UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	
LOSS OF THE SUBMARINE *TITAN* IN THE NORTH ATLANTIC OCEAN ON JUNE 18, 2023	Accident No.: DCA23FM036

Interview of: GARY FOSS, Electronics Technician
OceanGate, Inc.

Everett, Washington

Wednesday,
July 26, 2023

APPEARANCES:

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I N T E R V I E W

(8:00 a.m.)

LT. [redacted] It is July 26th, 2023. We are in Everett, Washington, and the time is 0800.

This is a joint investigation with Coast Guard and NTSB, the National Transportation Safety Board, regarding the incident of the submersible *Titan* where five persons were on board which occurred on June 18th, 2023, in the Atlantic Ocean, approximately 435 miles south of St. John's, Newfoundland, Canada.

Are you currently represented by the legal counsel?

MR. FOSS: I am.

LT. [redacted] Counsel for the company.

MR. FOSS: Counsel for the company. I'm not represented personally, no.

LT. [redacted] And what I would like to do at this time, for record purposes, is go around the room. If you could introduce yourself and state your affiliation and spell your last name please. I'll start with you, sir.

MR. FOSS: Gary Foss. I was an employee at OceanGate at the time. Last name is spelled F-o-s-s.

MR. NEUBAUER: Good afternoon. My name is Jason Neubauer. I'm the chair of the Marine Board of Investigation for the Coast Guard. And my last name is N-e-u-b-a-u-e-r.

LCDR [redacted] and I'm a legal advisor to the Board.

LT. [redacted] Lieutenant [redacted] recorder for the Marine Board of Investigation. Last name is spelled [redacted]

MR. [redacted] I'm with the U.S. Coast Guard, and just here for digital forensics and (indiscernible).

MR. MUISE: Marcel Muise. I'm an investigator with the NTSB, M-u-i-s-e.

MR. [redacted] last name is [redacted] I'm with the Investigations NCOE. I'm also a technical advisor for the MBI.

LCDR [redacted] My name is Lieutenant Commander [redacted] I am an investigator with the Marine Board of Investigation, and the last name is spelled [redacted]

MS. SHVETS: Jane Shvets with Debevoise & Plimpton. Last name is S-h-v-e-t-s, counsel for OceanGate.

LT. [redacted] And we currently have one person -- party on the line that's part of the Marine Board of Investigation. Lieutenant Commander [redacted]

LCDR [redacted] Ms. [redacted] can you hear us?

LCDR [redacted] (Indiscernible).

LCDR [redacted] Can you go ahead and repeat that. My apologies. You were not on speaker. Ma'am, you're on mute.

LCDR [redacted] This is --

LCDR [redacted] There you go. Thank you.

LCDR [redacted] This is [redacted] last name spelled [redacted] I am a technical advisor to the Marine Board of

Investigation.

LT. [redacted] And that concludes all the parties in the room and online as well. For any purposes of this interview, you are able to change or modify anything that you say at a later date. If you also have any amplifying information after the interview that you would like to add, you can do that as well. You may also appeal the results of the report of investigation as a result from this interview, if there's anything in the transcriptions you don't agree with, you can appeal that.

And are there any questions, from you, sir?

MR. NEUBAUER: No.

LT. [redacted] Okay. At this time, we will begin the interview.

INTERVIEW OF GARY FOSS

BY LCDR [redacted]

Q. Good morning, Mr. Foss. Thank you again for being here with us. If you could just start out by telling me -- telling us briefly about your background, education, any type of relevant work history that you have.

A. I was a Navy electronics technician for 9 years. Stayed in the electronic field the rest of my career working in electronic field service, telephone company and recently with Bonneville Power Administration as a communications craftsman. So extensive electronics background work. And retired in the end of December. The end of January, I started with OceanGate.

Q. And that was January of?
A. This year.
Q. Do you hold any professional licenses or any type of merchant mariner credential?
A. No, I don't.
Q. So what is your -- basically what is your -- what was your position with OceanGate and what were your job responsibilities?
A. An engineering technician, I pretty much assisted in anything they needed me to do. I was working on the automation system for the platform that we ended up not deploying, and during the expedition, I would be -- fill in wherever they needed me.
Q. Had you worked with OceanGate prior at all in any contracting work or any other affiliation prior to January of 2023?
A. No, I hadn't.
Q. How did you come to find OceanGate in January of 2023?
A. The end of last year, I found a job posting online thinking that I'd like to do something after I retired, connecting with Bob Shuman and he in turn connected me with Stockton and I went in and met with him. Towards the end of January, they decided to bring me on as a part-time 20 hours a week.
Q. And you were -- were you aboard on the expedition number 3?
A. On expedition number 3 --
Q. Expedition 3 for the *Titan* which would have began in May of -- May 8th of 2023?
A. No. No, I joined on the second mission.

Q. The second mission. And can you just kind of go through and tell us about, you know, your time on board on mission 2 until --
A. Well, thinks kind of blurred together over time. It was -- we did work on the submersible from time to time. We did various operations, and where we were towing and basically back and forth. Boy, it's hard to -- it's blurred altogether. I did things like running parts, worked on the camera system on the submersible, and did charging for the low pressure air tanks on the platform, worked the aft deck where we were, you know, making sure that the tow was -- where the crew of the boat was minding the tow and we were minding the -- charging lines and things like that.
Q. Okay. Can you tell me specifically about that final mission, leading up to the tow out, you know, just from when you guys left St. John's until when you returned back to port?
A. Well, what I recall is the tow out went normally. We got to the site and again the mission that day, I started out on the forward deck helping to load gear, crew and passengers. From then I went up to the bridge, and I was part of the comms and tracking team as a backup member. And, I was there the rest of the time.
Q. And was there -- prior to the dive, was there anything unusual that you heard or saw or any type of issues that were stated by anybody as part of the OceanGate crew that you heard?
A. No.
Q. And you -- so you were up in the pilothouse or in the bridge. What were you -- can you tell me a little bit about the setup on

the bridge for that dive?
A. We were in chart room monitoring the comms and tracking computer and VHF communications with the platform, dinghies and submersible. And so basically we had the one computer that we were using for comms and tracking that was hooked to the computer in the focsle (ph.).
Q. And were you up there for the entirety of the dive?
A. Yes.
Q. And communications back and forth between the *Polar Prince* and the sub, what type of communications were they?
A. Well, once they -- we had VHF communications while they were still on the platform and surface. Once the platform was submerged, we began to give communications with the EvoLogics system, and that continued up until it stopped. There was no break in communications that we noticed.
Q. And what types of things or what were the communications going back and forth if you remember?
A. Questions about comm checks. We were continually doing comm checks, requesting depth information, status. They were responding with acknowledgements or giving us, giving us status updates. There was some communication going back and forth of weights, what was your -- what was the load, calculated load in submarine and status and such as that.
Q. Okay. Were there any type of communications that were passed back from the submarine of any distress or any alarms or any

issues that were going on aboard the sub?
A. None.
Q. So with the alarm system that was on for the hull (ph.) monitoring system, did that -- if there were to be an alarm, would that alarm in the bridge as well?
A. No.
Q. That would have just been specifically within the sub itself?
A. That's correct.
Q. And if they had an alarm was it common practice for them to then relay the alarm via text up to *Polar Prince* or to the vessel?
A. I would expect them to. This is my -- this was my first mission, and I was there in a backup capacity learning -- basically learning the ropes.
Q. Do you know or do you remember what depth they were at when they had their last communication?
A. I don't recall exactly. It was over 3,000 meters.
Q. And who was there with you? You said you were in a backup capacity. But who was the lead person making the communications back and forth?
A. I can't remember who was on the computer at the time. It was either Wendy Rush or Jerome.
Q. And did either of them say or state anything that there may be any issues with descent rate or anything going on aboard the sub?
A. Not to my recollection.

Q. Okay. Do you specifically remember any of the messages that were sent back from the sub to the bridge?
A. I remember replies of request for depth and load. I remember those requests coming back. I remember one specifically said this is PH. PH was actually on the computer at the time. And then I remember the last message was dropped two bags or dropped two weights.
Q. And when they messaged dropped two weights, the people who were running the communications at the time, was that something that -- did they show any distress with that or I don't know why they're doing this, this is why they're doing, and discuss that?
A. The discussion I heard was they're nearing the bottom. So they're dropping weights to slow the descension.
Q. And was that the last communications that you were aware of?
A. Yes.
Q. And at that point, do you remember what time that was?
A. Not -- no, I don't. I can't recall.
Q. So that was the last communications back. What was -- at what -- roughly when was the next comms check in. When should that have been?
A. The procedure was comm check ins at least every 15 minutes.
Q. And then when the comms did not come in after 15 minutes, what was the procedure from there?
A. The expectation was if they lost comms for 45 minutes, they would return to the surface.

Q. And from that point, what did you observe while you were on board?
A. We were constantly trying to regain communications. We were collecting as much data as we could about drift and which direction the submersible was going as in horizontally as they descended so that we could try and get an idea of where they would come up.
Q. And at what point that you remember, what was the next step? Did any of the small boats get underway to go and look or what kind of operations were happening on board besides just trying to find set in draft or try to find the possible location, continue communications? Were there other operations that were doing on board the vessel to get other small boats underway to go look?
A. I don't recall any dinghies being deployed. They were still -- I can't recall. I can't recall if they were out there or not. But there was people -- there were people out on the deck looking, watching, and we were constantly monitoring the rigging on the satellite beacon that was attached to the sub hoping to get, hoping to get a ping on it.
Q. At any point, did you or who was the lead comms person, did they reach out to any third party companies like EvoLogics or anybody else to maybe do, I don't know, if there was like a basic engineering control as you're familiar with being in the Navy, but did they do -- was that part of the procedure to maybe reset the system or --

A. Well, we did reset the system, and EvoLogics was reached out to. I don't know who actually contacted them, and they were looking through the log files and such as that.
Q. And are those log -- where are those log files stored? On that laptop or were they stored, you know, in the cloud or how were they stored?
A. They were stored -- the log files were in the server computer that was in the focsle.
Q. And at what point do you remember notifying the Coast Guard or when other vessels came on scene, do you remember kind of how those communications went?
A. The -- I wasn't involved in those communications. The mission director, who was Kyle, was handling most of those communications.
Q. Were you, besides being the electronics technician, did you ever do any electronics work on board the *Titan*?
A. My only involvement was working on the low resolution cameras that were used to monitor the outside of the submarine.
Q. Okay. And how were -- where was that data stored?
A. That data was stored on one of the on-board computers.
Q. And where in the computer or where in the sub was that stored? Do you know where it was stored actually in the --
A. The computers were in the equipment bay inside the aft dome.
Q. Did you ever do any work on the hull monitoring system?
A. No.

Q. Were you familiar with it?
A. No. I had a general overview of it but, no, I was not familiar. I had never worked on it.
Q. Do you know who did?
A. When you came on in January 2023, prior to heading out on mission 2 of expedition 3, what kind of work did you do at OceanGate?
A. I -- well, I spent some time tearing down *Antipodes* with Chris. I can't remember his last name. He was a contractor. So I helped with that. I was building a valve box to control the platform automation system. I was assisting Mike when he was building the electronics portion of the automation system and assembling a backup spare power control box for the *Titan*. And at that time, was *Titan* in Everett?
A. No. *Titan* was in St. John's.
Q. Okay. So when is the first time you saw *Titan*?
A. We took a trip out there before the mission, I'd have to say about a month, and that's the first time I saw the sub.
Q. And for the final mission, do you know who was -- what positions people were on the deck? So who was in charge of the -- the hatch closing or who was in charge of the barge or the platform?
A. I can't recall. I believe Jerome was in charge of the dome closing team.
Q. And did you work with Jerome when you -- was he in Everett

with you when you started in January of 2023?
A. Yes.
Q. And what was his overall position?
A. He was a software engineer.
Q. Software engineer. Did you ever conduct any other work on board the *Titan* other than with the work on the cameras?
A. I assisted in putting oil in some of the external electronic boxes, assisted with assembling the fairings. That's all I really did on the *Titan*. Other things were on the platform or assembling dinghies, such as that.
Q. Is there -- so you said that they didn't utilize your -- didn't utilize the automated platform.
A. Correct.
Q. Is there a reason why they did not use that?
A. There were some issues with the communication I think. I can't remember everything I was focused on, other parts of the operation, such as, you know, my assigned duties on the front deck or in the charging or working on the cameras. So I didn't spend very much time on the automation system.
LCDR [redacted] That's all the questions I have for now. Mr. Neubauer.
MR. NEUBAUER: This is Jason Neubauer.
BY MR. NEUBAUER:
Q. Just a couple follow ups, sir. Was there any camera damage that you had to repair on the *Titan* ahead of expedition 3 when you

went out there?
A. No. We replaced the cameras themselves. As it turned out, we ended up with three bad cameras on the external side. We never did find the root cause for that problem.
Q. And for that third expedition, when it started, were you planning to join it later in the second mission or were you brought out because of some of the issues that were occurring?
A. No, this was planned.
Q. Okay. And going back to the day of the incident, do you recall the weather conditions that morning?
A. They were good. The sea states were good, and it was -- we didn't have fog which was a welcomed relief.
Q. Okay. Was that the different than the previous days?
A. When we were out on the previous missions, there was some visibility issues, quite a bit of fog.
Q. Okay. During expedition 3. Is that correct?
A. During expedition 3.
Q. Yes.
A. But mission 5 the weather was nice and sunny.
Q. Okay. So for mission 4 and 3, there were weather issues. Is that fair to say?
A. Yes.
Q. And I'm trying to get a good idea is what visible to the bridge team when the submersible's deployed. You mentioned the text communications and that there's also some other data that is

available like the trajectory --
A. The tracking data.
Q. Yes, sir.
A. Yes.
Q. Is that real time date that's received or is it like (indiscernible)? I ask that because I'm curious when comms were lost, if there was a definite signal available to the bridge team. Was it obvious when data stopped flowing from the submersible?
A. Yes, it was.
Q. Okay. So there was a point in time when you realized there was no -- not just text communications, but there was no data being received?
A. That's correct. Yeah, that was our first indication.
Q. Okay. So can you kind of specify what data wasn't being received at that point?
A. We received position data from the EvoLogics, latitude, longitude and depth. And that information is -- you looked at the screen fro the tracking, you'd actually see an animation of a ping going out and an arrow, and then a ping coming back. So once communication was lost, we would see our pings going out in the animation, but nothing returning.
Q. Okay. Thank you. That was the last question I had.
MR. NEUBAUER: Let's go to the NTSB. Marcel.
BY MR. MUISE:
Q. Good morning, Gary. Did I hear you say you worked for Bob

Shuman?

A. No, I contacted Bob Shuman via LinkedIn.

Q. Who did you work for when you arrived?

A. I started out working for Phil. I'm sorry. I can't remember his last name. Phil Brooks. And then once Phil left, I was kind of floating. So I just helped out where I needed to.

Q. The sub itself, is there a single line electronics drawings that are kept up to date with each change to the sub and to the platform, too?

A. All those drawings were online, and as to their -- if they were current or not, I couldn't tell you. I didn't have a lot of involvement with that.

Q. Was somebody else designing any kind of change to the sub like electrical-wise before it was implemented or was ad hoc as you made updates to the system?

A. I couldn't tell you.

Q. And was there any tech support at all on the *Polar Prince* group? Did they help maintain or upgrade the sub or platform --

A. No.

Q. -- at all? Thank you, sir.

LCDR [redacted] from NCOE.

MR. [redacted] This is [redacted]

BY MR. [redacted]

Q. You spoke of the bad cameras. What exactly do you mean by bad cameras? Was it a power failure that they wouldn't cycle back

on or what exactly do you mean?
A. We had four cameras, one internal, three external. And, we never -- like I said, we never found a root cause of what causes this problem. We assumed it was a power surge of some kind that took out the three external cameras.
Q. So they wouldn't cycle back on. They were just pretty much dead?
A. Pretty dead.
Q. No power.
A. Yes. And, of course, having three bad cameras, we were looking for a common issue, and we finally troubleshot it down to the fact that cameras themselves went bad, all three of them at the same time.
Q. From like a power spike or something like that?
A. Yeah.
Q. The automation system, the automation system you speak of, what exactly does that entail?
A. The platform was operated by some pneumatic levers to submerge it and surface it. The idea behind the automation system was to automate that process so that you wouldn't have somebody out there on a dinghy and so that the submersible itself could go ahead and control and command the platform, so it would raise the platform by itself. And that's -- that was the plan.
Q. Was that system already installed but not used?
A. It was installed and not used, yes.

Q. Okay.
A. And to clarify, it was actually -- the equipment was installed, but it wasn't connected to the active system.
Q. Okay. That was going to be my next question. Thank you very much.
MR. [redacted] That's it.
LCDR [redacted] [redacted]
LCDR [redacted] I do.
BY LCDR [redacted]
Q. Good morning, Gary. Thanks for being here. Let me go back to your service in the Navy. Did you work on submarines when you were in the Navy?
A. No, I didn't.
Q. When you left the Navy, did you work on any submersibles or submarines in the marine world?
A. No, I haven't.
Q. Moving to kind of the overall, can you just describe the safety culture of OceanGate?
A. I thought the safety culture good. It was always stated multiple times if you see something, say something. And you're always being -- I remember Wendy was really good at it because she would watch from the bridge all the dinghy operations and then during our meetings, she would review what she saw and how we could improve, you know, getting from the ship to the dinghies, things like that. One of the things that was implemented that was

very -- I thought was just a wonderful idea, was what they called their stop scheme (ph.), and what that was, was once everything was prepared for the dive, there would be a 5 minute pause of operations to give everybody a chance to look over all of their systems and tasks to make sure that they were accomplished and completed and also to break the cadence of the operation so that you're not in a constant rush to get it done. And that was one of the things that impressed me in the operation was that 5 minute stop scheme.

Q. Did you ever go down in the sub at all? I mean on any tests, did you help on the *Titan* to get locked in?

A. No.

Q. If you were offered a chance, would you have felt safe to get in that sub and dive?

A. I think so, but there was a little trepidation being bolted inside something, a little claustrophobic maybe but, no, I didn't have any missions.

Q. So from your prior experience in the Navy, you had been working on other things, when you looked at the *Titan* and saw that you personally believed it was safe to dive?

A. I did.

Q. Were there any other issues you saw with the *Titan*, any issues that anyone talked about from the hull integrity to any sort of systems that were breaking down?

A. No, not to my recollection.

Q. No pre-meetings or post-meetings, stuff that was brought up about hull usage or how many times it was dived, anything like that?
A. No.
Q. Did you have a lot of interactions with Stockton?
A. Well, we were working shoulder-to-shoulder for 5 weeks.
Q. And can you describe from the time you met him to that last interaction, kind of what your overall -- what your perspective was of Stockton?
A. He was very passionate about his company and exploring the ocean. That's -- yeah.
Q. And do you believe he kind of practiced that same sort of safety culture? Was that started from him or did other people on the team kind of reinforce that safety culture?
A. Well, other people on the team definitely reinforced that safety culture. Where that safety culture started, I couldn't tell you because I was very new.
Q. What about did you ever feel like anything was motivated by any sort of money or pressure from someone else to get stuff going?
A. No, no, I wouldn't, I wouldn't think so.
Q. So when you went in April, around April to St. John's prior to the expedition, where was the *Titan* stored in St. John's?
A. When I got to St. John's, the *Titan* was in the Marine Institute in a service bay, the garage.

Q. Can you describe, what is the Marine Institute?
A. I didn't have much opportunity to explore the place. It looked like a -- kind of like a focused (ph.) college of some kind.
Q. Okay. Did you have any interactions with any sort of Canadian authorities either like a regulatory body or the equivalent of the -- to the Coast Guard in Canada or any sort of other government agency that came and maybe stopped and talked to you while you guys were there?
A. Not while we were there. The only interaction I've had with the Canadian authorities was an interview with their safety -- TSB.
Q. So prior to the incident, when you were there in April or before you guys left, did Transport Canada or anybody else come out and talk to you guys about the operation?
A. Not to my knowledge.
Q. You talked about the EvoLogics. Can you describe how that system operated?
A. There was two transducers, one on *Polar Prince*, one on the *Titan*. And they communicated acoustically.
Q. And what is a -- just with your background in electronics, what is a transducer?
A. It's just a acoustic motor.
Q. Was there ever any problems with that system?
A. No.

Q. I think I got everything. Thank you very much.

BY LCDR [redacted]

Q. Thank you again, Gary. This is Lieutenant Commander [redacted] When you came onto the company in January 2023, did you receive any training from OceanGate?

A. No. It was on the job.

Q. On the job. Okay. And did you -- on mission 5, did you have any contact with the mission specialists who were going to be on the dive?

A. The young man. I talked to him a little bit.

Q. And what kind of conversation did you have?

A. It was just a fun conversation with his sister and his mother there. It was fun watching him interact as siblings. You could tell that there was a lot of love in the family. Well, I really enjoyed getting to know him -- well, the daughter and the mother, I got to know them a little better after the incident. And so mission specialists, I didn't really get a chance to talk Hamish and Mr. Dawood, just in passing.

Q. And just in your conversations with the boy, did he seem excited? Did he have questions during the dive or on the *Titan*?

A. No, not of me.

Q. And we're just trying to understand like what goes on, on board the vessel in between dives or as you're heading out. Was there trainings that were held on the *Polar Prince*, you know, with all of the OceanGate crew and the mission specialists?

A. As in safety training from the ship's crew?
Q. Not necessarily from the ship's crew, but within -- so with like basically OceanGate and the mission specialists. Was there an area that you guys would meet and you'd do a nightly meeting, a morning meeting, go over the dive plan, those types of things?
A. We did, we did meetings twice a day, and we'd go over the dive plan and any concerns, just a typical staff meeting. There were other times when I wasn't involved, but they had meetings with the mission specialists.
Q. And just to talk a little bit more about your job or position with regard to the cameras, can you tell me a little bit more about that camera system? The data was stored internally on the *Titan*. How did the data go from the camera to the storage?
A. It's an access camera system. It's basically just a security camera system. It's a proprietary link to a small hub inside the *Titan* and from there it's beeping out to the server.
Q. And how did it pass? Was there a penetration that it passed through into the sub?
A. Yes.
Q. And where was that located, the penetration into the sub?
A. That would be on the aft ring through a multiport penetrator on the portside.
Q. Can you explain to me how that works? Was there a wire that passed through?
A. That multi-port penetrator is a large penetrator with

threaded holes and a connector is screwed into those holes that has a O-ring on it. They're industry standard subconn connectors, and that's what's used to make that penetration between the inside and the outside.

Q. And when you replaced the cameras that were bad, does it require the whole run to be run back through or does it just replace the camera and the wire connects into the camera?

A. The wire connects into the camera. There's connectors at the multiport penetrator. There's a connector again at the camera, and then just a jumper cable between the two.

Q. So did you ever do any work on the penetrator with running wires through it?

A. No.

LCDR [redacted] That's all the questions I have.

MR. NEUBAUER: This is Jason Neubauer.

BY MR. NEUBAUER:

Q. Are you familiar with the, are you familiar with the load distribution on the sub?

A. No.

Q. I was wondering if the camera circuits were the same or if they were powered by the same power that the thrusters and EvoLogics system or if that was separate?

A. Oh, that load, as in the electrical load system.

Q. Yes, sir.

A. Okay. The cameras were powered off the internal battery.

Q. Okay. Is the EvoLogics also powered off the internal?
A. I never, I never looked at that system. So I couldn't tell you.
Q. Thank you.
LCDR [redacted]
BY MR. [redacted]
Q. Are you able to describe the computers that were located in the aft cap? Like what type of computers, what type of storage device are located like that?
A. No, I never had an opportunity to work on the computers.
Q. Can you -- are you able to describe sort of the computers that were a part of the expedition? You mentioned a server and then a separate laptop or desktop.
A. There was a laptop computer in the focsle that acted as the serve for the EvoLogics system.
Q. So there was a laptop that was a server.
A. Yes, it had the server software loaded on it.
Q. And then there's a second laptop used or computer use to monitor?
A. Yes.
Q. So just two computers would be part of the expedition?
A. That’s -- part of that system, yes.
Q. And those were all connected. What was the connection shoreside? How was the network connected shoreside? Meaning, what were using to connect.

A. On the ship.
Q. But the ship connected to shore. How as that connection?
A. Oh, that was Starlink.
Q. Starlink. And who provided the Starlink service? Is that provided by OceanGate or is that provided by the ship?
A. That was OceanGate.
Q. So you had to travel with a Starlink setup that included a server and a laptop. That was all put up.
A. When I got there, the Starlink system was already installed.
Q. Okay.
A. So that portion of the system I'm not sure about.
Q. Are you -- as part of that system, were you able to send and receive emails on and off the ship, shoreside --
A. Correct.
Q. -- through the Starlink set up?
A. Yes. There was a wireless network on the ship.
Q. So anyone was able to connect to that wireless network --
A. Yes.
Q. -- and communicate shoreside?
A. Yes.
Q. How many computer laptops were part of the expedition on board the ship that you know of? Just the two owned by OceanGate?
A. I couldn't tell you. I have no clue.
Q. But you weren't provided with an OceanGate laptop?
A. No, I had my personal laptop with me.

Q. Okay.
A. And the EvoLogics system was hard wired. The server and the laptop were hard wired together.
Q. And which one stored the log -- what you're calling log files? Would it have been the local workstation that you guys were using as a display? Would it have been the server?
A. The server.
Q. And the server as I understand was called Sally. I think they named their servers.
A. Yeah, they do. They name everything.
Q. And it was carried in a pelican case?
A. The --
Q. The server.
A. There was a media server, and I think that's the one you're referring to.
Q. That's separate and apart from what you just described.
A. That's true.
Q. So there were three. So there was the media and that had a storage device, a server and then a display laptop?
A. When I say the server in the focsle, it was running just the server software for the EvoLogics. And that provided -- you could go ahead and log into that via a web interface.
Q. Gotcha.
A. And that's what we were using to track on the bridge.
Q. And then you had a separate device that stored your media?

A. No, the media server was a pictures, videos, I believe.
Q. Yeah.
A. This server in the focsle was the one where the log files were kept.
Q. Okay. But the media, when you say media, you're talking about camera media?
A. Yeah.
Q. That would have been stored where?
A. The media server was in what we call the media room. That was the server for the -- for our videographer and photographers.
Q. Okay. And that was Sally maybe.
A. That was probably Sally.
Q. So Sally stored media, a laptop that you're calling a server that connected directly EvoLogics and then a separate display laptop that you used up in the chart room. Does that sound about right?
A. That's correct.
Q. Okay. Thank you.
MR. [redacted] That's all I have.
LCDR [redacted] Ms. [redacted] do you have any questions on the line?
LCDR [redacted] I do not. Thank you.
LCDR [redacted] Thank you.
MR. NEUBAUER: This is Jason Neubauer again.
BY MR. NEUBAUER:

Q. I just have a couple more, sir. Do you remember the bridge emergency actions after communications were lost with the submersible? I mean specifically do you remember if a may day call was made to any authorities to start search and rescue efforts?
A. No, I'm not -- I don't have any firsthand knowledge of those communications.
Q. Okay. How long were you on the bridge after communications were lost approximately?
A. I can't recall. It was the rest of the day, into the evening, probably -- I think I went down around 10 that I feel I was asleep.
Q. And when approximately where communications lost?
A. I don't recall the exact time.
Q. Okay. Do you remember any talk on the bridge at all about contacting the authorities?
A. Yeah, there was talk about a procedure where once a period of time had elapsed was when they were going to contact authorities to begin the search.
Q. Okay. Do you recall --
A. I recall it was 3 hours.
Q. Okay. But that's an approximate timeframe. And this is more about your communication capabilities. Were you able to with your personal laptop email to the mainland?
A. Yes.

Q. Were you connected to the Starlink?
A. Yes.
Q. And what happened to your laptop?
A. I still have it.
Q. Was it checked by Canadian authorities at all?
A. No.
MR. NEUBAUER: Those are the questions I have.
BY UNIDENTIFIED SPEAKER:
Q. Just real quick. Is there anything related to this investigation that would have been stored on your laptop to share with the Board?
A. There were files that I had transferred off of the server so that I could go ahead and send them to Scott who wanted those files.
Q. What type of files?
A. The log files.
Q. The EvoLogics log files.
A. EvoLogics log files.
Q. You have those?
A. I have those and -- because I was told not to delete anything, they're still on that laptop.
Q. And where's your laptop now?
A. My laptop is at home. And also all of those files were downloaded to a flash drive and delivered to OceanGate.
Q. Okay.

LCDR [redacted] I don't think we have any more questions at this time, and so that will complete the interview. At the time 0851, we'll stop recording.

(Whereupon, at 8:51 a.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	LOSS OF THE SUBMARINE *TITAN* IN THE NORTH ATLANTIC OCEAN ON JUNE 18, 2023 Interview of Gary Foss
ACCIDENT NO.:	DCA23FM036
PLACE:	Everett, Washington
DATE:	July 26, 2023

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.

Kathryn A. Mirfin
Transcriber

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

Errata

Interview with Mr. Gary Foss

Loss of the submersible *Titan*
DCA23FM036

Page/ Line	Original	Correction
12/11	set in draft	set and drift
12/23	engineer control	engineering casualty
14/5	Q. Do you know who did? A. When you came on in January….	Q. Do you know who did? A. No, I don't. Q. When you came on in January…
17/6	(indiscernible)	dead reckoning type
17/18	fro	for
21/2	stop scheme	stopski
21/9	stop scheme	stopski
26/16	Mr. Neubauer	Mr. [redacted]