

UNITED STATES OF [REDACTED]

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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COLLISION BETWEEN USCG CUTTER *

WINSLOW GRIESSER & F/V DESAKATA * Accident No.: DCA22PM034

OFFSHORE OF DORADO, PUERTO RICO *

ON AUGUST 8, 2022 *

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Interview of: BM1 [REDACTED] [REDACTED]

USCG Cutter *Winslow Griesser*

US Coast Guard Facilities
San Juan, Puerto Rico

Thursday,
August 11, 2022

APPEARANCES:

MARCEL MUISE, Marine Accident Investigator
National Transportation Safety Board

■■■■ Investigating Officer
United States Coast Guard

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I N T E R V I E W

(3:44 p.m.)

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2
3 MR. MUISE: This is Marcel Muise with the NTSB in San Juan,
4 Puerto Rico. We are interviewing BM1 [REDACTED] from Coast Guard
5 Cutter *Winslow Griesser*.

6 BM1 [REDACTED] Yes, sir.

7 MR. MUISE: Did I say that right?

8 BM1 [REDACTED] Yes.

9 MR. MUISE: Okay. Regarding an accident from August 8th, on
10 Monday, August 8th. It's 1544. And with us is [REDACTED] [REDACTED] from
11 Sector San Juan.

12 Do you want to introduce yourself?

13 MR. [REDACTED] It's [REDACTED] [REDACTED] [REDACTED],
14 investigating officer for Sector San Juan.

15 MR. MUISE: And BM1, can you give us your name and spell your
16 last name for us?

17 BM1 [REDACTED] Yes. Name is BM1 [REDACTED] [REDACTED] [REDACTED],
18 [REDACTED].

19 MR. MUISE: And do you consent to have this recorded?

20 BM1 [REDACTED] Yes, I do.

21 MR. MUISE: Okay.

22 INTERVIEW OF BM1 [REDACTED] [REDACTED]

23 BY MR. MUISE:

24 Q. So BM1, can you just to start give us a little bit about your
25 background. How do you get to be on a -- BM1 on an FRC?

1 A. My background, this is -- coming up in September will be 16
2 years in, in the Coast Guard. Started out at a small boat
3 station, went to a Pac area, TACLET in San Diego. I was there for
4 just over 4 years. Then went to a WMSL, a larger cutter for the
5 Coast Guard in Alameda, California, the Coast Guard Cutter
6 *Stratton*. From there I went to Station Portsmouth Harbor in
7 Newcastle, New Hampshire. I was there for 5 years. And then
8 received orders here to San Juan to the Coast Guard Cutter
9 *Griesser*.

10 Q. Okay. Can you tell us a little bit about your training
11 for -- I'm sorry. What is your position on the patrol boat?

12 A. I am the training petty officer.

13 Q. That's a full-time job, training?

14 A. Yes.

15 Q. Okay. And you work directly for the XO doing that?

16 A. I work under ops, so I work under Ensign [REDACTED] and then the
17 XO.

18 Q. Okay. What kind of training do you have to get that job?

19 A. No training necessary. The billet is for -- to fill either a
20 training position -- you get one BM1 for the training and one for
21 deck. And the other BM1 hasn't arrived yet, so kind of dual role
22 right now filling in. I arrived -- I reported in July 5th of this
23 year, so --

24 Q. So how about watchstanding? What is your watchstanding role
25 underway?

1 A. Watchstanding under -- role underway? So when I got here the
2 cutter was in Charlie status. And for me, right now I'm
3 considered a break-in, in a break-in status. So that was my --
4 the day of the incident, on the 8th, was my first day underway,
5 first patrol -- first patrol day underway with the cutter.

6 Q. Okay.

7 A. So I was assigned as -- they had me as a detainee
8 watchstander and then split role. So if you're not a detainee,
9 then -- or a detainee watchstander, then you op under the
10 qualified quartermaster of the watch as a break-in.

11 Q. Okay. All right. What's a detainee watchstander?

12 A. It's in the event that we have a case with migrants or a
13 counter drug case where we get detainees, depending on the number
14 of individuals on board, we would be in a gun belt and then
15 standing security watch over them.

16 Q. Okay. What does the quartermaster of the watch do?

17 A. Quartermaster of the watch --

18 Q. I understand you're just breaking in now, but --

19 A. Yeah. They, overall, record logs, weather, position. The
20 roles on board the FRC is different. Still learning the process.
21 It kind of encompass several different roles. So involved of helm
22 lookout, logs, charts, getting weather, weather reports. They
23 respond to casualties as far as making all the pipes. They do --
24 you know, for man overboards, they have certain roles that they
25 follow.

1 Q. Okay. So who else is -- on a normal underway transiting
2 bridge watch, who else is up there?

3 A. So what's required, what I believe is just the underway OOD
4 and then a quartermaster of the watch.

5 Q. Okay. There's no separate helmsman and lookout?

6 A. No. No.

7 Q. Okay. Let me back up a little bit. Do you have a merchant
8 mariner credential?

9 A. I went through the course in May, but I haven't submitted the
10 required documents yet.

11 Q. Okay. Where was that course at?

12 A. That was in Portsmouth Harbor.

13 Q. Oh. All right. That gets you a 100-ton license or a six-
14 pack there?

15 A. On my hours, I believe a 100-ton.

16 Q. Okay.

17 MR. MUISE: Any other background questions that you had
18 before we keep going?

19 BY MR. [REDACTED]

20 Q. This is your first you've been -- being in an FRC?

21 A. Yes. We made just a -- I don't recall the date off the top
22 of my head, but we did -- because they were in a Charlie status
23 they had to do a break-in machinery period. So we got underway
24 for the maintenance period, but we weren't involved in the
25 watch -- or I wasn't involved in any watch. It was kind of all

1 hands on deck engineering just to figure out what the casualty
2 was -- or if what we did fixed it, so --

3 MR. [REDACTED] Okay.

4 BY MR. MUISE:

5 Q. So your only other cutter was the *Stratton*?

6 A. Correct. Yes, sir.

7 Q. Okay. So how does it compare, like the bridge on the FRC
8 compare to the *Stratton* as far as visibility and that kind of --

9 A. *Stratton* is state of the art brand new -- well, so is the
10 FRC. But the *Stratton*, eye to eye, is significantly higher. The
11 watch for -- you have the OOD, a QMOW, a boatswain mate of the
12 watch, two helm lookout, if not more, determined like based on
13 your, you know, visibility or restricted waters and things like
14 that.

15 Q. So what I'd like you to do now is just walk us through that
16 day with as much detail as you can, all right? I'm not going to
17 interrupt you, just let you go with that, as much as you can
18 remember. I understand it's a difficult situation, so if you need
19 to take a break, that's fine, too.

20 A. Yes, sir.

21 Q. But if you could give us as much detail as you can remember,
22 that'd be helpful for us.

23 A. Yes, sir. So liberty expired at 0730 and my wife dropped me
24 off. And then we knew that we were going to be conducting a nav
25 brief and getting our pre-underway checks complete. I have been

1 breaking in in-port OOD, which I'm not certified in yet. I know
2 that there's checklists, being on any cutter, with a timeframe, so
3 48 hours, 72 hours, 4 hours, 2 hours prior to getting underway.
4 So each department made sure that those were being conducted. And
5 typically -- it's on the OOD, but also ops, nav, machinery all has
6 a play in that.

7 We -- the engineers informed everyone that they were having
8 issues, I think, at first, from what I recall was the generators,
9 but it had to do with a -- the sea chest. We were -- there's a lot
10 of debris in the water over in the mooring and we were not getting
11 what we needed. As soon as they started the mains, it would flush
12 a system. So they were checking the strainers. As much
13 engineering knowledge as I have for that.

14 So we proceeded with underway checks. Me being part of also
15 the deck department, I made sure -- and that's what I was on the
16 *Winslow*, I was a deck BM2. So a good round of all exterior decks,
17 you know, making sure that all our equipment is secured and
18 everyone was present, accounted for, you know, everything like
19 that.

20 Once we -- we actually continued the engineering
21 troubleshooting, continued for quite a while with starting the
22 mains and securing them. Couldn't figure it out. And then I
23 think they -- we had assistance from the MAT team that came over
24 to help out. Our engineering department's pretty small. Once
25 we -- they troubleshooted, we -- let's see, we -- once the MAT

1 team had troubleshot and they briefed, you know, to get ready
2 to get underway, set the special sea detail, we had already
3 previously conducted a risk assessment with all hands prior to
4 getting underway, which is a requirement. So everyone goes to the
5 bridge. The XO was in charge of reading through the risk
6 assessment and then at that time like the engineers can discuss
7 any issues that they had, anything like that.

8 So set special sea detail. At that time I was fantail in
9 charge. So my job down on the fantail is to oversee line handing
10 of lines 3 and 4 as we get underway, and then to call out, you
11 know, distances, objects, anything that interferes. That's a role
12 that, you know, I was comfortable in. We were still kind of short
13 some people on board for certain roles, so I had filled in there.

14 And we departed from San Juan from the pier. And then at
15 that point we had been listening to the pipes as we were -- we
16 turned right to head kind of like on the -- not a range, but our
17 standard track out the harbor, is when I was -- we were securing
18 fenders, I was securing lines. It takes quite a while just
19 because of how big those lines are and the limited number of
20 people that we have. And then I notified them -- they notified us
21 to secure from the special sea and our mooring stations. So then
22 we put all our gear away.

23 And once everyone's kind of in, I like to do another round to
24 make sure everything's secure. And at that point we were kind of
25 already past El Moro, like the fort. And it's -- it was a little

1 bumpy. I could tell that we were picking up a little bit of
2 speed, but nothing significant, and we were exiting like the
3 special sea detail and then -- so I had announced that the fantail
4 was secure, made my way to the bridge.

5 At that point I had seen -- they were still -- the bridge
6 team was transitioning from the special sea detail to the at-sea
7 watch and our flags were still up. The BM3 was back out. I went
8 back out. We were working on getting the flags down, so we struck
9 colors. And then we were taking down the ship's call sign on the
10 starboard side, secured that. And then got inside the pilothouse.
11 And exact time, I know it was around 1400. So I had like my PFD,
12 my helmet, put that down. This is my first watch. I don't recall
13 being there when there was the watch turnover. I was still
14 actively outside working the flags.

15 I knew that BM2 [REDACTED] was on watch, that he was the
16 qualified. And then being a break-in, like I had my qual book
17 on -- we still have a chart table right there, so that's kind of
18 like where I took station. We had -- there was the captain,
19 BM2 [REDACTED] and the LTJG -- I don't remember her name -- were
20 forward at the conn, like the deck and the conn, at the two chairs
21 that you gentlemen saw.

22 And it was shortly after -- exact time, I think it was logged
23 as like 2:15, is when we had made -- it felt like we had made a
24 turn. So those boats, still getting the feel for how they ride,
25 they're not easy to like -- you know, you're rocking as you're

1 making your turns. We had made a turn to port. Everyone kind of,
2 you know, was like holding on. But it seemed normal, like
3 everyone was just kind of like it was -- they're used to that kind
4 of ride on that boat.

5 And then we heard -- kind of like felt it. It almost felt
6 like you went up a swell, came down, and like something kind of
7 hit flat, on like a flatter surface instead of the bow going
8 through the wave, and like a little vibration. And initially
9 everyone looked around. And then the BM3 that was helping me take
10 down the flags was sitting right outside the pilothouse where
11 everybody you walk up. I believe he was smoking. And he had come
12 up and knocked on the door and said that we had just hit a boat or
13 he sees a boat.

14 And everyone looked aft, and that's when we seen -- or what I
15 saw was -- I won't say we. From that position that I was at, that
16 table, looking back like straight down over the canopy was the bow
17 of the boat that we had just struck. And then immediately
18 everyone took initial action.

19 I went and got binoculars and then ran back aft just to see
20 what I could see as we came down and made our turn to go assess
21 the situation. And then my role right now is like a break-in on
22 the WQSB, which is our watchstation bill, was to be like kind of
23 an as-directed and go forward for -- treat it as a man overboard,
24 throw life lines and a life ring.

25 So I was on the -- actually forward of the pilothouse with

1 the binoculars. And a couple other individuals I don't remember
2 were there, and that's when we saw next to the debris one of the
3 gentlemen waving his arms -- one arm. As we got closer, we saw
4 that he was holding onto the other individual. And then obviously
5 communication throughout, letting everyone know on the bridge. We
6 didn't know if it was just a boat adrift that we had hit or, you
7 know, was it head on. No one knew like that kind of aspect.

8 And then the just initial action from there, we got alongside
9 and threw life rings, life lines. And they didn't have life
10 jackets on board. We got close enough with the cutter that we
11 knew that the other individual had been severely injured and his
12 head was under water. And for that amount of time, for those
13 minutes that were passing, you know, it was kind of tough to see.
14 We were trying to get some -- alongside, that we could get him
15 flipped back over, all while setting the boat launch and recovery
16 detail. Like let's get the boat out, it's the easiest way to get
17 close enough. And we had our rescue swimmer or our surface
18 swimmer dressing out as well.

19 And then the, like the -- so from the starboard side of the
20 bridge wing, the door right there, opened those and lock them open
21 so we can talk throughout. And everything was happening on the
22 starboard side by the Jacob's ladder. Wasn't an easy sight to
23 see. And then we knew that we needed to get the small boat in the
24 water to recover the individual, both of them. And then the boat
25 had left out the back, the cutter kind of backed away, and then

1 they were recovering.

2 Everyone responded I would say to their roles that they were
3 required, and some members immediately went and got medical EMT
4 kits, spine boards, anything that we could to give to the boat and
5 to have on deck when they got back. And then actually I think
6 everyone was just kind of a little bit -- everyone was kind of
7 sensing -- had that shock alongside -- was still moving very
8 quickly in their role, but the severity of it.

9 And they -- at one point it was -- there was only like two or
10 three -- the captain had taken the control of the ship. I don't
11 know exactly when, but it was very quickly after the collision,
12 the captain had announced and he took over as assuming the deck
13 and the conn. And then I had actually requested to -- we had so
14 many people involved in that, requested to go forward and actually
15 check for flooding in the forward compartment. People were
16 overseeing also what the status of our vessel was in. So I had
17 gone forward with the radio, checked, and came back up and gave a
18 report that I didn't -- there was no water, no flooding, no paint
19 damage. And the engineers did the same thing. And then I
20 remained on the bridge.

21 They were struggling to get the small boat back into the
22 notch due to the sea state. It was pretty rough. And then we
23 got -- recovered the small boat. The individual that was severely
24 injured, they -- we had a prior EMT on board, and it was
25 actually -- it was very, very tough to see. And you could just

1 see it around the boat in that he appeared to been dead, so --

2 The other individual, we brought him up right next to the
3 pilothouse, sat him down. He had a gash in the back of his head.
4 Administered first aid to him. And then it was just -- we did as
5 much as we could with that individual.

6 I remained on the bridge, could hear the discussion about a
7 medevac, a medevac or station small boat coming to medevac him
8 off, if you will. But I think the station even said it was a
9 little rough to do any kind of alongside transfer and we were
10 close to the harbor -- mouth of the harbor, so they had us RTB
11 back to San Juan. It was just -- at that time everyone was just
12 kind of just making best speed that we could back to the harbor.

13 And when we arrived -- so we had to set special sea detail.
14 We arrived back and we already had the ambulance was there, two
15 ambulance, local PD, I think, and the state, and then, you know,
16 just everyone that could be there from base was there to help out.
17 And that's kind of --

18 Q. Boats, thank you for all of that information. That's lots of
19 details that we -- that's exactly what we needed. So thank you.
20 I do have just a few follow-ups.

21 A. Yes, sir.

22 Q. Did you ever -- you never got around to relieving another
23 break-in QMOW; is that --

24 A. I would have been the first break-in QMOW of the day because
25 of the time that we got underway.

1 Q. Okay. But you didn't get around to actually taking the
2 watch?

3 A. Me as a --

4 Q. As a QMOW.

5 A. -- as a break-in?

6 Q. Yeah.

7 A. I just kind of was -- like established myself on the bridge.

8 Q. Okay. How long were you -- do you think you were on the
9 bridge before -- from the time you walked on the bridge to the
10 incident?

11 A. Approximately 10, 15 minutes.

12 Q. Okay. Do you remember where people were on the bridge? So
13 where's the OOD standing watch?

14 A. I can tell you the OOD and the -- I won't say exactly what
15 her role was at the time. She was along -- she's breaking in as
16 well. She's not attached to the cutter. She's attached on base
17 working towards certain qualifications is what we were passed.
18 She --

19 MR. [REDACTED] That's the ensign?

20 BM1 [REDACTED] I'm sorry?

21 MR. [REDACTED] The ensign?

22 BM1 [REDACTED] JG.

23 MR. [REDACTED] JG?

24 BM1 [REDACTED] Yeah. They were both at the helm, so both
25 standing right there. I don't know if --

1 BY MR. MUISE:

2 Q. Which one? When you say the helm, which --

3 A. The center.

4 Q. The centerline. Okay. So that's the -- that's what you call
5 the helm?

6 A. That's what I would consider the helm. I don't know what
7 they would call it on here. I think the left seat is the
8 captain's, you know --

9 Q. That's the captain's chair?

10 A. -- seat. Yeah.

11 Q. Okay.

12 A. And then the deck -- or the conn would be the other seat.

13 And the -- so the captain was just by his chair on the left, and
14 then BM2 [REDACTED] and the JG was -- I'm sorry, I don't know her name
15 to refer to her as such, but --

16 Q. That's all right. I got to redact it anyway, so --

17 A. -- was with the BM2.

18 Q. Now were they on the starboard side there in the corner?

19 A. I know at least BM2 was like center. I don't know if she was
20 standing on that right-hand side, kind of lean -- they were going
21 over some of the stuff there.

22 Q. Okay.

23 A. And then GM2 was sitting at the computer to the left where
24 you guys may have seen me when you came in earlier where -- the
25 visitor's log was like right there.

- 1 Q. Okay. So looking at the --
- 2 A. There's a little station.
- 3 Q. -- console there?
- 4 A. Yeah. That's where --
- 5 Q. So he's looking aft.
- 6 A. -- and stuff like that.
- 7 Q. Okay.
- 8 A. Or he could just -- he could have been looking forward, but
- 9 he -- that's where he was stationed at the time.
- 10 Q. Okay.
- 11 A. And there were some -- I don't know. It was kind of -- it's
- 12 a weird dynamic. From what I understand, on those boats you're
- 13 either on the bridge, you're on the mess deck, or you're kind of
- 14 like in your rack. There's not a place to like to be. If you are
- 15 feeling a little sick, apparently they let you go get some fresh
- 16 air, stuff like that. So it's not unusual, from what they say, to
- 17 have additional people on the bridge. Sometimes the engineering
- 18 watch will be up there because they can monitor the same stuff up
- 19 there that they can down below. But that's -- and then like I
- 20 said, I was like at the chart table where you have -- there's
- 21 another like monitor there, the weather and the chart table, and
- 22 that's where my qual binders and stuff were.
- 23 Q. That's over on the starboard side; is that right?
- 24 A. Starboard side.
- 25 Q. Okay. So that's where you were?

1 A. Yes.

2 Q. So there's no designated helm or lookout, so does the QMOW
3 and the OOD take turns looking out? Is there -- how does that
4 work?

5 A. I haven't read anything written in a manual. Like I said,
6 initial break-in status. Yeah, I think for your -- it's a dual
7 role for the QMOW, but also for the overall -- like for the OOD,
8 too. It's the smallest bridge team that I've ever seen having
9 like just a dual role.

10 Q. Okay.

11 A. But they're also designed for that.

12 Q. Do you know was the vessel in autopilot or was he hand
13 steering?

14 A. I can't -- I don't know.

15 Q. Okay. How about speed? Any idea what the speed was?

16 If you don't know any of these questions, that's fine, just
17 say so.

18 A. I don't know. I don't know.

19 Q. Okay.

20 A. I know like, like I said before, like it's not like a big
21 boat. Like when you're making speed, you can feel it, you know,
22 it's moving pretty good.

23 Q. Sure.

24 A. You can definitely feel the sea state.

25 Q. How about the CO? What was the CO doing?

1 A. The CO, I just -- I know that he's involved with -- right in
2 front he has his SIPR chat where he can talk to other -- like
3 Sector San Juan, he can talk to other cutters, stuff like that. I
4 don't know much about it. Like as far as my --

5 Q. Was he actively engaged with that on this day?

6 A. I can't recall specifically what he was doing. Due to me
7 just glancing over, I don't want to like --

8 Q. That's fine. That's okay. And the OOD --

9 A. I will actually -- I'm sorry.

10 Q. Go ahead. Sorry.

11 A. I will say that we were, as we came out -- when I walked in,
12 they were chatting with some of the engineers. We were still --
13 they were just looking over like some of the parameters for the
14 ship because we can monitor them there.

15 Q. Okay.

16 A. And the engineers can monitor. And so just kind of looking,
17 trying to -- checking everything out just as we got underway.

18 Q. Was the GM, did he have the engineer watch?

19 A. No.

20 Q. Okay.

21 A. No. The engineer's down below on a radio with like a
22 headset.

23 Q. Okay. All right. So --

24 A. And talking. Because we can monitor from down there and up
25 top.

1 Q. And then the BM2 and the JG were actively doing some
2 training?

3 A. Yes. That's what it looked like. I don't know exactly what
4 they were going over.

5 Q. Okay. Of these, what, five or six people was there any kind
6 of personality conflicts that you know of or everybody play nice?

7 A. Yes. Being only a part of the crew for 30 days, we do have a
8 lot of new members. We had a pretty good, significant turnaround
9 with the transfer season this year.

10 Q. Okay.

11 A. But I didn't -- I don't see that on board between anyone, any
12 issues with anyone.

13 Q. Okay. Does the BM2 work for you or is he part of the deck
14 department or --

15 A. The BM2 -- so we have a deck BM2. He is the ops BM2, they
16 call it. So ops, he is -- I think he's considered -- that's like
17 nav. He does a lot of the LE stuff. He's like our LEI.

18 Q. Okay. You're in ops, too, as well, right?

19 A. Yes.

20 Q. Or does he report directly to the ensign?

21 A. Well, in like our role on the bridge?

22 Q. No, just in general.

23 A. In general, yes, he would typically.

24 Q. Okay. Fatigue issues, anybody impaired at all that you know
25 of?

1 A. Not that I know of. No, everyone seemed -- we were ready to
2 get underway. Thirty days or more --

3 Q. Oh, okay. Right.

4 A. -- at the pier --

5 Q. People were itching to --

6 A. Yeah, we were. And then you get a delay in the morning, you
7 know, we were ready to go.

8 MR. MUISE: Sorry, [REDACTED] I don't mean to be stepping on you.
9 Go ahead.

10 MR. [REDACTED] No, no, no. I apologize.

11 BY MR. [REDACTED]

12 Q. The BM3 that was on the port side, right -- on the port side
13 bridge wing?

14 A. I'm sorry. When he was smoking?

15 Q. Yes.

16 A. He was right when you walk -- you guys walked up the
17 centerline and there's like some chairs right there. That's where
18 he was sitting.

19 Q. So it was aft?

20 A. Yeah. Looking aft.

21 MR. [REDACTED] Okay.

22 BY MR. MUISE:

23 Q. And he was the first one to see the other boat?

24 A. He was -- yes, he was the first one to see.

25 Q. Okay.

1 A. Or he -- yeah, he was the one that reported that we made
2 contact, yes.

3 Q. Do you remember any other targets that people talked about
4 while you were up there, either visually or radar targets or AIS
5 targets?

6 A. No. No.

7 Q. You didn't have to maneuver for anybody else?

8 A. No. I knew we did maneuver just because of the feel of the
9 ship. I don't know if we were -- if that was someone operating or
10 the autopilot. I also wasn't present for a passdown --

11 Q. Sure. Right.

12 A. -- between anyone. So typically that's when you would -- you
13 know, you do a relief process and you give like a passdown or --
14 anything really, contacts, anyone.

15 Q. Do you remember any other visual targets?

16 A. No, I do not.

17 Q. How about radar targets?

18 A. No, I do not.

19 Q. The EMT is a CS2 or CS1?

20 A. He's a CS1. Prior EMT, yes.

21 Q. CS1. Who was the boat crew?

22 A. When BM2 [REDACTED] got relieved, he got underway on the small
23 boat. That's one of his roles once he gets relieved, if he's
24 acting. The BM3 that witnessed -- or that I was helping out, BM3
25 Byrd, and then MK2, had reported recently as well, was the

1 engineer. So it was those three that launched.

2 Q. Let's go back to targets just one more time. Was there any
3 conversation at all before the incident of a target out there
4 anywhere?

5 A. Not that I heard, no.

6 Q. Was there a fleet of fishing boats out there anywhere?

7 A. No.

8 Q. Not that you saw? Okay.

9 A. No.

10 MR. MUISE: [REDACTED] you have anything else?

11 BY MR. [REDACTED]

12 Q. How was like when you guys like got out the mouth of San Juan
13 Bay, you got to the bridge, how is -- you know, when you're
14 looking forward, how was visibility forward? You know, when
15 you're going out?

16 A. Actually -- yeah, it's not -- there's a very long deck in the
17 front of the bridge. And then you just see kind of like the
18 mast -- or the foremast. So it's -- you're kind of limited in
19 your visibility, I would say. And then obviously you come up in
20 speed, sea state would have, you know, restrictions on that, I
21 would say. But, yeah, I was -- when I -- you first get up there,
22 you first kind of see it, or even in port, you kind of take a look
23 and you can -- you know, it's quite far in front of you before you
24 can see the water, you know. So --

25 BY MR. MUISE:

1 Q. My last question is what went well in this whole scenario as
2 far as the rescue or a piece of equipment or some training that
3 you're happy to have had or a procedure that you're happy to have
4 had that you were surprised worked really well that we can share
5 with the rest of the fleet? Hopefully nobody else gets to do this
6 and we don't see this very often, so if there's something else
7 you'd like share that actually worked well, please go ahead.

8 A. I think a good brief, right, like a good solid brief if you
9 haven't -- especially if you haven't been underway for that long.
10 We did have an opportunity to do kind of like a shakedown like
11 with the power trial. But, you know, everyone went through all
12 the checklist, everything they needed to do to make sure that we
13 got underway safely. And then the brief, everyone was present,
14 you know, like -- but I think initial action, it happened very,
15 very quickly. The timeframe, I feel like from when I feel like I
16 was outside, we were just leaving the mouth, and you're seeing us
17 leave the mouth of the harbor to when it happened. I don't think
18 anyone was down below. You know, like everyone's just trying to
19 settle in and everyone reacted, you know, very quickly to the best
20 of their abilities.

21 We had a lot of new members on board, including myself. You
22 know, like some people with some experience and based on our
23 previous training, we were able to kind of keep it together and in
24 the kind of circumstances that were presented to us. And that
25 was -- it was tough. It was very, very tough on a lot of members,

1 including myself. But we were able to work through it and then
2 get back and, yeah, (indiscernible).

3 Q. Is there anything else you can -- want to add that we didn't
4 ask that we should know about?

5 A. Yeah, as far as the times, I'm not exact.

6 Q. That's fine. That's okay. That's what electronics are for.

7 MR. MUISE: Okay. That's all I have. And with that, it's
8 1622 and we will secure this interview.

9 (Whereupon, at 4:22 p.m., 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 BETWEEN USCG CUTTER
WINSLOW GRIESSER & F/V DESAKATA
OFFSHORE OF DORADO, PUERTO RICO
ON AUGUST 8, 2022
Interview of BM1 [REDACTED] [REDACTED]

ACCIDENT NO.: DCA22PM034

PLACE: San Juan, Puerto Rico

DATE: August 11, 2022

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.

[REDACTED]
Kay Maurer

Kay Maurer
Transcriber



NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF MARINE SAFETY
 WASHINGTON, D.C. 20594

U.S. Coast Guard ERRATA

Marine Investigation Report

Collision between *Winslow Griesser* and *Deskata*
 DCA22PM034

Page/ Line	Original	Correction	NTSB Disposition of Party Comment
9/16	<i>Winslow Griesser</i>	Change to <i>CGC Stratton</i>	Correction noted though the transcription is accurate.
11/11	“and exact time”	Please remove, I did not know the exact time	Correction noted though the transcription is accurate.
12/5	Then we heard	Please remove, “then we heard”	Correction noted though the transcription is accurate.
13/10	Jackets onboard	Change to, did not have life jackets on	Correction noted though the transcription is accurate.
14/18	No paint damage	No apparent damage	Correction noted though the transcription is accurate.
17/14	BM2 [REDACTED]	Please replace all BM2 or BM2 [REDACTED] with OOD	The transcript is accurate. Names of U.S. Coast Guard personnel will be redacted from the public docket.
17/17	“ “	“ “	Disagree, the transcription is accurate.
17/19	“ “	“ “	Disagree, the transcription is accurate.
18/8		Please remove speculation of “could have”.	Correction noted though the transcription is accurate.
18/14	“theres not a place to like be	Please remove	Correction noted though the transcription is accurate.