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# ATTENTION

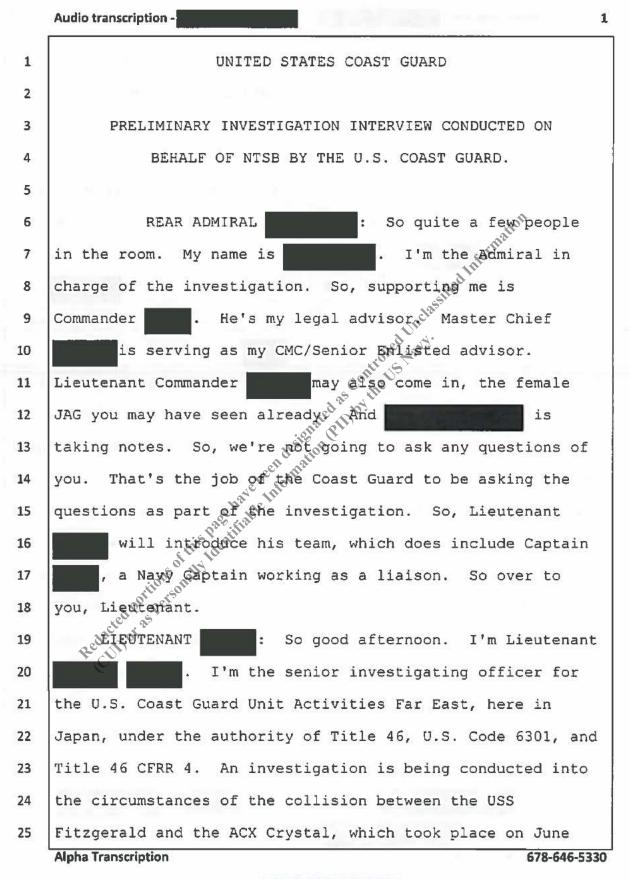
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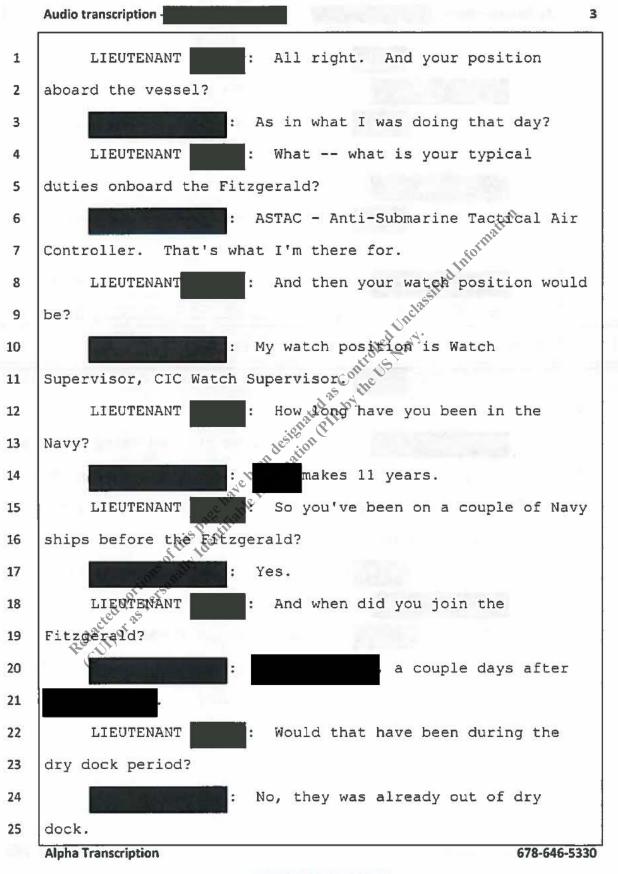
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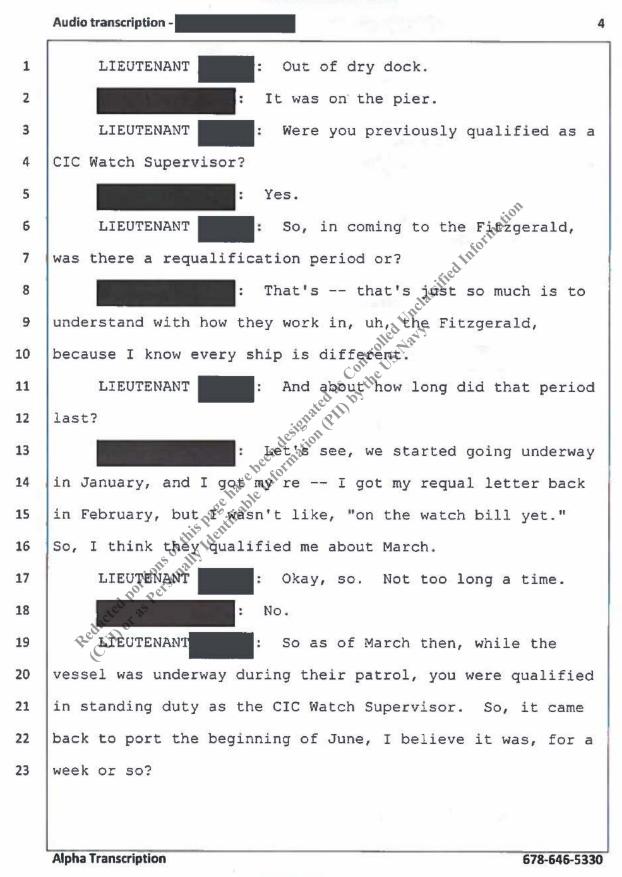


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# Audio transcription -

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. from the National Center of Expertise for
8	Investigations, as well as Lieutenant Commander
9	who is from our office and is a previous CO of Coast Guard
10	cutters. I also have Captain who is working as a
11	Liaison Officer to help ensure communications between the
12	Coast Guard and the Navy. Before we get in to far here, I wanted to mention that
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	Last name - Last name .
25	First name
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	Audio transcription - 5
1	: 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 . We've heard a little bit about
5	that casualty. Can you tell us what that equipment was?
6	the second second is a second se
7	engineering drill. And I don't know what specifically they
8	was doing with the engineering drill, but Loknow it had
9	something to do with switchboard. And then we
.0	lost propulsion and the ship went dask And eventually
.1	they brung it back up, but when they brung it back up, it
.2	somehow caught on fire and then they had to fight a class
.3	[inaudible - 00:05:27] fire the And they took out the ACs and
.4	the berthing and a couple other stuff, so that's why we
.5	came back as a CHT. The think it's CHT.
6	LIEUTENANTI : So it came back, did some
.7	engineering work, got things ready, and then the vessel got
18	underway again on Friday the 16th.
19	: The 16th.
20	LIEUTENANT Do you recall when you woke up
21	that morning?
2	. Six in the morning.
13	LIEUTENANT : Good old reveille?
4	Reveille.
	parts and the second

	Audio transcription - 6
1	And then what kind of duties did
2	you have onboard in preparations for getting underway?
3	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, CST. Bring
7	up the ODA and find a move rep so we could it 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	ready to get underway. LIEUTENANT
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	: 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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senior one was always 2 days there prior to me. And the
junior one, we trying to get more control time. So since
we was just doing DOQs, I told them and the chief that I
was gonna take a nap. It was around 1800. Because I had
watch at 22 to 02. So, let me get some sleep. I told
those 3 I'm gonna get some sleep, but if you need me,

Audio transcription -

might've gotten?

1

2

3

4

5

6

9

7 that's where I'm gonna be. Do you know how much sleep you 8 LIEUTENANT Unclase

Uh, from about 18 ---I think I 10 might've drifted off around 1830 but I know I woke up at 11 midrats<sup>1,2</sup> No I was gonna eat before 21 because they served midrats. 12 13 I got on watch.

been LIEUTENANT 14 [Laughing] Okay. Som midrats are out, your watch starts --15 22 watch. Do you switch over at 2145? 16 well, you're on the 17 We do it around 45.

LIEUTENANT And what does that usual 18 19 changeover detail? What sorts of things are discussed? So, what I ask for is COMMS. 20 Did we 5 21 come up in the COMMS? Did we come down any COMMS. Did we switch tack on? What's the surface picture. How did --22 what happened during your previous watch? Like, do you 23 know if there's anything coming up? I like to prepare me 24

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	Audio transcription - 8
1	for the next evolution based on the chart. And what
2	happened during your evolutions, when you was up there?
3	LIEUTENANT . Anything stick out as out of the
4	ordinary from your changeover?
5	: No.
6	LIEUTENANT : Okay. So, a normal night. Maybe
7	boat ops were still ongoing?
8	i rean. The poar opsowere still doind
9	on. That was the only thing. LIEUTENANT So the vessel was more or less
10	LIEUTENANT So the vessel was more or less
11	So the vessel was more or less staying in the same area? LIEUTENANT LIEUTENANT
12	: Yeahnat rill
13	LIEUTENANT Do You know what time the crew
14	completed boat ops and started underway?
15	
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	CIPEUTENANT Control and forgive me for
20	not knowing the full details. What are your
21	responsibilities as the Watch Supervisor?
22	: 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
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# Audio transcription -

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. LIEUTENANT
14	philosophy. LIEUTENANT
15	Watch Sup UI, who else reports to you?
16	That's it. Mostly the UI. I report
17	to everybody else. I report to the Watch-O. I report to
18	the TAO of preport 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 : Okay. So, you're at watch, the
22	vessel is underway, and you're tracking COMMS kind of
23	between the different stations?
24	Tracking the surface and the
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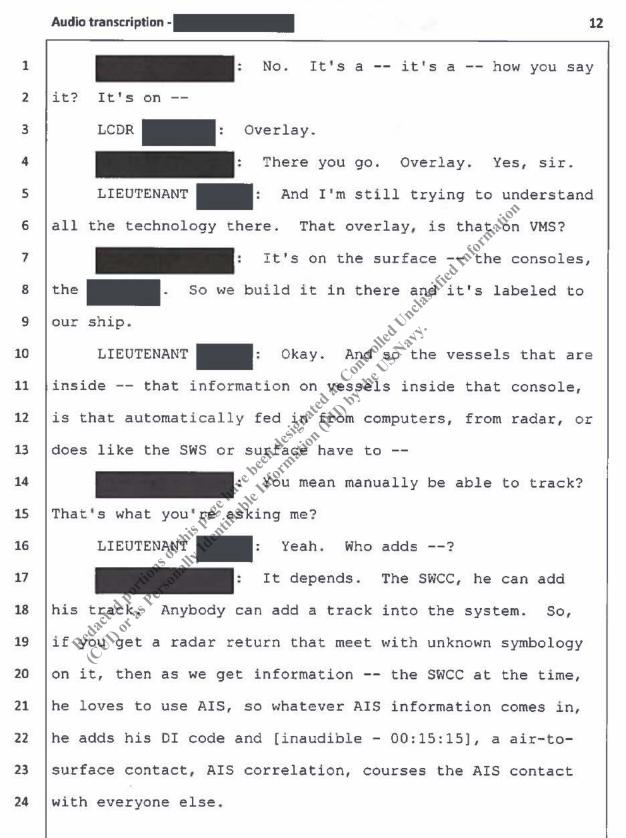
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# Audio transcription

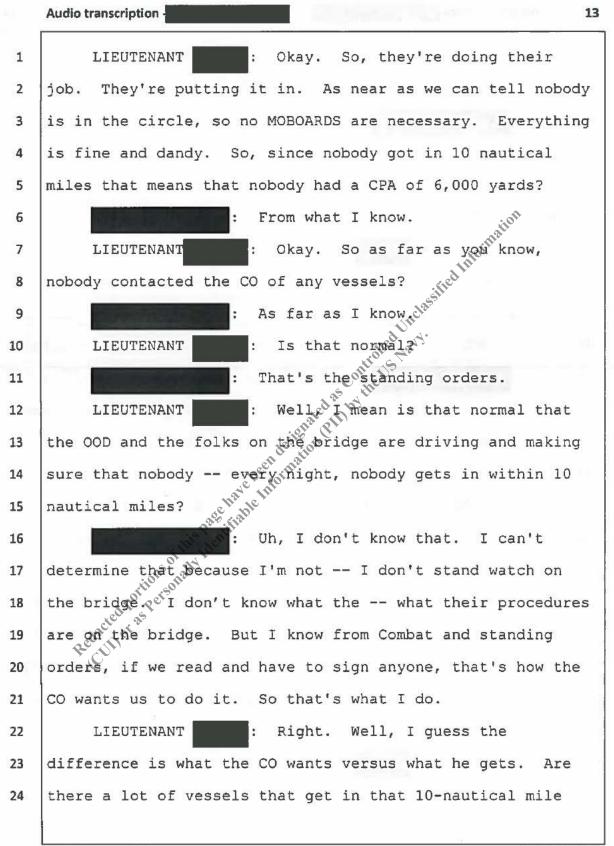
1	SWS to make sure they correlate. Because my philosophy is
2	if OSS is also a part of your team. Right? Because not
3	every time I know that every ship is gonna follow the rules
4	of the road. So, some ships might not have their lights
5	on. They might be traveling the wrong way in a traffic
6	separation 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	hey, this is what it actually is and this is the direction it's actually going. Because sometimes you might not keep track of a contact going 2054 of It might be going 209, you know. LIEUTENANT
13	know.
14	LIEUTENANT LIEUTENANT LIEUTENANT
15	District the second of the second sec
16	on that night Rth 1 100
17	: Well, we did have some traffic on
18	the support side. Because once in awhile I go maintain
19	it a shof 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
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Audio transcription -11 not gonna tell me to do a MOBOARD. I'm supposed to tell 1 them, I did this MOBOARD and this is the results. 2 3 LIEUTENANT Did you do any MOBOARDS on that . evening? 4 5 No, because according to our : standing orders, if it's not within 10 nautical miles, 6 Informa 7 there's no MOBOARD required. So if the vessel is more than 10 LIEUTENANT 8 2 nautical -- the traffic of the other vessels are more than 9 10 nautical miles --10 No MOBOARD required. 11 And if the CPA : Li<sup>ght</sup>the CPA is 6,000? : D<sup>es</sup>the CPA is 6,000? : D<sup>es</sup>the 6,000 yards. The CO wants to the Cochas to know. is within 6,000 yards, 12 LIEUTENANT 13 14 be notified. 15 LIEUTENANT So how many vessels -- how many 16 1 vessels got within that 10 nautical miles? 17 With the report that I was given : 18 19 from the SURFACE tracker, nobody was in that circle. Because we put a circle on the screen that's labeled to our 20 21 ship. So if anything falls within that circle, I'm like, you better let me know so I can do this MOBOARD. 22 LIEUTENANT Okay. And that circle's on radar 23 : 24 or? 678-646-5330 Alpha Transcription



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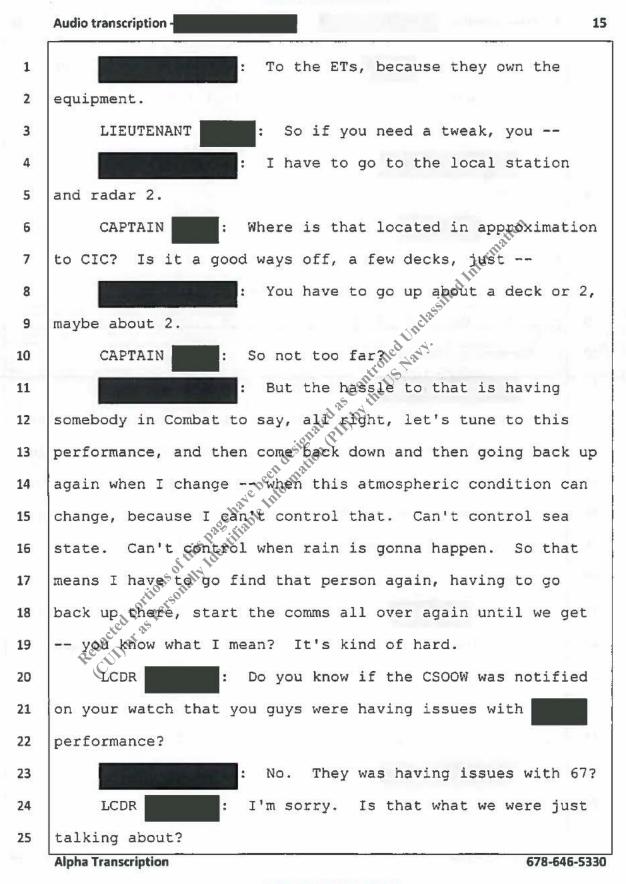
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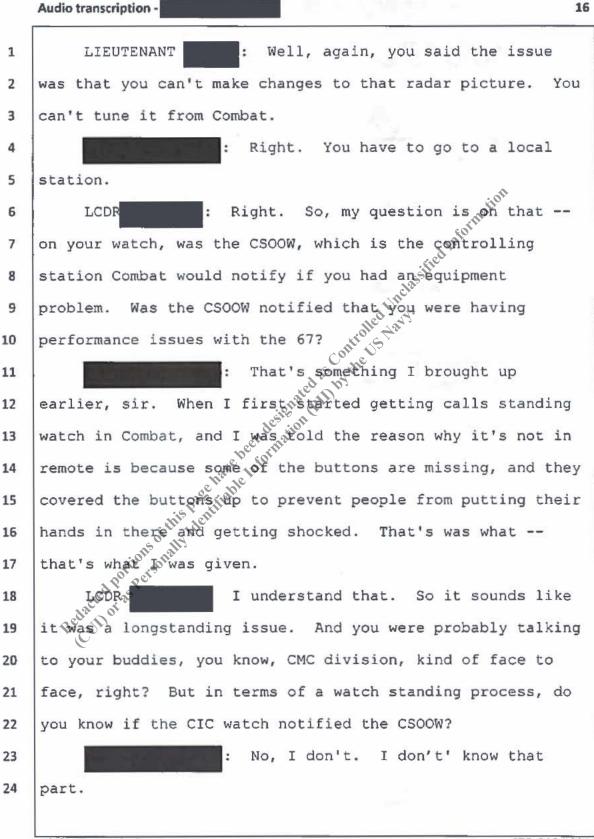
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	Audio transcription 14
1	zone based on your watch standing, or is it a rare
2	occurrence if somebody gets in that range?
3	: If they get within that range, it's
4	gonna be because they're underneath our radar field of
5	vision, like a fishing vessel. From my experience. I
6	don't know anything else.
7	don't know anything else. LIEUTENANT : 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	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 de lit hasn't been in remote in a
14	in was not in remote deal to hasn't been in remote in a long time. So we don't thave the opportunity to tune the
15	radar to optimal periormance in the compat. I ve prund
16	this up before <sup>this Vent</sup> 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 redar 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 So you said you brought up the
24	issue. Who did you bring that up to?

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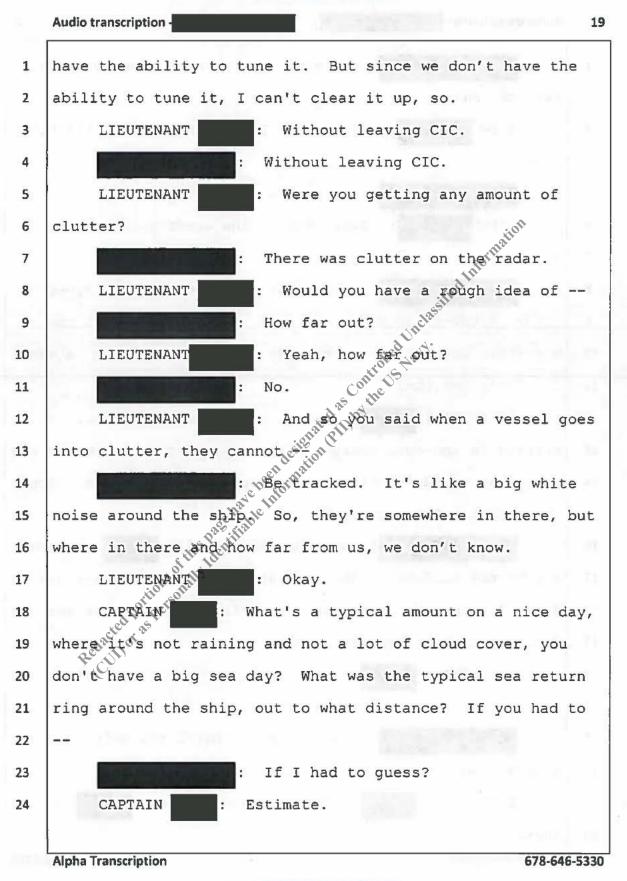
	Audio transcription 17
1	LCDR : Okay. All right. That would be the
2	normal route to report a casualty or a degradation, right?
3	With a piece of equipment? It would be to let CSOOW know.
4	: If it goes down, yes. Like, if I
5	was having an issue with the radar being 10 degrees off,
6	then I would let CSOOW know. But if it's an ongoing
7	problem, I wouldn't tell the CSOOW that watch profile
8	LCDR : Okay. So, it sounds like it was a
9	longstanding issue. You guys just had to live with it. Is
10	that accurate? LCDR : Yes, sir. Control of the radars that were
11	: Yes, sir. Cont. US
12	
13	LCDR : Yes, sir. Correct LCDR : Okay. LIEUTENANT : Southard and the radars that were in use, how was the radar picture? How was the quality of
14	in use, how was the radar picture? How was the quality of
15	the information coming in?
16	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 . And I'm getting my radars mixed up
21	again. Is this the 67?
22	: 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
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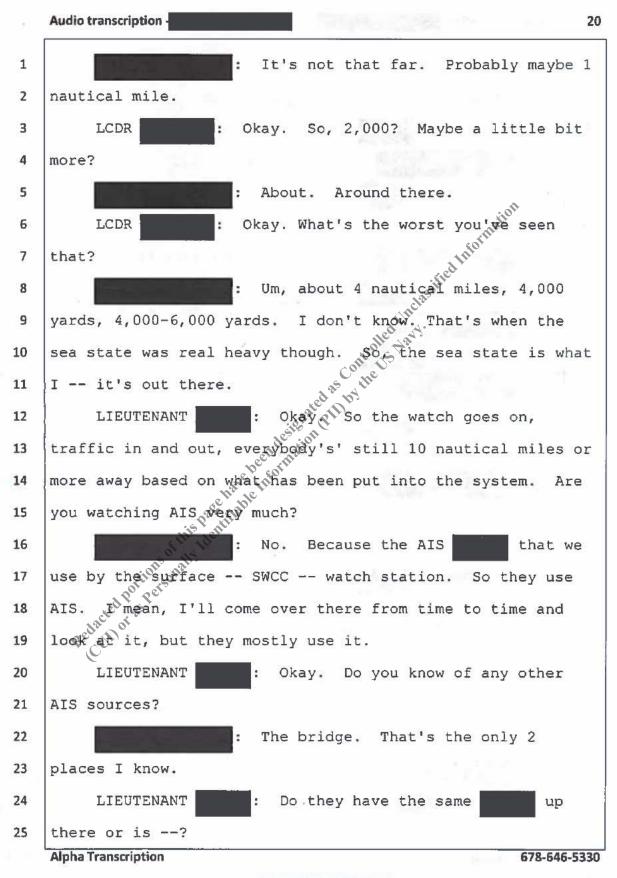
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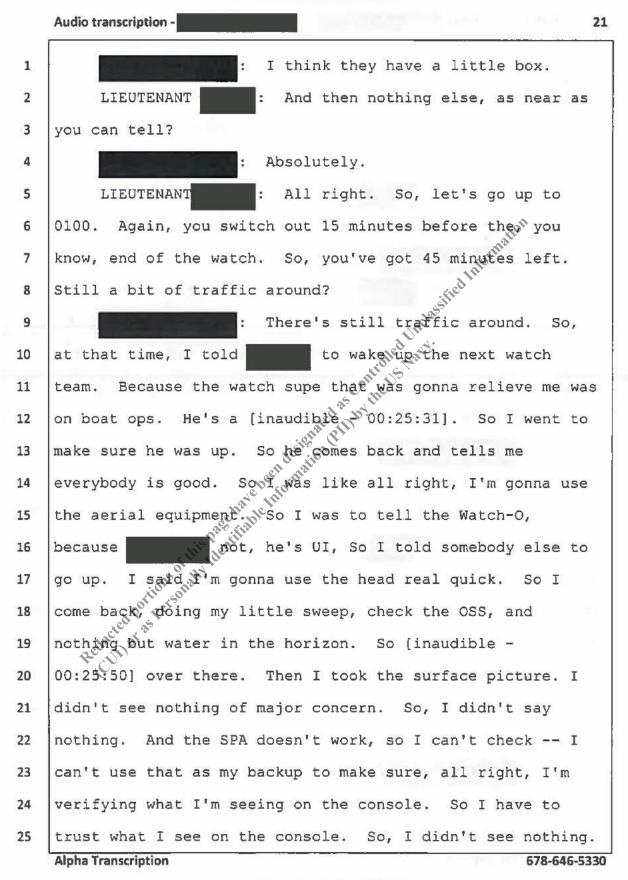
	Audio transcription - 18
1	we use the 73. So that would be not a good idea to use the
2	73 for underway surface tracking.
3	CAPTAIN : You had mentioned traffic separation
4	scheme. Could you talk a little bit more about that beyond
5	a general location as to what you're describing as for the
6	traffic separation scheme? Well, uh, up on the radar picture it
7	Well, uh, up on the redar 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 CAPTAIN CAPTAIN CAPTAIN
16	LIEUTENANT : One word that came up in a couple
17	of the previous interviews was clutter.
18	: Sea return?
19	CODIEUTENANT : So, ah, sea return, yes.
20	: 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
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	Audio transcription - 22
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 : Do you recall hearing any radio
6	chatter on NET 15, anybody talking about any vessels?
7	: No.
8	LIEUTENANT : JUST PRIOF CO LIES WHEN and
9	you're seeing what traffic is out Burther 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	from what I saw before more I took the 30-minute fix and it
14	from what I saw before the I took the 30-minute fix and it
15	still looked like the same as the whole watch, north-south.
16	LIEUTENANT : 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	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,
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	Audio transcription - 23
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 : And that's SPA or SPY?
10	radan
11	CAPTAIN : I may have missed it, but do you
12	recall what time you stepped off for a head call?
13	: 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 tame back. So, I just waited for the 30-
18	minute fax took a fix, then one minute later, that's when
19	things started going down.
20	CAPTAIN : And how long did you estimate that you
21	were away on your head call?
22	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
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	Audio transcription - 24
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. CAPTAIN : At any point did you stand in for
8	CAPTAIN . At any point did you stand in for
9	somebody else in their positions, like while they went to
10	make a head call? : If the Watch 0, if he wants to take
11	if the Watch 0, if he wants to take
12	a head call, but he mostly with tell the TAO that, "TAO I'm
13	going to make a head call <sup>estern</sup> And that would be it. They don't really tell meastern and that in as SWS or surface
14	don't really tell me. Profile
15	CAPTAIN CAPTAIN CAPTAIN
16	or any of those positions?
17	: 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 sat in for
21	[phonetic] is when they initially came on watch, because
22	[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, sit down for him until
25	he gets back. So then when he got back, the turnover, and
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	Audio transcription - 25
1	then came back as watch UI, and [phonetic]
2	sat down on the console.
3	LIEUTENANT : 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	. So after the ships stops rooking,
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 benching. 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 start 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
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# Audio transcription -

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 which cause
7	unnecessary havoc, I mean, bumping in peoplet's way. So I
8	went back to Combat and started logging spuff, and that was
9	it.
10	it. LIEUTENANT Continued to do watch down there and help out as needed. He
11	
12	: Yeahow, 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 And which log was this that you?
22	The general log. The CIC general
23	log.
24	LIEUTENANT I do believe we have copies of
25	that. So, that sounds good. Mr.
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Audio transcription -27 1 MR. I think I may have missed it. We said that the 10 nautical miles was an overlay. An overlay of 2 what? 3 4 It's just a circle we build around 5 the ship. : Exactly. But you're -- what are you 6 MR. looking at to place the overlay on, I guess? 7 We hook on ship, the symbol of on 8 ship, and then we build a 10-nautical mile circle around 9 the ship and slave it. Because if you don't slave it, the 10 circle is gonna move and the ship is gonna move. So are you looking at a different 11 12 MR. Okav. e ben unation radar picture, VMS? 13 The only thing I look at in VMS 14 is the posit so I can log it at whatever fixed interval 15 16 that the navigator set. So, 10 nautical miles, you're looking at 17 MR. it, anything comes within 10 nautical miles. How do you 18 know When something comes within that 10-nautical mile 19 picture? 20 Because when you're moving and then 21 the way the contact is tracking, when it falls within that 22 circle. For me, when it comes at least to the edge of the 23 24 circle, the speed leader, I want a MOBOARD. That's my

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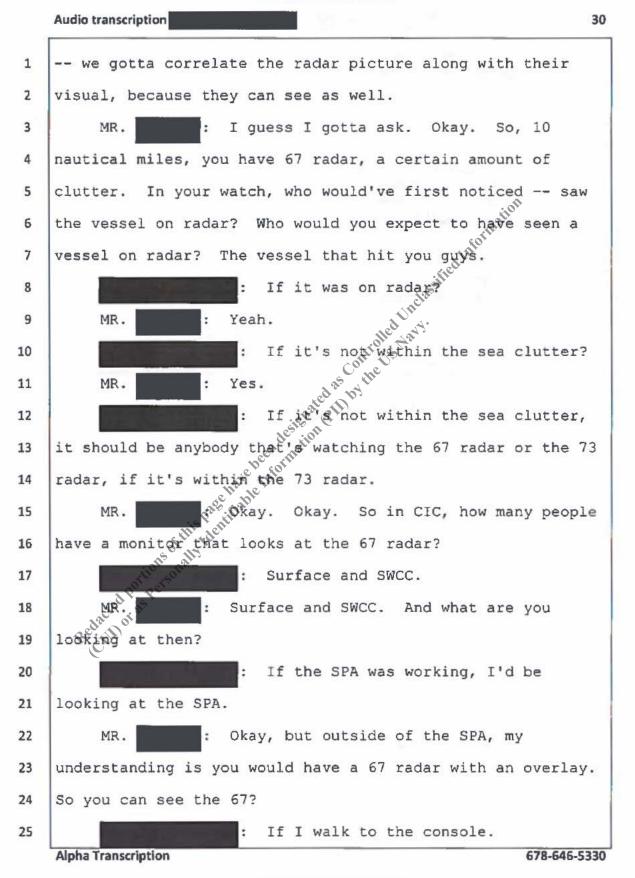
1	Audio transcription 28
1	requirement. But as for the TAO saying where it has be
2	within when we set sail.
3	MR A contact comes within the circle, what
4	system is tracking that contact to know that it's within
5	the circle? I guess that's where I'm losing it.
6	the circle? I guess that's where I'm losing it. 
7	MR. It's the 67. Oh, okay. Is this overlay
8	?
9	LCDR : Who tells you when a surface contact enters the 10-mile range? : A SWS. of direct the SWS to tell me
10	enters the 10-mile range?
11	: A SWS. I direct the SWS to tell me
12	if a surface contact. Some SWCC will say something to
13	A SWS. of direct the SWS to tell me if a surface contact. Sometime SWCC will say something to me, but they like to use the electronic CPA and I don't like using that. I dike doing a MOBOARD. So I tell SWS if something's approaching that 10 nautical miles, you let me know. MR. MR. Okay, so the SWCC or SWS lets you know
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	
18	if something is coming within the 10 nautical miles?
19	P <sup>c</sup> Yes.
20	MR. 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.
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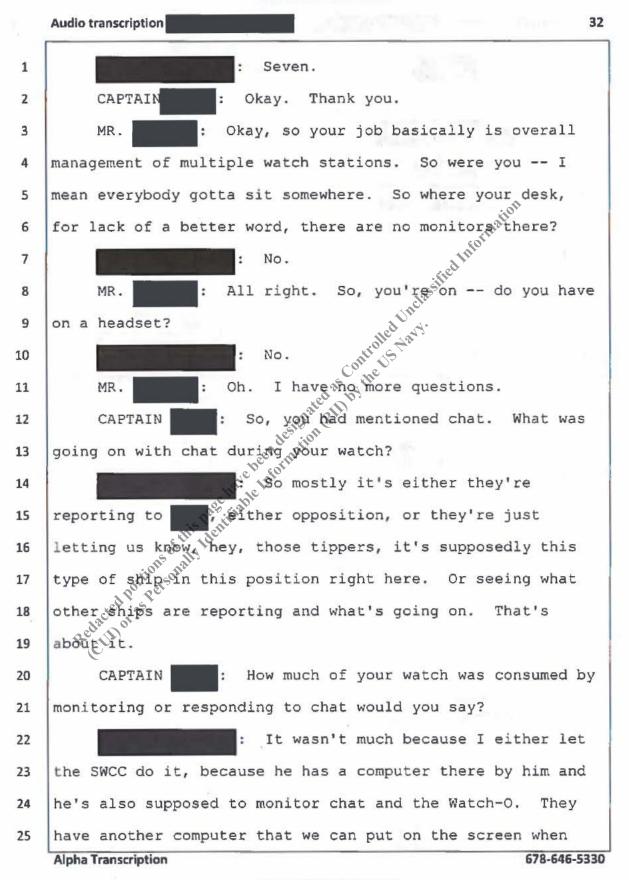
	Audio transcription - 29
1	. No, we would have to yes, we have
2	to call a ET because we don't know how we don't have the
3	codes or anything.
4	MR. Right, you can't fine tune it.
5	: Right.
6	MR. Chay. So, how far out did the clutter
7	go again from the ship?
8	: That night, I don't know. I didn't
9	sit at the console and measure it out. Undersit
10	MR. : 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 mautical miles of ship movement,
14	once it enters into that 6, you have no idea where it is.
15	and table No.
16	MR. MR. I assume is
17	relayed from the bridge for confirmation by a SWS?
18	: You mean a radar picture?
19	Will 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	. 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
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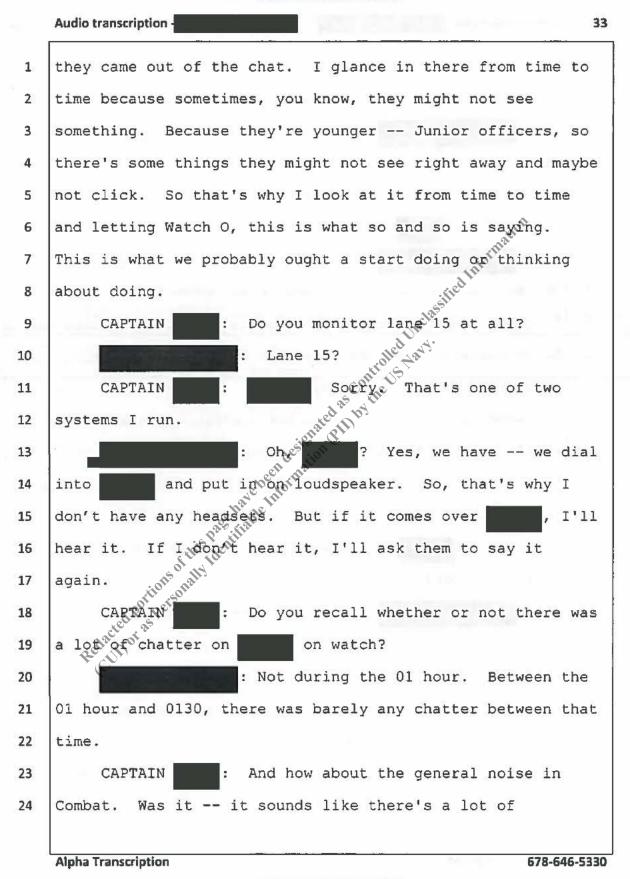
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	Audio transcription - 31
1	MR If you walk to the console. So from
2	where you're standing, what are you looking at?
3	So, it depends on what I'm doing.
4	MR. Okay.
5	Because I also gotta make sure that
6	there's a TIC - the Tactical Information Coordinator - 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 : Just to help clarify. Your watch
14	function in CIC does of does not have you sitting at a
15	CAPTAIN : Just et on help clarify. Your watch function in CIC does of does not have you sitting at a console?
16	No don't sit at a console.
17	CAPTAIN : 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	: 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 So how many was that?
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	Audio transcription 34
1	different pieces moving around. Was it particularly noisy?
2	Any one station seem distracted or?
3	: 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 Any training or PQS reviews going on?
7	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 USo 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 at. Check message traffic
12	and show him how to read message traffic and how to pick up what's important and how to to disseminate it and how to use
13	what's important and how to disseminate it and how to use
14	and show him how to read message traffic and how to pick up what's important and how to to to to the to the traffic and how to use it for whatever mission you're coming up, or doing at that present time.
15	present time. page introduction
16	CAPTAIN : How was your comms with the Tactical
17	Action Officer?
18	: I wasn't talking with the TAO that
19	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

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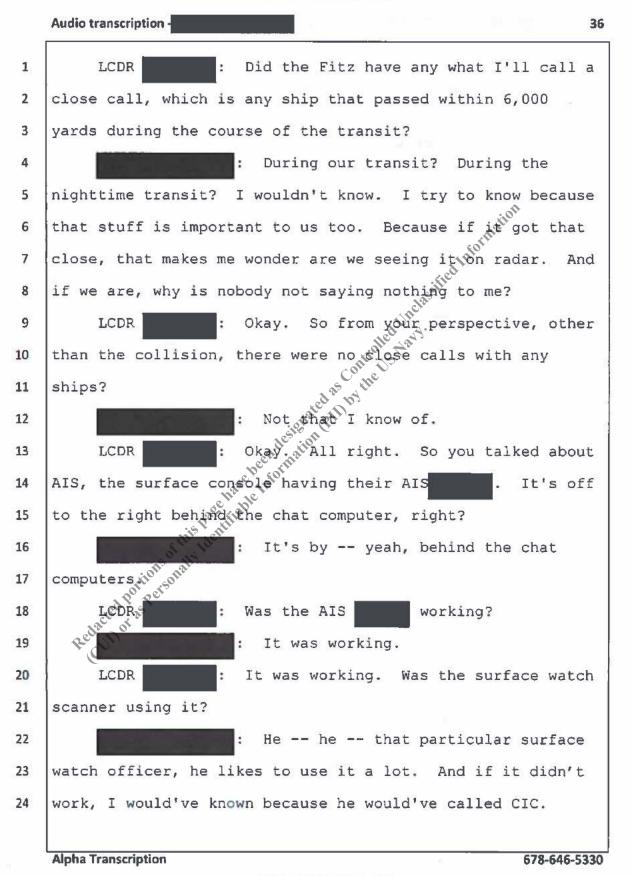
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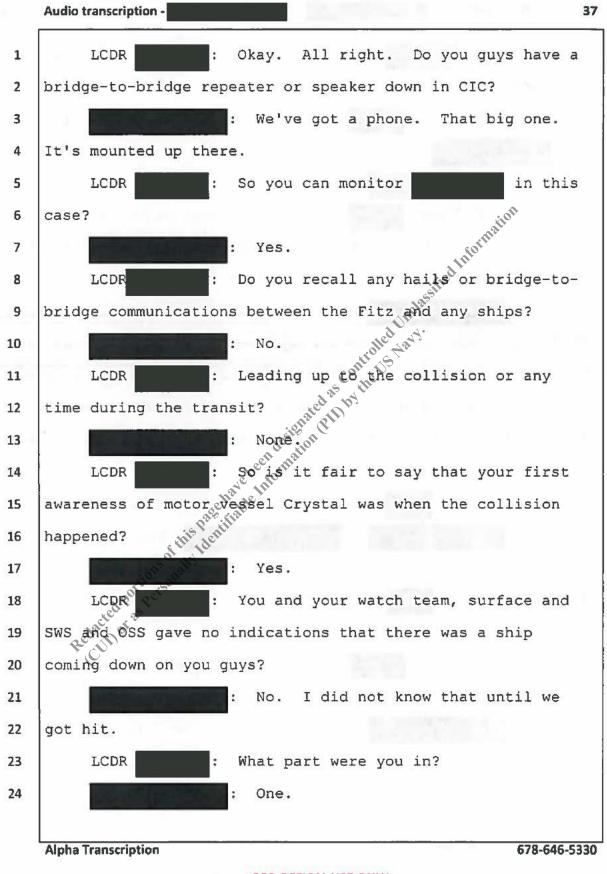
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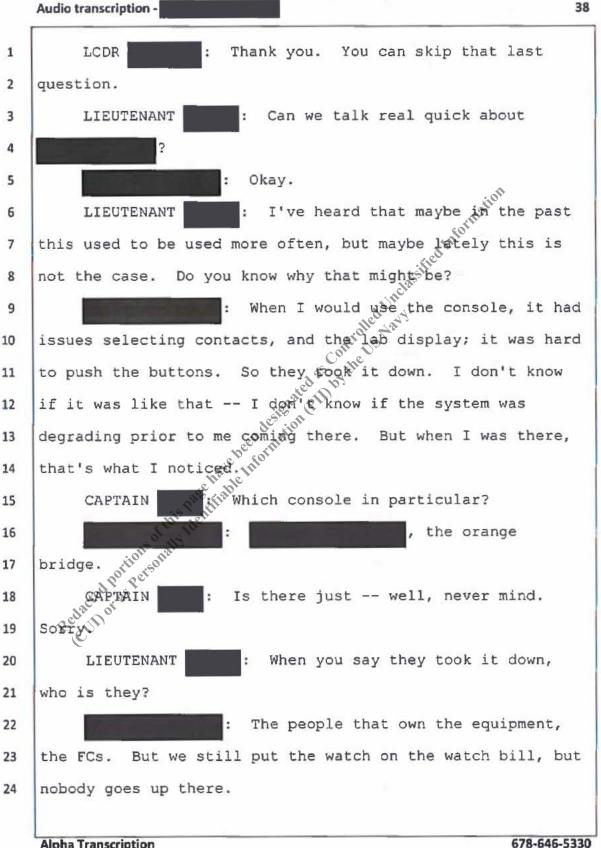
accurate information. Everything else I get from the CCS 1 or the ASTATS. 2 What sort of activities was the TAO 3 CAPTAIN 4 involved in during watch? I think she was monitoring chat 5 : because she has her own station as well to monitor chat. 6 Ι don't know what else she was doing other than that. 7 CAPTAIN That's all I have for you. 8 9 LCDR We talked a little dit about traffic density. We just want to touch on this again. How busy 10 would you say, based on your kind of secondhand observation 11 of the surface traffic -- how busy would you say it was 12 from the time Fitz secured from boat operations and began 13 the 20-knot transit toothe southwest up until the time of 14 the collision? How heavy would you say it was? And I want 15 to give you a scale to kind of give us a sense of, you 16 know, relative graffic density; 1 being zero traffic, no 17 ships at all, and 10 being some of the densest traffic 18 you've ever seen. Where would you say on that scale that 19 you were that night out of 10? 20 21 So, well actually it's only 1 when we started transiting. It was light, like 2. When we 22 started heading more south it started picking up, like a 5, 23 5, maybe 6. 24

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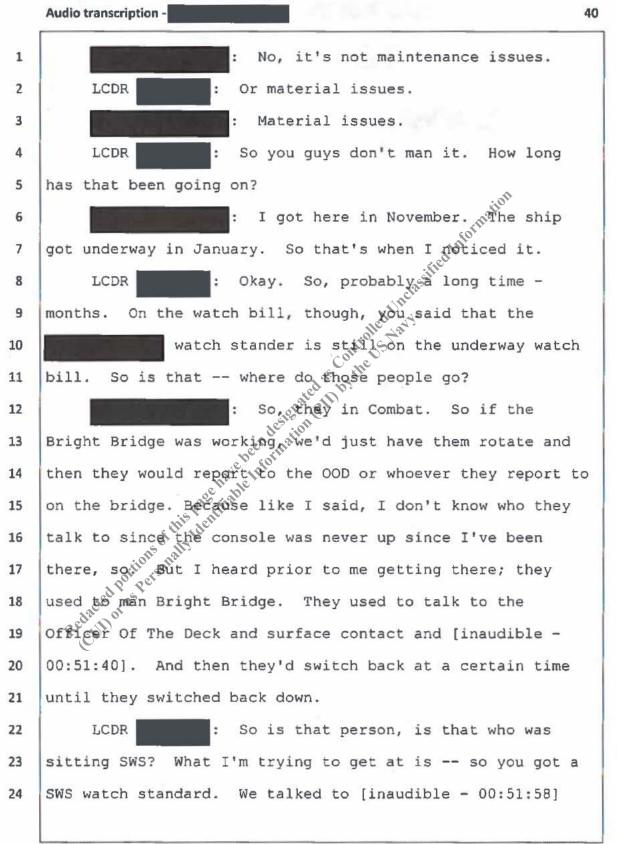




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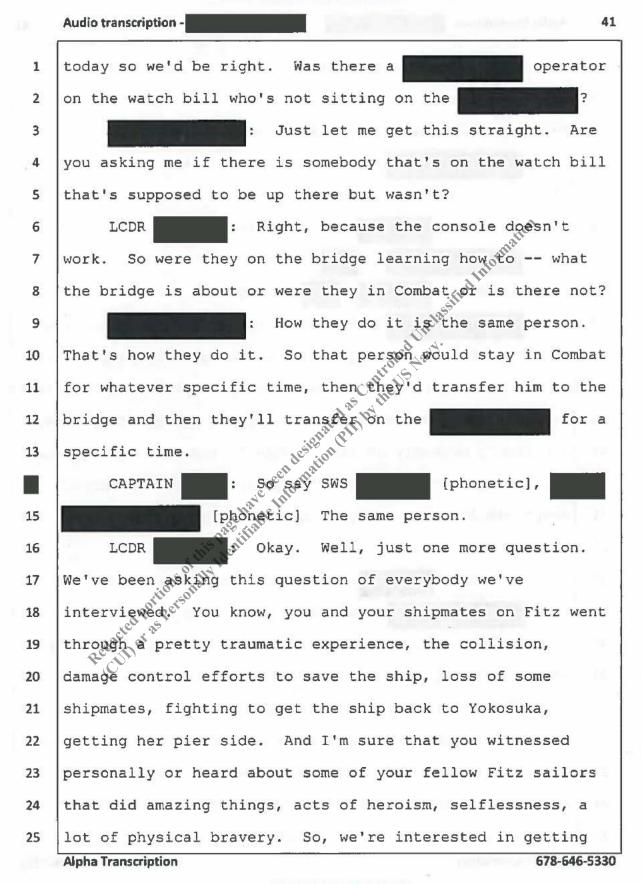
	Audio transcription - 39
1	LIEUTENANT So, if it's on the watch bill, do
2	you know who it would've been?
3	. We use the same people as stands for
4	us to rotate so they can communicate with the bridge team
5	and learn how to communicate with the bridge team on the
6	bridge, and so when they come to Combat, they can
7	understand what they're looking for.
8	LIEUTENANT : So it's just like a dual role.
9	You are was and SWS and you're Supposed to
10	Rotate by the second interval.
11	LIEUTENANT : 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 Neven at the last second?
16	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 : It's all yours, Commander.
23	LCDR : So I got one followup. I want to make
24	sure I heard you right on the. So the <b>second second</b>
25	console is down because of maintenance issues.
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	Audio transcription - 42
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	The only person I know is the person
5	that died, was FC-1, because
6	COMMANDER : Is that FC-1?
7	
8	COMMANDER ? Okay. Jastific
9	that died, was FC-1, because COMMANDER I Is that FC-1? COMMANDER ? Okay. COMMANDER ? Okay. COMMANDER ? Okay. COMMANDER ? Okay. COMMANDER ? Okay. COMMANDER ? Okay. COMMANDER ? Okay. Second Provide State of the stories of
10	you know, he was already up and he was getting people out
11	0 02
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 he was trying to get up to berthing, I heard the current
14	I wouldn't probably be alight today." And then by the time he was trying to get up to berthing, I heard the current swept him into the bead, trapped him, and that's how he died. COMMANDER : Anybody else come to mind?
15	swept him into the bead, trapped him, and that's how he
16	died.
17	COMMANDER : Anybody else come to mind?
18	: 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.
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COMMANDER : Okay. Thank you.
LIEUTENANT So we certainly appreciate your
time here today and providing all this information to us.
It certainly helps us get a better picture of what was
going on onboard the vessel. We want to open the floor to
you at this moment to see if there's any questions you have
for us or if there's anything that maybe is on your mind
that we didn't ask during questioning that you would like
for us to know.
. Um, no. The only questions I have I
don't think, no disrespect, but Lodon't think you all can
answer them. That's something there's a lot more that -
- I don't want to know, personally. Like what's gonna
happen to us, as in like the crew? Because I know there's
nothing to be fixed incregard to.
LIEUTENANT : Right. Well, I again, I will
say on the Coast Guard side here, again, our investigation
is into the casualty and into the people in terms of what
happened so that it can be recorded and try to find the
truth as best we can so that we can have lessons learned,
make improvements, and avoid, hopefully, similar situation
in the future. So that's our side of it. I know the
Navy's going to be doing the same in trying to improve the
systems, because we definitely don't want to lose anyone
again or have this type of damage to our vessels again.

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# Audio transcription -

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