

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*

Accident No.: DCA17PM018

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Interview of: DICK ALLAN SALVADOR
AB

Saturday,
June 24, 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

(5:07 p.m.)

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3 USCG SPEAKER 1: It is Saturday, June 24th, at 5:07. We are
4 about to reconvene a Philippine, Flag State Philippine's interview
5 with the second mate on watch.

6 SPEAKER: John, MARINA (indiscernible) has a copy of the
7 written statement from the witness.

8 SPEAKER: We'll take it.

9 SPEAKER: We'll take it. I don't have (indiscernible) --

10 MARINA SPEAKER 1: (indiscernible) for Yokohama Port
11 interview of AB Gerard Dick Allan Salvador of *ACX Crystal*, and the
12 collision incident involving *ACX Crystal* and USS Warship
13 *Fitzgerald*.

14 So good morning, sir. The process of our interview is only
15 to determine the facts that have transpired prior to the accident.
16 Further, MARINA assures that all sensitive information to be
17 obtained in this interview will be treated as confidential and
18 will not be disclose to any person not concerned with regards to
19 the port captain investigation.

INTERVIEW OF DICK ALLAN SALVADOR

20
21 BY MARINA SPEAKER 1:

22 Q. I will be asking you several questions. So based on your
23 recall, just relay what did you know what transpired during the
24 incident, okay?

25 Kindly state your name and date of embarkation and position.

1 A. I am Dick Allan Salvador, AB. I embark November 27, 2016.

2 Q. What is your duty time during -- assigned duty time?

3 A. 0000 to 0400. Then 1200 to 1600.

4 Q. Can you describe the handover to this prior to the start of
5 the watch?

6 A. Yes, sir. First, my friend, the other AB, told me our
7 scaling model is only one. I came up, I came up here
8 (indiscernible) at 23:55. Then turned on bell. Then the -- he
9 said to me the -- our clear visibility, our course, then the RPM
10 set and the only one scaling model running.

11 Q. Only one scaling model is running?

12 A. Yes, sir. And on autopilot.

13 Q. So did you prefer the vessel was hand over to you during
14 autopilot?

15 A. Yes, sir.

16 Q. Could you describe your activities prior to the handover of
17 the watch, for taking of the watch? What did you do? What are
18 your activities?

19 A. He turned over to me?

20 Q. No, prior. Before your duty.

21 A. (Speaking foreign language)

22 Q. Okay. I will confer saying this in English. Before handover
23 of duties you are taking on coffee, a coffee break.

24 A. Yes, sir.

25 Q. And you were relaxing. Where are you relaxing at?

1 A. On the (indiscernible), sir.

2 Q. On the (indiscernible).

3 At what time did you went up to the bridge?

4 A. 2355, sir.

5 Q. 2355. Could you describe the operation conditions of the
6 navigational equipment during the initial handover of the watch?

7 The condition of the navigational equipment during the turnover?

8 A. (Speaking foreign language)

9 Q. I'm also translating in English. Could you confirm that you
10 said that all navigational equipment are in good working
11 condition? Radar operation is okay?

12 A. Yes, sir.

13 Q. The rudder indicator is okay?

14 A. Yes, sir.

15 Q. Does the previous officer on watch or AB have any specific
16 instruction prior to the handover of the watch?

17 A. Well, I am not personally (speaking foreign language)

18 Q. Okay. Kindly briefly explain the specific details of the
19 occurrence before -- during the accident.

20 (Conversation in foreign language)

21 Q. I'm going to translate it in English again. So by describing
22 the occurrence prior to the accident, you were saying the second
23 officer -- you confirmed your heading of 0-69 degrees to the
24 second officer.

25 A. (Speaking foreign language)

1 Q. You are near the altering course.

2 A. 0-6-9.

3 Q. 0-6-9. So what's your original course like prior to the --

4 A. 0-8-8 course.

5 Q. 0-8-8. Okay. Proceed.

6 A. (Speaking foreign language)

7 Q. So again, saying it in English, you were on the --

8 A. Yes, sir.

9 Q. -- okay, go in. Then the second officer adjusted your course

10 heading 5 degrees to port.

11 A. Yes, sir.

12 Q. Okay.

13 A. (Speaking foreign language)

14 Q. Another 5 degrees to port or starboard?

15 A. Port.

16 Q. Port.

17 A. (Speaking foreign language)

18 Q. What's the time span? (Speaking foreign language)

19 The first adjustment was 5 degrees. After in how many

20 minutes did another adjustment take place?

21 A. (Speaking foreign language)

22 Q. Approximately.

23 A. (Speaking foreign language)

24 Q. Three minutes after. So after 3 minutes adjusting 5 degrees

25 to port, the second officer adjusted 5 degrees to port. Okay.

1 Another 5 degrees to port.

2 A. (Speaking foreign language)

3 Q. So the second officer requested you to continue adjusting

4 your course heading to 0-6-9 to port.

5 A. (Speaking foreign language)

6 Q. Okay. Translating it in English again. After adjusting the

7 course to 0-6-9, you notice the target in the -- what did you

8 notice?

9 A. (Speaking foreign language)

10 Q. You -- what's your location?

11 A. (Speaking foreign language)

12 Q. Could you pinpoint that?

13 A. (Speaking foreign language)

14 Q. Your target -- saying that you have a visual target, where

15 exactly it is. Okay. Then --

16 A. (Speaking foreign language)

17 Q. Forty degrees port bow. So after which, what did you do?

18 (Conversation in foreign language)

19 Q. You came to the second officer saying that you visualize the

20 target with -- on green, but there's no AIS echo. Okay.

21 A. (Speaking foreign language)

22 Q. You -- meaning that the second officer acknowledge your --

23 A. (Speaking foreign language)

24 Q. -- what you said, that you notice a target?

25 A. Yes, sir. (Speaking foreign language)

1 Q. Can you stand in the --

2 A. Okay. (Speaking foreign language)

3 Q. Okay. Then you waited for his command.

4 A. (Speaking foreign language)

5 Q. After which the actions undertaken by the second officer, he
6 went to the port side -- port wing, and he used the August lamp.

7 Okay.

8 A. (Speaking foreign language)

9 Q. After which occurred the second officer used the August lamp
10 to communicate to the other vessel, he went again back to the
11 radar.

12 A. (Speaking foreign language)

13 Q. Okay. May I ask what's your radar setting? How many miles?

14 A. (Speaking foreign language)

15 Q. Twelve nautical miles.

16 A. (Speaking foreign language)

17 Q. The X-band radar is set on 12 nautical miles. The S-band.

18 A. (Speaking foreign language)

19 Q. Approach, sir? The setting approach?

20 A. Approach.

21 Q. So again, sir, continue.

22 A. (Speaking foreign language)

23 Q. So you're saying that the second officer gave you command to
24 starboard 10, and which the vessel is on automatic mode and you
25 switch it to manual in order to compensate with the swing.

1 How did you notice that you are going to starboard 10? Could
2 you explain, is it with the swing of the bow or did you --

3 A. (Speaking foreign language)

4 Q. So it's indicated at the repeater you are swinging starboard
5 10?

6 A. (Speaking foreign language)

7 Q. Okay. Then continue, sir.

8 A. (Speaking foreign language)

9 Q. So after starboard 10, you went to the other side?

10 A. (Speaking foreign language)

11 Q. At the other steering. Okay. After doing that, you went --

12 A. (Speaking foreign language)

13 Q. -- you went back in here, in the helm. And what's the
14 command of the --

15 A. (Speaking foreign language), then a hard starboard, sir.

16 Q. He commanded starboard 15.

17 A. (Speaking foreign language)

18 Q. Hard starboard 15. And after which --

19 A. (Speaking foreign language)

20 Q. So just stating it in English, you didn't notice that the
21 vessel was a U.S. naval warship. You just noticed the color of
22 the vessel and the navigational light she is exhibiting is color
23 green. So meaning it's on their starboard side.

24 A. (Speaking foreign language)

25 Q. You were at hard starboard.

1 A. (Speaking foreign language) We noticed the lamp
2 (indiscernible) hard starboard, sir.

3 MARINA SPEAKER 1: Sir.

4 SPEAKER 2: When there was no answer from the other vessel
5 using the August lamp, did you attempt to contact through radio?

6 MR. SALVADOR: (Speaking foreign language)

7 SPEAKER 2: Yeah.

8 BY MARINA SPEAKER 1:

9 Q. No. When you first noticed the vessel exhibiting green
10 light, could you confirm if the vessel is drifting or maneuvering?

11 A. (Speaking foreign language)

12 Q. I mean visually. You didn't notice --

13 A. (Speaking foreign language)

14 Q. Confirm what is your arc of visualization. Could you see to
15 the horizon or the vessel? When you say you're seeing green, was
16 it at horizon or nearer?

17 A. (Speaking foreign language)

18 Q. Much nearer. Okay.

19 Can you confirm to us where is the location of the second
20 officer during collision?

21 A. (Speaking foreign language)

22 Q. Okay. And you, sir, where's your location, sir?

23 A. (Speaking foreign language)

24 Q. Could you describe the -- actually we're navigating on
25 international traffic (indiscernible). And could you describe the

1 traffic density during that night?

2 A. (Speaking foreign language)

3 Q. How many targets did you notice?

4 A. (Speaking foreign language)

5 Q. You did not put that on target --

6 A. (Speaking foreign language)

7 Q. What's the -- could you describe what's the required manning
8 level for transiting -- in your company, what's the required
9 manning level in navigating in high density area?

10 (Speaking foreign language)

11 A. (Speaking foreign language) It's appointed to officer.

12 Q. That's in the orders for your safety management procedure?

13 A. Of course, sir.

14 Q. So after the collision, what course of action have you
15 undertaken, being the (indiscernible)?

16 A. (Speaking foreign language)

17 Q. So after the collision, you know, who went up first?

18 A. (Speaking foreign language)

19 Q. So the captain, the chief mate, went up after the collision.

20 A. After.

21 Q. Could you describe what's the time here, how many minutes?

22 A. (Speaking foreign language) 5 minutes, approximately 5
23 minutes when they turn up (indiscernible) captain.

24 Q. So what's the command of the master when he learned that the
25 collision has transpired?

1 A. (Speaking foreign language)

2 Q. Are you still in the helm during when the master arrived?

3 A. Of course, sir.

4 Q. Did the master give you any command after the collision?

5 A. (Speaking foreign language)

6 Q. Meaning after the collision, the vessel is still in hard
7 starboard.

8 A. Of course.

9 Q. What's your speed?

10 A. (Speaking foreign language)

11 Q. Where's the position of the radio, VHF radio?

12 A. (Speaking foreign language)

13 Q. Who was the one using the radio at that time to establish
14 communication?

15 A. (Speaking foreign language)

16 Q. So the captain and the second officer was the one utilizing
17 the radio after the collision?

18 A. Officer.

19 Q. Before that, before the collision, who was manning the radio?

20 A. (Speaking foreign language)

21 Q. What station are you in --

22 SPEAKER: The channel.

23 BY MARINA SPEAKER 1:

24 Q. What channel? What channel?

25 A. NASA 16 (indiscernible)

1 Q. So you did not have this contact with the radio. Did you
2 receive any radio communications --

3 A. (Speaking foreign language)

4 Q. -- before that?

5 Could you provide us details on what did the captain did when
6 he noticed that the collision has transpired?

7 A. (Speaking foreign language)

8 Q. I'm going to translate it in English. When the master arrive
9 at the bridge, he asked the second officer what vessel did you
10 have collided, and he thought that it was a warship. So he took
11 the command from the second officer he gave you a command.

12 A. Yes, sir.

13 Q. What's the command?

14 A. (Speaking foreign language)

15 Q. He gave you a command to port. What's the beginning?

16 A. To hard port.

17 Q. Hard port. Okay. Did the master reduce the -- order you to
18 reduce the RPM?

19 A. (Speaking foreign language)

20 Q. Prior to the accident what's the speed of the vessel on
21 your --

22 A. (Speaking foreign language)

23 Q. Eighteen knots. So can you confirm it's 18 knots prior to
24 the occurrence, of the vessel speed?

25 After going to hard port, what are your commands that he gave

1 you?

2 A. (Speaking foreign language)

3 Q. Could you describe the process how the master gave you the
4 command? Did you acknowledge it?

5 A. Yes, sir.

6 Q. So after going through a series of commands, what's the next
7 did the master did?

8 A. (Speaking foreign language)

9 Q. In your knowledge, when did the crew reported the incident to
10 the Coast Guard?

11 A. (Speaking foreign language)

12 SPEAKER: He don't remember.

13 BY MARINA SPEAKER 1:

14 Q. Can you describe any actions undertaken by the company or --
15 when they learned that their vessel had collided with a U.S.
16 warship?

17 A. What kind of --

18 Q. (Speaking foreign language)

19 A. (Speaking foreign language). I don't know. (Speaking
20 foreign language)

21 Q. So a chain of communication --

22 A. Yes, sir.

23 Q. -- transpired and then you reported it to the management?

24 A. (Speaking foreign language)

25 Q. During any questioning, have you ever been completed or

1 questioned or -- questioned by other coast guards or Transport
2 Safety Board? Have you ever been questioned --

3 A. (Speaking foreign language)

4 Q. So it's -- okay.

5 MARINA SPEAKER 1: Do you have further questions, sir?

6 SPEAKER: Sir?

7 MARINA SPEAKER 1: Sir, do you have any questions?

8 JTSB SPEAKER: I have two questions.

9 MARINA SPEAKER 1: Okay.

10 BY JTSB SPEAKERS:

11 Q. One of them, in case of night navigation, this
12 (indiscernible) to closer?

13 A. Yes, sir.

14 Q. Also close. This (indiscernible) like that? And then --

15 A. No, sir.

16 Q. -- those are also dark?

17 A. No, sir. This is one is dim. Also this. All dark, dim, all
18 these like that is close.

19 Q. Is closed in the dark?

20 A. Yes, sir.

21 Q. Okay. One more.

22 A. Yes, sir.

23 Q. So he said about (indiscernible) 5 degree and second time 5
24 degree --

25 A. Yes.

1 Q. -- to navigate there by second officer?

2 A. Yes, sir.

3 Q. At port side. What kind of communicate that time in degrees
4 5 degrees port side?

5 A. Starboard.

6 Q. But do -- communicate with second officer?

7 A. Yes, sir.

8 Q. Why do this to 5 degree?

9 A. (Speaking foreign language)

10 No, I think come on 0-8-8, alter course on 0-6-9.

11 (Speaking foreign language) adjust number autopilot.

12 Q. Autopilot?

13 A. Next waypoint. Next waypoint, sir.

14 SPEAKER: Is that the purpose of the --

15 JTSB SPEAKER: Waypoint?

16 SPEAKER: -- additional command. They are nearing waypoint.

17 They are going to change course from 0-8-8 to 0-6-9

18 (indiscernible).

19 JTSB SPEAKER: Okay.

20 MARINA SPEAKER 1: Yes, sir? Yes, sir?

21 MR. [REDACTED] [REDACTED] [REDACTED] with U.S. Coast Guard.

22 BY MR. [REDACTED]

23 Q. Sir, after you notified the second officer of the target
24 being spotted outside, and then you came back to the helm,
25 correct?

1 A. Yes, sir.

2 Q. And then the second officer went over to the port side to try
3 to notify to get the attention. When you came back to the helm,
4 what was the purpose to come to the helm? Was there something you
5 were coming here for?

6 A. (Speaking foreign language)

7 SPEAKER: He is saying that the reason why he went back to
8 his designated position is to await order from the second officer
9 for any command. After informing the second officer that he
10 determine some target, he went back to his position so that
11 anytime the second officer give command, he is (indiscernible)

12 BY MR. [REDACTED]

13 Q. Did you expect a command?

14 A. Yes, sir.

15 Q. Is there something you thought might be --

16 A. (Speaking foreign language)

17 Q. Pardon?

18 SPEAKER: He is expecting a command.

19 BY MR. [REDACTED]

20 Q. What were you expecting?

21 A. (Speaking foreign language)

22 SPEAKER: He is waiting for a command while anticipating that
23 the second officer will give him -- will command him to alter the
24 course.

25 BY MR. [REDACTED]

1 Q. Did that happen?

2 A. I didn't alter the course, sir.

3 MR. [REDACTED] Okay. Thank you.

4 MARINA SPEAKER 1: Anything more, please?

5 So, sir, thank you very much. So -- thank you, sir.

6 (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 Dick Allan Salvador

ACCIDENT NO.: DCA17PM018

PLACE:

DATE: June 24, 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