Um, Surface contacts, um like pretty
11 much like for security, [REDACTED]
12 [REDACTED]
13 [REDACTED] And,
14 then it's, it's uh, it's great because it's uh, [REDACTED]
15 [REDACTED] They're down in Combat and
16 they just uh, surface can just go in there and let them,
17 let know, say hey uh [REDACTED]
18 [REDACTED]
19 LCDR [REDACTED]: And do you know if that site uh
20 carries with it like uh [REDACTED] ?
21 [REDACTED]: It's like [REDACTED]. It's like uh
22 [REDACTED].
23 LCDR [REDACTED]: [REDACTED] and [REDACTED] ?
24 [REDACTED]: Yes sir.

1 CAPTAIN [REDACTED]: And, and just one more question on
2 that to give everybody a sense of the capability. So,
3 where is that [REDACTED] mounted physically on the ship?

4 [REDACTED]: Ooh I couldn't tell you, sir.
5 (inaudible - 02:33:24).

6 CAPTAIN [REDACTED]: I mean is it, is it back aft, is it
7 forward?

8 [REDACTED]: Um, I can't remember sir.

9 CAPTAIN [REDACTED]: Okay. All right. Um, how many times
10 have you, you know you reported in [REDACTED] Uh, a fair
11 amount of import time. How many times have you personally
12 transited that track between Izu uh and Oshima since you
13 reported to Fitz? And, and if you don't know the exact
14 number you, you know just give us a rough estimate.

15 [REDACTED]: Um, let's see um, about eight times.

16 CAPTAIN [REDACTED]: About eight times?

17 [REDACTED]: Yes sir.

18 CAPTAIN [REDACTED]: Okay. And, so you and the Navigator
19 showed up about the same time. So how many times do you
20 estimate the Navigator has done that transit?

21 [REDACTED]: The same amount of time.

22 CAPTAIN [REDACTED]: Okay.

23 [REDACTED]: Uh cause he, when he got to the ship
24 also we were still in uh dry dock. So both of us, we had
25 our first underway on the ship at the same time.

1 CAPTAIN [REDACTED]: Okay. Looking at the uh, at the deck
2 log uh at one point you guys were on course 200 true at 20
3 knots. Do you recall that leg? It was after Boat Ops.
4 You, you started off at 230, you came up to 200 and you
5 were on that for a while, and then at one point there was a
6 come left of 190 or so the ship ends up on 190 true at 20
7 knots. Do you recall what that port change was for?

8 [REDACTED]: Yes sir.

9 CAPTAIN [REDACTED]: Why was that?

10 [REDACTED]: Um, to open up from uh, um a contact.

11 CAPTAIN [REDACTED]: Okay, so it was a contact avoidance
12 maneuver?

13 [REDACTED]: Yes sir.

14 CAPTAIN [REDACTED]: Okay. Okay. The log has it at about
15 0100.

16 [REDACTED]: Yes sir.

17 CAPTAIN [REDACTED]: Okay. Um, and just one more question.
18 Your, your, what compass do you guys primarily drive off
19 of?

20 [REDACTED]: The uh, on the Helm?

21 CAPTAIN [REDACTED]: Right.

22 [REDACTED]: It's uh, the, our primaries are [REDACTED].

23 CAPTAIN [REDACTED]: Okay --

24 [REDACTED]: It's the uh, not the, oh you mean
25 magnetic or the, the --

1 CAPTAIN [REDACTED]: So you got a [REDACTED]
2 compass right?
3 [REDACTED]: Yes sir.
4 CAPTAIN [REDACTED]: Is that, is that what the Helm is
5 driving off of or are they driving off the ships gyro?
6 [REDACTED]: The actual gyro.
7 CAPTAIN [REDACTED]: Okay.
8 [REDACTED]: And we just check it with the um with
9 the [REDACTED].
10 CAPTAIN [REDACTED]: Got it. When was the last time the
11 [REDACTED] was uh calibrated? When was the last time you did
12 your swing checks?
13 [REDACTED]: The swing checks? Um, of course we had
14 just, we were in port and so the last time we did it was
15 before we had pulled into uh Yokosuka.
16 CAPTAIN [REDACTED]: So, probably 10 days before or
17 something like that?
18 [REDACTED]: Yes sir.
19 CAPTAIN [REDACTED]: Okay.
20 [REDACTED]: And then uh, the, the maintenance
21 requires for it's, you have to complete it within 24 to 48
22 hours um after getting underway or within 24 hours of
23 pulling in or conducting a replenishment at sea.
24 CAPTAIN [REDACTED]: Okay. Thank you.
25 [REDACTED]: You're welcome, sir.

1 LCDR [REDACTED]: You're saving that one?

2 CAPTAIN [REDACTED]: Yeah. And I'll, I'll save my last
3 question for later.

4 LCDR [REDACTED]: Uh, uh I had uh just one followup they
5 uh, it skipped over there, so how would you, how would you
6 rate the morale on the ship? Was morale high? Was
7 everybody looking forward to getting underway?

8 [REDACTED]: No sir.

9 LCDR [REDACTED]: No?

10 [REDACTED]: No sir.

11 LCDR [REDACTED]: Kind of dreading more of the up tempo?
12 I know you said you enjoyed the, the high op tempo. Is
13 that the consensus on the ship? Everybody likes the, the
14 high-paced?

15 [REDACTED]: No one. I don't think anyone, anyone
16 likes it. I like it. I love being the Quartermaster. I
17 love my job. Um, and um, we have some pretty senior
18 personnel here. Um, I just, I like the fact that um with
19 my job if, if um the Admiral he makes a call and I disagree
20 with it and then having a position of authority you can
21 say, sir I recommend we do this instead and so uh I enjoy
22 just having that position of authority in, in my job. And
23 then learning about weather and doing celestial navigation
24 and all of that. It makes you feel like a nerd, and it

1 makes you feel like you know it's, it's a lot. I like it.
2 I like a lot, so um.

3 LCDR [REDACTED]: Do you feel that the climate there you
4 could that you could object to either the Commanding
5 Officer or any one of the officers if they were making a
6 judgment call that you didn't agree with that you could
7 voice your opinion?

8 [REDACTED]: I'm sorry could you say that again sir?
9 I'm sorry.

10 LCDR [REDACTED]: Do you feel that the climate onboard
11 as uh one of the senior enlisted that you could raise those
12 concerns and be heard by the Command or do you feel that
13 you're input was not welcome?

14 [REDACTED]: Yeah, I feel that my recommendation
15 would be taken into consideration, definitely. But a lot
16 of times, um even as a Commanding Officer you can, you can
17 have your justification as to why but when -- as they say
18 if the Navy has a, a task or a calling for you, you then
19 you have to answer the call. Um, and that's, that's what
20 we have to do in military. Sometimes you have to
21 sacrifice, well oftentimes you have to make sacrifices and
22 do things that you really don't want to do.

23 LCDR [REDACTED]: Would, would you feel that uh you had
24 said there the morale and people not looking forward to

1 getting underway. Um, morale was low. Morale was average,
2 high.

3 [REDACTED]: Um, I don't know how to explain it.
4 It's unique, the personnel on the ship. Um, it, it's just
5 unique. We may not like being underway but when we do get
6 underway everybody gets along with each other. Everybody
7 has a good time and it's just, like it's, I guess like
8 another day at the office. Um, it's, it's, so I can't
9 really say how the, how the morale appears um this evening.
10 I know no one likes being underway, of course everyone likes
11 to be with their family or to actually stay in their house
12 and sleep in their own bed instead of sleeping in a rack
13 but um, I guess when we do get underway everybody's like
14 we're here why not do our jobs.

15 LCDR [REDACTED]: Focused on the mission?

16 [REDACTED]: Yes sir.

17 LIEUTENANT [REDACTED]: If, if I could try wording it a
18 different way. How's the morale on the Fitzgerald compared
19 to other vessels you've been to in the past?

20 [REDACTED]: I think it's actually pretty good. It's
21 pretty high.

22 LIEUTENANT [REDACTED]: That's all we trying to get an
23 answer for.

24 MR. [REDACTED]: I'm good.

1 LIEUTENANT [REDACTED]: I had two questions that came to
2 mind listening to everyone here. Uh, so again, about 0100
3 there's a turn to 190 uh for collision avoidance and does
4 that take you off the track line very far?

5 [REDACTED]: It wasn't, it wasn't very far. It
6 wasn't very far. I don't know how far, I don't remember
7 how far it was but it wasn't like a drastic distance.

8 LIEUTENANT [REDACTED]: Okay. Would that, would that
9 change give you a different approach to the traffic lanes?
10 Cause if, if you had been set to 200 and of the you know
11 experiences to approach the traffic lanes from a certain
12 direction if you're going at 190 for 30 minutes does that
13 change how you approach the traffic line of folks trying to
14 get into Tokyo?

15 [REDACTED]: Uh, we, we were doing that for 30
16 minutes. I could, I could see that happening, uh yes sir.

17 LCDR [REDACTED]: Uh and just to clarify, they were on a
18 230, then you shifted to a 200, and then you opened up CPA
19 by going to a 190. The time intervals to be determined
20 between then. Is that how you remember it?

21 [REDACTED]: If um, yes sir. If that was in, I wrote
22 it in the deck log -- that's what happened, what happened
23 on watch.

24 LIEUTENANT [REDACTED]: And we'll certainly take a look at
25 that. And then um for, you, you said the Bridge is dark,

1 um that you know there's, there's, you can't really see
2 everyone who's up there. Uh do you have, do you have like
3 uh you know night lights on? The red lights on throughout
4 the bridge or is it completely, other than the screens,
5 there's no lights?

6 [REDACTED]: It's just, it's screens, and then I have
7 a small lamp on the chart table. Um, of course my red
8 flashlight and um that's, that's that. And it's like
9 whatever is um on, on the Helm console those are the
10 lights, the numbers are showing up for the Helm and the Lee
11 Helm. All the radar repeaters and VMS screens. Those,
12 those are the only things that are on.

13 LIEUTENANT [REDACTED]: So all the overhead --

14 [REDACTED]: The overhead lights are, are off. Um,
15 and uh on the port, on the port side as you're trying to go
16 out of the pilot house you have a knee-knocker right there.
17 And, uh we have the Photoluminescent tape on the -- no it's
18 not that -- we have a light right there, it's a red light
19 with uh switches off so we could turn the switch on. It's
20 like a little small it's -- the lights aren't bright at
21 all. It's just to that way you can see the light that way
22 you know it's a knee-knocker right there.

23 LIEUTENANT [REDACTED]: Mr. [REDACTED]?

24 MR. [REDACTED]: That's it for me.

25 LIEUTENANT [REDACTED]: Captain [REDACTED]?

1 CAPTAIN [REDACTED]: Just one more question for you. So,
2 obviously you were involved in a pretty dramatic series of
3 events.

4 [REDACTED]: Yes sir.

5 CAPTAIN [REDACTED]: Hearing you talk about what you did
6 after the collision after you got your wits about you and
7 you went below and helped break the Captain out, applied
8 your leadership as a First-Class Petty Officer, uh that's
9 pretty amazing. So, we're asking this question of
10 everybody that we interview. Is there any, any individual
11 or series of individuals that as you look back on it you
12 think performed with particular merit or heroism following
13 the collision?

14 [REDACTED]: Um, we have Senior Chief [REDACTED]. He's a
15 uh, he just made Senior Chief uh GM. Um, FCC [REDACTED].

16 CAPTAIN [REDACTED]: Were they both involved in breaking
17 the Captain's door down?

18 [REDACTED]: Yes sir. They went, went inside there
19 and uh, they helped get him out. And I guess I was on the,
20 the door detail if you will.

21 CAPTAIN [REDACTED]: Right.

22 [REDACTED]: To break the door down. Um, Ensign

23 [REDACTED] [phonetic].

24 CAPTAIN [REDACTED]: What did Ensign [REDACTED] do?

1 [REDACTED]: Um, he was uh, he was one of the -- I
2 guess he helped carry once they got the Captain out of his
3 uh state room. He was in the state room, out of his cabin.
4 He helped assist to bring him up to the pilot house. Um
5 myself. Uh, and uh, uh personnel down in berthing.

6 CAPTAIN [REDACTED]: Down, down in berthing 1?

7 [REDACTED]: Um berthing 1 and um berthing 2.

8 CAPTAIN [REDACTED]: Are you talking about the folks that
9 helped other people get out?

10 [REDACTED]: Yes sir. Um, I didn't witness it but of
11 course I, I like heard the story on accounts of several
12 personnel on the ship. It was -- one of my brothers, FC
13 [REDACTED], he uh, he didn't make it out of the berthing but he
14 made sure that a lot of those guys did.

15 CAPTAIN [REDACTED]: Okay. And we've heard his name before
16 so I think a lot of your ship mates feel the same way.
17 Okay. Thank you.

18 [REDACTED]: Thank you, sir.

19 LIEUTENANT [REDACTED]: So we certainly appreciate all
20 your time here today. We've definitely been talking for,
21 for quite a while here and we appreciate all the
22 information you provided to us, all the questions you've
23 answered.

24 [REDACTED]: I hope I've been helpful.

1 LIEUTENANT [REDACTED]: Very helpful. Lots of information
2 for us to double check and, and go back on here. Uh, we
3 want to give you the opportunity now to -- if there's
4 anything that uh didn't come up in conversation, something
5 you wanted us to know that we didn't ask you or if you have
6 any questions yourself that you want to ask us that we can
7 provide an answer for you?

8 [REDACTED]: Uh, as of right now, I can't really
9 think of anything to, to ask. Um, and also I think uh you
10 all asked everything that uh I could provide, um that I
11 witnessed when I, while I was on watch, so. Um, if I think
12 of anything if I could have someone's uh contact
13 information that way I can, um just relay it back to you
14 all, um.

15 LIEUTENANT [REDACTED]: Most certainly.

16 [REDACTED]: All right.

17 LIEUTENANT [REDACTED]: So, again uh this concludes our,
18 our interview for today. If there's anything further that
19 we come up with uh we'll try to reach out to you and
20 likewise, as we said, if there's anything you come up with
21 please feel free to reach out to us as we'd certainly
22 appreciate that information.

23 [REDACTED]: Okay.

24 LIEUTENANT [REDACTED]: Thank you so much for your time
25 today.

1 [REDACTED] : Thank you.

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

Redacted portions of this page have been designated as Controlled Unclassified Information (CUI) or as Personally Identifiable Information (PII) by the US Navy.