

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: RONEL PADILLA
Third Mate

Thursday,
June 22, 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

(1:15 p.m.)

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2
3 USCG SPEAKER 1: It is June 22nd at 1:15, conducting an
4 interview with the third mate on board the *ACX Crystal*. He was
5 the watchstander on the shift before the incident. We're going to
6 go ahead and talk about his knowledge of the collision.

INTERVIEW OF RONEL PADILLA

BY USCG SPEAKER 1:

7
8
9 Q. Okay. So if you can just go ahead and tell us, I guess, from
10 before the incident while you was on watch, like if you noticed
11 anything or if there was any anomalies or any vessels that you
12 were keeping an eye on, you know, during your watch?

13 A. Yeah. Okay. Before I handed the duty to the second officer,
14 everything is going fine. Yeah, I turn over the watch with good
15 visibility.

16 Q. About how much?

17 A. About, as far as I remember, it's moderate day, as far as I
18 remember. And then we have good visibility as well.

19 Q. Like 10 nautical miles, maybe, 5?

20 A. Yeah, something like that.

21 Q. Okay.

22 A. Then ships around, is not that close of traffic. It's a
23 normal thing to have ships around there. It's all have this safe
24 distance with us.

25 Q. Um-hum.

1 A. Yeah. And then at 12:00 we turn over the watch after our
2 normal procedure. And then first AB went down to have -- it's a
3 normal procedure to have a fire and safety patrol inside the
4 accommodation.

5 Q. Um-hum.

6 A. And I have to take the logbooks before I go down. I fill out
7 the logbook. Then after I fill out the logbook, I went down. And
8 before I fill out the logbook, we turn over the watch to the
9 second officer, with his duty AB (indiscernible).

10 Q. His duty AB --

11 A. The AB also turn over the watch to his fellow AB already
12 there.

13 Q. Um-hum.

14 A. And then after the watch, and everything is well -- I mean,
15 well turned over.

16 Q. Okay.

17 A. So there is no problem about the ships running around, and
18 that's a normal (indiscernible) the watch as satisfied. I mean,
19 satisfied by (indiscernible) the watch.

20 Q. Right.

21 A. Then that is -- I went down to follow the AB for the fire
22 (indiscernible)

23 Q. And then after that, you just went to bed?

24 A. No. I went to the ship's office to have some paperwork. And
25 then after my paperwork, actually the port documents for arrival

1 document, what I am doing at the time. After that, this
2 paperwork, I put on this log, and then I turn to the AB to give up
3 his log and put on the deck for signing up for captain's signature
4 for the port document.

5 Q. For a port entry?

6 A. Yes.

7 Q. Okay.

8 A. Entry. That was time about 1:00 in the morning.

9 Then after doing that, I went up to my cabin, and then I have
10 to brush my teeth, everything to prepare on the level. Then
11 around 1:15, as far as I remember, 1:15 I went to bed to first
12 have my sleep. And then around something, 1:30, something like
13 that, I felt shaking, the ship is shaking (makes noise) brrrr,
14 something like that. The ship is shaking. Just like, first thing
15 I came up in my mind, second officer is giving a hard alteration.
16 Means maybe he give, I think on my mind, maybe second officer give
17 a hard, a hard alteration, maybe hard starboard or hard port that
18 causes the ship to shake, something like that, with the help of
19 these waves, of course.

20 So that, when you alter, together with the waves, the ship
21 will shake because of these (indiscernible) the waves. Then hard
22 port rudder or hard starboard rudder, the ship will cause to
23 shake, something like that.

24 And then I did not mind, because that's what I'm thinking,
25 only alteration hard (indiscernible), second officer have this --

1 need alteration because maybe he saw some vessel approaching,
2 maybe a close water situation, something like that, that's why he
3 give a hard rudder so that cause the ship to shake.

4 Then a few minutes, maybe around 30 -- 0138 to 0140,
5 something like that, the ship officer call me on the telephone,
6 ship's telephone. He told me to go onto the bridge. And then
7 that's the thing I came up in my mind, that there is something
8 happen, that there's something happen.

9 So I quickly went to the bridge. I did not wear these shoes.
10 I -- only slippers with socks because immediately I went down to
11 -- I went up to the bridge because I know it is, there is
12 something happening.

13 Q. Okay.

14 A. Yeah. And then when I went up to the bridge here, I saw the
15 master here, the duty (indiscernible) AB, holding the wheel --

16 Q. Yep.

17 A. -- and the captain have the communication, but I don't
18 remember what he is communicating together with the -- I don't
19 know. Because (indiscernible) me come on board, and then the
20 (indiscernible).

21 And then I asked what happened, and then I don't know if
22 captain or the AB said, we have a collision. But that's all. I
23 did not, I did not heard it's a warship or -- but only I heard
24 that we have a collision. So captain told me -- I'm here. He
25 said, go here and take the navigation. So I went here, take the

1 navigation. I am master for the navigation and look out that is
2 there something coming near to us. Asked -- master order me.

3 Q. Um-hum.

4 A. And then after that, when I ask again, then I don't remember
5 if he told me that we have, we have collided with the Navy ship,
6 with the Navy ship. So I learned that the Navy ship, that they
7 collided at that time, he told me.

8 And then the communication and, as far as I remember, the
9 U.S. Navy is asking for, for assistance, for assistance. They was
10 there already dead in the water.

11 Q. Who was communicating with them?

12 A. It's a woman, voice of a woman. You can --

13 Q. Who from this vessel was communicating back?

14 A. The Navy?

15 Q. For here. From here.

16 A. The captain.

17 Q. Captain. Okay.

18 A. Yeah. And the one he is communicating is a voice of a woman,
19 lady from the Navy.

20 Q. Okay.

21 A. Yeah. Because they already dead in the water. And there is
22 water inside their vessel.

23 Q. Um-hum.

24 A. And then we also communicated with the Yokohama port radio,
25 Yokohama port radio. Then we informed them that this vessel hit a

1 vessel, and other stuff. And one vessel also is communicated --
2 communicating with the Yokohama radio, another vessel. I don't
3 remember the name. And then the flow of the communication, the
4 Yokohama port radio, the Navy vessel, the other vessel as well
5 communicating with the Yokohama radio. And then we go back, we go
6 back to assist the Navy, but they said that they needed
7 assistance.

8 Q. Yeah.

9 A. So we, we went back. Then when we arrived to the Navy, we
10 asked them to -- we already told them that we are there and ready
11 to give assistance, but they told us that no need, and we just
12 have to circle around them just to stay in the vicinity and inform
13 other approaching vessels to them to stay -- to keep distance from
14 the ship, the vessel.

15 Q. So you say you put in the log. What logbook did you write
16 when you switched watches? What's the logbook you used?

17 A. This one.

18 Q. The deck log?

19 A. Um-hum.

20 Q. Okay. Deck log. So when you, when you do pass-downs, what
21 do you communicate to the other person? What would you normally
22 communicate, and in this situation did you communicate anything?

23 A. What do you mean communicate?

24 Q. So did you say, okay, we're overtaking a boat, we're
25 overtaking this vessel here; would you let him know that? Would

1 you let the watch know that?

2 A. No, because the reason is clear. There is nothing unusual
3 situation that has occurred. Because that is 12:00.

4 Q. So on your watch did you do an overtake? You did an
5 overtaking of another vessel? Do you --

6 A. As far as I remember, nothing.

7 Q. You did no overtake?

8 A. Yeah.

9 Q. You didn't coordinate with another vessel and -- hey,
10 we're --

11 A. No, no.

12 Q. -- going to overtake --

13 A. Because it's 12:00 and the incident happen at 1:30
14 (indiscernible). The Navy vessel is very far from my watch.

15 Q. No, but from -- on your watch. So when you were on watch,
16 not the Navy vessel --

17 A. Yeah.

18 Q. -- okay, another vessel that was on your port side, did
19 you --

20 A. No.

21 Q. On your watch did you coordinate an overtaking? Not the Navy
22 vessel, but another one?

23 USCG SPEAKER 1: Do you remember the number?

24 SPEAKER: John, I --

25 MR. PADILLA: No. As far as I remember, I did not

1 communicate to anybody.

2 BY USCG SPEAKER 1:

3 Q. So did you get word that you were overtaking another vessel
4 on your watch?

5 A. No. Because my watch is clear to any ship. Nothing unusual
6 situation that happening.

7 Q. Okay. Did you set the autopilot for --

8 A. We don't, we don't use autopilot.

9 Q. You don't use autopilot?

10 A. We alter course manually.

11 Q. You alter course manually?

12 A. Yeah.

13 Q. Okay.

14 BY USCG SPEAKER 2:

15 Q. What information do you have when you are relieved from your
16 watch?

17 A. To the second mate.

18 Q. To the second mate, or anybody that is relieving you from
19 your duty, what information do you have?

20 A. Okay.

21 Q. And what does the vessel captain standing orders require that
22 you pass down?

23 A. (Indiscernible) standing order. The standing order is
24 (indiscernible) first and most important is our ETA to the pilot
25 station so the engine is ready to increase or reduce speed to

1 arrive at exactly 15 to 20 minutes the pilot boarding time.

2 Q. Okay.

3 A. Yeah.

4 Q. So you pass that information?

5 A. Yeah.

6 Q. What else?

7 A. The radar, I told that the course is like this, there is
8 nothing unusual happening, no vessel that is -- not close to us.
9 So I said, okay.

10 Q. What else? Other -- anything else? Any other information
11 you need to pass?

12 A. The weather. The weather, nothing in this one.

13 Q. Weather, visibility?

14 A. Yeah.

15 Q. Okay. Anything else?

16 A. I think no more. That's the important -- the important thing
17 is the speed of the vessel to come up with the exact time when we
18 arrive to the pilot station.

19 Q. So to recap, and correct me if I -- if I'm wrong. When you
20 pass over your relief to the next watchstander, and in this case
21 it was the second officer, you pass the speed of the vessel and
22 the ETA to pilot station --

23 A. Yeah.

24 Q. -- that the engine is ready for -- to come back on speed or
25 speed up if they need to.

- 1 A. Yeah. Yeah.
- 2 Q. The weather is, whatever the condition of the weather is.
- 3 A. Yeah.
- 4 Q. Whatever the condition of the vessel traffic in the area --
- 5 A. Yeah.
- 6 Q. -- and any radar contacts that are in the area.
- 7 A. The course, the course. I also tell that the course --
- 8 Q. And the course, okay.
- 9 A. Now steering.
- 10 Q. Okay. That's the only information you pass?
- 11 A. Yeah.
- 12 Q. What if you had a machinery failure, like one, only one
- 13 steering pump is working? Is that information that you would
- 14 pass?
- 15 A. We usually have one steering during navigation.
- 16 Q. Okay. But what if you only have one that's -- what if one's
- 17 broken and the other one is working?
- 18 A. No, it's both working. Only one is --
- 19 Q. I understand. But what if? What if one is broken? Would
- 20 you pass any limitations that the vessel has?
- 21 A. Yes, of course.
- 22 Q. Okay. That's what I'm asking, information that you would
- 23 normally pass.
- 24 A. Yeah.
- 25 Q. Any mechanical issues?

1 A. Yeah.

2 Q. But not --

3 A. No, no. None, none.

4 Q. None. But if there was --

5 A. If there was, I --

6 Q. You would?

7 A. -- right. Yeah.

8 Q. It's just information that you would pass normally when you

9 switch over the watch?

10 A. Yeah. And also the AB, I also told that he pass to your

11 relief that the vessel (indiscernible) --

12 Q. Good. Okay. That's what I'm trying to get --

13 A. I always do like that, yeah.

14 Q. -- all the information that you would normally pass.

15 A. Yeah.

16 Q. So no mechanical issues?

17 A. No mechanical issues.

18 Q. So this time you passed the course, the speed, ETA to

19 pilot --

20 A. Yeah.

21 Q. -- the weather was clear, visibility was good, and no radar

22 contacts close to the vessel?

23 A. Yeah.

24 Q. That's all you passed to the second?

25 A. Yes.

1 Q. Okay.

2 SPEAKER 2: Okay, that's -- I just wanted to make it clear.

3 (Whereupon, an interpreter assisted in translating for some
4 of the Japan Transport Safety Board speakers.)

5 BY JTSB SPEAKERS:

6 Q. After you are called by captain to come up here --

7 A. Yeah.

8 Q. -- you were communicating with the (indiscernible) come up on
9 the (indiscernible) --

10 A. This one and this one. That one was off.

11 USCG SPEAKER 1: Did you -- you did or captain? You talked
12 to them or captain?

13 MR. PADILLA: Captain.

14 USCG SPEAKER 1: Okay.

15 MR. PADILLA: I only stay here. The captain was using the
16 (indiscernible)

17 BY JTSB SPEAKERS:

18 Q. Who was the Navy lady officer on the (indiscernible)?

19 A. I don't know. That's what I heard on the radio, her voice.
20 Yeah.

21 Q. Who was this lady, Navy lady, talking with? The captain, so
22 communicated with captain?

23 A. Also, when later voice of a man is talking later
24 (indiscernible) --

25 Q. Navy?

1 A. Yeah.

2 Q. So different from lady?

3 A. Yeah. And then a man is talking after the lady, then a man.

4 Q. First a lady who speak, a female.

5 A. First is the female, yeah.

6 Q. And then a man?

7 A. Man.

8 SPEAKER: Male.

9 You don't know who?

10 MR. PADILLA: Yeah, I don't know who. Only the voice, I
11 recognize is (indiscernible)

12 BY JTSB SPEAKERS:

13 Q. Captain was speaking with a male Navy --

14 A. Yeah, because the captain is communicating to them. My job
15 only is to navigate the ship by helping him.

16 Q. What was the request from the Navy for you?

17 A. The need also -- the assistance.

18 Q. What kind of assistance?

19 A. Because they need, they need assistance. Then the captain
20 concerned they need assistance. And then they said yes, so that's
21 why we go back.

22 Q. Do you --

23 A. (Indiscernible) information to have and (indiscernible) to
24 them.

25 Q. Do you target or alter for overtake by way of altering the

1 course?

2 A. Yeah. Because they are (indiscernible) later. Later with
3 the constant communication with the Yokohama radio. When talking
4 to them, we also communicated Yokohama radio.

5 Q. No, no. His question is the reason why you are sailing
6 around -- viewing, looking at, around, around the Navy ship --

7 A. Yeah.

8 Q. -- and waiting for any assistance you can do?

9 A. Yeah, yeah. In the -- we are waiting for them to give a
10 report some (indiscernible) or something, or whatever they want to
11 do for (indiscernible) --

12 Q. (Indiscernible)

13 A. Yeah, we are just waiting. But they told us not -- there is
14 no need for assistance, just be there.

15 Q. No, I understand.

16 A. Because they want to have our assistance with this Japanese
17 maybe -- they are asking tugboats, they are asking tugboats to --
18 they are to tug them to (indiscernible) port or something like
19 that. They are also communicating with Yokohama radio.

20 Q. Right. No, but the Navy (indiscernible)

21 A. Yeah, that's what --

22 Q. To the ship?

23 A. Yeah.

24 Q. So initially they just ask for your assistance?

25 A. Yeah. And we are there with (indiscernible).

1 Q. Thank you.

2 BY USCG SPEAKER 1:

3 Q. So was second mate, was he on time for watch?

4 A. Yeah, he's here.

5 Q. No, but on that night, was he on time for watch? Did he show
6 up on time? Was he late?

7 A. Here?

8 Q. No. At -- on the night that the -- the watch before the
9 accident, before the collision, was he late? The third -- or the
10 second mate, was he late to watch?

11 A. Watch hour, maybe he came about 12:05 something.

12 Q. 12:05?

13 A. Yeah.

14 Q. So just a little late?

15 A. Yeah.

16 Q. Okay. Is he normally late?

17 A. No.

18 Q. No?

19 A. He is early. Not that time, he's a little bit later.

20 Q. Okay. Were you guys working hard earlier in the day? Did
21 you have a lot of tasks, taskings from the captain?

22 A. Always is normal to have this short voyage from port to port,
23 something like that.

24 Q. Yeah. How's the crew? Everybody get along very well?

25 A. Yeah, we all cooperate.

1 Q. Yeah?

2 A. Not that bad, not that bad.

3 Q. Yeah. Do you know the second mate, has gotten in trouble or
4 anything maybe coming late and get in trouble by the master?

5 A. No.

6 Q. No?

7 BY USCG SPEAKER 2:

8 Q. So can I ask you a scenario? Do you know what scenario is?

9 A. Yes.

10 Q. Okay. So if you have a vessel that you are overtaking --

11 A. Yeah.

12 Q. -- what would you do as the officer of the watch?

13 A. Oh, I usually, if I saw a vessel --

14 Q. That you are overtaking.

15 A. Yeah, yeah, overtaking, 6 miles I think of the situation.

16 Q. Okay.

17 A. Six miles, I decide and alter my course. I give wide CPA at
18 least 5 cables.

19 Q. Okay.

20 A. But if it's a tanker, I normally have a CPA of 1 mile to .8,
21 something like that. I don't get close up to the vessel.

22 Q. If it's very congested and you need to get close, maybe pass
23 within 3 nautical miles, what would you do? What would be --

24 A. Three nautical miles?

25 Q. Yes. If you have to pass within 3 nautical miles?

1 A. I communicate.

2 Q. How?

3 A. By calling the vessel.

4 Q. And then how would you know what vessel it is?

5 A. Oh, it's appearing on the AIS.

6 Q. Okay. On a crossing situation -- different scenario now.

7 A. Okay.

8 Q. Crossing situation, a vessel is going to cross, you are the
9 stand-on vessel.

10 A. Okay.

11 Q. They are the give-way vessel.

12 A. Okay.

13 Q. What is your response to that?

14 A. So, of course, if here, he is -- I mean, he's doing nothing
15 to avoid the collision and of course he can see me on the radar, I
16 personally alter my course to avoid the collision, even though I'm
17 the stand-on vessel.

18 Q. Okay.

19 A. Yeah.

20 Q. What if he is still altering course and you are within 3
21 nautical miles and you think it's still a crossing situation?

22 A. Yeah.

23 Q. What would you do?

24 A. I give him a wide CPA. I go to starboard. And if it's
25 necessary, I turn back to avoid him for collision.

1 Q. Okay.

2 A. If it's -- the situation is asking me that kind of situation,
3 I go back. I alter to starboard and turn around. Then when he
4 pass, I will pass. By that time he'll be on my -- on me, under
5 astern.

6 Q. So --

7 A. Yeah.

8 Q. What if -- would you ever make contact with them with the
9 radio? Or you would just turn around?

10 A. No, no, no. You must contact earlier before that situation
11 will happen.

12 Q. So you would contact them via --

13 A. VHF.

14 Q. -- the radio?

15 A. Yeah. Because you see a hit on the radar.

16 Q. Okay.

17 BY USCG SPEAKER 1:

18 Q. If there was no AIS and you just saw a target, no AIS, didn't
19 give you any boat, any vessel information, what would you do then?

20 A. But it happen at this time, and the trend, I can see where it
21 will go.

22 Q. But even if the AIS is not working or there is no -- you just
23 see a mark on the radar but no AIS, so it doesn't give you any
24 information but you see it coming in a crossing situation. What
25 do you do?

1 A. I will give him a CPA, a wide CPA so that we can avoid
2 collision to each other.

3 Q. What about communication?

4 A. Yeah, of course. You communicate to them.

5 Q. How would you do that?

6 A. By calling to the radio the position and direction and speed.

7 BY USCG SPEAKER 2:

8 Q. So this ARPA has the capability of targeting a contact on the
9 radar and telling you its -- that contact's speed, course and
10 relative bearing to this vessel?

11 A. Yeah, we -- when you target, it appears here.

12 Q. But you know, based on the target, what that target's speed
13 is, right?

14 A. If it appears on the --

15 Q. If it appears on the -- yes, of course.

16 A. If we target it.

17 Q. So you can target it? No AIS, but you can target it? And
18 then the ARPA will tell you its speed, course, and relative
19 bearing?

20 A. Yeah. Because a fishing boat you can target, even this one,
21 like you can target a fishing boat. No AIS, but it gives the
22 bearing --

23 Q. Yes. So --

24 A. -- the speed -- yeah.

25 USCG SPEAKER 2: So when I'm done, can you ask -- when we're

1 done with the interview, I'd like for him to show us how to do
2 that on the ARPA. Can you --

3 SPEAKER: (Indiscernible)

4 SPEAKER: No. Ask, ask the JTSB if -- when we're done, we
5 want to go through that scenario.

6 USCG SPEAKER 1: Demonstrate. We want --

7 USCG SPEAKER 2: Demonstrate.

8 USCG SPEAKER 1: We want a demonstration.

9 USCG SPEAKER 2: When we're done with the interview.

10 (Conversation in Japanese)

11 JTSB SPEAKER: The purpose of it?

12 USCG SPEAKER 2: Just -- I want him to target -- use ARPA and
13 target that to make sure that it works properly.

14 (Conversation in Japanese.)

15 JTSB SPEAKER: Yes. They will say what -- explain.

16 USCG SPEAKER 2: Exactly.

17 JTSB SPEAKER: In a situation like that, no AIS.

18 USCG SPEAKER 2: Yes, yes. Right.

19 USCG SPEAKER 1: Do you need -- rather than (indiscernible)

20 USCG SPEAKER 2: You know what, let's expand S band; 3
21 centimeter, 10 centimeter.

22 JTSB SPEAKER: Well, if you want to demonstrate, how about
23 using this one? This one that's ready. They were using this one.

24 USCG SPEAKER 2: Yes. Right. I just want to make sure he's
25 okay.

1 JTSB SPEAKER: Yes, he understand, if you want to
2 demonstration (indiscernible)

3 USCG SPEAKER 2: We'll use S band.

4 USCG SPEAKER 1: Okay.

5 USCG SPEAKER 2: So we'll do that after.

6 USCG SPEAKER 1: After. After. We'll do after.

7 USCG SPEAKER 2: We'll do it after.

8 JTSB SPEAKER: It's (indiscernible). No working.

9 USCG SPEAKER 2: After, after we're done.

10 JTSB SPEAKER: After interview, we'll -- yes.

11 BY MR. [REDACTED]

12 Q. How long have you been --

13 (Conversation in Japanese)

14 JTSB SPEAKER: After interviewing this gentleman or --

15 USCG SPEAKER 2: It doesn't matter. We just want to make
16 sure that we get it later.

17 BY MR. [REDACTED]

18 Q. [REDACTED] [REDACTED] with INCOE, U.S. Coast Guard. Okay? That's who I
19 am. How long have you been a licensed mariner?

20 A. I was very long, but I practice my license. This is my
21 fourth vessel as a third officer.

22 Q. Fourth vessel or fourth visit?

23 A. Fourth -- my number 4 vessel as a third officer.

24 Q. Okay. So this is the fourth time. How many years have you
25 been a third officer?

1 A. License?

2 Q. Yes.

3 A. As far as I remember --

4 Q. Five years?

5 A. Yeah. More than.

6 Q. Ten years?

7 A. No, lower than that, less than.

8 Q. More than 5?

9 A. Yeah.

10 Q. All right. And how many times have you been on this vessel?

11 A. Container vessel is my first time as a third officer.

12 Q. This is your first time on this vessel?

13 A. Container vessel.

14 Q. This vessel, *Crystal*?

15 A. Yeah. Yeah.

16 Q. First time, right?

17 A. Yes.

18 Q. Okay.

19 BY USCG SPEAKER 1:

20 Q. How long you been on board?

21 A. One month.

22 Q. One month?

23 A. On June -- last -- June 14th.

24 Q. June 14.

25 A. On May 14.

1 Q. Oh, May 14?

2 A. Yeah, I on board May 14.

3 Q. May 14. Okay.

4 A. May 14. Yeah. So 1 month and 1 week.

5 BY MR. [REDACTED]

6 Q. Have you ever worked with the master that was on here before?

7 Have you worked with him before?

8 A. No. First time.

9 Q. First time? Okay. How about the second officer, have you
10 worked with him before?

11 A. First time.

12 Q. The AB that you had at the helm in your watch, have you
13 worked with him before?

14 A. No. First time.

15 Q. First time.

16 A. (Indiscernible).

17 Q. That's your AB?

18 A. Yeah.

19 Q. Okay. Very good. And how long have you all worked together?
20 Same time? One month?

21 A. We went on board together. We went on board --

22 Q. One month?

23 A. -- yeah, May 14.

24 Q. One month. When you reported on board, did you first get to
25 meet the captain and have a discussion with him, talk to the

1 captain?

2 A. When we -- first day of the -- when we arrived in the vessel?

3 Q. Yes.

4 A. Yes.

5 Q. And in that meeting, did the captain have a discussion with
6 you about anything that he expected of you when you were on watch?

7 A. What do you mean expected?

8 Q. Did he expect for you to do certain things, handle the watch
9 a certain way?

10 A. Yeah.

11 Q. What were some of the things he told you?

12 A. We -- they usually conduct this (indiscernible) when we go on
13 board, these --

14 SPEAKER: Familiarization.

15 MR. PADILLA: Familiarization.

16 BY MR. [REDACTED]

17 Q. Okay. Familiarization --

18 A. Yeah.

19 Q. -- of the bridge?

20 A. Yeah.

21 Q. Okay.

22 A. And the lifeboat.

23 Q. Okay. All right. What about any standing orders? Did he
24 give you any standing orders?

25 A. Standing orders?

1 Q. Yes.

2 A. Standing orders, we usually have the standing orders posted.

3 Q. Okay.

4 A. Yeah.

5 Q. Okay. Did he go over standing orders with you or did you
6 just go read the standing orders?

7 A. He just instructed us that normally we'd be third officer,
8 he'll have this officer on like this -- like that, everything,
9 during turnover.

10 Q. Okay. The third officer?

11 A. Yeah. He is the one handling the -- no, my reliever. My
12 reliever.

13 USCG SPEAKER 1: Second officer.

14 MR. PADILLA: Turnover --

15 BY MR. [REDACTED]

16 Q. Second officer.

17 A. Turnover commander.

18 Q. Yeah.

19 A. No, no, no. The outgoing third officer.

20 BY USCG SPEAKER 1:

21 Q. Oh, outgoing third. Okay. So who you replace?

22 A. Yeah.

23 Q. Okay.

24 A. He is the one who have this whole turnover.

25 Q. So he taught you about the bridge?

1 A. Yeah. About the bridge, everything.

2 Q. Does that get documented? Do you guys --

3 A. Yeah.

4 Q. -- like sign a paper, like a training paper?

5 A. Yeah.

6 Q. Okay. Where are those at? Do you know where they're at?

7 A. Yes.

8 Q. Okay. We can get them later. If you have them, we'll get
9 them in a minute. We'll get them.

10 BY MR. [REDACTED]

11 Q. So when you got orders, did you know when you were supposed
12 to call the captain if anything was going wrong or happened?

13 A. Yeah. We have --

14 Q. Yeah?

15 A. We always have this night order book.

16 Q. Ah. Okay.

17 A. It's all in there. If in doubt, call the master; call me if
18 in doubt.

19 Q. Okay.

20 A. That's always the standing order.

21 Q. Okay. And in your standing orders, does the captain have
22 anything in there about using ARPA?

23 A. Yeah.

24 Q. Does he require -- does the captain require you to use ARPA?

25 A. Yes.

1 Q. He does?

2 A. Usually officer, we usually alter the (indiscernible). Yeah.

3 Q. Does the captain have any specific ranges that he wants you
4 to use for alarms in ARPA? Three miles, 6 mile, 12 mile, anything
5 like that?

6 A. We have -- I mean, in the night order book is what stated
7 that give -- what do you mean -- wide berth to everything.

8 SPEAKER: This one.

9 MR. PADILLA: Yeah, this one.

10 SPEAKER: The night order book.

11 MR. PADILLA: This one, he wrote this (indiscernible) night,
12 everything.

13 BY MR. [REDACTED]

14 Q. Okay. But what I'm asking you is, did the captain tell you
15 how much of a range he wants on ARPA? Distance for alarms for
16 ARPA? CPA?

17 A. CPA? Yes. It has to say here, it say --

18 Q. How far?

19 A. It say .5 to have an alarm coming.

20 Q. How far was the alarm set for? Did you set ARPA when you
21 came on watch? Did you do that?

22 A. No. It's already set.

23 Q. It was already set from the previous watch?

24 A. Yeah.

25 Q. Okay. All right. And what was it set at that night; do you

1 remember?

2 A. No.

3 Q. You don't remember?

4 A. I don't remember. But if it's a quarter situation, close
5 quarter situation, it gives an alarm.

6 Q. Okay. So you didn't check to see what the range was, the --

7 A. CPA --

8 Q. -- CPA alarm? Yes.

9 A. CPA alarm?

10 Q. Yes. You did not check that?

11 A. No. Because it's -- nobody set that. It set already.

12 USCG SPEAKER 1: But what is it normally set at?

13 MR. PADILLA: It's .2 -- .2, .5. We -- I don't actually rely
14 on that because I usually look on the CP on the ship. I'm not
15 going to that close or -- because it's, for me, I -- it's very
16 dangerous. I always give wide berth to other -- 6 miles, I
17 already decide what will I do. Yeah.

18 BY USCG SPEAKER 2:

19 Q. At what range does the alarm start?

20 A. The alarm?

21 Q. Correct.

22 A. As far as I know, when -- if at -- it has a target that is
23 CPA, close quarter situation, it gives an alarm.

24 Q. And what's the alarm sound like? Is it really, really loud
25 or is it just beep, beep.

1 A. Yeah, beep, beep, beep, beep, beep, beep.

2 Q. It's small, right? Not very loud? It's -- okay.

3 A. Beep, beep, beep, beep. It's alarming --

4 Q. Yeah. That's okay.

5 A. Yeah. And it -- like if the, the (indiscernible) red --

6 Q. Can you inhibit -- do you know what inhibit is?

7 A. I can (indiscernible)?

8 Q. Can you turn it off? Can you acknowledge and shut it off?

9 USCG SPEAKER 1: Silence?

10 MR. PADILLA: Yeah.

11 USCG SPEAKER 1: Silence the alarm?

12 BY USCG SPEAKER 2:

13 Q. You can?

14 A. Yeah. You can acknowledge, but if you acknowledge it means

15 that you saw that there is a --

16 Q. But what if it's still beeping? Beep-beep, beep-beep, what

17 does that mean? It's still -- it's an alarm, correct?

18 A. Yeah.

19 Q. And it hasn't been acknowledged? So it will alarm --

20 A. If (indiscernible) acknowledge, continuously alarm.

21 Q. It will continually alarm --

22 A. Yeah.

23 Q. -- if the vessel's CPA is within the range that the ARPA is

24 set?

25 A. Yeah.

1 BY MR. [REDACTED]

2 Q. Okay. So if the alarm goes off, what is your duty?

3 A. You check the -- so normally we know that we have a close
4 quarter situation because it's alarming.

5 Q. Yes.

6 A. So you must check. You check the vessel visually if you can.

7 Q. Okay.

8 A. But if it's about 6 miles --

9 Q. Yes.

10 A. -- and if it's still indicating for this close quarter
11 situation --

12 Q. Yes.

13 A. -- you must take action to avoid this collision with this
14 vessel.

15 Q. Are you required to contact the captain?

16 A. No. Normally no. Unless that it is really, if it's really
17 that you don't know what to do.

18 Q. Okay.

19 A. If you are confused already, you can call the master any
20 time.

21 Q. Okay. What actions would you take? What would be a normal
22 action that you would take?

23 A. We avoid it by giving --

24 Q. How? What would you do?

25 A. Typically, a good CPA with that vessel, yeah.

1 Q. Would you communicate?

2 A. Yes.

3 Q. Yeah?

4 A. Yeah.

5 Q. You'd call him on a radio?

6 A. Yeah. If it's really needed. But if you saw that it's
7 altering or giving -- I mean, the -- if it's beside like, if it's
8 clear --

9 Q. Yup.

10 A. -- giving from red to green or green to red --

11 Q. Yup.

12 A. -- then you know that it's safe.

13 Q. Yup.

14 A. That means that he is acknowledging and he knows what is
15 happening to both of you.

16 Q. Yes.

17 A. Yeah.

18 Q. Okay.

19 USCG SPEAKER 1:

20 Q. What if you don't -- can't get a hold of him on the radio?
21 What else, what else -- what would you do then?

22 A. If I can't -- if I don't want to talk to him?

23 Q. No, you can't talk to him. I mean --

24 MR. [REDACTED] He does not answer you.

25 BY USCG SPEAKER 1:

1 Q. The vessel is not answering. They don't respond.

2 A. They don't respond?

3 Q. Um-hum.

4 A. So I will take action to avoid it, so that we will not
5 collide each other.

6 BY USCG SPEAKER 2:

7 Q. So I have one last -- if you have a range of 30 nautical
8 miles on the radar --

9 A. Thirty?

10 Q. Thirty.

11 A. 3-0?

12 Q. 3-0.

13 A. Uh-huh.

14 Q. And you have a target that is 15 nautical miles away from
15 you, but the CPA is within a half of a nautical mile, will it
16 alarm?

17 A. I don't -- I did not get, I did not get experience if it
18 gives an alarm.

19 Q. Okay. When does it give an alarm? Does it give an alarm
20 when it's within 6 nautical miles and the CPA is under the set
21 point? Within 3 nautical miles?

22 A. No, I know -- as far as I know, if it's in the area that is
23 green, and has this CPA or in collision situation, it gives an
24 alarm. That's the only thing I know.

25 Q. So my scenario of a 30-nautical-mile range, so that's 15

1 nautical miles away, but your CPA is 200 meters?

2 A. Yeah.

3 Q. Would it alarm at 15 nautical miles away? The vessel is 15
4 nautical miles away.

5 A. I don't know because the radar is set to 12 nautical miles.

6 Q. Okay. So, okay, if it's set at 12 nautical miles and the
7 vessel is 10 -- it's on the radar screen now -- and the CPA is 200
8 meters, would it alarm?

9 A. I think it gives an alarm. It gives an alarm.

10 Q. So even at 10 nautical miles and the CPA is less than what is
11 programmed in the ARPA, it will alarm to let you know 10 nautical
12 miles out eventually you are going to pass within 200 meters of
13 each other?

14 A. Yeah. That's what I know.

15 Q. Okay.

16 A. Yeah.

17 Q. Okay. Thank you.

18 BY MR. [REDACTED]

19 Q. All right, one other thing. When you departed the bridge
20 that night after the pass-down, how long were off of the bridge
21 before you start to feel the shaking?

22 A. How long?

23 Q. How long when you left the bridge and you went down into your
24 quarters and you laid down and you said you started to feel the
25 vessel shake --

1 A. Yeah.

2 Q. -- and you thought it might have been steering.

3 A. Yeah.

4 Q. How long from the time you left the bridge to the time you
5 felt the shaking?

6 A. It's about 1:30.

7 Q. How long? Hour?

8 A. How long the shaking?

9 Q. No. How long between the time you left the bridge and the
10 time that you were in your bunk? One hour? Two hours? How long
11 were you off watch?

12 A. 12:00.

13 Q. How long? So 1 hour?

14 A. Off watch?

15 Q. Yes.

16 A. During -- before the collision?

17 Q. Yes. Yeah. One hour?

18 A. From 12, went down, then go to my purser's office.

19 Q. Yep.

20 A. I come out from purser's office around 1:00.

21 Q. Okay.

22 A. And then I have to wash my face, making -- then I lay down on
23 my bed at, as far as I remember, 1:15.

24 Q. Okay.

25 A. Yeah.

1 Q. And that's when you started to feel the shake?

2 A. Not yet. Maybe about after 15 minutes, because I'm
3 already --

4 Q. Dozing?

5 A. -- resting, my sleep.

6 Q. Yeah, yeah. Okay. So about an hour and a half?

7 A. Less than.

8 Q. Less than an hour and a half?

9 A. Yeah.

10 Q. That you left the bridge. And in that hour and a half, in
11 that hour and a half --

12 A. I'm not (indiscernible) --

13 Q. Okay. Take your time.

14 A. Yeah.

15 Q. That's okay.

16 (indiscernible) you said he was late?

17 A. Yeah, about --

18 Q. When did you leave the bridge after the relief?

19 A. Maybe about past 12. Because about 12:05, and then when he
20 come up, we have turnover and then I went down to the ship's
21 office.

22 Q. Okay. So in that hour and a half or close to it --

23 A. Hour and a half.

24 Q. -- hour and 15 minutes, hour and a half, right? When you
25 left the bridge, there were no vessels, no vessels in the area

1 within a 6-mile range?

2 A. Six-mile range?

3 Q. Yeah, 6-mile range. There were no vessels within that 6
4 miles?

5 A. I'm not quite -- it's hard (indiscernible), but the only I
6 turn over to him is everything is fine. No -- nothing unusual
7 that will become -- that will have a close quarter situation to
8 us. It's all clear.

9 Q. Okay. So there was nobody in that range, right? No one? Do
10 you know what range this radar was set on that night? Are you
11 sure? Do you know?

12 A. Yeah.

13 Q. What?

14 A. 12 and 6.

15 Q. 12 and 6. And nothing within 12 miles of this vessel?

16 A. We pass -- what I need to say is that there is a vessel, some
17 other vessel and a fishing boat, but it was all clear to us. It
18 means that the CPA is good, nothing unusual happen because they
19 are still far from us.

20 BY USCG SPEAKER 2:

21 Q. How many contacts, approximately, were on the 12 radar?

22 A. I don't remember. Maybe three or four, something like that.
23 I don't -- I can't remember. The only thing I remember, the
24 vessel is clear for everybody, every ships.

25 BY JTSB SPEAKERS:

1 Q. No using ARPA at the time of the incident, using radar, I
2 (indiscernible)?

3 A. Hum?

4 Q. No using ARPA?

5 A. No use?

6 Q. Only use radar (indiscernible)?

7 A. (Indiscernible)

8 Q. Do you understand (indiscernible)? No, no, no. Using -- no
9 using ARPA?

10 A. Yeah. That's what I'm telling to them. We pass a ship, I
11 turn over to him that there is no special thing about the -- I
12 mean, we pass a ship, but --

13 Q. But did you use ARPA?

14 A. Huh?

15 Q. You are one that's keeping time -- reading watch, keeping
16 time, did you use ARPA targeting?

17 A. Targeting?

18 Q. You (indiscernible) --

19 A. Yeah, but when it is clear already, I remove the target.

20 Q. You are not giving?

21 A. Yeah, because it's normal to use the target to know what's
22 their CPA.

23 Q. Not CPA only, but no using ARPA at the time when you are
24 watchkeeping?

25 A. We use this one and this one.

1 JTSB SPEAKER 2: But while you are on the watch, you are not
2 using ARPA?

3 JTSB SPEAKER 1: ARPA, only using this one?

4 JTSB SPEAKER 2: ARPA, only using this one, right?

5 MR. PADILLA: No, but 12 miles and (indiscernible)

6 SPEAKER: This was set at 12 miles and there was 6 miles.

7 USCG SPEAKER 2: While you were on watch -- while he was on
8 watch he was using both.

9 You were using both?

10 MR. PADILLA: Yeah.

11 JTSB SPEAKER: Oh, but he said that he (indiscernible)

12 USCG SPEAKER 2: On his mark, right. He says that --

13 As far as ARPA, you used ARPA while you were on watch?

14 MR. PADILLA: Yes. It's in the 12 range.

15 USCG SPEAKER 2: Okay. So he's saying while he was on watch,
16 he used ARPA and he used X-band and S-band, right? Both?

17 MR. PADILLA: Both.

18 (Sidebar conversations)

19 BY JTSB SPEAKER:

20 Q. So second mate, he was using this one, but there's no data
21 appearing on the screen according to the VDR.

22 A. You mean that target? Is that what you are -- yeah, that's
23 what they are trying to tell me, that he did not target the vessel
24 or -- any vessel. That's why this stream empty.

25 Q. Hold on. Hold on.

1 (Speaking foreign language)

2 BY JTSB SPEAKER:

3 Q. Do you use targeting?

4 A. During my watch I use to target to ships, the vessel.

5 Q. Target under ARPA?

6 A. Yeah. Yeah. To know their CPA. If it's coming closer
7 crossing, I will have a collision to them. That's why I check the
8 vessels around me.

9 Q. And you're trying to prevent (indiscernible)

10 A. Yeah, (indiscernible), yeah.

11 USCG SPEAKER 1: So can you -- let's -- earlier he said --
12 maybe you didn't understand, but earlier he said that when he was
13 -- when he passed the watch to the second officer, he checked to
14 make sure there was no CPA that would affect the vessels when they
15 were (indiscernible), and so he cleared all contacts and passed
16 the watch.

17 You said that, right, and that's what you did?

18 MR. PADILLA: Yeah.

19 (Sidebar conversation)

20 JTSB SPEAKER: So ARPA data is (indiscernible)

21 USCG SPEAKER 2: Right. Because the second officer did not
22 target anything. He cleared all targets when he left. He cleared
23 all of his targets when he left the watch.

24 JTSB SPEAKER: One half hour after --

25 USCG SPEAKER 2: One and a half hours beforehand.

1 JTSB SPEAKER: -- he take over.

2 BY MR. [REDACTED]

3 Q. Mate, do you recall what kind of speed you were making that
4 night?

5 A. About 17 to 18 knots, as far as I remember.

6 Q. RPM?

7 A. RPM is 76 -- 80.

8 USCG SPEAKER: Eighteen knots?

9 MR. PADILLA: Eighty plus.

10 USCG SPEAKER: Eighty plus RPM.

11 USCG SPEAKER: Yeah, that corresponds --

12 JTSB SPEAKER: Well, because it's (indiscernible)

13 MR. PADILLA: Seventy-six, I think. Yeah.

14 JTSB SPEAKER: Because when they (indiscernible)

15 MR. PADILLA: Because we are adjusting the speed.

16 BY USCG SPEAKER 2:

17 Q. Hold on. Where would you check that?

18 A. This engine order telegraphs indicates the RPM here.

19 Q. But how would you know what RPM corresponds with what speed?

20 A. We have the tape on.

21 Q. No, no, no, no. I want to make sure you knew -- best of your
22 knowledge --

23 (Noise interruption)

24 USCG SPEAKER 2: I apologize for that, but I don't think you
25 got when he said earlier that when he went off watch, he passed

1 that there was no CPA or issues, so he cleared all of his targets.
2 So then the new watch had to then check the targets to see if
3 there was any additions to that.

4 Correct? That's -- you did say that? Is that what you
5 meant?

6 MR. PADILLA: Yeah.

7 USCG SPEAKER 2: Okay.

8 JTSB SPEAKER: There was no issue, incident when he handed
9 over the watch to --

10 BY USCG SPEAKER 2:

11 Q. Was there any issue when you handed over the watch?

12 A. Was there an issue? No, no, no. No crossing situation,
13 nothing.

14 JTSB SPEAKER: Nothing. So how much the -- if you remember,
15 how much the course?

16 MR. PADILLA: Course? Would be like this, would be entered
17 like that. About 0-8-9.

18 USCG SPEAKER 2: I know you don't believe ARPA is
19 (indiscernible) --

20 (Sidebar conversation.)

21 USCG SPEAKER 2: It's automatic radar plotter.

22 JTSB SPEAKER: Do you know how many (indiscernible) are in
23 this course, same time -- same course? First time?

24 MR. PADILLA: No, my course is 0-8-9.

25 JTSB SPEAKER: No --

1 MR. PADILLA: When I turn over the watch.

2 JTSB SPEAKER: This course, how many times have you been
3 (indiscernible) --

4 USCG SPEAKER: How many voyages have you made in this area?

5 MR. PADILLA: My second time. For this voyage, for this
6 ship.

7 JTSB SPEAKER: No, no. From (indiscernible) to Tokyo, taking
8 this trip here. You are taking this one?

9 MR. PADILLA: Yeah, it's my second time to come here.

10 BY USCG SPEAKER 2:

11 Q. On this ship? How many times total?

12 A. Two.

13 Q. Two total?

14 A. Yeah.

15 Q. On this ship, but how about before?

16 A. Before, I am not yet an officer, so I don't (indiscernible)

17 Q. Okay. So only two as --

18 A. As an officer.

19 JTSB SPEAKER: Very good. We have (indiscernible)

20 SPEAKER: Bachelor of science in marine transportation.

21 JTSB SPEAKER: Bachelor of science in marine transportation.

22 (Sidebar conversations)

23 SPEAKER: Still recording?

24 USCG SPEAKER 1: We're still recording, yes. No, you're
25 fine.

1 BY MR. [REDACTED]

2 Q. Officer, did you receive any kind of training from the master
3 for the bridge?

4 A. On the bridge?

5 Q. Yes. The master, did you receive any training from the
6 master?

7 A. No.

8 Q. No. Okay. Who familiarizes you -- who familiarized you with
9 the bridge?

10 USCG SPEAKER 1: He said who relieved.

11 MR. PADILLA: The third mate.

12 MR. [REDACTED] Okay. Third mate. I got you.

13 BY MR. [REDACTED]

14 Q. And do you know -- I'm trying to find out, when would you
15 know -- how would you know when to contact the master if it was a
16 close quarter situation?

17 A. How will I know to --

18 Q. Yeah. I mean, would the master say if you're inside the 3
19 miles, 2 miles of the vessel and another vessel approaches,
20 contact me? Did you get any information like that?

21 A. No. If in doubt means that when you are in doubt on what you
22 are doing you have to call him.

23 Q. Now who told you that?

24 A. It's in the night order book.

25 Q. That's in the night orders book, when in doubt?

1 A. Yeah. When in doubt, call me.

2 Q. So if you're in doubt at 6 miles, at 12 miles, you have to
3 call the master?

4 A. Of course. When in doubt.

5 Q. Okay. All right.

6 A. Yeah.

7 Q. Okay. Did you ever have to call the master?

8 A. No, because I'm not in doubt.

9 Q. You never felt --

10 A. That's why I never called the master.

11 Q. Okay. Okay.

12 JTSB SPEAKER: Oh, one other question. What kind of training
13 he have with the master (indiscernible)

14 USCG SPEAKER 2: He gave him familiarization training for the
15 bridge.

16 (Sidebar conversations)

17 JTSB SPEAKER: With the relieving -- we have coming on board?

18 MR. PADILLA: Yeah, we meet (indiscernible).

19 USCG SPEAKER 2: But the master didn't do it. You said the
20 third -- you replaced the third and the old third ran him through
21 all of the familiarization.

22 BY USCG SPEAKER 2:

23 Q. And you checked each box and signed it?

24 A. Yeah. We have --

25 Q. Where is that?

1 A. I'll get --

2 Q. Where is it? What is it?

3 USCG SPEAKER 1: Training?

4 MR. PADILLA: It's on the file. Yeah, (indiscernible) --

5 (Sidebar conversations)

6 USCG SPEAKER 2: You can bring the whole book.

7 SPEAKER: Familiarization checklist.

8 MR. PADILLA: How to use the equipment.

9 JTSB SPEAKER: What kind of familiarization?

10 (Sidebar conversation)

11 MR. PADILLA: See, specifically see when -- this is paragraph

12 (indiscernible) familiarize with the (indiscernible) or it will be

13 easier -- navigation, anchorage, port, alteration -- if that

14 works.

15 SPEAKER: Yeah, we'll go through it.

16 (Sidebar conversation)

17 MR. [REDACTED] Excuse me.

18 BY MR. [REDACTED]

19 Q. Are you familiar with this book?

20 A. That's my -- yeah.

21 Q. You've seen this?

22 A. Safety management manual, yes.

23 Q. Have you read this?

24 A. Not all --

25 Q. Not all of it, huh? No, no.

1 A. Yeah, honestly.

2 Q. Let me ask you. Have you read this section? And I'm
3 referring to the section 153 -- 153.2, which is navigation and
4 watchkeeping rules.

5 A. Okay.

6 Q. Page 1 of 4. Have you read through this?

7 A. What, what is this telling -- what's this?

8 Q. Have you read through this navigation and watchkeeping rules?

9 A. I did not read this book.

10 Q. Okay. So none of these signatures would be yours?

11 A. No.

12 Q. Okay. All right. Number 7 -- I'm sorry. (Reads softly to
13 himself) Are you familiar with that, number 8, dodge? Have you
14 heard that term before, to dodge?

15 A. Dodge? No.

16 Q. No?

17 A. Maybe other term maybe I know. But (indiscernible) dodge.

18 Q. You can read and see. It refers to dodging a vessel by
19 maneuvering.

20 (Mr. Padilla reads out loud to softly to himself)

21 MR. PADILLA: Yeah, I'm knowing this one.

22 BY MR. [REDACTED]

23 Q. Okay. Very good. All right. And see what this says?

24 "Other small boats observed in the vicinity of the course of the
25 ship," huh?

1 A. (Reads to himself) or when any suspicious ship is found,
2 report it to the master before --

3 Q. What was that? Report to what?

4 A. To the master.

5 Q. So at what point would you report to the master? When in
6 doubt or is this something that --

7 A. No, if it's suspicious and then you are in doubt.

8 Q. Ah. Okay. Okay. This is a good section.

9 A. Yeah.

10 Q. Good section. You should read this --

11 A. Okay.

12 Q. -- to help --

13 (Sidebar conversation)

14 USCG SPEAKER 1: Do you have any more?

15 SPEAKER: Nothing. Fine. Thank you.

16 (Sidebar conversation)

17 USCG SPEAKER 2: Anything else, gentlemen?

18 USCG SPEAKER 1: Anything else? Do you want to ask if
19 there's anything else?

20 (Sidebar conversation)

21 USCG SPEAKER 1: All right. Thank you for your time. We're
22 going to conclude the interview at this point, so we'll -- if we
23 have any more questions, we might ask you again, but we're going
24 to have you demonstrate after this. So thank you --

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

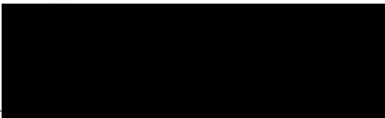
IN THE MATTER OF: COLLISION OF THE USS *FITZGERALD*
AND THE *ACX CRYSTAL*
Interview of Ronel Padilla

ACCIDENT NO.: DCA17PM018

PLACE:

DATE: June 22, 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