

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COLLISION OF THE USS *FITZGERALD*
AND *ACX CRYSTAL*

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Accident No.: DCA17PM018

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Interview of: ROLAND ADVINCULA
Master, *ACX Crystal*

Wednesday,
June 21, 2017

APPEARANCES:

U.S. COAST GUARD (USCG)

PHILIPPINE MARITIME INDUSTRY AUTHORITY (MARINA)

JAPAN TRANSPORT SAFETY BOARD (JTSB)

I N T E R V I E W

(12:42 p.m.)

USCG SPEAKER 1: It's Wednesday, June 21st, at 12:42. We're going to be interviewing the master of the *ACX Crystal*.

Can you say your name, sir?

MR. ADVINCULA: Roland C. Advincula.

USCG SPEAKER 1: Okay. And he's the master that was on board during the collision between the *ACX Crystal* and the USS *Fitzgerald*. And, well, we're going to go ahead and begin.

INTERVIEW OF ROLAND ADVINCULA

BY USCG SPEAKER 1:

Q. So I just want to begin with the story that you recall from the beginning, like, you know, how you were notified, what you were doing -- were you in bed; were asleep? And then, and then -- so just go ahead and take us from the beginning, and then what happened, your actions, what you did once you got up to the bridge, your actions, and then some of the decisions you went into, you know, going -- coming back to assist the vessel, notifications and all that stuff. So just tell us the story, really.

A. So after we were a few minutes or -- yeah, a few minutes after we beginning of our sea passings, I change the watch, third officer. As I looked, the visibility's good; was traffic, but level of traffic is good. We had a contact. (Indiscernible) was up and we -- the speed was 90 and 22 knots. Those are domestic

1 Coast Guard parameters. So which is good (indiscernible)
2 following those ships. Everything, no problem.

3 Q. And what time was this when you did that?

4 A. After about 2030 to 2130.

5 Q. Okay. Okay, sir. Go ahead.

6 A. And then after that we (indiscernible) --

7 (Noise interruption)

8 Then after that all my paperwork, did that. Went down to the
9 cabin to sleep. So I was awake with a sudden shudder and
10 vibration, vibrate. And then, of course, I thought that it was --
11 the vessel is turning and hitting a wave. Then I thought what,
12 what is that? And then I run to the porthole. Actually the
13 porthole is -- the (indiscernible) already have a space. I just
14 look at through (indiscernible). I saw a silhouette of a vessel,
15 and the -- she is heading, going far from us about -- I estimate
16 10 -- 5, 10 meters on my visibility while standing at the
17 porthole.

18 And then I heard the ring. The -- at first I did not
19 recognize the boat that (indiscernible). Second mate told me,
20 sir, we collide -- there is a collision, something like that.

21 And then I dress up, go to the bridge. I think that that's
22 the time when I got to the bridge to start (indiscernible). And I
23 asked the second officer what is the purpose the big shudder,
24 something like that, collision or something like that, what time?
25 So I got the time being 1:30.

1 So that (indiscernible) hard starboard. So I gave the
2 wheelman -- the AB standing at the wheel and second mate is on
3 starboard (indiscernible) here. As I said, he's communication at
4 the first (indiscernible), which on the starboard quarter,
5 starboard quarter.

6 Calling that watch orientation, the ship turning to
7 starboard, like that. Are turning to starboard orientation.

8 Q. And that was after, immediately after the hard starboard and
9 you guys were --

10 A. Well, when I came to bridge, already on starboard, already on
11 starboard.

12 Q. Okay.

13 A. And with the radio VHF is -- he is talking with the other
14 vessel. And then I assess the situation that why are we turning
15 to starboard? I look at the situation, these turns, see green
16 lights. So then I decide to make it --

17 SPEAKER: Hard port, right?

18 MR. ADVINCULA: -- just continue, as I said, midship
19 (indiscernible) hard port for the swing. And then then
20 (indiscernible) make a little harder. And then we had a safety
21 stand. And then when we are all safe, because what was that one
22 there (indiscernible) estimate at that (indiscernible) the bridge
23 for me to inform (indiscernible).

24 The only time we (indiscernible) any other time outside my
25 (indiscernible) in front of this, the (indiscernible) close to my

1 second mate. So that is -- I might (indiscernible) there, see the
2 boat meeting. And then chief officer was there. After we confirm
3 the -- that there will be no other collision, safe distance with
4 the vessel. I did try to look at the vessel, sail closer to him,
5 but (indiscernible). Already, actually already reduce
6 (indiscernible) reduce (indiscernible) 30 to port after.

7 BY SPEAKER 1:

8 Q. How low? How much?

9 A. About 20 (indiscernible), I bring the RPM down. And then, so
10 safety officer was there. I told him to go straight over, check
11 the (indiscernible) make sounding. Then when he is going there, I
12 told the -- broadcast the -- our calling the station all times
13 that we have collided with a vessel, (indiscernible) station and
14 we start heading to (indiscernible).

15 And then after I confirm that there is no water ingress, and
16 that speed only (indiscernible) or what is the state of the
17 damage. We have no damage is above the water level. No, no,
18 nothing below us. Okay, sounding, take the sounding of the hull.
19 So the engineers take the sounding (indiscernible).

20 And then as -- after I am satisfied, I turn to port just to,
21 to give assistance. Now as I -- as I'm turning, as I'm turning, I
22 know that there is a broadcast. The USS (indiscernible) was
23 stationed -- Mayday, Mayday, or station -- this is U.S. Warship 6-
24 2. This -- that was recorded. "U.S. Warship 6-2. We are in
25 distress, flooding. We're flooding."

1 Then I go, I check with the -- my officers, check the
2 position, because the chief heard their voice and said the
3 position, their position is the one. So that's the ship, so --

4 And then I did also record the time when I called the -- I
5 called the Yokohama Coast Guard for assistance, but the range is
6 weak, the signal is weak. But get the record, the communication.
7 And then the Yokohama Coast Guard asking the U.S. warship what's
8 the name. And then I also already communication, sometimes the
9 U.S. Coast Guard doesn't understand my message.

10 And then I stayed for, for about 1 to 6 (indiscernible) and
11 then opened the search light. I communicated with the *Fitzgerald*,
12 they want assistance, I can give. And this time it's a man who
13 answered me that you don't need to come closer to me, but you can
14 broadcast our position that we are in distress and keep clear of
15 us. So that's what I did. I make (indiscernible) how many times.

16 And then communication again between Coast Guard and
17 *Fitzgerald*, the Coast Guard asking if -- what damage they
18 sustained. They said that (indiscernible), they are flooding and
19 listing to starboard by 7 degrees, and we have four crewmembers
20 missing again from here. And missing were -- missing is a man
21 overboard, thrown; missing inside too. Four crewmembers missing,
22 sir.

23 And along at the time, they said that the flooding has been
24 contained. The listing, they maintain a list of 7 degrees but
25 they are still trying to find the missing four persons. And then

1 I heard that they are sending aircraft and rescue. Yeah, air
2 assistance, but the warship said, we don't need air assistance; we
3 require a tug and tow. So, again, what's the ETA for the tug and
4 tow? The Coast Guard give the ETA, but they said that they've
5 already deployed two tugboats.

6 Okay. Silence again. At this time, a few minutes again, I
7 assess that maybe we can proceed to our destination. And I call
8 the *Fitzgerald* for approval and I stand by. So he said that -- I
9 said that can I -- since you are stable now, you have maintained
10 -- or you have contained the flooding and the rescue, the tug is
11 coming, may I proceed to my port, my destination at this time?
12 Then he said stand by. A minute, seconds, okay, *ACX Crystal*, you
13 may proceed.

14 Okay. Then I called the Coast Guard, Yokohama Coast Guard:
15 I got the approval to proceed from *Fitzgerald*; I request your
16 approval if I may proceed? Okay, they say (indiscernible)

17 SPEAKER: Okay. Why don't you start (indiscernible)?

18 BY MR. [REDACTED]

19 Q. Captain, [REDACTED] [REDACTED] with the U.S. Coast Guard. How long have
20 you been a licensed master?

21 A. Nine years.

22 Q. Ten years?

23 A. Nine years, sir.

24 Q. I'm sorry?

25 A. Nine.

1 Q. Nine. Okay. And how long have you served as master on this
2 vessel?

3 A. Twice, sir.

4 Q. Two times. Which is equated to how many -- how much time
5 twice? Is that 30 days each time?

6 USCG SPEAKER 1: How long is a contract?

7 MR. ADVINCULA: Nine months.

8 BY MR. [REDACTED]

9 Q. Nine months each time?

10 A. I'm only 1½ months --

11 USCG SPEAKER 1: This one. You've only been on for 1½.

12 BY MR. [REDACTED]

13 Q. Okay.

14 A. (Indiscernible) second mate.

15 Q. So about 12 months. How about this route, have you sailed
16 this route before?

17 A. Yeah.

18 Q. Can you tell me about how many times?

19 A. Because my last years ago so (indiscernible)

20 Q. As master?

21 A. Yes, sir. And we had (indiscernible) that time.

22 Q. Seven times?

23 A. (Indiscernible)

24 Q. How many times?

25 A. I don't know. I cannot recall. But --

1 Q. More than five times?

2 A. Yes, of course.

3 USCG SPEAKER 1: And there's normal lanes, shipping lanes
4 that you normally stick to?

5 MR. ADVINCULA: (No audible response.)

6 BY MR. [REDACTED]

7 Q. Okay. How about your -- the third officer that you had on
8 watch, have you worked with that third officer before?

9 A. No, first time.

10 Q. This is first time? And how long has he been under your
11 command?

12 A. One month.

13 Q. One month. How about the AB that was at the helm with the
14 third officer, was he -- have you worked with him before?

15 A. Yes. Two years ago.

16 Q. How long?

17 A. Two years ago.

18 Q. Two years ago. Okay. And how long have you worked with him
19 this time? Or recently. Just this trip or --

20 A. This trips.

21 Q. Just this trip? And then it was a 2-year gap?

22 A. (Indiscernible)

23 Q. And how about the second officer, have you worked with him
24 before?

25 A. No.

1 Q. This is first time? And how long has he been under your
2 command this time?

3 A. One and a half months.

4 Q. One and a half months. And how about the AB, have you worked
5 with that AB before, that was with the second officer?

6 A. Yes.

7 Q. You have?

8 A. The third officer.

9 Q. No, no. The AB -- the first AB was with the third officer,
10 the third mate --

11 A. That's (indiscernible).

12 Q. Okay. Wait. So --

13 A. Third mate. Third mate.

14 Q. Third mate.

15 A. (indiscernible) 10 months.

16 Q. Last month. Okay. Okay, 10 months. All right.

17 And that AB that worked with your third mate, how long have
18 you worked with him?

19 A. Time before. Second.

20 Q. Second time. Okay. Good. All right.

21 All right. And the second officer --

22 A. (Indiscernible)

23 Q. No, no, second officer, okay, second mate, had you worked
24 with him before?

25 A. No.

1 Q. This was first time? Okay. And about how long have you
2 worked with him now? One and a half months?

3 A. (Indiscernible)

4 Q. And the AB that worked with him that night of the collision,
5 have you worked with that AB before?

6 A. (Indiscernible)

7 Q. Yes. How long?

8 A. Ten months. No, (indiscernible) month.

9 Q. But -- 5 months? Okay.

10 A. He came 5 months --

11 Q. Okay.

12 A. -- (indiscernible) --

13 Q. And is there any type of standing order or procedure that you
14 give, or instruction that you give to your bridge team in your
15 absence when it comes to possible or questionable situations of
16 collisions? Do you leave -- what is that, captain? What are you
17 expecting of your officers when they're on the bridge?

18 A. They always maintain a safe speed of the vessel.

19 Q. Okay.

20 A. They (indiscernible) and they are there just see that we are
21 not past (indiscernible) marking. So it is at their disposal.
22 And I give the duration of slowing down 15 minutes. And then,
23 then after a while it is -- the bridge call me or the master.

24 Q. Call you?

25 A. Yeah.

1 Q. And how long -- how far in advance of a situation would you
2 expect them to call you?

3 A. Because pertaining to navigation and situation of the
4 (indiscernible), about 6 miles or if there is a small problem or
5 traffic congestion, can expect it 6 miles.

6 Q. Six miles.

7 USCG SPEAKER 1: So looking at this situation, when they
8 noticed the green light, only a green light, you know, 2 to 3
9 miles away, would you have expected a call? Without having
10 contact?

11 MR. ADVINCULA: Three miles or 2 --

12 USCG SPEAKER 1: They said 2 to 3 miles, probably the
13 distance, only green light.

14 MR. ADVINCULA: If there is, there is this I would expect a
15 call only one target on port side, 3 miles. I don't think --

16 MR. [REDACTED] No?

17 MR. ADVINCULA: -- expect one.

18 MR. [REDACTED] You would not expect one?

19 MR. ADVINCULA: Yeah.

20 BY USCG SPEAKER 1:

21 Q. How would you expect them to act? What actions maybe should
22 have been taken in that situation?

23 A. Ten degrees to starboard when they get crossing, the exact
24 (indiscernible) pass on our stern. That would be -- maybe without
25 reducing the speed, 10 degrees to starboard for 3 miles.

1 BY JTSB:

2 Q. (Male speaker) Do you know your other words were said to your
3 officers? Officer made point to get to the collision because of
4 the navigation. What's the main point to issue to advice your
5 officer?

6 A. What I did (indiscernible)?

7 Q. The main point of you -- what, what is the key message you
8 conveyed to your crew to make it safe to (indiscernible)? Why is
9 6 -- you say at 6 miles? What do you say -- you said information
10 in there, 6 nautical mile you have to (indiscernible), what you
11 said? But why didn't you --

12 A. He ask me if, he ask me if -- at what, what things that they
13 might receive -- I might receive a call. So I might --

14 Q. From the bridge, you receive the call from the bridge?

15 A. No. I'm answering his question that which time I might, do I
16 think that I might receive a call for this.

17 Q. Six miles, I mean, may --

18 A. So if your question --

19 Q. My question is, as usual are you otherwise will instruct your
20 crew officers to prevent a collision?

21 A. Yes.

22 Q. Or to went to the -- to make a successful navigation, what do
23 you do otherwise or instruct --

24 A. I mean --

25 Q. -- not to (indiscernible)?

1 A. Yes.

2 Q. And so at this time is what kind of description or night
3 (indiscernible), what's your point?

4 (Background conversation.)

5 Q. What is your (indiscernible)?

6 A. Whenever you're in doubt, just -- when you're in doubt, call
7 the master. Everything is (indiscernible), everything I have
8 (indiscernible).

9 Q. So only when you have doubt in mind to call you?

10 A. Well, they are.

11 Q. They call you?

12 A. Yeah. Any abnormalities.

13 Q. Then they talk to (indiscernible)

14 A. Because most -- because I have experience, the third officer.
15 But usually (indiscernible) cannot decide what to do. They can
16 (indiscernible) when they are (indiscernible) range so you can see
17 the target if you are -- radar targets, you can see the targets
18 close to each other, you wake me. (Indiscernible) if you reduce
19 -- you can see the little space right here, where you can press.

20 BY MR. [REDACTED]

21 Q. So, Captain, let me ask you. How does the vessel normally
22 communicate with other vessels when underway?

23 A. Proceeding, overtaking?

24 Q. Anything. How? What means? Radio?

25 A. Radio.

1 Q. Radio. And --

2 (Phone interruption)

3 A. And unidentified (indiscernible)

4 Q. Unidentified?

5 A. Yeah, unidentified, sir.

6 Q. Yeah. Okay. And how about --

7 USCG SPEAKER 1: What means did he say? I didn't catch that.

8 MR. [REDACTED] If he didn't get them by radio and there's no
9 response by radio, then they use a light.

10 USCG SPEAKER 1: Radio first?

11 MR. [REDACTED] Radio first.

12 BY MR. [REDACTED]

13 Q. Correct? Radio first -- you expect that?

14 A. Yes.

15 Q. Radio first and then by light. Okay.

16 And what about checking, checking other vessels in the area
17 as far as their speed or their direction, their course, how is
18 that normally done?

19 A. By targeting, sir. Targeting the radar.

20 Q. By the radar?

21 A. Um-hum.

22 Q. Do you have ARPA, ARPA system?

23 A. Yes, ARPA system.

24 Q. ARPA. Okay. And is it -- do you require that ARPA be set
25 for signals or close proximity alarms?

1 A. Yeah.

2 Q. You require that? That's an order that you leave for the
3 bridge?

4 A. Well, I -- they can change the CPA alarm.

5 Q. Yes.

6 A. Is that what your question?

7 Q. Yes.

8 A. To, to (indiscernible)

9 Q. Okay. But do you require that they use that equipment?

10 USCG SPEAKER 1: What's the standing order?

11 MR. ADVINCULA: No.

12 BY MR. [REDACTED]

13 Q. You don't expect --

14 A. No.

15 Q. -- you don't require them to use that? Okay.

16 Okay. And in the event that there's no radio communication
17 and they use the light, signal light, and there is no response
18 from the light, what do you expect then? What do you expect?

19 A. Something wrong with the other vessel, like it's either our
20 lights have a problem.

21 Q. Okay.

22 A. Either their duty watch keepers are sleeping. So either
23 ignoring the signal, I guess, or (indiscernible).

24 Q. Okay. And when those, when those incidents occur --

25 A. Existing?

1 Q. I'm sorry?

2 A. If those incident exists --

3 Q. Yes. If that exists, if that exists, do you expect your
4 bridge team to contact you, to notify you? No radio, no reply to
5 light, do you expect your bridge team to contact you? No?

6 A. It depends on the distance that -- if it's 6 miles. Six
7 miles, no (indiscernible). There's still room to --

8 Q. Three miles?

9 A. We stay over here. We stay on the (indiscernible) --

10 USCG SPEAKER 1: As far as the second mate that was on watch,
11 had you had any issues with him?

12 MR. ADVINCULA: No.

13 USCG SPEAKER 1: No issues? No reports of issues?

14 BY MR. [REDACTED]

15 Q. Let me ask you this. Can any member of the bridge team,
16 anybody that's in the bridge team, can they express concern to an
17 officer on watch?

18 A. Something --

19 Q. If the quartermaster feels uncomfortable or if he sees
20 something that doesn't look right to him, can he tell that to the
21 officer on watch?

22 A. Yes. Because it is in, it's in (indiscernible) books.

23 Q. I'm sorry?

24 A. It's in guide book, in the guide book.

25 Q. Yes. Bridge team management. And would you expect that

1 officer to acknowledge that?

2 A. Yes, (indiscernible)

3 Q. You would? Okay.

4 USCG SPEAKER 1: How would you say the crew is together?
5 Officers and non-officers, is the relationship --

6 MR. ADVINCULA: Good harmony.

7 USCG SPEAKER 1: Good harmony. You describe it as good?
8 Okay.

9 BY JTSB:

10 Q. (Male speaker) What language do they communication in your
11 (indiscernible) work or (indiscernible) --

12 A. But during (indiscernible) orders or command of the vessel,
13 that's in English?

14 SPEAKER: Let him talk.

15 USCG SPEAKER 1: Normal working language is Tagalog and
16 everybody speaks Tagalog on board.

17 The same dialect? Similar?

18 MR. ADVINCULA: No, no. Some are (indiscernible)

19 USCG SPEAKER 1: Oh.

20 MR. ADVINCULA: (Indiscernible)

21 USCG SPEAKER 1: Yeah, yeah. Yeah.

22 BY MR. [REDACTED]

23 Q. Captain, before the third mate and AB took watch, prior to
24 that -- I'm sorry -- the second mate and AB took watch, prior to
25 that, it was the third mate and AB was on watch, right? Were you

1 up on the bridge when they were on watch?

2 A. Third mate?

3 Q. Yes.

4 A. I changed the con with third mate, yeah.

5 Q. You were up there?

6 A. Yes.

7 Q. Okay. So you changed the con while you were up there. Okay.

8 Were you involved in -- or were you on the bridge when ARPA was
9 set up, when autopilot was set up?

10 A. Yeah.

11 Q. Did you -- were you involved in changing that or setting that
12 up or was that the duty and responsibility of the third mate and
13 the AB?

14 A. No, they -- I give suggestion.

15 Q. Okay.

16 A. Or you can whatever you want.

17 Q. Okay. So while you were up there, the vessel that was being
18 overtaken -- there was a vessel being overtaken close to the
19 collision.

20 A. I wasn't up there.

21 Q. Pardon?

22 A. I wasn't up there.

23 Q. You was not there then. But were you -- when you were on the
24 bridge with the third officer, third mate --

25 A. Um-hum.

1 Q. -- did you see the vessel that you were -- that was going to
2 be overtaken?

3 A. No.

4 Q. It wasn't in sight at that point --

5 A. No.

6 Q. -- at that time?

7 A. The course was then starting from 0-9-0, (indiscernible).

8 Q. Okay. Okay. So if we need to find out any of that
9 information, the best person to speak would be who?

10 A. Third officer.

11 Q. Third officer. And his AB?

12 A. Yeah.

13 Q. Anyone else on the bridge at that time?

14 A. No, sir.

15 Q. No. Okay.

16 BY JTSB:

17 Q. (Male speaker) I would like to know about the radar. Radar,
18 okay? Do you know the warning light, warning signal for the
19 warning coming (indiscernible), right? How far do you markings
20 warning light on the radar? So warning means something warning on
21 the threshold to enter the (indiscernible) as a target. Do you
22 know that range mark on the radar? Or how far do you check
23 marking, other than light?

24 A. Because when they -- I change the con there responsibility is
25 to utilize all the navigational aids properly. So --

1 Q. (Indiscernible) also?

2 A. So the one who can answer that is third mate and second mate,
3 if they use the (indiscernible), if they lower the range, make it
4 greater, things like that.

5 USCG SPEAKER 1: You expect them to know what to do --

6 MR. ADVINCULA: Yes.

7 BY USCG SPEAKER 1: -- with the equipment?

8 MR. ADVINCULA: Correct.

9 USCG SPEAKER 1: And be able to use it to make good judgment
10 calls and to --

11 MR. ADVINCULA: Um-hum.

12 USCG SPEAKER 1: Okay.

13 JTSB MALE SPEAKER: It is natural to 3 nautical miles for the
14 (indiscernible), 3 nautical miles. You said that 3 nautical
15 miles --

16 JTSB FEMALE SPEAKER: Do you always use a 3-mile range for
17 the (indiscernible), or do you change the range depend on the
18 situation for the warning area?

19 JTSB MALE SPEAKER: It's a natural, 3 nautical miles?

20 MR. ADVINCULA: You are, you are (indiscernible)

21 JTSB FEMALE SPEAKER: No, normally do you usually use a 3-
22 mile nautical, a 3-mile example?

23 BY USCG SPEAKER 1:

24 Q. Well, the standing order says not less than 1 nautical mile.
25 What do you normally keep it at? Or, no, what would you normally

1 keep it at? They can't have it less than 1, according to your
2 standing order, but --

3 A. Three and 6. Depends on visibility, if good or --

4 Q. Makes sense. Do you recall if it was good visibility that
5 night?

6 A. Yes.

7 Q. About how much in your opinion?

8 A. Ten.

9 Q. Ten?

10 JTSB MALE SPEAKER: Ten?

11 BY USCG SPEAKER 2:

12 Q. In your professional opinion, if you were moving underway and
13 you had seen the identification of a starboard light, a green
14 light, off your port bow at 3 miles, and you were to check the
15 ARPA and you were to be able to see the course and the speed
16 relevant not changing, in your professional opinion, you can see
17 that as a master, what would be your course of action? What would
18 be -- what would you do?

19 A. I get up by the (indiscernible) here.

20 Q. Say again?

21 A. I (indiscernible) for the target.

22 Q. Okay. Radio?

23 A. Approaching the -- no, no, the target by radar.

24 Q. Yes. Radar.

25 A. So there is a relative motion, you can set the vector in a

1 relative motion if --

2 Q. Yeah.

3 A. -- you will be able, us to navigate. So you can apply the --
4 with the rudder, which is already up here.

5 Q. Yes.

6 A. Relative speed.

7 Q. Right.

8 A. Because if true, you cannot -- you can't tell unless you
9 receive a close speed or a close range or close time, the
10 (indiscernible) from the vessel. But if you check the relative
11 move, even without looking there, you can determine that crossing
12 here or not, as you apply the rudder. That's all I can say.

13 USCG SPEAKER 1: How long does that take? How long would it
14 take you to do that time wise? If you said, oh, let me see that?
15 I see a green light, let me go to the machine. How long would it
16 take you to do that and determine that information?

17 MR. ADVINCULA: At 6 minutes, 5 minutes minimum.

18 BY MR. [REDACTED]

19 Q. So, so what you're telling, what you're telling me is that
20 had you been in a situation, that situation --

21 A. Yeah, like that? Yeah.

22 Q. Like that, same situation. That -- you're telling me that
23 you feel, even though you would have been considered the stand-on
24 vessel -- correct?

25 A. Um-hum. Yeah.

1 Q. That you would have done something, some action, right? You
2 would have taken some action to avoid?

3 A. Yes, sir.

4 Q. Is that correct?

5 A. Rule 2 (indiscernible).

6 Q. Pardon?

7 A. Rule 2.

8 USCG SPEAKER 1: Rule 2?

9 BY MR. [REDACTED]

10 Q. Correct. Rule 2, (indiscernible).

11 Do you -- as the master of this vessel, would you tell me
12 that you would expect the same of your officers when on watch in
13 your absence?

14 A. Yes.

15 MR. [REDACTED] Thank you.

16 BY USCG SPEAKER 2:

17 Q. Cap, let me ask a question about the capabilities of the
18 ECDIS and the ARPA. On the ARPA, can you pick up a radar contact
19 regardless if they have AIS or no RAT, or you can pick up --

20 A. Yes.

21 Q. -- the contact? Regardless if they have any of those?

22 And can -- on ARPA, can you then track its speed and its
23 direction?

24 A. Of course.

25 Q. How long does your equipment take to get that fix and then

1 start transmitting that information back to ARPA?

2 A. Less than 10, 10 seconds, 10, 5 seconds.

3 Q. So it's nearly instantaneous depending on how far it is away?

4 If it's 30 miles away, it might take a little longer. If it's 3
5 nautical miles away, it would be very quick.

6 A. Yes, sir.

7 Q. Because of the radar signature and how fast the radar bends.

8 A. Yes.

9 Q. Do both ECDIS and ARPA do that? If there was a contact on
10 ECDIS, if I were to hit that contact, would it do the same thing
11 as the radar ARPA?

12 A. First, at first you have to mark on the S-band radar.

13 Q. First?

14 A. And then monitors on the ECDIS.

15 Q. Okay. That's what I thought. I just wanted to make sure
16 that your equipment operates as --

17 A. But you can turn on AIS target in -- separately in ECDIS.

18 Q. Correct.

19 A. If undetermined, you know, they are without the AIS, by radar
20 it reflect on, appear on the ECDIS.

21 Q. So any target on ARPA that you are concerned about as
22 crossing pattern or the target that's coming close, too close to
23 the vessel within your minimum requirements, whatever you set the
24 alarm at -- 6 nautical miles, 3 nautical miles -- no less than 1,
25 you said?

1 A. Yes.

2 USCG SPEAKER 1: Standing orders. Yeah.

3 BY USCG SPEAKER 2:

4 Q. Standing orders. So if you set it at 3, it'll give you an
5 alarm, and then you can, on ARPA, target that and it will show up
6 on ECDIS and you can track its speed and its course real time?

7 A. Yeah.

8 Q. Within seconds of -- okay. Thank you.

9 BY MR. [REDACTED]

10 Q. So after the collision when you took control of the con, did
11 you keep control of the con for how long?

12 A. Till the --

13 Q. Till today, huh?

14 (Laughter)

15 A. Until we (indiscernible)

16 Q. Yeah. Okay.

17 A. A lot of reporting, (indiscernible), communicating with the
18 agent. Then we get the pilot company -- yeah.

19 BY USCG SPEAKER 2:

20 Q. So VDR and -- your S VDR and your engine RPM log indicate
21 that you maintained a speed of 16 knots for a while after your
22 collision. And then you slow down to 28 RPM on the main engine
23 roughly an hour or so later.

24 A. There is a sequence of reducing speed.

25 Q. So you were following your sequence of reducing speed?

1 A. No, it's computer command we use on the bridge control. So
2 it's electronically very fast and it happens electronically.

3 Q. Do you have pitch -- do you have CPP?

4 A. No, the RPM.

5 Q. Oh, RPM. I thought you said pitch. Sorry.

6 A. RPM.

7 Q. So you maintained a speed of 16 knots in a sequence to slow
8 down?

9 A. Well --

10 Q. After the collision.

11 A. Because it takes a while to bring the RPM, reduces, because
12 it's electronically operated. So reduce -- let's say at 60 RPM or
13 70, 70 RPM it takes a while, say, 15 minutes to maneuvering move
14 like that. From 70 to coming (indiscernible), 15 minutes. That's
15 the --

16 Q. Okay. So I apologize if I'm --

17 A. -- so that's the time it --

18 Q. -- revisiting because I wasn't here. When you took command
19 of the bridge, what was the engine set at? The engine order
20 telegraph, what was it set at?

21 A. Might be 76.

22 Q. Seventy-six RPMs. And that chart on the bridge roughly makes
23 -- your speed is roughly 17.6 knots or 18 knots. Do you know what
24 the current was that day?

25 A. No.

1 Q. Okay. So there's a chance you may have been going slower,
2 depending on the current, or a chance you may have been going a
3 little bit faster. When did you change the engine order telegraph
4 setting? When did that occur once you got on the bridge?

5 A. I'd say 30. I'd say 30 to recover (indiscernible) from
6 colliding the (indiscernible).

7 Q. So the vessel had the collision, you came up on the bridge,
8 took over. And once you turned back to make your same way
9 position or the direction you were going to port, that's when you
10 slowed down?

11 A. No. Already -- I think already slowing down.

12 Q. Already? What did you put the engine order telegraph setting
13 to?

14 A. Maneuvering full.

15 Q. Maneuvering?

16 A. Full. Maneuvering full.

17 Q. Maneuvering full. And how fast is that?

18 A. Twelve knots.

19 Q. Twelve knots?

20 A. But from there, from 70 --

21 Q. It takes some time.

22 A. Yeah.

23 Q. I understand. You're slowing down, possibly eating water. I
24 understand it slowed down. And then when you turned back to go in
25 the same direction that you were previously, what did you put the

1 engine order telegraph at?

2 A. I think I maintained the full, maneuvering full.

3 Q. Well, (indiscernible) the velocity?

4 A. (Indiscernible)

5 Q. At what point did you send out a team to assess damage?

6 A. After I maintain the safety (indiscernible) first time.

7 Q. How long -- how many minutes was that after the collision?

8 A. Yeah. As I said, perhaps a minute after I was on the bridge
9 and after 10 minutes -- 3 minutes (indiscernible) I was on the
10 (indiscernible) 5 to 10 minutes.

11 Q. So it took you 3 minutes roughly, approximately, to get to
12 the bridge?

13 A. To the bridge.

14 Q. And approximately 5 to 10 minutes to assess everything, and
15 then you ordered to go look for damage?

16 A. Um-hum.

17 Q. What was the -- how long did it take for them to assess what
18 -- the damage?

19 A. I cannot recall, sir. I cannot recall how long.

20 BY JTSB:

21 Q. (Male speaker) When did you notice the collision? Before --
22 so is that why you notice about the collision, sir?

23 A. I was sleeping.

24 Q. You are sleeping. Okay.

25 A. And then I was awoken --

1 Q. After the collision, you noticed about, after the collision
2 you noticed about (indiscernible)?

3 A. Yeah, the -- after the (indiscernible) come to tell me.

4 Q. (Indiscernible) or something?

5 A. Yes, sir.

6 BY MR. [REDACTED]

7 Q. Cap, the vessel that you are overtaking -- you were
8 overtaking another vessel, right?

9 A. I wasn't there.

10 Q. Sorry?

11 A. I wasn't there.

12 Q. Well, when you did go up on the bridge and took the helm,
13 took control of the con, aside from the Navy ship, was there any
14 other vessel in the area?

15 A. I don't recognize anybody because I told this one who is
16 (indiscernible) over the VHF.

17 USCG SPEAKER 2: Yeah. But they took a hard --

18 USCG SPEAKER 1: They went hard port. So FO would have been
19 behind them at that point.

20 USCG SPEAKER 2: Yeah, (indiscernible).

21 BY SPEAKER 2:

22 Q. How long -- did you have anything in your forepeak tank? Any
23 water to --

24 A. (Indiscernible)

25 Q. And how long until you notified the local authorities that

1 you were involved in a collision?

2 A. After I made the turn.

3 Q. So you stated earlier that you -- approximately -- these are
4 all approximate -- 3 minutes approximately to go to the bridge,
5 another approximately 5, 10 minutes to assess and then make the
6 turn. So roughly, 15 or -- 12 to 18, 13 to 18 minutes, somewhere
7 around there, and you made the turn. So how long after you made
8 the turn did you notify (indiscernible)?

9 A. I fix -- I'm calling the Yokohama, but the signal is weak. I
10 might, I might (indiscernible)

11 Q. So with your timeline, approximately, what, 22, 25 minutes
12 after the collision, you finally made contact with the --

13 A. No.

14 Q. Oh, you didn't make contact with them? That was your -- when
15 you made the radio call and they don't -- okay, 25 minutes after
16 that. Were you talking with the warship at the time on 16?

17 A. The warship, after she had communication with the Coast Guard
18 that I serve as relaying station. Because I'm also
19 (indiscernible) flooding without saying that -- recognize that you
20 had a collision. So somehow there's protection of -- I don't
21 know. Because --

22 Q. So they just said they were flooding?

23 A. Right.

24 Q. They were in distress and they were flooding. They didn't
25 mention collision?

1 A. Collision. I'm the one, because they said, who is -- I
2 reported we collided with warship. I said we collide with
3 warship.

4 Q. So on your track, your AIS track, you turned back around.
5 Why did you turn around?

6 A. When (indiscernible) assistance.

7 Q. And (indiscernible)?

8 A. Assessing, I controlling also my speed, which way I
9 (indiscernible)

10 Q. So you wanted to stay in the (indiscernible)?

11 SPEAKER: Yeah.

12 USCG SPEAKER 2: Okay. Sorry.

13 SPEAKER: Yeah. He said that in his story. He went to
14 assist.

15 MR. ADVINCULA: Assist.

16 USCG SPEAKER 2: Sorry. I wasn't here.

17 SPEAKER: I don't have anything else. I'm taking off. I'll
18 call you (indiscernible) --

19 BY JTSB:

20 Q. (Male speaker) So why (indiscernible) collision, make the 50
21 notification, why it isn't natural to use (indiscernible) power to
22 using (indiscernible) -- usually port side, port --

23 A. Even if you went to open all the headlights, just to
24 (indiscernible)

25 USCG SPEAKER 1: All available means.

1 MR. ADVINCULA: Yeah, all available means. But if --

2 BY JTSB:

3 Q. (Male speaker) If you use flashlight, (indiscernible) of the
4 vessel, what will you do? What do you signal?

5 A. I already answered.

6 Q. Oh, yeah. Yeah, that's right. Was he up here?

7 A. I already answered --

8 Q. Well, no (indiscernible)

9 A. Sir, as I said, maybe to the other, other vessel when I was
10 sleeping, there (indiscernible) maybe our ship, that's probably
11 our lights, navigational lights that they cannot see. Or there's
12 something wrong with their steering.

13 Q. Like (indiscernible) use VHF (indiscernible) that time?
14 (Crosstalk; Background conversation)

15 Q. And when is this all relevant means?

16 USCG SPEAKER 1: He would, he would call. He would --

17 BY USCG SPEAKER 2:

18 Q. Cap, all of your equipment, any problems?

19 A. No, sir.

20 Q. Steering worked? All the radars worked properly? The gyro
21 compass? When was the last time you swung your compass for
22 accuracy?

23 A. Last year. It's supposed to be -- they always go August.
24 August.

25 Q. It's due --

1 A. August.

2 Q. It's due in August? Okay. So it's been about 10 months. I
3 just wanted for the record.

4 ECDIS works properly? Everything works -- ARPAs,
5 (indiscernible)?

6 A. Yeah, it works.

7 Q. How -- when you tested it, how was that tested?

8 A. I usually activate the day it was (indiscernible) once we did
9 and see positive, then (indiscernible) and then you give to the
10 mate (indiscernible) each of them. Day and night, I
11 (indiscernible)

12 Q. You're diesel direct, right? Are you diesel direct? Two-
13 speed diesel direct engine?

14 A. No.

15 Q. CPP or reduction gear?

16 A. It's propeller.

17 Q. Duece propeller but fixed to the diesel drive, right? You
18 have to (indiscernible) --

19 A. Oh, yeah.

20 Q. So how many starts do you have?

21 A. Ten.

22 Q. Ten?

23 A. Six to 10.

24 Q. Six to 10. So all that worked properly?

25 A. Yeah.

1 Q. That's good. Bow thruster works?

2 A. Working, yes; 90 percent.

3 Q. Everything works fine, no issues?

4 A. Yeah.

5 Q. Engine has been overhauled recently, no issues with that?

6 A. Yeah, (indiscernible)

7 Q. Okay. So machinery and everything has been working. You're
8 happy with --

9 A. Yes.

10 Q. -- the vessel's machinery and everything? Nothing mechanical
11 or electrical that would hinder anybody to do their job?

12 USCG SPEAKER 1: When was your last class survey?

13 MR. ADVINCULA: Last year. October.

14 USCG SPEAKER 1: October. And there's no outstanding class?

15 MR. ADVINCULA: (Indiscernible)

16 JTSB MALE SPEAKER: In case of emergency, like collision, we
17 usually is important emergency general alarm. Did you do this,
18 general alarm?

19 MR. ADVINCULA: Yes, (indiscernible).

20 BY SPEAKER:

21 Q. Captain, do you require a pass-down from one bridge team to
22 the other when they relieve?

23 A. Yes, sir.

24 Q. You do? So you would expect, you would expect it? Do they
25 do it -- how do they do it? Verbally? Do they sign anything?

1 What do they do?

2 A. Verbally.

3 Q. Verbally. Okay.

4 A. I say from the logbook, they can enter their course and
5 weather observation. We have also the GPS that --

6 Q. Yep.

7 A. But normal is the turnover is perfect.

8 Q. So in a turnover, verbal turnover, what kind of information
9 should get shared?

10 A. Contacts and the (indiscernible). Contacts.

11 Q. Contacts?

12 A. Wind, weather, visibility.

13 Q. Yes. Visibility, weather, contacts. Yeah.

14 A. RPA, course, standing order of the master and special
15 standing order of the master. And we, as I am the master, I
16 record from chief officer or anybody from the bridge.

17 Q. So when you say contacts, you would expect that in a pass-
18 down, one officer would tell another officer that we're overtaking
19 a vessel or we're meeting a vessel or there's someone else out
20 there. You would expect that especially in 3-mile range, maybe,
21 huh? Do you know if that took place?

22 A. He might. He might.

23 Q. Within a 3-mile range; 6-mile range?

24 A. If it was a good turnover, would be 3-mile range overtaking a
25 vessel without any pressure.

1 Q. Okay. Yeah.

2 A. So you cannot pass the con if there's a (indiscernible)
3 situation. Say that it happen in midnight or --

4 Q. Yes.

5 A. Of course, you are the officer pass down and properly relieve
6 unless everything is safe.

7 Q. Okay. So if you're in that overtaking situation, overtaking
8 situation --

9 A. Um-hum.

10 Q. -- you would not pass the con?

11 A. No, I mean, you have the time, because you are -- let's say
12 the CPA, you turn in 30 minutes and she's running 15, you are
13 running 17, it take a lot of time to overtake. So you can give a
14 good turnover. This is (indiscernible) you overtake this one.

15 But in that situation, 3 nautical miles and approaching, I
16 would assist in looking, not change the whole to that person.

17 Q. Right. I get, I get you.

18 BY USCG SPEAKER 2:

19 Q. So an overtaking situation, you can pass the con. But if it
20 was a more dire situation, like a crossing situation --

21 A. Yeah, yeah.

22 Q. -- or something, then wait?

23 A. Wait.

24 USCG SPEAKER 2: Sorry.

25 BY MR. [REDACTED]

1 Q. So would the mate who was on watch prior to passing the con,
2 would he -- if he would have seen that -- what we now know is a
3 war vessel, okay?

4 A. Um-hum.

5 Q. If he would have seen that warship, would you -- would he
6 have, would he have passed the con to the second mate, or would he
7 have stayed on watch?

8 A. At 3 miles?

9 Q. At 3 miles.

10 A. Identify?

11 Q. Yes.

12 A. I don't think he would have passed the con.

13 Q. You don't think he would pass the con?

14 A. Yeah.

15 Q. Is there any record or any log or anything that's kept for
16 contacts --

17 A. No.

18 Q. -- by your bridge team?

19 A. What do you mean pass the con? (Indiscernible)

20 Q. If he would have seen -- if the third mate knew that the
21 vessel was out there, the warship, how would he have notified his
22 relief?

23 A. By saying that there is a warship.

24 Q. Yes.

25 A. Yeah. And he would probably utilized by the con. Because

1 they know what the (indiscernible).

2 Q. So they would have communicated on the radio back and forth.

3 A. Yeah.

4 Q. But you would have called?

5 A. Yeah.

6 Q. You would have got the call? Huh?

7 A. Yes, sir. That's my experience, (indiscernible) that would
8 be the AB. So (indiscernible) to go down, because (indiscernible)
9 she will tell you get far away from me.

10 Q. Okay.

11 A. Yes, sir.

12 Q. And if you had your ARPA, which it, you said, requires at
13 least 6 miles, right, alarm? Six mile alarm? Then if the third
14 mate would have been on the con when that ship was within 6 to 3
15 miles; is that right? Wouldn't you think? I mean -- no?

16 A. (Indiscernible)

17 Q. Yeah, because I think the second mate said that he took over
18 when the ship was at 3 miles; is that correct?

19 A. No.

20 Q. Does that sound right?

21 A. No.

22 USCG SPEAKER 1: No, that was -- that wasn't the --

23 SPEAKER: Not the crossing, the overtaking.

24 USCG SPEAKER 1: That was the overtaking one.

25 MR. [REDACTED] The overtaking. Okay.

1 USCG SPEAKER 1: Yeah. So he didn't -- the second mate --
2 MR. ██████████ So he wouldn't have passed it?

3 USCG SPEAKER 1: Yeah. He wouldn't have -- the third mate
4 wouldn't have seen -- didn't see the first one.

5 SPEAKER: The overtaking that occurred, yeah. Okay.

6 USCG SPEAKER 1: All right, Captain, I think we're done for
7 the interview. So, again, thank you for your time. We appreciate
8 your honesty in telling us everything, so --

9 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: COLLISION OF THE USS *FITZGERALD*
 AND THE *ACX CRYSTAL*
 Interview of Roland Advincula

ACCIDENT NO.: DCA17PM018

PLACE:

DATE: June 21, 2017

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kay Maurer
Transcriber