

UNITED STATES OF AMERICA

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: BM3 [REDACTED] [REDACTED]

USCG Cutter *Winslow Griesser*

US Coast Guard Facilities
San Juan, Puerto Rico

Friday,
August 12, 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

(10:36 a.m.)

1
2
3 MR. MUISE: This is Marcel Muise with the National
4 Transportation Safety Board. It's 10:36 on August 12th. We're in
5 San Juan, Puerto Rico, investigating the collision involving the
6 Coast Guard Cutter *Winslow Griesser* -- did I say that right; I
7 keep forgetting -- on August 8th. With us is BM3 [REDACTED] and --
8 [REDACTED] go ahead.

9 MR. [REDACTED] This is [REDACTED] [REDACTED] [REDACTED],
10 Sector San Juan investigating officer.

11 MR. MUISE: Boats, can you tell us your -- give us your full
12 name and spell your last name for us.

13 BM3 [REDACTED] [REDACTED] [REDACTED] [REDACTED] and [REDACTED] is spelled [REDACTED].

14 MR. MUISE: And [REDACTED] is [REDACTED]?

15 BM3 [REDACTED] [REDACTED].

16 MR. MUISE: Okay. Thanks.

17 INTERVIEW OF BM3 [REDACTED] [REDACTED]

18 BY MR. MUISE:

19 Q. And what's your position on the FRC?

20 A. I'm deck side BM. So I work on the outside of the boat.

21 Q. Okay. And how long have you been there?

22 A. Over a year. So a year and some months.

23 Q. Okay. How long have you been in the Coast Guard?

24 A. Two years and 8 months.

25 Q. Is this your first unit?

- 1 A. This is my second unit.
- 2 Q. Second unit. All right. Are there any nonrates on the FRC?
- 3 A. There is two on there.
- 4 Q. And that's (indiscernible)?
- 5 A. That's -- yeah.
- 6 Q. Okay.
- 7 A. Fireman and signalman.
- 8 Q. So what is it you do on the FRC? What's your daily job or
9 what watches do you stand?
- 10 A. Underway or in port?
- 11 Q. Underway.
- 12 A. Underway? I have the QMOW and that's basically it. I'm
13 coxswain.
- 14 Q. You're qualified road rules?
- 15 A. Um-hum. Boat crew and so on. Those are the main underway
16 ones that I will do.
- 17 Q. How long did it take to get qualified as QMOW?
- 18 A. For me, since I went to "A" school and we kind of got taught
19 most of the stuff in "A" school, the charts and nav, maybe a month
20 and a half to 2 months.
- 21 Q. Do you have to do QMOW before OOD or --
- 22 A. You do QMOW before OOD.
- 23 Q. So even if you came in as a second class or first class, you
24 start off as QMOW?
- 25 A. Um-hum. Yeah, you have to get the QMOW qual first and then

1 you can sit on OOD.

2 Q. Do you have a captain's license, a merchant mariner
3 credential?

4 A. I don't, no.

5 Q. Okay. Tell me a little bit about the QMOW job. What does a
6 QMOW do?

7 A. QMOW is the lookout as well and they monitor the radar. We
8 used to have to monitor charts, like so we'll plot a waypoint
9 every time where we were. We do the logs, which is just like
10 timestamps of everything that we're doing underway. So if we're
11 like launching a boat, we put it in the logs. We do weather. And
12 in general emergency, we do the pipes, mark man overboards, and
13 just inform the ship of what's going on when nobody else knows.
14 Because we're up there, we can talk to the whole ship while we're
15 up there.

16 Q. Okay. So the lookout is the QMOW's job?

17 A. It's -- the lookout is mainly everybody's job that's on the
18 bridge. So if you're on the bridge, you're basically a lookout.
19 But unless you're, you know, just sitting down or you're getting a
20 drink to just be up there for a quick second and then leave.

21 Q. So if you're on watch as QMOW and you need to go make a log
22 entry or take the weather, do you tell somebody, hey, can you keep
23 an eye forward for a second while I do this?

24 A. The OOD keeps the eyes forward.

25 Q. Is there that actual handover, though? Do you say --

- 1 A. No.
- 2 Q. Do you let somebody know?
- 3 A. They always their eyes forward.
- 4 Q. The OOD always has his eye forward. Okay.
- 5 A. OOD always has an eye forward. So a QMOW's like the one who
6 runs around doing stuff. The OOD mainly stays up. Now if the OOD
7 wants to go do something like maybe turn around to grab a drink,
8 then he'll tell the QMOW keep eyes forward. So there will always
9 be -- if the OOD's doing something, he will tell the QMOW to stay
10 looking forward, keep eyes forward.
- 11 Q. Okay. All right. And you said radar watch is part of the
12 QMOW's job as well?
- 13 A. Um-hum.
- 14 Q. Okay. What kind of training in "A" school or somewhere else
15 did you get radars?
- 16 A. I got radar on my last cutter. It's just -- it's pretty
17 simple to know how to work it. And then when I got here, I got it
18 as well because it's part of the QMOW qualification to do that.
19 You just read it, and whenever you're looking at the radar you'll
20 have like kind of dots that pop up and they'll have a trail behind
21 them. If they're moving, they'll have a trail behind. And you
22 click it and it gives you all the information like their
23 direction, which way they're going, how fast they're going, their
24 bearing towards us, and if we have a collision.
- 25 Q. Okay. In "A" school did you talk about radar theory, like

1 manually plotting relative motion, that kind of stuff?

2 A. Yeah, relative motion. Didn't talk too much about that in
3 "A" school, but it was definitely in there.

4 Q. So did you actually practice plotting stuff on a radar sheet
5 and actually computing that by hand?

6 A. On a mo board?

7 Q. Yeah.

8 A. Yeah, we had mo boards.

9 Q. You had mo boards. Okay. Is there a bridge simulator there
10 that you guys train in?

11 A. A bridge -- in "A" school?

12 Q. Yes.

13 A. Yeah. It was more in the classroom. We just used the tables
14 and -- I never done a mo board until I got on this boat. We
15 didn't do mo boards in "A" school.

16 Q. Okay.

17 A. The ensign on here taught me how to do a mo board.

18 Q. Okay.

19 A. Which I don't really know how to do great, so --

20 Q. But you still -- you had to understand how targets move.

21 A. Um-hum.

22 Q. So if I had -- if there's a target passing astern or passing
23 ahead of you, you'd be able to recognize, you know, if it's dead
24 in the water based on its --

25 A. Um-hum.

- 1 Q. -- based on its radar --
- 2 A. Um-hum.
- 3 Q. -- relative motion? Okay.
- 4 A. Yeah.
- 5 Q. What scale do you guys normally keep your radars on?
- 6 A. On 12 nautical miles.
- 7 Q. Both?
- 8 A. Yeah. So the -- yeah, there's two. One's by the captain's
- 9 chair and we really don't mess with that one. That one's at --
- 10 when I look at it, it's usually set around 6 to 3, is the closer
- 11 one. And that one stays at 12 -- the bigger one stays at 12.
- 12 Twelve -- you can also switch it if you want to go to 8 or 16. It
- 13 goes all the way down as well.
- 14 Q. Okay. Do you know which one is the X band and which one is
- 15 an S band?
- 16 A. No.
- 17 Q. Do you know can you swap between the two?
- 18 A. I'm not sure.
- 19 Q. Okay. How about tuning your radars? Do you adjust the gain
- 20 or stuff when you come on watch and --
- 21 A. Yeah, you can adjust it to what your -- we usually have it
- 22 set to where it's pretty good, everything pops up. You won't
- 23 really get swells unless it's bad out there. The swells won't pop
- 24 up on radar and the clouds won't pop up, so the gain in the sea.
- 25 Q. How about wooden boats and fiberglass boats? Do they show up

1 pretty good on your radar?

2 A. It depends on how big they are. If they're not moving, the
3 radar will -- you know, something might pop up and then it'll
4 disappear. If they're moving, you won't really see their dot.
5 You'll see a trail behind it, but you won't see the actual boat.
6 But you can -- it might pop like yellow --

7 Q. Sure.

8 A. -- and then go away, and then --

9 Q. But the trail stays behind?

10 A. Yes.

11 Q. Right.

12 A. The trail will stay.

13 Q. AIS targets, do they show up on the radar as well?

14 A. Yeah. They do.

15 Q. They do? Okay.

16 A. Um-hum.

17 MR. MUISE: Okay. Any other background questions?

18 BY MR. [REDACTED]

19 Q. Do you see the captain -- what is the like the distance, the
20 lowest distance that the captain has to passing through for a
21 vessel?

22 A. I think it's a nautical mile.

23 Q. One nautical mile?

24 A. I think so. Or 1½. It's around there.

25 Q. Okay.

1 BY MR. MUISE:

2 Q. In "A" school is there any collision regulations or Nav Rules
3 training as well?

4 A. There's Nav Rules training.

5 Q. Do you have to take the deck watch officer exam?

6 A. Um-hum.

7 Q. You do? Okay. Well, what I'd like you to do now is talk
8 about the day of the incident, okay, with as much detail as you
9 remember, you know, from the time we left the dock, what you were
10 doing, up until when you got back to the dock. Okay, just -- I'll
11 let you talk. I'm not going to interrupt you.

12 A. Okay.

13 Q. And just let us know what you remember from that day. And if
14 there's things you can't remember, that's okay, too.

15 A. So we got underway late and it happened fairly quick after we
16 got underway. And the flags were still up, so I was lowering the
17 flags. Me and another BM, were on the boat lowering the flags.
18 After that, I didn't have watch until later on in the day, so I
19 was able to eat and do whatever I want, so I went outside where we
20 keep our migrants. We didn't have any migrants on board, but I
21 had a chair and I sat down outside where our intakes are, and
22 there's screening, just to smoke and listen to music.

23 And as I was sitting back there, I heard the -- like a --
24 kind of like a boom, but it was -- and I kind of felt it. And I
25 thought me might have hit a whale or something. And so I was

1 looking on the side as I was sitting down, just looking to see if
2 maybe I'll see like blood from the whale. But I saw whenever we
3 kept going, the stern -- we cut the boat like perfectly in the
4 center and I saw the stern of their boat just sliding down our
5 port side. It was just sliding down our port side. So I got up
6 and ran inside the bridge and told them we just hit a boat. And
7 they didn't know. They thought it was the engines, because our
8 engines had been messing up a lot lately. And so everybody was
9 like, are you serious? I was like, yeah, we just a boat.

10 So at that point we wanted to get the small boat in the
11 water. So the OOD, who is the other coxswain, gave the helm to
12 the captain and captain turned around to see where the boat is.
13 And at that point I was on the bridge pointing of where the
14 incident was, because we had to keep eyes on where the incident
15 is. And then we saw a man waving his arms in the water. And I
16 was hoping that that was the only person that was on the boat.
17 And I was telling, there's a guy waving his hands, blue shirt.

18 Captain proceeds to go towards him as we're -- he has eyes on
19 him, so I go down the ladder well to where the small boat area is
20 to get ready to launch the small boat, get the small boat in the
21 water as quick as we can to see. But we get closer before -- I
22 skipped a part. Before that happened, we get close and we see
23 that he's holding a body in his arms as he's waving one arm and
24 swimming holding a body. I then run down the ladder well, grab a
25 hardhat and a PFD and opened up the winch to open the gate and

1 lower the small boat into the water.

2 It took a while for people to get back there because they
3 had to also get their hardhat. We had to unlock our PDF, our pyro
4 vest. So I looked over the side and I seen him. Other people
5 threw over a ladder so he could hold onto the side of the cutter.
6 And we had life rings in the water. I took my PFD off, tried to
7 give it to the guy. He wouldn't take my PFD because he wasn't
8 going to let go of his brother.

9 And at that point I ran back because the boat crew was ready
10 to get in the small boat and go in the water. And then I opened
11 the thing and they told me to get in the small boat to help them.
12 So I did, I got in the small boat. And whenever we got released,
13 it was really rough out. It was -- by my recollection, it was
14 probably 8-foot swells. And we were just gliding -- stern gate
15 was right here and our mast is up and we're going over it. We
16 see -- over the stern gate. So it was pretty, pretty bad, the
17 swells.

18 So we go around to where the body is. We're already in the
19 small boat. Small boat's on, we go around. I jump in the front
20 of the small boat to, you know, help recover and get these people
21 out of the water. At that point the guy in the water has his
22 brother in the life ring, and we know he's messed up because his
23 arm was barely hanging and his leg was barely on and all his
24 insides were kind of like just floating outside of him, so --

25 At that point we tell him to get away from the cutter because

1 we don't want to -- we don't want the swell to push us into the
2 cutter and cause any more devastation to anybody. So we tell him
3 to get away. He has a life ring. He swims away from the cutter.
4 And I had another PFD in the small boat because I told them throw
5 it to me. So they threw it to me, so I had another one. And I
6 tried to tell him to put it on so we can -- not slow down the
7 process, make it at least a little bit more safer so he doesn't
8 drown or go under our small boat and get hurt. But he wouldn't,
9 he wouldn't put it on.

10 He was -- he spoke Spanish. He didn't speak English. But we
11 had a Puerto Rican member on our boat who spoke Spanish. And I
12 was telling him like, tell him to put it on, we need him to put it
13 on just so he's safer. And he told us no, not until we get his
14 brother into the small boat.

15 So we tried to get his brother into the small boat. Me, I
16 never dealt with a dead body or seen a dead body due to the Coast
17 Guard. I mean, I've been to funerals, but I've never seen a body
18 like this that just happened. He was in the life ring, hung over
19 kind of in the lifering. So we try to grab the life ring and
20 pull him up, but he just kind of slipped out of the life ring and
21 his brother re-grabbed him. I didn't want to -- just because I
22 never done it, I -- it's kind of sad, but I didn't really want to
23 grab the body because I was scared because I never seen it.

24 He had a big gash in the back of his head, a huge slice right
25 down his -- I'd say to the top of his chest to about his leg, and

1 everything was just open. But then the MK2 who was with me, he's
2 like we got to get him in or he's not going to -- or he's not
3 going to get in. So I was okay. So then we grab one arm that's
4 intact. We grabbed the one arm and we pulled up the body. And it
5 was terrible, it was horrific and very sad. We pull him up. We
6 bring him on deck, and he was dead for sure. It's a little bit of
7 shock, but we had to get the other person in the boat at this
8 point just to get this -- get him inside so he's okay.

9 He had a gash on his head as well, a pretty deep cut. He
10 definitely had a concussion as well. He was real dizzy whenever
11 we got him in the small boat. He wasn't -- I think he was in
12 shock because he -- you know, if that happened to, I'm sure, any
13 one of us, we would've been mad. But he wasn't mad, he was just,
14 he was just confused.

15 And we're trying to notch the boat and, like I say, it was
16 rough out there. The mast is going over the stern gate and we
17 can't get in because the seas were just taking all of the water
18 out of the stern well. And the back of our boat started taking in
19 water, of the small boat. We took in probably 4 inches throughout
20 the whole deck. But we kept going, we kept trying to get this
21 boat back into our cutter. We just couldn't notch.

22 And at that point our main, our main thing now was to get him
23 out of the small boat and get him treated as we can. But we also
24 are not allowed to say when somebody is dead or not so we have to
25 also treat the other man as best as we can. So our EMT -- our CS

1 on board goes out and he tries -- you know, he does all his checks
2 and what he has to do. I can't really tell you what he does
3 because I don't know what he does. I'm not that qualified in
4 that. But he does checks, because we're not allowed to say when
5 somebody's dead.

6 Yeah, we bring him on board. He calls his -- I think a
7 family member and has a chat with them. I don't speak Spanish so
8 I don't exactly know what he said. And then we got in port later
9 on that day.

10 Q. Okay, Boats, thank you. Can we go back to the radar just a
11 little bit. Do you keep that in north up or heads up?

12 A. North up.

13 Q. All the time north up?

14 A. Um-hum.

15 Q. Okay. Is that up to the OOD or it's always north up?

16 A. I think it's just always in north up. Or if you want to
17 change it, you can change it. It's really the QMOW's preference
18 and how they want to use it.

19 Q. What was your last unit?

20 A. The *Cypress*, the Coast Guard Cutter *Cypress*.

21 Q. Buoy tender?

22 A. Buoy tender, yeah. 225.

23 Q. Do you know what a SART is?

24 A. A SART?

25 Q. Yeah. Have you heard of that, search and rescue transponder?

1 A. The -- what you throw in the water?

2 Q. No, you shouldn't throw it in the water, but --

3 A. No?

4 Q. You should be able to see on radar. Were you ever trained on
5 how to recognize that --

6 A. No.

7 Q. -- on a radar? Okay. Also on the radar, I assume you know
8 about sea clutter and rain clutter?

9 A. Um-hum.

10 Q. Okay. Can you see if -- with this cutter's radars, can you
11 see a wooden or a fiberglass boat in those kind of seas?

12 A. Well, I'm not sure, because usually in those kind of seas
13 there's not anybody out there because it was pretty high swells.
14 But I would assume if there -- if you have your gain and your rain
15 and sea adjusted right, you might be able to see a trail if
16 they're moving.

17 Q. Okay.

18 BY MR. [REDACTED]

19 Q. On your time on bridge when you have been QMOW, have you gone
20 out in this same conditions that you had on this time, on the time
21 of the incident?

22 A. Um-hum.

23 Q. Have you encountered a vessel on the radar and been able to
24 see it?

25 A. Uh-uh.

1 BY MR. MUISE:

2 Q. I'm sorry. I'm jumping all around here as I think of
3 something. The small boat, you talked about the gate and the
4 mast, and I've never launched one of these boats. Does the gate
5 come up over your head? Is that how it works?

6 A. Yeah. So the stern gate, it's in the center of the stern and
7 it just opens up like this. And by the mast, I mean the mast on
8 the small boat.

9 Q. Right.

10 A. And it would kind of just slide out like this. And when I
11 was saying like we're going over the stern gate, we're supposed
12 to -- we're usually right here and we clear it very easily with
13 maybe -- from your head like 5 feet, you're clearing it.

14 Q. Okay.

15 A. But this was like our heads were kind of going on over it a
16 little bit as we were getting rose by the swell and then --

17 Q. Sure.

18 A. -- dropped and --

19 Q. Can they just winch you in if they throw you a line?

20 A. Not really. You have to -- so because we're out here. The
21 stern -- this is where we have to get to --

22 Q. Sure.

23 A. -- right, to even get our nose into the back of the cutter.

24 And but the stern gate's just reaching out this way. So it's kind
25 of like blocking us because we're not even -- we're probably like

1 10 feet away from the cutter at this point.

2 Q. Okay.

3 A. And until you get your nose right here, we have to be right
4 here, you really can't do much. So what we do is we get out nose
5 in and we drive up to the back of the notch. And they have a line
6 that catches us. And as it catches us, we try -- we slide back a
7 little bit and we're good. So then somebody walks up, grabs the
8 winch, and then we winch in.

9 Q. Okay. All right. On the boat itself what do you have to
10 help you pull people out of the water?

11 A. We have boat hooks. We have like life rings that we can put
12 on people. On the Jacob's ladder --

13 Q. The boat itself has a ladder?

14 A. Yeah. There's two ladders on each side, so -- it's like a
15 rope ladder. You throw it down and it goes all the way to the
16 water, and that's how you can --

17 Q. Is there a scramble net or a Jason's Cradle?

18 A. There is a net. It's like a cargo net, and you can throw
19 that on the side. There's also a ladder in the back. It's a
20 fixed ladder on the cutter.

21 Q. Okay. Have you ever been trained on how to get somebody
22 unresponsive out of the water using a net?

23 A. Not using the net, no.

24 Q. Not -- okay.

25 A. I have with the -- I'm trying to remember the -- the

1 stretcher.

2 Q. Oh, okay.

3 A. I've been trained to get in the water and have the stretcher
4 also in the water and keeping them above water. So you kind of
5 like tie it on --

6 Q. Sure.

7 A. -- to the boat to -- I'm trying to remember. I want to call
8 it a stretcher.

9 Q. Sure.

10 A. But you have it --

11 Q. A Stokes litter.

12 A. Stokes litter. Thank you. You have it on the side and you
13 tie it off with some ropes and you just throw the body onto the
14 Stokes litter and you put the straps around. First strap you want
15 to go underneath their arms so it can hold them. And then, then
16 you want it their waste and feet and then their head.

17 Q. Okay. Are you the rescue swimmer?

18 A. I'm not. No.

19 Q. Okay.

20 A. We just had -- I had to do it in "A" school.

21 MR. MUISE: That's all I have, I think, [REDACTED]

22 MR. [REDACTED] Yeah, I'm good.

23 BY MR. MUISE:

24 Q. Oh, bridge team. Have you ever had bridge team management
25 training or bridge resource management training?

1 A. I don't think so.

2 Q. You didn't have that in "A" school? Okay.

3 How about personalities on the bridge? Everybody getting
4 along just fine or --

5 A. Yeah. Everybody gets along on our cutter.

6 Q. So if you're the QMOW, is there a way to -- let's say you're
7 the QMOW and you have a concern about something that's happening.
8 Is there -- how would you communicate that to the OOD? Is there a
9 trigger word or something to get his attention, or her attention?

10 A. You can just -- so on our cutter, since we're all pretty
11 close, we -- if we see something, we'll tell the OOD what we see,
12 what's wrong, and our bearing and like everything that we think is
13 a problem. We're able to tell them. And then they're able to
14 acknowledge and they can also check it out themselves if they see,
15 because they're more trained than the QMOW, they know more
16 knowledge than the QMOW, in my opinion, and decide on what the
17 next move should be.

18 Q. Okay.

19 BY MR. [REDACTED]

20 Q. In your time that you've on board, have you had a close
21 encounter with another vessel?

22 A. Not -- no. I haven't.

23 Q. Okay.

24 A. I mean, it's usually pretty good. We're able to notice and
25 see things. Obviously, a small boat, a pretty small boat is hard

1 to see when there's like whitecaps. I don't remember if there was
2 whitecaps or not, just know it was pretty high swells. But a lot
3 of the times those boats blend in to the water, but we haven't had
4 any close calls.

5 Q. Okay.

6 BY MR. MUISE:

7 Q. Do you do fisheries enforcement down here, too?

8 A. No.

9 Q. You don't do fisheries or you're not familiar with the
10 fishing fleet down here at all?

11 A. (No audible response.)

12 Q. Is it common to see boats that size out that far, fishing
13 boats that far offshore?

14 A. This was a -- so I don't know if you -- it was a 23-foot
15 boat. I don't know they were fishing. I don't know if they had
16 any fishing poles on board. I don't know what they were doing.
17 Like they could have been fishing. I don't know. But I could --
18 you know, you could -- we're like 4 nautical miles away from land.
19 You could have some people out there.

20 Q. Okay. Have you ever had to maneuver for a fishing boat in
21 that area?

22 A. No.

23 Q. No. Okay.

24 MR. [REDACTED] No, I got nothing --

25 MR. MUISE: All right. Boats, is there anything else we

1 didn't ask that you think we should have, though?

2 BM3 [REDACTED] No.

3 MR. MUISE: Okay. With that, it's 11:04 and we'll conclude
4 the interview.

5 (Whereupon, at 11:04 a.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 BM3 [REDACTED] [REDACTED]

ACCIDENT NO.: DCA22PM034

PLACE: San Juan, Puerto Rico

DATE: August 12, 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
Transcriber



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

NTSB ERRATA

Marine Investigation Report

Collision between *Winslow Griesser* and *Desakata*
DCA22PM034

Page/ Line	Original	Correction
5/4	(indiscernible)	an FN and an SN
5/7	signalman	seaman
5/14	road rules?	in both of those?
11/25	me might	we might