

CUI

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CUI

1 UNITED STATES COAST GUARD

2
3 PRELIMINARY INVESTIGATION INTERVIEW CONDUCTED ON
4 BEHALF OF NTSB BY THE U.S. COAST GUARD.
5

6 REAR ADMIRAL [REDACTED]: So quite a few people
7 in the room. My name is [REDACTED]. I'm the Admiral in
8 charge of the investigation. So, supporting me is
9 Commander [REDACTED]. He's my legal advisor. Master Chief
10 [REDACTED] is serving as my CMC/Senior Enlisted advisor.
11 Lieutenant Commander [REDACTED] may also come in, the female
12 JAG you may have seen already. And [REDACTED] is
13 taking notes. So, we're not going to ask any questions of
14 you. That's the job of the Coast Guard to be asking the
15 questions as part of the investigation. So, Lieutenant
16 [REDACTED] will introduce his team, which does include Captain
17 [REDACTED], a Navy Captain working as a liaison. So over to
18 you, Lieutenant.

19 LIEUTENANT [REDACTED]: So good afternoon. I'm Lieutenant
20 [REDACTED]. I'm the senior investigating officer for
21 the U.S. Coast Guard Unit Activities Far East, here in
22 Japan, under the authority of Title 46, U.S. Code 6301, and
23 Title 46 CFR 4. An investigation is being conducted into
24 the circumstances of the collision between the USS
25 Fitzgerald and the ACX Crystal, which took place on June

1 17, 2017. This investigation is intended to determine the
2 cause of the casualty to the extent possible and to obtain
3 information for the purpose of preventing similar
4 causalities in the future. To assist with the accuracy of
5 our investigation, we will be recording today's interview,
6 which is taking place on June 24th at 1603. On my team, I
7 have Mr. [REDACTED] from the National Center of Expertise for
8 Investigations, as well as Lieutenant Commander [REDACTED],
9 who is from our office and is a previous CO of Coast Guard
10 cutters. I also have Captain [REDACTED], who is working as a
11 Liaison Officer to help ensure communications between the
12 Coast Guard and the Navy.

13 Before we get in to far here, I wanted to mention that
14 if at any time you have to take a break for water, get some
15 fresh air or walk around, please let us know and we'd be
16 glad to pause the recorder for you and let you take care of
17 that. Additionally, during our questioning, if we have at
18 any point something that we ask where you don't know the
19 answer to, it's fine to say I don't know. We don't want
20 you trying to make up things or try to get some kind of
21 answer, expecting an answer from us. If you don't know,
22 you don't know, and that's what we want to hear. If we
23 could begin with your first and last name please?

24 [REDACTED]: Last name [REDACTED] - [REDACTED].
25 First name [REDACTED].

1 LIEUTENANT [REDACTED]: All right. And your position
2 aboard the vessel?

3 [REDACTED]: As in what I was doing that day?

4 LIEUTENANT [REDACTED]: What -- what is your typical
5 duties onboard the Fitzgerald?

6 [REDACTED]: ASTAC - Anti-Submarine Tactical Air
7 Controller. That's what I'm there for.

8 LIEUTENANT [REDACTED]: And then your watch position would
9 be?

10 [REDACTED]: My watch position is Watch
11 Supervisor, CIC Watch Supervisor.

12 LIEUTENANT [REDACTED]: How long have you been in the
13 Navy?

14 [REDACTED]: [REDACTED] makes 11 years.

15 LIEUTENANT [REDACTED]: So you've been on a couple of Navy
16 ships before the Fitzgerald?

17 [REDACTED]: Yes.

18 LIEUTENANT [REDACTED]: And when did you join the
19 Fitzgerald?

20 [REDACTED]: [REDACTED] a couple days after
21 [REDACTED].

22 LIEUTENANT [REDACTED]: Would that have been during the
23 dry dock period?

24 [REDACTED]: No, they was already out of dry
25 dock.

Audio transcription - [REDACTED]

1 LIEUTENANT [REDACTED]: Out of dry dock.
2 [REDACTED]: It was on the pier.
3 LIEUTENANT [REDACTED]: Were you previously qualified as a
4 CIC Watch Supervisor?
5 [REDACTED]: Yes.
6 LIEUTENANT [REDACTED]: So, in coming to the Fitzgerald,
7 was there a requalification period or?
8 [REDACTED]: That's -- that's just so much is to
9 understand with how they work in, uh, the Fitzgerald,
10 because I know every ship is different.
11 LIEUTENANT [REDACTED]: And about how long did that period
12 last?
13 [REDACTED]: Let's see, we started going underway
14 in January, and I got my re -- I got my requal letter back
15 in February, but it wasn't like, "on the watch bill yet."
16 So, I think they qualified me about March.
17 LIEUTENANT [REDACTED]: Okay, so. Not too long a time.
18 [REDACTED]: No.
19 LIEUTENANT [REDACTED]: So as of March then, while the
20 vessel was underway during their patrol, you were qualified
21 in standing duty as the CIC Watch Supervisor. So, it came
22 back to port the beginning of June, I believe it was, for a
23 week or so?

1 [REDACTED]: Oh, yeah, that's when we had that
2 fire. So we came back, did our repairs, and then we left
3 on the 16th.

4 LIEUTENANT [REDACTED]: We've heard a little bit about
5 that casualty. Can you tell us what that equipment was?

6 [REDACTED]: I know they was doing a -- their
7 engineering drill. And I don't know what specifically they
8 was doing with the engineering drill, but I know it had
9 something to do with [REDACTED] switchboard. And then we
10 lost propulsion and the ship went dark. And eventually
11 they brung it back up, but when they brung it back up, it
12 somehow caught on fire and then they had to fight a class
13 [inaudible - 00:05:27] fire. And they took out the ACs and
14 the berthing and a couple other stuff, so that's why we
15 came back as a CHT. I think it's CHT.

16 LIEUTENANT [REDACTED]: So it came back, did some
17 engineering work, got things ready, and then the vessel got
18 underway again on Friday the 16th.

19 [REDACTED]: The 16th.

20 LIEUTENANT [REDACTED]: Do you recall when you woke up
21 that morning?

22 [REDACTED]: Six in the morning.

23 LIEUTENANT [REDACTED]: Good old reveille?

24 [REDACTED]: Reveille.

Audio transcription - [REDACTED]

6

1 [REDACTED]: And then what kind of duties did
2 you have onboard in preparations for getting underway?

3 [REDACTED]: So for Combat, I prepared it
4 throughout the week. You know, get the logs ready, the CIC
5 logs ready, navigational log ready, and the MOA check-off
6 list. And as we got closer, bringing up GCCS, CPT. Bring
7 up the ODA and find a move rep so we could get into the ODA.
8 And then on the last day, it was just simple stuff, get the
9 rags, the grease pencils, pencils if we need them. Finish
10 up the logs, like the time as we get underway, put in the
11 date. Stuff like that. So, I was just making sure we were
12 ready to get underway.

13 LIEUTENANT [REDACTED]: And then once the vessel was doing
14 that sea and anchor detail, I believe there was some ammo
15 transfer maybe, and then I heard flight ops, as well as
16 boat ops, a series of evolutions. What kind of
17 responsibilities do you have during each of those?

18 [REDACTED]: So, when I'm not on sea and anchor
19 detail, I was a piloting officer, so I assisted the
20 navigator, to electronically navigate the ship to
21 Anchorage. So when we did that, we did an anchor watch,
22 which is an electronically assist the QMs and maintain the
23 ship position during anchorage. Then after we did that,
24 then we went to Sagami-Wan to do flight ops. But at that
25 time, we had 2 controllers out. So they had -- the most

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1 senior one was always 2 days there prior to me. And the
2 junior one, we trying to get more control time. So since
3 we was just doing DOQs, I told them and the chief that I
4 was gonna take a nap. It was around 1800. Because I had
5 watch at 22 to 02. So, let me get some sleep. I told
6 those 3 I'm gonna get some sleep, but if you need me,
7 that's where I'm gonna be.

8 LIEUTENANT [REDACTED]: Do you know how much sleep you
9 might've gotten?

10 [REDACTED]: Uh, from about 18 -- I think I
11 might've drifted off around 1830, but I know I woke up at
12 21 because they served midrats. So I was gonna eat before
13 I got on watch.

14 LIEUTENANT [REDACTED] like you a lot. I just want say
15 [Laughing] Okay. So, midrats are out, your watch starts --
16 well, you're on the 22 watch. Do you switch over at 2145?

17 [REDACTED]: We do it around 45.

18 LIEUTENANT [REDACTED]: And what does that usual
19 changeover detail? What sorts of things are discussed?

20 [REDACTED]: So, what I ask for is COMMS. Did we
21 come up in the COMMS? Did we come down any COMMS. Did we
22 switch tack on? What's the surface picture. How did --
23 what happened during your previous watch? Like, do you
24 know if there's anything coming up? I like to prepare me

1 for the next evolution based on the chart. And what
2 happened during your evolutions, when you was up there?

3 LIEUTENANT [REDACTED]: Anything stick out as out of the
4 ordinary from your changeover?

5 [REDACTED]: No.

6 LIEUTENANT [REDACTED]: Okay. So, a normal night. Maybe
7 boat ops were still ongoing?

8 [REDACTED]: Yeah, the boat ops were still going
9 on. That was the only thing.

10 LIEUTENANT [REDACTED]: So the vessel was more or less
11 staying in the same area?

12 [REDACTED]: Yeah.

13 LIEUTENANT [REDACTED]: Do you know what time the crew
14 completed boat ops and started underway?

15 [REDACTED]: The exact time, I don't know. I'm
16 assuming it's around 22, somewhere around that timeframe.
17 Because I was on watch, so it had to be somewhere between
18 the 2200 hour. But the exact time, I don't know.

19 LIEUTENANT [REDACTED]: Okay. And -- and forgive me for
20 not knowing the full details. What are your
21 responsibilities as the Watch Supervisor?

22 [REDACTED]: So, as the CIC Watch Sup, I just
23 assist the TAO. Like, if our Warfare Commander says we
24 need to talk on this circuit, I go to the COMMS plan and
25 find a circuit. Call the radio, hey, you need to come to

1 this circuit and this is why. What we need to bring down
2 this circuit and this is why. If we need another body on
3 station, I find out -- find that person and tell them what
4 station. Or if -- I also conduct training whenever it's
5 possible to make sure they stay proficient. Because
6 they're always asking me, "Hey, how can I get to this next
7 row?" So I try to give them the opportunity to learn the
8 next row. I try to do it first through black and white
9 because when things go down, like now, you know, that's
10 what's gonna help them, you know. Know what you're doing
11 first before you do it because you have to ex -- when
12 something goes wrong, you have to explain it. That's my
13 philosophy.

14 LIEUTENANT [REDACTED]: Excellent. And so, aside from the
15 Watch Sup UI, who else reports to you?

16 [REDACTED]: That's it. Mostly the UI. I report
17 to everybody else. I report to the Watch-O. I report to
18 the TAO. I report to -- I tell CIC if something goes
19 wrong. But mostly nobody reports to me unless they're a
20 UI. I report to everybody else.

21 LIEUTENANT [REDACTED]: Okay. So, you're at watch, the
22 vessel is underway, and you're tracking COMMS kind of
23 between the different stations?

24 [REDACTED]: Tracking the surface and the

1 SWS to make sure they correlate. Because my philosophy is
2 if -- OSS is also a part of your team. Right? Because not
3 every time I know that every ship is gonna follow the rules
4 of the road. So, some ships might not have their lights
5 on. They might be traveling the wrong way in a traffic
6 separation scheme. I know that because I've seen it. So I
7 let them know - hey, talk to -- if you see a contact and
8 it's within OSS visual range. I'm gonna say it like that.
9 Make him or her point to that direction so you can verify,
10 hey, this is what it actually is and this is the direction
11 it's actually going. Because sometimes you might not keep
12 track of a contact going 205. It might be going 209, you
13 know.

14 LIEUTENANT [REDACTED]: And uh, the vessel's underway,
15 obviously a busy area. How would you say the traffic was
16 on that night?

17 [REDACTED]: Well, we did have some traffic on
18 the support side. Because once in awhile I go maintain --
19 it's SA of what's going on with the surface picture,
20 because my philosophy is, because I came from an older ship
21 that -- on a frigate. The bridge -- you're supposed to
22 tell the bridge whatever you know as frequently you know --
23 as frequently as possible. If the bridge don't tell you to
24 shut up, you're not doing your job. That's how I was
25 taught. So, I need to know what's going on because they're

1 not gonna tell me to do a MOBOARD. I'm supposed to tell
2 them, I did this MOBOARD and this is the results.

3 LIEUTENANT [REDACTED]: Did you do any MOBOARDS on that
4 evening?

5 [REDACTED]: No, because according to our
6 standing orders, if it's not within 10 nautical miles,
7 there's no MOBOARD required.

8 LIEUTENANT [REDACTED]: So if the vessel is more than 10
9 nautical -- the traffic of the other vessels are more than
10 10 nautical miles --

11 [REDACTED]: No MOBOARD required. And if the CPA
12 is within 6,000 yards, the CO has to know.

13 LIEUTENANT [REDACTED]: If the CPA is 6,000?

14 [REDACTED]: Yes, 6,000 yards. The CO wants to
15 be notified.

16 LIEUTENANT [REDACTED]: So how many vessels -- how many
17 vessels got within that 10 nautical miles?

18 [REDACTED]: With the report that I was given
19 from the SURFACE tracker, nobody was in that circle.
20 Because we put a circle on the screen that's labeled to our
21 ship. So if anything falls within that circle, I'm like,
22 you better let me know so I can do this MOBOARD.

23 LIEUTENANT [REDACTED]: Okay. And that circle's on radar
24 or?

1 [REDACTED]: No. It's a -- it's a -- how you say
2 it? It's on --

3 LCDR [REDACTED]: Overlay.

4 [REDACTED]: There you go. Overlay. Yes, sir.

5 LIEUTENANT [REDACTED]: And I'm still trying to understand
6 all the technology there. That overlay, is that on VMS?

7 [REDACTED]: It's on the surface -- the consoles,
8 the [REDACTED]. So we build it in there and it's labeled to
9 our ship.

10 LIEUTENANT [REDACTED]: Okay. And so the vessels that are
11 inside -- that information on vessels inside that console,
12 is that automatically fed in from computers, from radar, or
13 does like the SWS or surface have to --

14 [REDACTED]: You mean manually be able to track?
15 That's what you're asking me?

16 LIEUTENANT [REDACTED]: Yeah. Who adds --?

17 [REDACTED]: It depends. The SWCC, he can add
18 his track. Anybody can add a track into the system. So,
19 if you get a radar return that meet with unknown symbology
20 on it, then as we get information -- the SWCC at the time,
21 he loves to use AIS, so whatever AIS information comes in,
22 he adds his DI code and [inaudible - 00:15:15], a air-to-
23 surface contact, AIS correlation, courses the AIS contact
24 with everyone else.

1 LIEUTENANT [REDACTED]: Okay. So, they're doing their
2 job. They're putting it in. As near as we can tell nobody
3 is in the circle, so no MOBOARDS are necessary. Everything
4 is fine and dandy. So, since nobody got in 10 nautical
5 miles that means that nobody had a CPA of 6,000 yards?

6 [REDACTED]: From what I know.

7 LIEUTENANT [REDACTED]: Okay. So as far as you know,
8 nobody contacted the CO of any vessels?

9 [REDACTED]: As far as I know.

10 LIEUTENANT [REDACTED]: Is that normal?

11 [REDACTED]: That's the standing orders.

12 LIEUTENANT [REDACTED]: Well, I mean is that normal that
13 the OOD and the folks on the bridge are driving and making
14 sure that nobody -- every night, nobody gets in within 10
15 nautical miles?

16 [REDACTED]: Uh, I don't know that. I can't
17 determine that because I'm not -- I don't stand watch on
18 the bridge. I don't know what the -- what their procedures
19 are on the bridge. But I know from Combat and standing
20 orders, if we read and have to sign anyone, that's how the
21 CO wants us to do it. So that's what I do.

22 LIEUTENANT [REDACTED]: Right. Well, I guess the
23 difference is what the CO wants versus what he gets. Are
24 there a lot of vessels that get in that 10-nautical mile

1 zone based on your watch standing, or is it a rare
2 occurrence if somebody gets in that range?

3 [REDACTED]: If they get within that range, it's
4 gonna be because they're underneath our radar field of
5 vision, like a fishing vessel. From my experience. I
6 don't know anything else.

7 LIEUTENANT [REDACTED]: Sure. And that's what we're
8 asking for, your experiences here. So now that we've
9 brought up radar, do you recall any issues going on during
10 that night with the radars? Anything broken, not working?

11 [REDACTED]: The only main issue that I had is
12 the remote control set that we used between the radars was
13 in -- was not in remote. It hasn't been in remote in a
14 long time. So we don't have the opportunity to tune the
15 radar to optimal performance in the Combat. I've brung
16 this up before and they told me we're waiting for parts.
17 They said we don't have the parts. We don't keep it on
18 local. So, since it's in local, I have a hard time tuning
19 the radar because when I'm in a specific -- as we transit,
20 weather can change, sea state can change. I should be able
21 to tune the radar to the optimal performance wherever I am
22 at. I can't' do that.

23 LIEUTENANT [REDACTED]: So you said you brought up the
24 issue. Who did you bring that up to?

1 [REDACTED]: To the ETs, because they own the
2 equipment.

3 LIEUTENANT [REDACTED]: So if you need a tweak, you --

4 [REDACTED]: I have to go to the local station
5 and radar 2.

6 CAPTAIN [REDACTED]: Where is that located in approximation
7 to CIC? Is it a good ways off, a few decks, just --

8 [REDACTED]: You have to go up about a deck or 2,
9 maybe about 2.

10 CAPTAIN [REDACTED]: So not too far?

11 [REDACTED]: But the hassle to that is having
12 somebody in Combat to say, all right, let's tune to this
13 performance, and then come back down and then going back up
14 again when I change -- when this atmospheric condition can
15 change, because I can't control that. Can't control sea
16 state. Can't control when rain is gonna happen. So that
17 means I have to go find that person again, having to go
18 back up there, start the comms all over again until we get
19 -- you know what I mean? It's kind of hard.

20 LCDR [REDACTED]: Do you know if the CSOOW was notified
21 on your watch that you guys were having issues with [REDACTED]
22 performance?

23 [REDACTED]: No. They was having issues with 67?

24 LCDR [REDACTED]: I'm sorry. Is that what we were just
25 talking about?

Audio transcription - [REDACTED]

16

1 LIEUTENANT [REDACTED]: Well, again, you said the issue
2 was that you can't make changes to that radar picture. You
3 can't tune it from Combat.

4 [REDACTED]: Right. You have to go to a local
5 station.

6 LCDR [REDACTED]: Right. So, my question is on that --
7 on your watch, was the CSOOW, which is the controlling
8 station Combat would notify if you had an equipment
9 problem. Was the CSOOW notified that you were having
10 performance issues with the 67?

11 [REDACTED]: That's something I brought up
12 earlier, sir. When I first started getting calls standing
13 watch in Combat, and I was told the reason why it's not in
14 remote is because some of the buttons are missing, and they
15 covered the buttons up to prevent people from putting their
16 hands in there and getting shocked. That's was what --
17 that's what I was given.

18 LCDR [REDACTED] I understand that. So it sounds like
19 it was a longstanding issue. And you were probably talking
20 to your buddies, you know, CMC division, kind of face to
21 face, right? But in terms of a watch standing process, do
22 you know if the CIC watch notified the CSOOW?

23 [REDACTED]: No, I don't. I don't know that
24 part.

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1 LCDR [REDACTED]: Okay. All right. That would be the
2 normal route to report a casualty or a degradation, right?
3 With a piece of equipment? It would be to let CSOOW know.

4 [REDACTED]: If it goes down, yes. Like, if I
5 was having an issue with the radar being 10 degrees off,
6 then I would let CSOOW know. But if it's an ongoing
7 problem, I wouldn't tell the CSOOW that watch.

8 LCDR [REDACTED]: Okay. So, it sounds like it was a
9 longstanding issue. You guys just had to live with it. Is
10 that accurate?

11 [REDACTED]: Yes, sir.

12 LCDR [REDACTED]: Okay.

13 LIEUTENANT [REDACTED]: So regarding the radars that were
14 in use, how was the radar picture? How was the quality of
15 the information coming in?

16 [REDACTED]: That night it was good. I was able
17 to see the traffic coming down the traffic separation
18 scheme. I was able to see what they were seeing and they
19 weren't complaining, so.

20 LIEUTENANT [REDACTED]: And I'm getting my radars mixed up
21 again. Is this the 67?

22 [REDACTED]: Yes, the 67 radar. We don't use the
23 73 in Combat. They use the 73 at the bridge, the
24 [inaudible - 00:21:18]. We can tune to the 73, but the
25 73's mostly for navigational purposes and we lose range if

1 we use the 73. So that would be not a good idea to use the
2 73 for underway surface tracking.

3 CAPTAIN [REDACTED]: You had mentioned traffic separation
4 scheme. Could you talk a little bit more about that beyond
5 a general location as to what you're describing as for the
6 traffic separation scheme?

7 [REDACTED]: Well, uh, up on the radar picture it
8 looked like they were going like north and we was going
9 this way. That's why I was assuming we was in the traffic
10 separation scheme, from the way the traffic was flowing.
11 That's why I was thinking we were in the traffic separation
12 scheme. There was no actual physical representation on
13 VMS, but the way the traffic was flowing, that's why I
14 thought we was in the traffic separation scheme.

15 CAPTAIN [REDACTED]: Thank you.

16 LIEUTENANT [REDACTED]: One word that came up in a couple
17 of the previous interviews was clutter.

18 [REDACTED]: Sea return?

19 LIEUTENANT [REDACTED]: So, ah, sea return, yes.

20 [REDACTED]: So, sea return is like noise around
21 on the ship. And the -- the issue with sea return is when
22 a contact tracks into sea return, we lose it. So, until it
23 comes out of sea return, then we can track it again.
24 That's one of the things we can clear up on the radar if we

1 have the ability to tune it. But since we don't have the
2 ability to tune it, I can't clear it up, so.

3 LIEUTENANT [REDACTED]: Without leaving CIC.

4 [REDACTED]: Without leaving CIC.

5 LIEUTENANT [REDACTED]: Were you getting any amount of
6 clutter?

7 [REDACTED]: There was clutter on the radar.

8 LIEUTENANT [REDACTED]: Would you have a rough idea of --

9 [REDACTED]: How far out?

10 LIEUTENANT [REDACTED]: Yeah, how far out?

11 [REDACTED]: No.

12 LIEUTENANT [REDACTED]: And so you said when a vessel goes
13 into clutter, they cannot

14 [REDACTED]: Be tracked. It's like a big white
15 noise around the ship. So, they're somewhere in there, but
16 where in there and how far from us, we don't know.

17 LIEUTENANT [REDACTED]: Okay.

18 CAPTAIN [REDACTED]: What's a typical amount on a nice day,
19 where it's not raining and not a lot of cloud cover, you
20 don't have a big sea day? What was the typical sea return
21 ring around the ship, out to what distance? If you had to

22 --

23 [REDACTED]: If I had to guess?

24 CAPTAIN [REDACTED]: Estimate.

1 [REDACTED]: It's not that far. Probably maybe 1
2 nautical mile.

3 LCDR [REDACTED]: Okay. So, 2,000? Maybe a little bit
4 more?

5 [REDACTED]: About. Around there.

6 LCDR [REDACTED]: Okay. What's the worst you've seen
7 that?

8 [REDACTED]: Um, about 4 nautical miles, 4,000
9 yards, 4,000-6,000 yards. I don't know. That's when the
10 sea state was real heavy though. So the sea state is what
11 I -- it's out there.

12 LIEUTENANT [REDACTED]: Okay. So the watch goes on,
13 traffic in and out, everybody's' still 10 nautical miles or
14 more away based on what has been put into the system. Are
15 you watching AIS very much?

16 [REDACTED]: No. Because the AIS [REDACTED] that we
17 use by the surface -- SWCC -- watch station. So they use
18 AIS. I mean, I'll come over there from time to time and
19 look at it, but they mostly use it.

20 LIEUTENANT [REDACTED]: Okay. Do you know of any other
21 AIS sources?

22 [REDACTED]: The bridge. That's the only 2
23 places I know.

24 LIEUTENANT [REDACTED]: Do they have the same [REDACTED] up
25 there or is --?

1 [REDACTED]: I think they have a little box.
2 LIEUTENANT [REDACTED]: And then nothing else, as near as
3 you can tell?
4 [REDACTED]: Absolutely.
5 LIEUTENANT [REDACTED]: All right. So, let's go up to
6 0100. Again, you switch out 15 minutes before the you
7 know, end of the watch. So, you've got 45 minutes left.
8 Still a bit of traffic around?
9 [REDACTED]: There's still traffic around. So,
10 at that time, I told [REDACTED] to wake up the next watch
11 team. Because the watch supe that was gonna relieve me was
12 on boat ops. He's a [inaudible - 00:25:31]. So I went to
13 make sure he was up. So he comes back and tells me
14 everybody is good. So I was like all right, I'm gonna use
15 the aerial equipment. So I was to tell the Watch-O,
16 because [REDACTED] not, he's UI, So I told somebody else to
17 go up. I said I'm gonna use the head real quick. So I
18 come back, doing my little sweep, check the OSS, and
19 nothing but water in the horizon. So [inaudible -
20 00:25:50] over there. Then I took the surface picture. I
21 didn't see nothing of major concern. So, I didn't say
22 nothing. And the SPA doesn't work, so I can't check -- I
23 can't use that as my backup to make sure, all right, I'm
24 verifying what I'm seeing on the console. So I have to
25 trust what I see on the console. So, I didn't see nothing.

1 So, I waited for the 30-minute fix. So I took the 30-
2 minute fix from VMS, put them on the check position log.
3 And I sat down to tie my shoes, and then 1 minute later, we
4 got hit.

5 LIEUTENANT [REDACTED]: Do you recall hearing any radio
6 chatter on NET 15, anybody talking about any vessels?

7 [REDACTED]: No.

8 LIEUTENANT [REDACTED]: Just prior to this when -- and
9 you're seeing what traffic is out -- further out, what way
10 is the traffic approaching the vessel? Are you still in
11 that separation scheme, where everybody's kind of going
12 north-south? Or are you crossing traffic? Is there --

13 [REDACTED]: I didn't see any crossing traffic
14 from what I saw before. I took the 30-minute fix and it
15 still looked like the same as the whole watch, north-south.

16 LIEUTENANT [REDACTED]: All right. So, I know I'm
17 repeating myself, but I'm making sure the picture is right
18 in my head. Nothing under 10 nautical miles. No MOBOARDS
19 because we're nothing under 10 nautical miles. Nothing
20 crossing the vessel that we're aware of. Were there any
21 vessels that the Fitzgerald crew was aware of that had been
22 seen and then went into the radar scatter?

23 [REDACTED]: That I can't answer because I don't
24 know. I can only assume after I got back after watch what
25 happened prior to us getting hit. Because after I came up,

1 like I said, I'm going to the head. I checked the scope
2 once. And like I said, I don't have a SPA to back me up
3 when I'm taking that next face. That's my tradition. As
4 you can -- as I say, once I take the fix, I look at the
5 SPA, if there's nothing of new of concern, I leave it
6 alone. Since the SPA's not working, I have to depend on
7 what our surface stations see and what they report, and
8 what the bridge sees and what they report.

9 LIEUTENANT [REDACTED]: And that's SPA or SPY?

10 [REDACTED]: [REDACTED] radar repeater.

11 CAPTAIN [REDACTED]: I may have missed it, but do you
12 recall what time you stepped off for a head call?

13 [REDACTED]: The exact time, no. But I came back
14 around - between 115 and 125 is when I came back. And
15 that's when I looked at the surface watch stations. Didn't
16 see anything of concern and I didn't hear anything of
17 concern when I came back. So, I just waited for the 30-
18 minute fix, took a fix, then one minute later, that's when
19 things started going down.

20 CAPTAIN [REDACTED]: And how long did you estimate that you
21 were away on your head call?

22 [REDACTED]: Whenever [REDACTED] came back from the
23 watch -- waking up the watch team. So, I sent him down
24 after he took the 01 fix. So he took the 01 fix. I was
25 like, all right, you took it, go down and wake the next

1 watch team up. Make sure they up, because I know people go
2 back to sleep. So make sure they up, make sure they
3 talking to you, and then come back up here. So, it
4 might've been about 5-8 -- somewhere between 5 to 10
5 minutes, because I left right after he left. After I told
6 certain people, you know, I'm leaving and this is what's
7 up.

8 CAPTAIN [REDACTED]: At any point did you stand in for
9 somebody else in their positions, like while they went to
10 make a head call?

11 [REDACTED]: If the watch O, if he wants to take
12 a head call, but he mostly will tell the TAO that, "TAO I'm
13 going to make a head call." And that would be it. They
14 don't really tell me.

15 CAPTAIN [REDACTED]: So you don't sit in as SWS or surface
16 or any of those positions?

17 [REDACTED]: No, I didn't sit in -- I usually --
18 I was sitting in for SWCC if I was up there and they asked
19 me to help them out to make a head call. But that night,
20 no. And the only time [REDACTED] sat in for [REDACTED]
21 [phonetic] is when they initially came on watch, because
22 [REDACTED] [phonetic] came off the boat ops and he asked me
23 to take a shower and to get some coffee before he got on
24 watch. I said, all right, [REDACTED] sit down for him until
25 he gets back. So then when he got back, the turnover, and

1 then [REDACTED] came back as watch UI, and [REDACTED] [phonetic]
2 sat down on the console.

3 LIEUTENANT [REDACTED]: All right, so 0130, we took the
4 fix, went to tie our shoes, and then there's a hit. What
5 happens after that? What goes on in the CIC?

6 [REDACTED]: So after the ships stops rocking,
7 you know, OPS, which is TAO, she's like you got to set
8 ZEBRA. So I ran to the starboard side and saw a bunch of
9 AFFFs coming up. So I was like set ZEBRA on the starboard
10 side. So I ran to her and told her set ZEBRA starboard
11 side. Then I was going to set ZEBRA on the port side. But
12 everybody was coming up to berthing from AFFF and they told
13 me it was flooding in the berthing. So I became a
14 messenger and I ran to CCS real quick and I was like
15 there's a report of flooding in the berthing, we need
16 investigators out. And I ran back to Combat and then some
17 people was coming in -- OS's was coming in, and I set ZEBRA
18 on the port side and told TAO ZEBRA was set. And then I
19 went to look for the logs because I knew not to start
20 writing down everything after that. So I went to the
21 tomahawk side of our Combat because I was searching for the
22 logs. Then we found it. I took the muster report. And
23 then, unfortunately, if something happened, I got the
24 lifeboat muster. And then eventually they said general
25 quarters and my watch station was on the bridge. So I went

1 to the bridge to do my condition-I watch section and then
2 that's when eventually the Captain came up. He was carried
3 up, I should say. And then we run the all Muster report
4 for OI and then I left because it was a little chaotic, and
5 the XO, he was trying to settle everything down. So I
6 didn't just want to be a floating body up there and cause
7 unnecessary havoc, I mean, bumping in people's way. So I
8 went back to Combat and started logging stuff, and that was
9 it.

10 LIEUTENANT [REDACTED]: Okay. You continued to do watch
11 down there and help out as needed.

12 [REDACTED]: Yeah. So, I made sure we got the
13 last posit before VMS went off and to make sure we -- I
14 annotated a late entry for the collision because I couldn't
15 find the log at that time, so I couldn't log at that time.
16 So when we found it, I made the late entry, collision in
17 position, whatever the position was. And then everything
18 after that came up on the squawk box or the ICs, the IVCS
19 phones, or what I was told. That's by word of mouth, and
20 put it in the log.

21 LIEUTENANT [REDACTED]: And which log was this that you?

22 [REDACTED]: The general log. The CIC general
23 log.

24 LIEUTENANT [REDACTED]: I do believe we have copies of
25 that. So, that sounds good. Mr. [REDACTED]?

1 MR. [REDACTED]: I think I may have missed it. We said
2 that the 10 nautical miles was an overlay. An overlay of
3 what?

4 [REDACTED]: It's just a circle we build around
5 the ship.

6 MR. [REDACTED]: Exactly. But you're -- what are you
7 looking at to place the overlay on, I guess?

8 [REDACTED]: We hook on ship, the symbol of on
9 ship, and then we build a 10-nautical mile circle around
10 the ship and slave it. Because if you don't slave it, the
11 circle is gonna move and the ship is gonna move.

12 MR. [REDACTED]: Okay. So are you looking at a different
13 radar picture, VMS?

14 [REDACTED]: No. The only thing I look at in VMS
15 is the posit so I can log it at whatever fixed interval
16 that the navigator set.

17 MR. [REDACTED]: So, 10 nautical miles, you're looking at
18 it, anything comes within 10 nautical miles. How do you
19 know when something comes within that 10-nautical mile
20 picture?

21 [REDACTED]: Because when you're moving and then
22 the way the contact is tracking, when it falls within that
23 circle. For me, when it comes at least to the edge of the
24 circle, the speed leader, I want a MOBOARD. That's my

1 requirement. But as for the TAO saying where it has be
2 within when we set sail.

3 MR. [REDACTED]: A contact comes within the circle, what
4 system is tracking that contact to know that it's within
5 the circle? I guess that's where I'm losing it.

6 [REDACTED]: So, the 67-radar.

7 MR. [REDACTED]: It's the 67. Oh, okay. Is this overlay
8 --?

9 LCDR [REDACTED]: Who tells you when a surface contact
10 enters the 10-mile range?

11 [REDACTED]: A SWS. I direct the SWS to tell me
12 if a surface contact. Sometime SWCC will say something to
13 me, but they like to use the electronic CPA and I don't
14 like using that. I like doing a MOBOARD. So I tell SWS if
15 something's approaching that 10 nautical miles, you let me
16 know.

17 MR. [REDACTED]: Okay, so the SWCC or SWS lets you know
18 if something is coming within the 10 nautical miles?

19 [REDACTED]: Yes.

20 MR. [REDACTED]: Now that being said, the 67 had a
21 certain amount of clutter on the radar that you guys
22 couldn't diminish due to missing parts, buttons. You would
23 have to call an ET in.

1 [REDACTED]: No, we would have to -- yes, we have
2 to call a ET because we don't know how -- we don't have the
3 codes or anything.

4 MR. [REDACTED]: Right, you can't fine tune it.

5 [REDACTED]: Right.

6 MR. [REDACTED]: Okay. So, how far out did the clutter
7 go again from the ship?

8 [REDACTED]: That night, I don't know. I didn't
9 sit at the console and measure it out.

10 MR. [REDACTED]: So is there any way, by no admission of
11 anybody, that if you miss -- let's say the clutter goes out
12 to 6 nautical miles. Your window is 10. So if some kind
13 of way you missed that 4 nautical miles of ship movement,
14 once it enters into that 6, you have no idea where it is.

15 [REDACTED]: No.

16 MR. [REDACTED]: So any contacts or issues I assume is
17 relayed from the bridge for confirmation by a SWS?

18 [REDACTED]: You mean a radar picture?

19 MR. [REDACTED]: Yeah. Like, say they see something or
20 they may think they see something. Is that relayed down to
21 you guys? Or is all that handled on the bridge?

22 [REDACTED]: No. We're supposed to correlate our
23 information. Sometimes -- there's times where they don't.
24 We gotta press them for it. But the majority of times it's

1 -- we gotta correlate the radar picture along with their
2 visual, because they can see as well.

3 MR. [REDACTED]: I guess I gotta ask. Okay. So, 10
4 nautical miles, you have 67 radar, a certain amount of
5 clutter. In your watch, who would've first noticed -- saw
6 the vessel on radar? Who would you expect to have seen a
7 vessel on radar? The vessel that hit you guys.

8 [REDACTED]: If it was on radar.

9 MR. [REDACTED]: Yeah.

10 [REDACTED]: If it's not within the sea clutter?

11 MR. [REDACTED]: Yes.

12 [REDACTED]: If it's not within the sea clutter,
13 it should be anybody that's watching the 67 radar or the 73
14 radar, if it's within the 73 radar.

15 MR. [REDACTED]: Okay. Okay. So in CIC, how many people
16 have a monitor that looks at the 67 radar?

17 [REDACTED]: Surface and SWCC.

18 MR. [REDACTED]: Surface and SWCC. And what are you
19 looking at then?

20 [REDACTED]: If the SPA was working, I'd be
21 looking at the SPA.

22 MR. [REDACTED]: Okay, but outside of the SPA, my
23 understanding is you would have a 67 radar with an overlay.
24 So you can see the 67?

25 [REDACTED]: If I walk to the console.

1 MR. [REDACTED]: If you walk to the console. So from
2 where you're standing, what are you looking at?

3 [REDACTED]: So, it depends on what I'm doing.

4 MR. [REDACTED]: Okay.

5 [REDACTED]: Because I also gotta make sure that
6 there's a TIC - the Tactical Information Coordinator - make
7 sure he has or she has no problems. And then the TAO wants
8 for me, I have to solve that problem. Also, sometimes I'm
9 on to chat. So whatever they pass -- the Watch-O didn't
10 see something and the Watch O, this is what passed over
11 chat, this is what they need. This is what I'm thinking
12 about doing or have done already. Just letting you know.

13 CAPTAIN [REDACTED]: Just to help clarify. Your watch
14 function in CIC does or does not have you sitting at a
15 console?

16 [REDACTED]: No. - don't sit at a console.

17 CAPTAIN [REDACTED]: Right. So, how many different watch
18 stations within CIC would you say you're bouncing around
19 and interacting with in the course of the flow of your
20 doing your job?

21 [REDACTED]: It's surface, it's SWCC. Sometimes
22 I talk to OSS. There's TIC. Sometimes I talk to EW. And
23 there's -- sometimes I talk to the Watch O. The guys on my
24 watch station and the TAO are the people I interact with.

25 CAPTAIN [REDACTED]: So how many was that?

1 [REDACTED]: Seven.

2 CAPTAIN [REDACTED]: Okay. Thank you.

3 MR. [REDACTED]: Okay, so your job basically is overall
4 management of multiple watch stations. So were you -- I
5 mean everybody gotta sit somewhere. So where your desk,
6 for lack of a better word, there are no monitors there?

7 [REDACTED]: No.

8 MR. [REDACTED]: All right. So, you're on -- do you have
9 on a headset?

10 [REDACTED]: No.

11 MR. [REDACTED]: Oh. I have no more questions.

12 CAPTAIN [REDACTED]: So, you had mentioned chat. What was
13 going on with chat during your watch?

14 [REDACTED]: So mostly it's either they're
15 reporting to [REDACTED], either opposition, or they're just
16 letting us know hey, those tippers, it's supposedly this
17 type of ship in this position right here. Or seeing what
18 other ships are reporting and what's going on. That's
19 about it.

20 CAPTAIN [REDACTED]: How much of your watch was consumed by
21 monitoring or responding to chat would you say?

22 [REDACTED]: It wasn't much because I either let
23 the SWCC do it, because he has a computer there by him and
24 he's also supposed to monitor chat and the Watch-0. They
25 have another computer that we can put on the screen when

1 they came out of the chat. I glance in there from time to
2 time because sometimes, you know, they might not see
3 something. Because they're younger -- Junior officers, so
4 there's some things they might not see right away and maybe
5 not click. So that's why I look at it from time to time
6 and letting Watch O, this is what so and so is saying.
7 This is what we probably ought a start doing or thinking
8 about doing.

9 CAPTAIN [REDACTED]: Do you monitor lane 15 at all?

10 [REDACTED]: Lane 15?

11 CAPTAIN [REDACTED]: [REDACTED] Sorry. That's one of two
12 systems I run.

13 [REDACTED]: Oh [REDACTED]? Yes, we have -- we dial
14 into [REDACTED] and put in on loudspeaker. So, that's why I
15 don't have any headsets. But if it comes over [REDACTED], I'll
16 hear it. If I don't hear it, I'll ask them to say it
17 again.

18 CAPTAIN [REDACTED]: Do you recall whether or not there was
19 a lot of chatter on [REDACTED] on watch?

20 [REDACTED]: Not during the 01 hour. Between the
21 01 hour and 0130, there was barely any chatter between that
22 time.

23 CAPTAIN [REDACTED]: And how about the general noise in
24 Combat. Was it -- it sounds like there's a lot of

1 different pieces moving around. Was it particularly noisy?

2 Any one station seem distracted or?

3 [REDACTED]: Not at that time of night. It was
4 fairly quiet. So, nothing -- there was no multiple things
5 going on to cause a major distraction at that time.

6 CAPTAIN [REDACTED]: Any training or PQS reviews going on?

7 [REDACTED]: I was doing some training, but that
8 was earlier in the night. That's was when I had the UI.
9 We generated the operative 5 message. So I showed him how
10 to do that, or have him do it, to send it out and make sure
11 department heads, that they have it. Check message traffic
12 and show him how to read message traffic and how to pick up
13 what's important and how to disseminate it and how to use
14 it for whatever mission you're coming up, or doing at that
15 present time.

16 CAPTAIN [REDACTED]: How was your comms with the Tactical
17 Action Officer?

18 [REDACTED]: I wasn't talking with the TAO that
19 much that night. There was really nothing much to talk
20 about other than the next evolution. Because I was also
21 beginning to do the new day entry in the log, so I just
22 went to verify certain things, like weapon posture and
23 where we steaming to and so on and so forth. Because we
24 log that. So I just wanted to make sure we had the

1 accurate information. Everything else I get from the CCS
2 or the ASTATS.

3 CAPTAIN [REDACTED]: What sort of activities was the TAO
4 involved in during watch?

5 [REDACTED]: I think she was monitoring chat
6 because she has her own station as well to monitor chat. I
7 don't know what else she was doing other than that.

8 CAPTAIN [REDACTED]: That's all I have for you.

9 LCDR [REDACTED] We talked a little bit about traffic
10 density. We just want to touch on this again. How busy
11 would you say, based on your kind of secondhand observation
12 of the surface traffic -- how busy would you say it was
13 from the time Fitz secured from boat operations and began
14 the 20-knot transit to the southwest up until the time of
15 the collision? How heavy would you say it was? And I want
16 to give you a scale to kind of give us a sense of, you
17 know, relative traffic density; 1 being zero traffic, no
18 ships at all, and 10 being some of the densest traffic
19 you've ever seen. Where would you say on that scale that
20 you were that night out of 10?

21 [REDACTED]: So, well actually it's only 1 when
22 we started transiting. It was light, like 2. When we
23 started heading more south it started picking up, like a 5,
24 5, maybe 6.

1 LCDR [REDACTED]: Did the Fitz have any what I'll call a
2 close call, which is any ship that passed within 6,000
3 yards during the course of the transit?

4 [REDACTED]: During our transit? During the
5 nighttime transit? I wouldn't know. I try to know because
6 that stuff is important to us too. Because if it got that
7 close, that makes me wonder are we seeing it on radar. And
8 if we are, why is nobody not saying nothing to me?

9 LCDR [REDACTED]: Okay. So from your perspective, other
10 than the collision, there were no close calls with any
11 ships?

12 [REDACTED]: Not that I know of.

13 LCDR [REDACTED]: Okay. All right. So you talked about
14 AIS, the surface console having their AIS [REDACTED]. It's off
15 to the right behind the chat computer, right?

16 [REDACTED]: It's by -- yeah, behind the chat
17 computers.

18 LCDR [REDACTED]: Was the AIS [REDACTED] working?

19 [REDACTED]: It was working.

20 LCDR [REDACTED]: It was working. Was the surface watch
21 scanner using it?

22 [REDACTED]: He -- he -- that particular surface
23 watch officer, he likes to use it a lot. And if it didn't
24 work, I would've known because he would've called CIC.

1 LCDR [REDACTED]: Okay. All right. Do you guys have a
2 bridge-to-bridge repeater or speaker down in CIC?

3 [REDACTED]: We've got a phone. That big one.
4 It's mounted up there.

5 LCDR [REDACTED]: So you can monitor [REDACTED] in this
6 case?

7 [REDACTED]: Yes.

8 LCDR [REDACTED]: Do you recall any hails or bridge-to-
9 bridge communications between the Fitz and any ships?

10 [REDACTED]: No.

11 LCDR [REDACTED]: Leading up to the collision or any
12 time during the transit?

13 [REDACTED]: None.

14 LCDR [REDACTED]: So is it fair to say that your first
15 awareness of motor vessel Crystal was when the collision
16 happened?

17 [REDACTED]: Yes.

18 LCDR [REDACTED]: You and your watch team, surface and
19 SWS and OSS gave no indications that there was a ship
20 coming down on you guys?

21 [REDACTED]: No. I did not know that until we
22 got hit.

23 LCDR [REDACTED]: What part were you in?

24 [REDACTED]: One.

1 LCDR [REDACTED]: Thank you. You can skip that last
2 question.

3 LIEUTENANT [REDACTED]: Can we talk real quick about
4 [REDACTED]?

5 [REDACTED]: Okay.

6 LIEUTENANT [REDACTED]: I've heard that maybe in the past
7 this used to be used more often, but maybe lately this is
8 not the case. Do you know why that might be?

9 [REDACTED]: When I would use the console, it had
10 issues selecting contacts, and the lab display; it was hard
11 to push the buttons. So they took it down. I don't know
12 if it was like that -- I don't know if the system was
13 degrading prior to me coming there. But when I was there,
14 that's what I noticed.

15 CAPTAIN [REDACTED]: Which console in particular?

16 [REDACTED]: [REDACTED], the orange
17 bridge.

18 CAPTAIN [REDACTED]: Is there just -- well, never mind.

19 Sorry

20 LIEUTENANT [REDACTED]: When you say they took it down,
21 who is they?

22 [REDACTED]: The people that own the equipment,
23 the FCs. But we still put the watch on the watch bill, but
24 nobody goes up there.

1 LIEUTENANT [REDACTED]: So, if it's on the watch bill, do
2 you know who it would've been?

3 [REDACTED]: We use the same people as stands for
4 us to rotate so they can communicate with the bridge team
5 and learn how to communicate with the bridge team on the
6 bridge, and so when they come to Combat, they can
7 understand what they're looking for.

8 LIEUTENANT [REDACTED]: So it's just like a dual role.
9 You are [REDACTED] and SWS and you're supposed to --

10 [REDACTED]: Rotate by the second interval.

11 LIEUTENANT [REDACTED]: I think we just answered this
12 question, but I'm gonna ask it again. Prior to the
13 collision - 1 minute, 5 minutes, whichever - was there any
14 indication from anyone in your team that there was a vessel
15 on the starboard side, even at the last second?

16 [REDACTED]: Nobody told me anything. I didn't
17 find out about that vessel until after we got here.
18 Because after I set ZEBRA on the starboard side, that's
19 when the XO says, "did you see anything?" And that's when
20 he started to tell me what he saw. And that's how I found
21 out.

22 LIEUTENANT [REDACTED]: It's all yours, Commander.

23 LCDR [REDACTED]: So I got one followup. I want to make
24 sure I heard you right on the. So the [REDACTED]
25 console is down because of maintenance issues.

1 [REDACTED]: No, it's not maintenance issues.

2 LCDR [REDACTED]: Or material issues.

3 [REDACTED]: Material issues.

4 LCDR [REDACTED]: So you guys don't man it. How long
5 has that been going on?

6 [REDACTED]: I got here in November. The ship
7 got underway in January. So that's when I noticed it.

8 LCDR [REDACTED]: Okay. So, probably a long time -
9 months. On the watch bill, though, you said that the
10 [REDACTED] watch stander is still on the underway watch
11 bill. So is that -- where do those people go?

12 [REDACTED]: So, they in Combat. So if the
13 Bright Bridge was working we'd just have them rotate and
14 then they would report to the OOD or whoever they report to
15 on the bridge. Because like I said, I don't know who they
16 talk to since the console was never up since I've been
17 there, so but I heard prior to me getting there; they
18 used to man Bright Bridge. They used to talk to the
19 Officer Of The Deck and surface contact and [inaudible -
20 00:51:40]. And then they'd switch back at a certain time
21 until they switched back down.

22 LCDR [REDACTED]: So is that person, is that who was
23 sitting SWS? What I'm trying to get at is -- so you got a
24 SWS watch standard. We talked to [inaudible - 00:51:58]

1 today so we'd be right. Was there a [REDACTED] operator
2 on the watch bill who's not sitting on the [REDACTED]?

3 [REDACTED]: Just let me get this straight. Are
4 you asking me if there is somebody that's on the watch bill
5 that's supposed to be up there but wasn't?

6 LCDR [REDACTED]: Right, because the console doesn't
7 work. So were they on the bridge learning how to -- what
8 the bridge is about or were they in Combat, or is there not?

9 [REDACTED]: How they do it is the same person.
10 That's how they do it. So that person would stay in Combat
11 for whatever specific time, then they'd transfer him to the
12 bridge and then they'll transfer on the [REDACTED] for a
13 specific time.

14 CAPTAIN [REDACTED]: So say SWS [REDACTED] [phonetic], [REDACTED]
15 [REDACTED] [phonetic] The same person.

16 LCDR [REDACTED]: Okay. Well, just one more question.
17 We've been asking this question of everybody we've
18 interviewed. You know, you and your shipmates on Fitz went
19 through a pretty traumatic experience, the collision,
20 damage control efforts to save the ship, loss of some
21 shipmates, fighting to get the ship back to Yokosuka,
22 getting her pier side. And I'm sure that you witnessed
23 personally or heard about some of your fellow Fitz sailors
24 that did amazing things, acts of heroism, selflessness, a
25 lot of physical bravery. So, we're interested in getting

Audio transcription - [REDACTED]

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1 your feedback on do you have any names in particular or
2 groups of people that you think are -- or stood out in
3 particular and are worthy of a special mention?

4 [REDACTED]: The only person I know is the person
5 that died, was FC-1, because --

6 COMMANDER [REDACTED]: Is that FC-1?

7 [REDACTED]: [REDACTED].

8 COMMANDER [REDACTED] [REDACTED]? Okay.

9 [REDACTED]: From the stories I've been hearing,
10 you know, he was already up and he was getting people out
11 of his rack, you know. A lot of people are saying, "If it
12 wasn't for him waking me up and getting me out of my rack,
13 I wouldn't probably be alive today." And then by the time
14 he was trying to get up to berthing, I heard the current
15 swept him into the head, trapped him, and that's how he
16 died.

17 COMMANDER [REDACTED]: Anybody else come to mind?

18 [REDACTED]: Everybody else, you know, like you
19 said sir, everybody in their department keeping the ship
20 afloat and making it back here, so. But FC-1, you know,
21 like you said, he was about to retire, so he could have
22 said, you know what, I'm gonna get my retirement check and
23 be out of here. But he let other people live, you know.
24 So, he had a short time to make that decision, so in my
25 book, you know, I think he should get special mention.

Alpha Transcription

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1 COMMANDER [REDACTED]: Okay. Thank you.

2 LIEUTENANT [REDACTED]: So we certainly appreciate your
3 time here today and providing all this information to us.
4 It certainly helps us get a better picture of what was
5 going on onboard the vessel. We want to open the floor to
6 you at this moment to see if there's any questions you have
7 for us or if there's anything that maybe is on your mind
8 that we didn't ask during questioning that you would like
9 for us to know.

10 [REDACTED]: Um, no. The only questions I have I
11 don't think, no disrespect, but I don't think you all can
12 answer them. That's something -- there's a lot more that --
13 -- I don't want to know, personally. Like what's gonna
14 happen to us, as in like the crew? Because I know there's
15 nothing to be fixed in regard to.

16 LIEUTENANT [REDACTED]: Right. Well, I -- again, I will
17 say on the Coast Guard side here, again, our investigation
18 is into the casualty and into the people in terms of what
19 happened so that it can be recorded and try to find the
20 truth as best we can so that we can have lessons learned,
21 make improvements, and avoid, hopefully, similar situation
22 in the future. So that's our side of it. I know the
23 Navy's going to be doing the same in trying to improve the
24 systems, because we definitely don't want to lose anyone
25 again or have this type of damage to our vessels again.

1 So, we will definitely make improvements here in the
2 future. If you do have any further questions in the future
3 or if you do think of something, maybe an hour from now and
4 this is, "Oh I wish I had told them this." Do feel free to
5 reach out to us. We'd be glad to take that information and
6 make sure that gets included into our reports. Thank you
7 so much for your time today.

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