

NATIONAL TRANSPORTATION SAFETY BOARD  
VERBATIM TRANSCRIPT OF INTERVIEW WITH

MM1(SS) COREY L. HARRIS

CONDUCTED AT COMMANDER, SUBMARINE SQUADRON 1 CONFERENCE  
ROOM, 822 CLARK STREET, BUILDING 661, PEARL HARBOR,  
HAWAII

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MR. ROTH-ROFFY: Good morning.

WIT: Morning sir.

MR. ROTH-ROFFY: Uh, my name is Tom Roth-Roffy, and I'm with the National Transportation Safety Board. I and several other safety board investigators are here to investigate the accident that occurred between the USS GREENEVILLE and the fishing vessel, EHIME MARU, on February 9, 2001. Umm, for your information the National Transportation Safety Board is a U.S. federal agency that is responsible for investigating transportation accidents in the United States. The safety board is conducting a safety investigation of the accident, not legal investigation.

WIT: OK.

MR. ROTH-ROFFY: We are--our interest is in determining the cause of the accident and to subsequently to make recommendations aimed at preventing a future occurrence of a similar accident. We are not interested in assigning blame to any person or party. That's not our purpose. Strictly a safety investigation. Uh, if you desire you may have another person assist you with this interview. Would you like to have somebody assist you with the interview? Or were you think you can--

WIT: I think I can get through it on my own sir.

MR. ROTH-ROFFY: OK. Also joining me on the interview this morning are representatives from the United States Coast Guard and the United States Navy. And I'd like to have them to introduce themselves at this time. Go ahead Bill.

MR. WOODY: I'm Bill Woody from NTSB.

LT JOHNSON: I'm LT Charlie Johnson from the U.S. Coast Guard.

LCDR SANTOMAURO: I'm LCDR Santomauro from SUBPAC Staff and---

LTJG KUSANO: LTJG Ken Kusano, Coast Guard.

CDR CACCIVIO: And I'm CDR Caccivio from SUBPAC.

MR. ROTH-ROFFY: OK, and ah, MM1 could you please state your name for the record.

WIT: I'm MM1 Corey Harris.

MR. ROTH-ROFFY: OK. You can probably just lean back relax, you don't need to get too close to the mike. Uh, what I'd like you to do MM1 is describe, uh, the events as you recall them, say from the time the submarine left the pier on a Friday morning February 9th, in as much detail as you can. Just kind of a narrative summary of what you were doing say from the time of maybe what do you call it sea and anchor detail or something like that?

WIT: Maneuvering watch.

MR. ROTH-ROFFY: Maneuvering watch.

WIT: OK.

MR. ROTH-ROFFY: And we're going to let you tell the story without interruption. So, until, until what time Bill do you think we're going to be here?

MR. WOODY: Well, until after the a the vessel is on the surface and, and a hit surface completely. I'd say let's say the a, the blower, the blows were started.

WIT: Alright sir.

MR. ROTH-ROFFY: So yeah, just go ahead and tell the story and we'll just listen.

WIT: OK. Um, the ship stationed maneuvering watch, I was assigned as the below decks watch because I had duty

the day before and I had the last watch. So at the maneuvering watch I was relieved to take my position on the maneuvering watch which was the anchor supervisor. I went to the anchor, supervised the um, making anchor ready for let and go and upon securing maneuvering watch I came back to the forward compartment. At which time I went to the torpedo room to assist with any tours that were going on. My position is the TM LPO, so I wanted to make sure that everything was going ok, make sure my guys didn't need any help with anything. So I stayed down there 'til about 0930 and found out that my second class had everything under control. I knew I had the afternoon watch, so I went to lay down in the rack. Um, I laid down in the rack 'til about 1115. 1115 I woke up, went and had lunch, at 1131 I relieved the watch. I relieved the watch, did normal Chief of the Watch evolutions which involve moving water, making sure the boat was trimmed out. Uh, we did some course changes, some angles and dangles, showing the um, the people that we had onboard how the watch was going to be run and what we were doing. There was a group of people in control and observing and partaking in some of the angles and dangles and course changes. Normal watchstanding evolutions went on, until we went up to PD, to clear baffles in preparation of surface. Um, the Captain was in control. He was explaining to the guest what was going on, the reasons he had to clear baffles and the procedures we were going to use. Myself, I was going over the surfacing procedure with the watchstations. And I was also reading the low pressure blow procedure for myself. And after that, we clear baffles, the Captain ordered an emergency deep, I began to ingest water, per procedure, meaning to bring on water to the boat to get us down quickly, until 80 feet and I stopped um, flooding in water, made sure that I had a straight board. Um, we're down there for about um, we got to 400 feet uh, we went down for wasn't down there for that long, I can't say how long but it wasn't that long of a time. Until the Captain told us what we were going to do next which was the emergency surface. The Officer of the Deck said "ok we're going to conduct a 10 second emergency blow". And the Captain, well we had different people at different watch stations, at the helm, there was a gentleman, um, the Officer of the deck was near the diving alarm. To sound the diving alarm. And I had a gentleman next to me, the Chief of the Watch. He asked "ok what are we doing?" I told him I'm going to walk you through everything. I'm going to have my hands

on your hands, we're going to do a 10 second emergency blow, we're going to actuate what we call the chicken switches, to do a 10 second emergency blow. So I was given the word to conduct a 10 second emergency blow. He put his hands on the chicken switches, and I put my hands on top of his interlocking our fingers. So we both actuated the chicken switches. I said ok now squeeze and I'm going to push your hands up. I squeezed his hands, he squeezed, we pushed the hands up. Then we counted out the 10 second emergency blow. One thousand one, one thousand two, up to ten. Upon hitting ten, I said we're going to pull down now. Pull-pulled the things down, took his hands off the switches, and we started our ascent. I thought you said stop at the emergency point?

MR. WOODY: Oh no, I mean stop when the low pressure blower started.

WIT: Oh when the low pressure blower started-

MR. WOODY: Near the surface and you start the blower

WIT: Right, ok, well a lot of things happened before I start the blower. Ok um, sat down, sat back down, in my chair um, I was observing the depth gauges and telling the people what was going on. About 84 feet on the digital depth gauge we heard the first noise. After the first noise, um, the Captain said "what the hell was that", and nobody in control knew what it was at first. There was a lot of speculation of bow planes. But bow planes don't sound like that everybody said. And we knew that and a few seconds later we heard the other, um, noise. Um, in between the first two the scope was going up, the Captain took the scope, turned on perivise, and there was the ship. The ship was taking on water, and I immediately called for a relief for the dive because he's one of the topside Chiefs. So I something was wrong so we had to get him relieved. So I sent the messenger to find a relief for him. The Captain ordered men abridge and he told us what was going on. I don't remember the exact words but we can see that we had hit a ship. And people responded. I ordered, along with the Captain and other people to get the Civilians out of control and they were being led away by um, I don't know who. And they all left control, and we started damage control efforts. And rescue efforts. At this point, um, we're getting the bridge open, um, the Captain gave the word to drain the

forward escape trunk upper hatch. And he was looking around he said the waves are too heavy we can't open it yet just drain it for now. He was relieved, the bridge was open, the engineer went to the bridge along with the lookout. Ah, the Captain went to the bridge. At this point I'm receiving the reports um after I, after emergency surface, have to prepare to surface after I get all the reports prepare to surface, have to pass surface, surface, surface. And upon surface, surface, surface, I can start the low pressure blower and I started the low pressure blower after receiving all the reports.

MR. ROTH-ROFFY: Ok. I'd like to follow up with a little more detailed questions to get a little bit more information.

WIT: Ok sir.

MR. ROTH-ROFFY: You mentioned that a, after you'd been at periscope depth you descended again to 400 feet a, and you said that you weren't sure how long that you remained at 400 feet. Could you give us some--

WIT: Ok, we eventually got to 400 feet. Ok, normal , um, emergency deep procedures are to go to 150. Ok. After getting to 150 the order was given to the dive to make your depth 400 feet. I just wanted to clear that part up.

MR. ROTH-ROFFY: Ok, how long were you at 150?

WIT: Not long at all.

MR. ROTH-ROFFY: Roughly? 30 minutes?

WIT: No, no, god no. Maybe two minutes if that.

MR. ROTH-ROFFY: At 150?

WIT: At 150 before we went down.

MR. ROTH-ROFFY: And then you continued your decent to--

WIT: To 400.

MR. ROTH-ROFFY: To 400, and how long, say, from the time you left periscope depth 'til you reach 400 feet, how

long elapsed? How much time elapsed? Including the, you know, the stay at 150.

WIT: The stay at 150? It wasn't quick at all I would have to say less than 10 minutes.

MR. ROTH-ROFFY: Less than 10 minutes.

WIT: I would have to say less than 10 minutes, I'm not exactly sure. I'm not exactly sure but I think it was less than 10 minutes.

MR. ROTH-ROFFY: Ok. And then once you achieved 400 feet how long did you remain at 400 feet?

WIT: Maybe another, maybe two minutes or so. We just went down the Captain started saying what we were going to do, we got the word, and we came right back up. So it probably stretched out a little bit, probably about five minutes. I would say max five minutes.

MR. ROTH-ROFFY: Five minutes at 400 feet?

WIT: Five minutes at 400 feet. With all, wit-wit-- the explanations. Again I'm not exactly sure of the time cause I wasn't looking at my watch.

MR. ROTH-ROFFY: In your recollection is, how long does it typically take to complete that cycle from, say from going from periscope depth down doing your emergency deep, achieving your 400 feet and then coming back up was the amount of time that it took on Friday afternoon is that a typical amount of time or was it less or more?

WIT: Ok, typically, we're not going to do an emergency deep and then do an emergency surface.

MR. ROTH-ROFFY: Ok.

WIT: Ok, that's not typical. If we were to typically do it, it would have been an emergency deep get down and then go where we have to go next. So, it wasn't a, the evolution itself was a typical evolution but the sequence of events wasn't typical for a normal underway. That has happened in the past and it has taken about the same amount of time. Cause once you go up you've already checked your baffles clear, you've already did your

observations and everything is already noted. Ok, no close contacts, we have whatever here and you know where-where things are. So if you had to emergency deep and come back up you were, you were ok to do that in that amount of time.

MR. ROTH-ROFFY: Ok, but a, before doing a emergency ballast blow you would be on a periscope depth to check the surface and then you would descend to some level before doing the blow, is that correct?

WIT: Ok, right, now emergency main ballast tank blow if this was an actual emergency there wouldn't have been time to come up and take a look, ok.

MR. ROTH-ROFFY: Right, I understand.

WIT: Now, since we were doing a controlled emergency blow we knew that's what we wanted to do, then yes the proper steps were taken to come up and take a look around. All of those things were done, um, normally, to come up, to check the baffles, come to periscope depth, take a look around with the periscope. All those things were in normal time. And to come down to 150 we didn't have to worry about getting a sat one third trim at 150, which is something that we would normally do if we're going to continue going. We knew we were come to the surface so we didn't have to stay at 150 for a long period of time. There was no purpose. The thing that we wanted to do was to get back to the surface and get coming home. So there was no reason to hang out any longer than necessary. So we had already checked the area clear. Sonar did its thing with the contacts and everything, came down to 150 which is the procedure for emergency deep, ok. So we did the procedure, now we're out of the procedure so we go to 400 feet. Went to 400 feet, we didn't have anything else to do, we wasn't going on a mission or anything so we just--they gave the word to emergency blow.

MR. ROTH-ROFFY: And the-the total time from the-the time you started the decent until the time you broke t surface, the tot-is that-was a normal amount of time in your experience?

WIT: In my experience a normal amount of time, yes sir.

MR. ROTH-ROFFY: And how many times have you done this particular emergency blow?

WIT: Emergency blow? Four times. Two in training, to qualify as the Chief of the Watch, two was actual Chief of the Watch.

MR.ROTH-ROFFY: Now do you always submerge to 400 feet before commencing an emergency blow?

WIT: When you're training, yes sir. Emergency blow can happen at any depth. Ok. But when you're training--

MR. ROTH-ROFFY: Sure I understand that but for-for drilling purposes it's standard to go to 400 before initiating emergency blow?

WIT: Yes, sir.

MR. ROTH-ROFFY: Any idea what the effect would be to-for doing an emergency blow at say 150?

WIT: Not enough submarine sir. Submarine is 360 feet long and you're 150 already as soon as you actuate the switches your bow is already out of the water basically.

MR. ROTH-ROFFY: Now you mentioned that one of the civilians a had his hands on the activation switches for the blow, um, now was that your decision to put his hands on the switches or were you instructed to do that?

WIT: I was instructed. I was instructed.

MR. ROTH-ROFFY: By whom?

WIT: Um, it came from the Officer of the Deck, the a, the Commanding Officer.

MR. ROTH-ROFFY: Ok.

WIT: That's with any-any time um, just like with training, when you have a non-qualified person driving the over-instruction guy always has his hands on the other persons hands to ensure safety and to ensure that a qualified watch stander is in actual control of the evolution.

MR. ROTH-ROFFY: Ah, you mentioned at about 84 feet on the digital gauge you heard a noise. Could you describe that noise? Intensity, and character?

WIT: There's no way to describe that noise other than something was hit. Um, it's a noise that I've never heard before so I can't really give it a name. It just sounded like we hit something. A shudder the boat kind of shook a little bit. Ship shook to the left a little bit and that's when you knew something was wrong on a boat or submarines when you have the fair water planes that's kind of what it sounded like. Fair water planes flapping against the surface. But we don't have fair water planes so we knew that wasn't it. And foul planes, I don't even think they were extended.

MR. ROTH-ROFFY: And did you also hear a noise--

WIT: I heard two noises. The first a shudder, which was the first hit aft of the sail around the area of the fan room topside. And the second hit was the--we were still trying to come up so the second hit was our rudder.

MR. ROTH-ROFFY: Ok. Ok I think that's about all I have for now I'd like to pass it to Mr. Bill Woody.

MR. WOODY: Bill Woody. I just have a couple questions, ah, I'll probably have more later, a, when you flooded water in about how much did you flood in to take the ship down? I think you said that, a, you flooded a--

WIT: I flooded 'til we got to 80 feet--

MR. WOODY: 80 feet.

WIT: Um, I'm trying to think, because I didn't have to pump that water back out--

MR. WOODY: Approximately--

WIT: I'm going to give you an approximate number of about, about 5000 pounds.

MR. WOODY: 5000 pounds.

WIT: Approximately.

MR. WOODY: And you, I think I heard you say something about--you checked for a straight board, uh, what would that be about since you're already submerged?

WIT: Ok, right, we're already submerged, but the periscope is up. Ok and when the periscope is up it's my job as Chief of the watch to make sure all mast and antennas indicate lowered or [inaudible] so at the emergency deep the officer of the deck is lowering the periscope, so I have to make sure that all masts and antennas are down. And are straight board, meaning the whole hull openings. So I'm glancing at all the masts and antennas and make sure there are no holes in the boat.

MR. WOODY: I see. And how many masts do you have to be concerned about if you could name them real quick?

WIT: Ok, you have number one, number two periscope. Um number one, number two [inaudible] 34's, nav ID masts, snorkel induction masts, and we wouldn't have the radar up or anything at that time.

MR. WOODY: Ok. So we have one and two scopes, one and two--

WIT: [inaudible] 34's

MR. WOODY: [inaudible] 34's, and the others?

WIT: Snorkel induction masts.

MR. WOODY: Snorkel induction that's a total of five, then five.

WIT: And the nav ID light but on emergency deep, that's only, we won't have that up at periscope depth--

MR. WOODY: Ok.

WIT: So I'm not really concerned about that--

MR. WOODY: A-a-a navigation ID--

WIT: Yes

MR. WOODY: ID, ok. Now, and you mentioned that the OOD, perhaps the Captain through the OOD gave you instructions, am I understanding right, to let the, have the visitors hands put on the a chicken valves-

WIT: Chicken switches.

MR. WOODY: Chicken switches.

WIT: Yes, sir. That's the emergency blow out actuating valves, that's the official name for them.

MR. WOODY: Ok, I [inaudible].

WIT: Emergency blow actuating valve.

MR. WOODY: Ok. Got that. And uh, so is this something that you've done before or is this an unusual request for to have a--

WIT: No, not really an unusual re-request. Like I said um even when I was qualifying and I was permitted to do it for the first time while qualifying, I got to actuate the switches with the over-instructors hands on mine. And that's for like I said, positive control so that you always have the watch. You never relinquish control of your watchstation. So this request wasn't new, I knew what I had to do as a watchstander. I can't give total control to someone who's not qualified. Simulated control because yes, they're actuating the switches, but in all actuality I'm actuating the switches. You just think you are because it's you know, you're doing the movement but it's my watchstation and I can't let that go.

MR. WOODY: I understand. And um, as far as determining 10 seconds how did you do that? You say you counted mississippi one, mississippi two--

WIT: I counted one thousand one, one thousand two--

MR. WOODY: Was the visitor counting with you?

WIT: Yes, he was as a matter of fact.

MR. WOODY: He was?

WIT: I made sure he did it.

MR. WOODY: And when you changed hand positions you had no problem moving the--

WIT: There was no changing of hand positions sir.

MR. WOODY: [inaudible] moving the valve positions.

WIT: Ok, the valves, these particular valves go up and down. And you hold them up. And after 10 seconds we bring them right back down--

MR WOODY: Pull em down, that closes them.

WIT: Just like that.

MR. WOODY: That shuts them, yeah. Now you mentioned about the noise, you never heard this noise before but you said it sounded like the, a, the planes when you have the, on the fair water--

WIT: Right, if you had fair water planes, um, normally, well not normally, if you're in rough seas and you have a submarine wit-wit-with fair water planes, and you're not controlling your depth very well then those fair water planes come out the water and they slap back down into the water, you're gonna hear, boom, kind of like that. And that's indication that you're a little bit too high. Ok, and GREENEVILLE doesn't have fair water planes. So the relation was made, wow those sound like fair water planes but we don't have any.

MR. WOODY: Um huh, I see.

WIT: And so that's what I can just, that's the only thing I can equate that noise to.

MR. WOODY: Ok. And um, you said something about planes being extended, you weren't sure whether they were or not. Can you-maybe I didn't hear you correctly?

WIT: Oh, I was just making a mental note to myself about bow planes.

MR WOODY: The bow planes.

WIT: Right. Um, with the noise and everything we don't have fair water planes but we have bow planes. You know I was just saying if any amount of noise that I would hear it would probably be the bow planes slamming against the water. But I didn't know if the bow planes were extended or not.

MR. WOODY: You did not notice if they were extended or not?

WIT: Right.

MR. WOODY: So you don't know?

UNKNOWN: Ok. Would they normally be extended when you're making an emergency surface or emergency blow?

WIT: Well if we have to do an emergency blow, in an emergency they probably would have been out. But in this case, like I said, um, they probably were but I'm not sure, because this was just normal routine operations.

MR. WOODY: And had the OOD been on watch all through the morning? All through your watch?

WIT: Yes we--

MR WOODY: When you came on watch was he on watch?

WIT: No, he relieves after us. The OOD relieves after us.

MR. WOODY: After you, so when you came on watch the OOD that was there during the emergency blow was the same person?

WIT: Yes, he was the same person. What I'm saying is, the-all the enlisted guys we relieve on the half hour. And the officers relieve on the hour.

MR. WOODY: Ok. And who was the OOD at that time?

WIT: Um, LT Coen.

MR. WOODY: Cohen, C-O-H-E-N?

WIT: C-O-E-N.

MR. WOODY: C-O-E-N. Was there any other officers, such as the Executive Officer, in the control room?

WIT: I didn't see the XO. I did see the Captain. I don't remember seeing the XO at all.

MR. WOODY: Ok. Any other officers that you remember seeing in the control room at that time?

WIT: At that time, I don't know if the Nav was in there, I think, I'm not certain that the Navigator had poked his head in to um, to check out the quartermasters.

MR. WOODY: Ok

WIT: I'm not sure.

MR. WOODY: Alright.

WIT: My mind was trying to be focused on my little area here at the BCP.

MR. WOODY: Ok. Now we-we know that the a, the two planes positions were manned, we know that the diving officer watch was sit-setting between them, we know that you were up in the corner there by your consul, what other watch positions were in the control room besides the OOD.

WIT: Firecontrol.

MR. WOODY: Firecontrol? How many people were on firecontrol?

WIT: One. And a quartermaster.

MR. WOODY: Quartermaster.

WIT: That's about it.

MR. WOODY: Ok. That's all the questions I have of an operational nature at this time, um-

LT JOHNSON: LT JOHNSON, Coast Guard. Um, a few questions here. How long have you been a qualified as Chief of the Watch?

WIT: About a month and a half. About a month and a half.

LT JOHNSON: About a month and a half? And how many times have you stood the watch as the qualified chief of the watch?

WIT: We just went on a deployment and I stood it on the deployment. [Inaudible from 6 to 22 on the tape]

LT JOHNSON: At this time there was a gentleman at the helm and a gentleman at the chief of the watch station--

WIT: No I did not say that.

LT JOHNSON: You did not say that?

WIT: No not on the emergency deep.

LT JOHNSON: Ok.

WIT: I did not say that.

LT JOHNSON: Let me go back. Where were the civilians when you were at periscope depth?

WIT: They were standing in the back watching.

LT JOHNSON: Ok they were not up in the front of the control room?

WIT: No, no sir.

LT JOHNSON: A, during the emergency deep, or during the angles and dangles did the guest participate in the function of manning a control station?

WIT: Some yes they did.

LT JOHNSON: During the angles and dangles part?

WIT: During the angles and dangles, yes.

LT JOHNSON: Ok, in what capacity did they, did they perform?

WIT: Um, they were, the were um, steering and driving. So they were helmsmen and plainsmen.

LT JOHNSON: Ok. And they were actually, in what position?

WIT: They were sitting in the chair--

LT JOHNSON: Sitting in chairs.

WIT: Yes, with the qualified watchstander having a hand on the steering wheel.

LT JOHNSON: Ok, this is during the angles and dangles evolution?

WIT: Yes, during the angles and dangles.

LT JOHNSON: At what point did they get relieved from that position?

WIT: When we started to do serious angles and dangles. Um, the angles and dangles that the civilians were, were involved with as far as driving were the minor course changes, five degrees up, five degree down and things like that. When the captain took over and the submarine did, excuse the expression, no crap angles and dangles I mean 20, 25, 30 degrees up and down, um, 15, 20 degree rolls things like that the qualified watchstanders had the helm.

LT JOHNSON: Did, you say when the Captain took over, the Captain relieved by the OOD to do the angles and dangles assume the conn himself?

WIT: Well not exactly assume, he didn't say I assume the conn, it's normally when the captain walks in and give the, the helm an order, he gives it through the, the officer of the deck. So he will tell the officer of the deck 30 degree up bubble and the officer of the deck will then turn tell the dive 30 degree up. So he didn't assume like that. He gave his, he made his wishes known to the officer of the deck who had the watch who told the helmsman and plainsman, chief of watch. And dive.

LT JOHNSON: He never, basically what you're telling me, he never formally assumed the conn but he was directing the ship.

WIT: He was directing the ship, but never formally assumed the conn.

LT JOHNSON: Um, these a, the-the-part of the-the angles and dangles that the guest were participating in, approximately what time was that evolution taking place?

WIT: Between probably um 1230 and 1 o'clock. Something like that.

LT JOHNSON: Ok. Who was on the helms and planes when the vessel made it's approach to periscope depth?

WIT: The helmsman and plainsman, did you need their names?

LT JOHNSON: No, no, no, just the qualified watchst--

WIT: The ship's force.

LT JOHNSON: The ship's force, that's what I wanted to know. Did you hear during any of these evolutions, did you hear any contact information passed to the officer of the deck from sonar?

WIT: Yes, once. I-I-I vaguely remember sonar holding three contacts. And only reason I do remember is because I was talking about something, one of the civilians asked me a question and I think it was to the point of like who was that talking and what's a contact, something like on that. And I think I heard sonar has three contacts.

LT JOHNSON: Do you know what depth you were at when that report was made?

WIT: No sir.

LT JOHNSON: Do you know if any-any range or bearing information was provided along with that?

WIT: No sir.

LT JOHNSON: It's out of your--

WIT: It's out of my scope--

LT JOHNSON: It's out of your world, right, yeah. Um, what about a ESM when you were at periscope depth do you remember any electronic contacts reported?

WIT: No sir.

LT JOHNSON: Did you hear any of the signals, is there a sensor on the periscope that would indicate a radar contact, that has a audio feed box in the control?

WIT: Yeah, there is but I didn't hear it.

LT JOHNSON: You didn't hear it go off? Ok. What was the ah the noise level like in the control room during th3e a, during the emergency deep and the ensuing EMBT blow, that's the part of the evolution I'm focusing in here?

WIT: There wasn't much noise, um, not a lot of noise. The civilians were-were asking questions to um certain people. The captain was doing a lot of the talking. So a lot of people were listening and occasionally you'd hear a side conversation or side question about something that the captain said. So it wasn't relatively noisy.

LT JOHNSON: Ok. Were you a, having to flood water in and out for the diving officer of the watch at periscope depth with, was maintaining depth a difficult evolution?

WIT: No. Maintaining depth was not difficult. I did have to move-move, some-some water though.

LT JOHNSON: Ok. How about the trim? Were you having to pump trim?

WIT: I was, the sea state was kind of bad so we were, I was moving water um, near depth control in and out. I was moving water forward, aft. I was going off. We, we were moving water a lot.

LT JOHNSON: How long were you at periscope depth?

WIT: Like I said we wasn't at periscope depth for that long, we wasn't really there for that long.

LT JOHNSON: Ok, and um, two, five minutes, two minutes, three, can you define that long or just give me a general?

WIT: Like I said less than ten minutes.

LT JOHNSON: Less than ten minutes at periscope depth, and who was manning the periscope during this time?

WIT: Um, the officer of the deck took a look around. Officer of the deck manned it, I-I think I made the statement before, I don't remember if the chief of staff took a look around prior to and then after or just after, um, the incident. But then the captain looked through the scope as well. The captain was the last one to look through the scope.

LT JOHNSON: Ok. Do you remember ever hearing the officer of the deck make a comment about a wave coming over his periscope or the scope going under water him not being able to see?

WIT: I don't remember those words, but we were rocking.

LT JOHNSON: You were rocking?

WIT: We were rocking.

LT JOHNSON: Is that normal for the vessel to feel a lot of surface action at periscope depth?

WIT: Oh yes.

LT JOHNSON: If it's, if it's a real calm day would you feel it at periscope depth?

WIT: If it was a real calm day no, but the hull being rounded yeah, you tend to feel the sea state.

LT JOHNSON: Ok, what depth is periscope depth?

WIT: Periscope depth is between, normally it's like five eight feet.

LT JOHNSON: Ok were you, was that where you were?

WIT: We were at five eight feet.

LT JOHNSON: Ok, throughout the a--

WIT: No, not throughout um, I think I remember um, the captain giving the word to make your depth 56 feet for some reason.

LT JOHNSON: Um, your depth gauges, you mentioned that your um, your digital at 84 feet on your digital you heard the first noise--

WIT: Yeah

LT JOHNSON: Ok. Where's the sensor for that digital gauge located or one the submarine location?

WIT: Where's the gauge at?

LT JOHNSON: Yeah--

WIT: So I can see it?

LT JOHNSON: No, no, no where's the sensor, where does it take its pressure reading from? Do you know?

WIT: Well depth sensing is um, you have in lower level, outboard the 21 man rack number I think ten.

LT JOHNSON: Is the bow section, mid section, or the stern section? Where the actual transducers are feeling the pressure--

WIT: Kind of like the middle.

LT JOHNSON: So you're in the center of the submarine, you're at 84 feet?

WIT: Yea.

LT JOHNSON: Now where does that put the bow with a 20 degree up bubble?

WIT: Out of the water? Almost out of the water. Pretty much, yeah were out of the water.

LT JOHNSON: You're out of the water and the bow?

WIT: I'm pretty sure at 84 feet I'm, either out of the bow or darn close to it. You're out of the water darn close to it.

LT JOHNSON: Ok. Um, are the bow planes normally always extended when the vessel is submerged?

WIT: Yes. Normally, yes--

LT JOHNSON: So are they-are they, then always extended during an EMBT blow?

WIT: EMBT blow is not a normal evolution. If you-EMBT blow in an emergency then whatever ship-whatever condition the ship is in that's what the ship is in. EMBT blow is designed for emergency getting to the surface. So you don't plan for that evolution.

LT JOHNSON: Sure--

WIT: If there's a flooding or something you have to go up, you can't, ok if the bow planes retracted you can't do that. You don't have that kind of time--

LT JOHNSON: EMBT blows are always conducted when the vessel's submerged, is that right?

WIT: Yes.

LT JOHNSON: Is that-is that, I mean you couldn't do it once its submerged.

WIT: Well you can, but it's not called an EMBT blow then.

LT JOHNSON: Sure. Ok. I'm just trying to get a feel for the noise, so anytime the-anytime--

WIT: The noise inside the boat?

LT JOHNSON: No, what you're hearing. Anytime the submarine is submerged the position of the bow planes are what?

WIT: Extended.

LT JOHNSON: Extended. And if you ever conduct and EMBT blow the vessel is in what state?

WIT: The vessel? What state--

LT JOHNSON: The submarine is in what state, surface or submerged?

WIT: Submerged.

LT JOHNSON: Ok. That's what I needed to know.

WIT: Ok.

LT JOHNSON: Um, do you know the depth gauges that were being used that day within calibration is that something you would look at, um periodically?

WIT: Actually, personally, I would only because one of my gauges we had an incident um, a couple of weeks ago with one of my gauges being almost out of calibration and someone told me. Actually, no someone told like the officer of the deck before they told me. So I took it personal so I went around from this point checking depth gauges so I could, so I could say ok now it's my turn. So I actually did look at-look at those depth gauges.

LT JOHNSON: Are they within calibration?

WIT: Uh, yes they are.

LT JOHNSON: How long were the were the--

WIT: I don't remember the exact date but I think they had to come out prior to us, um, leaving again. I do believe they were in cal at that particular time.

LT JOHNSON: Ok. Um, are you aware of any specific standing orders from the captain or from anyone really for the testing the EMBT blow system that actually describes or would govern the evolution that you participated in?

WIT: CO's instruction?

LT JOHNSON: Yeah

WIT: You mean like normal SSN instructions, there is an instruction, yes. An SSN instruction.

LT JOHNSON: What does that instruction detail?

WIT: It just gives you um, the reasons that you would conduct an EMBT blow.

LT JOHNSON: Right.

WIT: And it will, it tells you basically how to do it.

LT JOHNSON: Does it specifically discuss the EMBT blow from the maintenance stand point, specifically regarding safety of your vessel, safety of surface of vessels in the area? Anything in there discuss that procedures, precautions?

WIT: I don't remember off the top of my head.

LT JOHNSON: Would you have reviewed that being a qualified chief of the watch prior to?

WIT: Yes I did review the emergency surfacing procedure.

LT JOHNSON: Ok. Um, you mentioned that the captain once you were at 400 feet provided a briefing on EMBT blow briefing, this is what were about to do type of a briefing?

WIT: Right that wasn't necessary for the watchstanders cause I was reading the procedure to the watchstanders he was basically telling our guest what we were about to do.

LT JOHNSON: What was being discussed? What kind of things were put out during that?

WIT: Well he was telling them um, that were doing an EMBT blow were going to go to the surface at a rapid manner he was explaining-he started from the beginning. It started as him explaining the reason for us coming a PD, the reason for the baffle clear, and what exactly were going to do which was EMBT blow. He told them that were gonna [inaudible] up angle and were gonna come up and were gonna surface the vessel.

LT JOHNSON: During the ascent do you happen to know what the rate of ascent was?

WIT: I did not look over there.

LT JOHNSON: Do you have an indicator on the bridge that will tell you the rate of ascent? in the control room--I mean--

WIT: The bridge no, no. um, they have a- we have a vertical velocity switch not really a switch its like a indicator that has out some number whether your going vertical or not. Yes.

LT JOHNSON: Does it tell you how fast you're going vertical?

WIT: Fast?

LT JOHNSON: And that's measured how?

WIT: No, I-I don't-I don't know, the measurement of it. It has to measure in accordance with our, the up angle of the boat and the speed that the ship is going.

LT JOHNSON: What would you be seeing on that if the diving officer or the OOD said chief of the watch what is our vertical indicator say?

WIT: He wouldn't ask me that question.

LT JOHNSON: He wouldn't ask you that? It's not part of your normal, ok. You don't know what the diving officer would be looking at do you?

WIT: well he'll look at our-he'll look at our vertical rate of ascent but the diving officers they don't really go by that. Diving officers they have they're dealing with the angle and the bow and the bubble so to speak. Um, they ask for 23 whatever degrees up and as long as their achieving that and the rate of ascent in my opinion that's not what they're looking at. Not the rate of ascent. We already know our speed so our rate of ascent unless we're sinking to the bottom, I don't think they would be looking at that.

LT JOHNSON: Ok. Um--

WIT: But I could be wrong because I'm not qualified diving officer.

LT JOHNSON: Sure. Did you over hear any discussions or concerns about making a papa hotel time?

WIT: Not until, I didn't hear anything about papa hotel time until we were already on the surface and somebody was calling an inbound submarine and they thought it was us. But it turned out to be somebody else with a papa hotel time of 1430. So I didn't hear anything about our papa hotel time.

LT JOHNSON: You never heard any conversations between the OOD and the captain about being late and having to hurry through anything?

WIT: No sir.

LT JOHNSON: Ok. During your ascent to the surface did you hear any reports at all from sonar?

WIT: no sir. I don't remember any reports from sonar.

LT JOHNSON: Ok. What was the noise level in the control room actually during the ascent?

WIT: During the ascent it was relatively quiet. Because everybody was feeling the submarine and the only person who was talking was the captain.

LT JOHNSON: Was it confusing in the control room at all?

WIT: No sir.

LT JOHNSON: Did the officer, you work directly for who?

WIT: The diving officer.

LT JOHNSON: You work for the diving officer who in turn works for the officer of the deck.

WIT: Officer of the deck, yes.

LT JOHNSON: Do you work in any way directly for the officer of the deck in any evolutions?

WIT: Um, directly, only directly when raising and lowering um, the bra 34's or anything that he needs, the antennas or anything like that, he will tell me directly.

LT JOHNSON: Do you normally stand watch with the LT Coen, have you stood watch with him before I guess is what--

WIT: Yes I have.

LT JOHNSON: You have?

WIT: We have been um, the whole [inaudible] that's been our pretty much normal watch rotation. All of us. Dive included.

LT JOHNSON: Did he appear to you it's certainly just your opinion, did he appear to you to be well within his comfort zone with the evolution?

WIT: Who Mr. Coen?

LT JOHNSON: Yes.

WIT: Yes.

LT JOHNSON: No communication issues or problems on the bri-control room, I'm sorry.

WIT: No sir.

LT JOHNSON: No reports from sonar though?

WIT: I, not that I heard. No sir. At that time. Only the one that I did mention about three contacts.

LT JOHNSON: Ok. Um, the angles and dangles that the guest participated in do you know what depths they were conducted at?

WIT: Yes, between um, 450 feet and a little lower. A little deeper I should say.

LT JOHNSON: 450 feet and deeper. And what was the maximum speed that you were achieving or angle-what are the maximum limitations they were allowed to--

WIT: The guests?

LT JOHNSON: Yes.

WIT: They were allowed to go 5 degrees up and down and they had a few course changes, minor course changes.

LT JOHNSON: Um huh,

WIT: The rudder being around 5 to 10 degrees rudder.

LT JOHNSON: Once the--

WIT: And the speeds were not high.

LT JOHNSON: Once the uh, your vessel was on the surface and you obviously knew you had a problem did you remain the chief of the watch?

WIT: Yes. I remained the chief of the watch until I had myself relieved so I can help with the damage control efforts.

LT JOHNSON: Ok. What is-what is your job, are you a member of the R and A team?

WIT: Um, I'm the TM LPO and so we normally, I would normally have an off-going guy getting a small arm just in case of a problem.

LT JOHNSON: I'm sorry you lost me. What is a TM LPO, I'm sorry. Lets go back.

WIT: Ok. I'm the supervisor of the torpedo division.

LT JOHNSON: Ok.

WIT: Now my job, ok, being at chief of the watch I thought I would be a better capacity to help not being chief of the watch. Cause I, being a senior person I know what a damage control gear, I'm able to help in a variety of facades. When we first go the word there was a little communication problem. And I thought I could assist by either a finding someone who spoke Japanese whether it be cell phone or some other means. Or help do

something. I just felt I needed a relief so I could better assist.

LT JOHNSON: Did you say you got, you got a small arm?

WIT: Normally in our rescue and assistance detail we have a watch bill, I didn't get a small arm myself, it's procedure for like a man over board type of situation. And obviously we had people in the water.

LT JOHNSON: Yeah.

WIT: And that's basically to keep sharks away if sharks come. Ok, so I was making sure that, that was being done.

LT JOHNSON: That the small arm was being issued?

WIT: Yes.

LT JOHNSON: What kind of armament were you issuing?

WIT: I didn't issue anything. I wasn't going to issue anything. No that wasn't in my job to do the issuing. I just wanted to make sure people were doing what they were supposed to do at that particular time.

LT JOHNSON: Ok. And then the rescue efforts--

WIT: I helped break out damage control gear, I assisted the divers, um, the divers headed to the bridge and they were standing by on the bridge we had guys standing by the forward escape trunk ready to go topside when the word was given. I also went down to be with the civilians in the torpedo room, the chief of the boat wanted a senior person there. And that person was me so I went down there to talk to them and make sure they didn't have any issues, to kind of calm them down and keep them abreast of what was going on.

LT JOHNSON: Ok. That's all I have for right now. Commander?

CDR CACCIVIO: Are you comfortable with your [inaudible] on the weapons? I knew that basically its for shark protection in the water and I think an M-16-

WIT: Yeah and I was about to tell him [inaudible] I was going to clarify that a little bit more. Yeah when you have a man overboard we usually take an M-16 to the cell to protect the people from sharks.

LT JOHNSON: Ok. Was that done in this case?

WIT: The gun was broken out but not brought to the cell.

LT JOHNSON: Ok that's where I got confused. Thank you.

CDR CACCIVIO: Typically I think because of the crowding on the cell you'd actually probably leave that guy down in control if you really felt you needed him cause it's already crowded--

WIT: Yes its already crowded, he was in a, actually in the CO's stateroom standing by.

LT JOHNSON: I'm going to pass it to commander, I do have some more questions I just need a minute to get my mind.

WIT: Ok.

LCDR SANTOMAURO: Petty Officer Harris how are you doing? Lieutenant Commander Santomauro of SUBPAC. I'm the EMO. Um, when you were going up, when you first went up to periscope depth prior to going to 400 feet when you were doing your periscope searches, ESM searches, what was the sea state like?

WIT: I don't know what the exact sea state was but we were rocking.

LCDR SANTOMAURO: Was coffee rolling out of your cup or?

WIT: No sir. Um, not coffee rolling out the cup, but you could feel it. You could feel the sway back it was enough to get people sea sick. The civilians that were, cause we had a few of them go to the rack cause they were sea sick.

LCDR SANTOMAURO: Did you take a look at the little bubble that's provided for rolls, 5,10 degree rolls?

WIT: No I can't see that as chief of the watch.

LCDR SANTOMAURO: No? Ok. What would be your estimate on the rolls? Just rough estimate.

WIT: Um, probably 10 to 15 degree rolls, estimate.

LCDR SANTOMAURO: Ok, that's fairly rough so I, just based on my experience. 10 to 15 is fairly rough for submarine to take pd. Um, when you went up there, when you first got the PD order depth to 60 feet?

WIT: No 58. Order depth was 58.

LCDR SANTOMAURO: So when you left 150 feet and you were going to periscope depth the first order depth was 58 feet?

WIT: Yes. My-my I do believe it was 58 feet. The second depth was 56.

LCDR SANTOMAURO: Ok.

WIT: I do believe that.

LCDR SANTOMAURO: Um normally when you go to periscope depth, I mean how many times have you gone to periscope depth as chief of the watch?

WIT: Every time.

LCDR SANTOMAURO: Ok.

WIT: Every time.

LCDR SANTOMAURO: So when you go to periscope depth what normally do you see ordered as a ordered depth when you go to PD?

WIT: About 60 feet.

LCDR SANTOMAURO: Ok. Any reason why this one was 58? Were you taking rolls at 150 feet?

WIT: Yes we were. We were rolling at 150 feet a little bit I do believe.

LCDR SANTOMAURO: Ok. Well that would be a reason why then.

WIT: I do believe. Not heavy, you know, you could feel a little bit of rocking at 150.

LCDR SANTOMAURO: Ok. That would be one reason why they would order that. Um, when you got up there was the ship heavy, light, what did the diving officer order in order to reach and achieve 58 feet and was it, did you have to do anything, did you get up there--

WIT: I was moving water. I was moving water. I had depth control energized, I was um, I think we were, I think we were light. I was bringing on um, I was bringing on water.

LCDR SANTOMAURO: You had flood?

WIT: I was flooding.

LCDR SANTOMAURO: Ok. Did you have to pump any forward any aft?

WIT: I moved um, I think I moved some aft. I moved some to forward auxiliaries. I think, I think. Those things I don't tend to remember.

LCDR SANTOMAURO: Ok.

WIT: I do know I did have depth control energized and I did bring on.

LCDR SANTOMAURO: Ok. During the evolution when you came to periscope depth and you're doing your safety sweeps were the navy guests in the control room?

WIT: A yes.

LCDR SANTOMAURO: Ok. Um, during that evolution how would you evaluate the control room atmosphere? Was it everything professional, was there any confusion, was there a lot more noise than you would consider to have as a chief of the watch?

WIT: Well of course there was a lot more noise because it was more people but the noise wasn't distracting. Um, everybody was professional for more reasons than just the guest, um, the diving officer is my chief so I have to

make sure I'm standing a professional watch for that fact as well.

LCDR SANTOMAURO: But normally, I mean normally if there is a lot of noise and confusion you'll hear somebody say--

WIT: Right, right, I will say quiet in control.

LCDR SANTOMAURO: Correct.

WIT: Right.

LCDR SANTOMAURO: And you didn't feel like you needed to do that?

WIT: No.

LCDR SANTOMAURO: So orders were being given received clearly--

WIT: Orders were given with repeat backs. Yes, same as normal.

LCDR SANTOMAURO: Repeat backs, it was professional and there was no, you don't feel like having the guests--

WIT: I wasn't over burdened. And we were not overwhelmed.

LCDR SANTOMAURO: Ok. Um, you stated earlier that the navy guest participated in angles and dangles. Is that, so they were actually guests on the helm during high angles and high speeds or not?

WIT: High, no, no, not high speeds. They were at the moderate ones, the 5 to 10 degree ones.

LCDR SANTOMAURO: So basically low angles, low speeds--

WIT: Yes. Low speeds low angles.

LCDR SANTOMAURO: And that was between 4 and 6 hundred feet? Is that right?

WIT: Yes sir. I said 450 and below.

LCDR SANTOMAURO: 450 and below?

WIT: He just put a depth on it. I'm answering his depth being in the military and knowing those numbers yes between 450 and 650 .

LCDR SANTOMAURO: 450 and 650--

WIT: Those are the exact depths.

LCDR SANTOMAURO: So in other words there were no navy guests actually controlling any ships control surfaces during high speeds high angles.

WIT: High speeds no.

LCDR SANTOMAURO: How about during the emergency main ballast tank blow event itself?

WIT: There was one civilian on the helm with an over instruction being the seat that controls the rudder.

LCDR SANTOMAURO: So you're saying there was a navy guest actually sitting in the seat, in the chair with the qualified watch stander standing right next to him?

WIT: Right next to him. Yes sir. When I glanced over there and saw him I saw the qualified watch standers' hand on the helm as well.

CDR CACCIVIO: Can you ask the question again please, I didn't understand it?

LCDR SANTOMAURO: The question is, is during the emergency main ballast tank blow event when you were at 400 feet when the order was given to emergency surface there was a navy guest sitting in the helms chair.

WIT: And my answer was yes. With the qualified watchstander right next to him with a hand on the helm.

CDR CACCIVIO: Ok I understand.

LCDR SANTOMAURO: We'll go back to the safety sweep prior to going to 400 feet again.

WIT: Yes sir.

LCDR SANTOMAURO: You may or may not have heard this but normally you come up to periscope depth, you reach and achieve ordered depth 58 feet and the OOP's gonna do a safety sweep visually and then he's got to report whether any close contacts or no close contacts and in this case did he report that there were any contacts?

WIT: No sir, he did not report that there were any close contacts.

LCDR SANTOMAURO: So he reported no close contacts?

WIT: No sir I didn't say that I didn't say, I said he did not report that there were any contacts. I did not hear him say that there were any contacts. I don't know if the word came out of his mouth no close contacts but I didn't hear him say that he had any contacts.

LCDR SANTOMAURO: Ok. And normally when you come to periscope depth--

WIT: Right normally we come--

LCDR SANTOMAURO: First thing they're looking up--

WIT: Right. No shapes, no shadows, no close contacts.

LCDR SANTOMAURO: And then they get up to the first sweep around and they immediately say whether there are any.

WIT: Right. I understand.

LCDR SANTOMAURO: And that report was none?

WIT: I did not hear that report.

LCDR SANTOMAURO: You did not hear it?

WIT: I did not hear that report.

LCDR SANTOMAURO: And during the course of the entire that entire periscope depth evolution did you ever hear any visual contacts reported at all during that pd period?

WIT: No sir. During that pd trip perivise was on. And the civilians and a lot of the control room they would glance at the parades monitors, myself included and on the first sweep I was looking at the monitor from my advantage point I didn't see anything on the monitor during any of the sweeps. I saw water, waves--

LCDR SANTOMAURO: Did you see the horizon? Did you see the sky?

WIT: I saw the sky I think it's because he pointed it upward but I saw waves. I didn't look for very long. I glanced over.

LCDR SANTOMAURO: During that period did the officer of the deck complain at all about depth control? Did he say--

WIT: I think that's why we ended up at 56 feet.

LCDR SANTOMAURO: Ok.

WIT: I think that's the reason we ended up at 56 feet.

LCDR SANTOMAURO: Did you have to pump any water out at all at that point?

WIT: I was pumping off, I was flooding, I was doing all of it. I was moving a lot of water around. So I guess the dive was trying to maintain depth--

LCDR SANTOMAURO: So they were having some difficulty maintaining water depth?

WIT: Well it wasn't difficult, I kept up with what the dive wanted to we didn't make any major excursions or anything. You know when he wanted me to flood I flooded. When he wanted me to pump off I pumped off. So with me keeping up with him we didn't have, in my opinion any depth problems, cause I was keeping up with what he wanted.

LCDR SANTOMAURO: I understand. How long were you at 58 feet before they ordered 56 feet?

WIT: I do not remember sir.

LCDR SANTOMAURO: Do you have any idea how long the whole periscope depth evolution took until they ordered the emergency deep?

WIT: That was probably the same, within the same ten minute time frame. It wasn't that, I don't recall it being that long.

LCDR SANTOMAURO: When, after the emergency deep was executed and you were going down to 150 feet did you ever reach 150 feet was 150 feet ever, um, did the diving officer ever report to the officer of the deck that steady [inaudible]

WIT: [inaudible] depth 150. I do believe I heard the dive say that. I do believe.

LCDR SANTOMAURO: So you did steady out at 150?

WIT: I don't know about steady--

LCDR SANTOMAURO: Was the report--do you know if the report was made?

WIT: I think the report was made we got to 150 feet. Now how long we stayed there we didn't, I can't say that we stopped and cruised at 150, um, these are certain reports that you have to make so we got to the water depth and at 150.

LCDR SANTOMAURO: Ok.

WIT: and we left from there.

LCDR SANTOMAURO: You also said you heard a noise at 84 feet by the digital depth gauge?

WIT: Coming up.

LCDR SANTOMAURO: Was that the digital or was that the shallow water?

WIT: No the digital, the only reason I was looking at the digital depth gauge is because I was explaining to, um, to one of the guest how we were coming up and that she's gonna see the numbers go rapidly up, and as I was looking at the depth gauge, she was standing back here,

and I was noticing the depth gauge because I was saying ok you see it now 100 feet blah, blah, blah, blah, blah, and at 84 feet, cause I was still looking at it that's when the first sound occurred.

LCDR SANTOMAURO: And before you went up for the safety sweep when you were at 150 clearing baffles prior to that did you have a sat 1/3 trim, do you know? Before you headed up to PD

WIT: I'm thinking. I'm not sure about that one.

LCDR SANTOMAURO: Probably not a question for you but, probably for the dive.

WIT: Yeah. I'm not sure.

MR. ROTH-ROFFY: Tom Roth-Roy could you explain could you explain what you meant by a sat 1/3 trim?

LCDR SANTOMAURO: Normally when you come to 150 feet you're gonna go ahead and trim the ship for 1/3 bow so that you can maintain 150 feet without much difficulty. Zero bubble basically. Hear any reports from ESM at all during the periscope depth evolution?

WIT: No sir. No sir. I didn't hear any.

LCDR SANTOMAURO: That's it. That's all I have.

MR. ROTH-ROFFY: Now is an appropriate place to break. If you have no objection.

LCDR SANTOMAURO: Ok with your recommendation, I believe everyone is about ready for some lunch. We'll go ahead and break, the time is about two minutes to 12 and we'll take a break in the interview of MM1 Harris.

LCDR SANTOMAURO: Ok we're back now resuming the interview with MM1 Harris. The time is about 1258 on the 14th of February. I'd like to turn the questioning over to Commander San--

LCDR SANTOMAURO: LCDR Santomauro of SUBPAC. Before we broke for lunch we were discussing watchstanders, who was in what seat for controlmen to surfaces and apparently

the answer was that there was a navy guest sitting in the helmsman chair during the EMBT blows is that correct?

WIT: Yes. For the initiation of it yes sir.

LCDR SANTOMAURO: Ok. During this evolution what is the helmsmans orders during that evolution?

WIT: On emergency blow the helmsmans responsibility is rudder amidships.

LCDR SANTOMAURO: Ok. What else? Anything?

WIT: That's about it.

LCDR SANTOMAURO: So in all actuality--

WIT: He's doing nothing.

LCDR SANTOMAURO: He's doing nothing?

WIT: Right.

LCDR SANTOMAURO: Ok. There was a qualified navy watchstander on the helm on the stern planes rather--

WIT: Right next to him. Qualified on the stern planes, yes sir. Who controls the evolution.

LCDR SANTOMAURO: Once the ship reached th4e surface and after the obvious collision how long before the qualified watchstander, how long before the guest was out of the helmsman seat?

WIT: The first instance of trouble, right after the hit. That's when the initial confusion started. I glanced over at that time the qualified navy guy was yanking the civilian off the chair already. So with the first hit the civilian was being taken out the chair--

LCDR SANTOMAURO: So soon as-right at 84 feet when you heard the noise and everybody obviously knew that something happened and you knew that, that person was getting out of the seat.

WIT: That person was gone.

LCDR SANTOMAURO: Ok. That's all I have.

LT KUSANO: I'm LT Kusano. I just have a few questions. You said before you'd done four emergency blows, two UI, and two as a watchstander?

WIT: Yes sir.

LT KUSANO: Now in that case when they go to periscope depth if they're preparing to go on emergency blow they'll go to periscope depth correct?

WIT: No. Ok, I have to reiterate. Emergency blow is not a normal thing that we do. That is for emergencies. When training to do emergency blow we do come up to 150.

LT KUSANO: Ok. Now during the training time when you come up to 150 to take a look around if there is a contact have you ever been in situations--

LT JOHNSON: Time out. We're really in a gross misconception here. You can't see anything from a 150 feet. You come to 150 feet--

LT KUSANO: You do PD, PD, PD. excuse me. I meant PD. so you're coming to PD, so there's a contact, what is the standard procedure from there?

WIT: Ok, there's no real standard procedure. When the periscope is raised and we get to PD the officer of the deck makes an initial scan. And what the Commander told you first no close contacts. Ok, if there was a contact he'll obviously say contact on this bearing, I don't know the proper terminology for it, but he will call up a contact and he'll ask for a classification if he doesn't know what that is. So if he did see a contact everybody in the control room would know about it.

LT KUSANO: Ok for training purposes then the emergency blow gets canceled. But does it postpone--

WIT: If we were gonna train-if we were training to do it yes. If something was up there then no we would not do the emergency blow.

LT KUSANO: When would they do it?

WIT: If it's just training it could be cancelled. I mean we're training. So we're not going to jeopardize any safety for training. So if he would have saw something he would have yelled it out and then that's when the training time out or if you will, we would've stopped the training and we would have just went back down and evaluate the situation.

LT KUSANO: And the four times you've done it that's never happened?

WIT: No sir.

LT KUSANO: Can you describe, you said approximately 80 feet that's when you heard the first noise?

WIT: 84 feet sir, yes.

LT KUSANO: 84 feet. I don't know if I misheard you, did you say you felt it go to the left side or you heard the noise on the left side?

WIT: I kind of heard the noise, kind of, well, I really couldn't-it kind of felt like the left but I couldn't hear if it was on the left side or not. You know the noise came from the top of the submarine. Not really, since it's round, not really know which side. But I moved a little bit to the left.

LT KUSANO: So you moved--

WIT: Me personally a little bit. Not a lot. Not a great extent though.

LT KUSANO: Ok. You'd say like what you'd feel in a car maybe taking a turn about how many miles per hour?

WIT: I can't judge that.

LT KUSANO: You can't judge that?

WIT: I can't judge that sir.

LT KUSANO: And then the second one how would you describe that in detail like what did it feel like?

WIT: That one after the first one and I listened I can tell that the last one was our, the stern part of the submarine being the rudder, hitting something.

LT KUSANO: Ok and what did that feel like did it feel like slamming on the breaks or--

WIT: Not really slamming on the breaks. Again I can't find the words to describe it just like hitting something. It wasn't an abrupt stop because we didn't stop. It was like a slight resistance.

LT KUSANO: Ok. That's all I have.

LT JOHNSON: This is LT JOHNSON. A few more questions for you. How long have you been in the submarine service?

WIT: I've been in the navy a total of 14 years and the submarine service for eight.

LT JOHNSON: Eight years. You mentioned that you could feel your submarine, the sea state at 150 feet, right?

WIT: Yes sir.

LT JOHNSON: Your experience and time out there what kind of sea state would you think would cause you to feel it at 150 feet?

WIT: Three to five.

LT JOHNSON: Sea state three to five?

WIT: Sea state three to five.

LT JOHNSON: Ok or 3 to 5 foot waves.

WIT: No, sea state three to sea state five.

LT JOHNSON: Ok.

WIT: Or anything over a sea state five. Minimum sea state three.

LT JOHNSON: When you activated the chicken switches to start the EMBT blow do you do both of them simultaneously

or do you do the forward group first to get the bow up and the follow with the after group?

WIT: I actually do the aft group first since the air has a longer way to travel. It's like almost instantaneously but you lift the aft one first followed by the second one.

LT JOHNSON: Ok. Just a little bit of off set but it's not really--

WIT: Just a tad bit.

LT JOHNSON: Do you remember during the ascent the attitude of the submarine? Were you listing over to the port side or starboard side, were you coming up level?

WIT: coming up even.

LT JOHNSON: Level. Coming up even. Ok. Radar, when you were up at periscope depth and you were searching for contacts to ensure the air was safe at any time did anybody put a radar antenna up and transmit, go active with the radar to locate contacts?

WIT: No sir. Not at periscope depth. No sir.

LT JOHNSON: At any time during the trip did anybody put a radar up to check for contacts?

WIT: No sir, not to my knowledge.

LT JOHNSON: What about going active on sonar, did anybody take any pings to see if the area was clear with active sonar?

WIT: No sir, not to my knowledge.

LT JOHNSON: Ok. When the OOD got to periscope depth and he's doing his look-arounds how fast is he scanning approximately, is he walking around in a very slow deliberate manner?

WIT: Slow and deliberate walking around.

LT JOHNSON: He's not spinning quickly?

WIT: No sir. Not relatively quickly. I cant, I mean unless you've seen it I can't, I can stand up and kind of show you, if you like. But I can't give you a rotations per minute answer of that or anything.

LT JOHNSON: Ok. No you don't need to do that.

WIT: It's not terribly quick and it's not terribly slow because you don't know what's up there.

LT JOHNSON: Sure. Where the navy guest, the VIP's, allowed to be on the periscope at any time?

WIT: No sir. I don't remember any guest being on the periscope at this time when I was on watch.

LT JOHNSON: So the entire time you were on watch at not time did any navy guest actually look out the periscope?

WIT: Not to my knowledge sir.

LT JOHNSON: Wow. That's unusual.

WIT: That's something I didn't see.

LT JOHNSON: Right. When the officer of the deck did the look around at periscope depth was there only one scope raised?

WIT: Yes sir. To my knowledge, one scope.

LT JOHNSON: Is that normal?

WIT: Yes sir.

LT JOHNSON: Ok. Making sure I have nothing else so I don't have to come back.

WIT: I want you to understand also that my watch was the submerge watch and you don't normally have those periscopes up when you're submerged.

LT JOHNSON: Sure. Did you hear, I know that sometimes in a submarine you can hear other vessels fathometers and active sonars of some other vessels even though you're not actually in sonar just for the dynamics of the hull

[inaudible] did you hear any other underwater man made sounds, fathometers, sonars?

WIT: No sir. None.

LT JOHNSON: Biologics?

WIT: Well I didn't hear the biologics, sonar picked up boing fish like you always do off the coast of Hawaii. But I can't hear those through the hull.

LT JOHNSON: Right. How did you know that sonar had picked those up?

WIT: They announced that. They announce boing fish.

LT JOHNSON: Ok. Were the visitors to you knowledge and I realize where you're sitting in the control room and what you're doing, to your knowledge were the visitors in sonar on the headsets?

WIT: No, not to my knowledge, no.

LT JOHNSON: At any time during your watch?

WIT: Not to my knowledge. I can't see inside of sonar from my watchstation.

LT JOHNSON: Sure. That's all I have.

CDR CACCIVIO: This is CDR Caccivio real quick here MM1, could you, can you explain to me the relationship between the commanding officer and the officer of the deck and the helm in terms of the deck and the conn and how that interaction works and how the CO would take the conn?

WIT: Ok, when the officer of the deck takes the watch, he announces to the helm, quartermaster, and dive this is whoever he is, LT so and so, I have the deck and the conn. Now the captain come in, the captain being the captain of the ship he would announce captain has the conn, whoever the officer of the deck is would retain the deck. He would still be in charge if the captain would come in and still exercise authority. And the helmsman and the dive will be listening for the captain who will probably tell the officer of the deck what his wishes are

and officer of the deck will still put those orders out to the helmsman and dive.

CDR CACCIVIO: So if the captain issues the order to the officer of the deck then who has the deck and the conn?

WIT: The captain has the conn.

CDR CACCIVIO: If the captain orders-issues an order to the officer of the deck--

WIT: Ok. If the captain issues an order to the officer of the deck who has the deck and the conn? The captain would have the deck and the conn. Normally, no that's not correct, that's not correct. The officer of the deck would still have the deck and the conn.

CDR CACCIVIO: Ok. If the captain issues an order to the helmsman who has the deck and the conn?

WIT: Then the captain would have the deck and the conn.

CDR CACCIVIO: Ok. I'm gonna ask you again, if the captain issues an order to the helmsman who would have the deck and who would have the conn?

WIT: The captain would have the deck, the conn excuse me. And the officer of the deck would retain the deck.

CDR CACCIVIO: Ok. So just to clarify and to make sure we got the right answer here, basically the officer of the deck, upon relieving, would take the deck and the conn. The commanding officer would typically give his order to- the commanding officer would give his order to the officer of the deck, in which case the officer of the deck, who has the deck and the conn, would then translate those orders and wishes of the commanding officer to the helmsman. If, however, the commanding officer entered and gave a direct order to the helmsman, then in fact, that would be tantamount to the commanding officer assuming the conn. In which case the officer of the deck would announce to the control room part of the commanding officer has the conn, the officer of the deck retains the deck.

WIT: That is true. That is correct.

CDR CACCIVIO: Ok. Did you feel rushed in conducting the evolution as you-once you got into the process of going to periscope depth to do your safety searches and going your emergency deep and emergency blow? Did you feel rushed in executing those evolutions?

WIT: No sir. I was preparing for the emergency surface. So I knew what was coming up. Cause I had the watch to take us to the surface to bring us home. So I was preparing for the emergency surface the main ballast tank blow. I was preparing for that. What I didn't know was gonna happen was the emergency deep. So I was preparing, so I didn't feel rushed because I had already discussed it with the watchstation. And I was well capable of performing the evolutions that I had to perform, so I did not feel rushed.

CDR CACCIVIO: Ok. As a routine, do you ever see the submarine use active sonar in preparation for going to periscope depth?

WIT: Never.

CDR CACCIVIO: Why is that?

WIT: Active sonar gives us away, so to speak. We're out there to be quiet and active sonar puts noise in the water. And if we're coming to periscope depth or to the surface we don't, we still don't want people to know where we are as relationship to the enemy of what we do for a living. So we don't put active sonar in the water cause that just makes too much noise.

CDR CACCIVIO: Ok. Have you ever stood a sonar watch?

WIT: Once.

CDR CACCIVIO: Ok, then I'm gonna defer those questions. When the officer of the deck was conducting preparations for going to periscope depth do you remember hearing him test ESM?

WIT: I do not remember that.

CDR CACCIVIO: So do you remember any ESM acknowledgment of the testing of ESM?

WIT: I didn't hear the acknowledgment or the testing of  
ESM.

CDR CACCIVIO: Ok, so you didn't hear the test tones?

WIT: No sir.

CDR CACCIVIO: Ok. Did you hear the early warning  
receiver in the background, typically it will hum?

WIT: No sir. I don't remember hearing it.

CDR CACCIVIO: Ok. Do you remember hearing the sonar,  
any sonar audible in control?

WIT: No sir.

CDR CACCIVIO: Do you what I'm talking, I'm talking about  
the fact you can actually audibly listen to--

WIT: Yes sir I understand.

CDR CACCIVIO: You indicate--

WIT: Stop for a second sir. I do remember the boing  
fish. They did turn sonar audible into control so that  
the guest could hear the boing fish.

CDR CACCIVIO: And when was this?

WIT: This was, I think this was either at periscope  
depth or at 150, I'm not exactly sure, not exactly sure.

CDR CACCIVIO: Ok. You indicated that the ch-is it  
correct that the SUBPAC chief of staff took a look around  
on the scope at periscope depth?

WIT: Again I'm not certain I saw him on the scope but I  
can't really remember was it before the incident or  
after.

CDR CACCIVIO: Ok.

WIT: But I did see him on the scope one of those two  
times but I'm not sure which one.

CDR CACCIVIO: Do you remember any discussion when the captain was on scope or the officer of the deck was on the scope indicating that they were changing depth to get a high look or a good look?

WIT: No I didn't hear any discussion about that. I just, it was my opinion that we were coming a little bit higher because of the sea state. But I didn't hear it.

CDR CACCIVIO: Let me ask you this, did you come high, as a deliberate act, did you come more shallow as a deliberate action to get a look above the sea state or did your control of ships depth bring you more shallow such that the officer of the deck ordered a more shallow depth?

WIT: That's what it sounds like happened. Cause with the sea state the way it was I didn't look over at the depth gauge but I heard 58 feet then I heard 56, that's what it was, I heard 56. I heard dive make the depth 56 feet. That typically happens when the dive is not on the right depth and instead of trying to get down the officer of the deck would make that the ordered depth.

CDR CACCIVIO: Ok. Immediately upon the collision did you station a phone talker at the BCP? At the ballast control panel?

WIT: I manned the phones myself.

CDR CACCIVIO: You did, did you get report of all spaces did you get a report of sat conditions on the collision from all spaces?

WIT: Yes I did. I got a report of sat conditions. I did not, I did not sound the collision alarm.

CDR CACCIVIO: You did not?

WIT: I did not.

CDR CACCIVIO: Did you do that deliberately?

WIT: It was an oversight on my part of not sounding the collision alarm. I got on the LMC and asked personnel to-because I didn't know what it was at first and the right word would have been to pass collision, but I

didn't pass collision. I just had personnel make a search of spaces and report any damages to control.

CDR CACCIVIO: You announced it on the 1MC or over the JA.

WIT: It was the 1MC I believe.

CDR CACCIVIO: Ok, but you took all the reports on the JA?

WIT: I took all the reports on the JA, yes sir.

CDR CACCIVIO: Ok. Earlier in your discussion, you gave me the impression in your time line that you conducted small changes in depth and small changes in course, with civilian UI's on the inboard and outboard station, during a lunch time period with angles as much as three to five degrees is that correct?

WIT: Yes sir.

CDR CACCIVIO: Ok. Then what you gave me the impression was that you secured the UI watches to do large angles?

WIT: Yes sir.

CDR CACCIVIO: Ok. So at that transition was there any UI watches on the inboard or outboard station?

WIT: After the transition no.

CDR CACCIVIO: Alright. So at that point you commenced large angles using only ships force navy watchstanders with angles up to, I think you said 25 and 30 degrees--

WIT: About 30 degrees only U.S. Navy watchstanders.

CDR CACCIVIO: And during that time period also you conducted high speed turns and maneuvers?

WIT: Yes sir.

CDR CACCIVIO: Ok.

WIT: Only with U.S. Navy watchstanders.

CDR CACCIVIO : Following the angles and dangles you proceeded to 150 feet to conduct a baffle clear evolution in preparation for going periscope depth?

WIT: Yes sir.

CDR CACCIVIO: At this point were there any watchstanders, any UI watchstanders on the helms and planes?

WIT: No sir. No UI watchstanders.

CDR CACCIVIO: Ok. Upon conducting your baffle clear and getting the CO's permission to go to periscope depth you then ascended to, made an ascent to a ordered depth initially of either 58 or 60 feet?

WIT: Yes.

CDR CACCIVIO: At that time were there any under instruction watches or visitors on the inboard or outboard stations?

WIT: No sir. No sir.

CDR CACCIVIO: Alright. At periscope depth the officer of the deck ordered an emergency deep--

WIT: The captain sir.

CDR CACCIVIO: Ok, so the cap-did the captain--

WIT: The captain ordered--

CDR CACCIVIO: Did he direct the officer of the deck to conduct an emergency deep or did he call out in control emergency deep?

WIT: The captain called out in control emergency deep.

CDR CACCIVIO: Ok.

WIT: He was the last one looking through the scope. And upon him looking through the scope doing an observation the captain called out emergency deep.

CDR CACCIVIO: Ok, so he was the scope operator at the time so it would have been appropriate for him to be the guy to call emergency deep?

WIT: Right cause he was the scope operator.

CDR CACCIVIO: So at that point the ship proceeded to 150 feet and at some time in the transitional 150 feet the officer of the deck ordered the diving officer of the watch to make his depth 400 feet?

WIT: Yes sir.

CDR CACCIVIO: Ok, so the ship proceeded at 400 feet. At 400 feet I understand that the captain briefed on the LMC what the anticipated-that you were getting ready to do the EMBT blow so that the visitors would understand the process as it was about to occur?

WIT: Yes.

CDR CACCIVIO: At this point were there any UI watches whether civilian or military on the inboard or outboard station?

WIT: At this point when he was initially starting out no. There was not. When we were about to conduct the blow that's when the UI watchstanders came over and got specific positions.

CDR CACCIVIO: Which specific positions?

WIT: Ok, on was on the helm, what I don't remember, well I didn't listen for it, I didn't hear it, normally the dive would, well the person taking the UI would request permission. I didn't hear that word and I heard the captain, you know, go over there, you know Petty Officer Harris will be the over-instruction and you'll do the main ballast tank blow, and so I had the one guy over there with me and I saw one guy at the helm. So it was two civilians.

CDR CACCIVIO: Ok. Alright so, upon the order to emergency surface the ship who operated, you used the secondary diving alarm that the ship has?

WIT: Secondary diving alarm.

CDR CACCIVIO: The one that sounds like a real ooga ooga?  
[making a sound similar to the diving alarm]

WIT: Yes.

CDR CACCIVIO: Try and write that down. And you operated the 1MC with the diving alarm?

WIT: Actually, no I did not. I passed the 1MC to, actually I think it was the officer of the deck, who was at this time looking over all of our shoulders. Cause it was a civilian, the chief of the watch chair is here, civilian here, the guy who was going to actuate the chicken switches with me here, and the alarm behind him. So it would have been kind of hard for me to reach over everybody and actuate and then perform my duties. So I passed the 1MC back, I think it was the officer of the deck who took the 1MC and the civilian pushed the diving alarm three times. With the officer of the deck pushing the 1MC, keying the 1MC.

CDR CACCIVIO: For this diving alarm you're referring to, if I remember right, its actually a diving alarm it's usually mounted on a piece of wood?

WIT: Yeah it's mounted up kind of high.

CDR CACCIVIO: Is it mounted, your secondary diving alarm is mounted on the ship or it's just something you hold?

WIT: It's mounted sir. Our secondary diving alarm is mounted.

CDR CACCIVIO: Ok. And then you already explained to us that the, you had a UI who's hands were on the emergency main ballast tank switches, you had your hands over his hands-

WIT: Our hands were interlocking. As such, so that I had positive control of the chicken switches as well. I had positive control of his hands and the chicken switches. And I, when the order to give we both pushed in and up to actuate the chicken switches. At the end of ten seconds I initiated us down and we took our hands off.

CDR CACCIVIO: Ok.

LT JOHNSON: LT Johnson. I have couple of questions here. Your ESM watchstander who does he work for? Who does he report to?

WIT: The person?

LT JOHNSON: Yeah the ESM the ET--

WIT: Oh, if he's on watch and he does the, he reports that word to control.

LT JOHNSON: Who does he work for directly? Who is his watch supervisor, I guess for lack of a better term? Or who is next in his, who controls him?

WIT: Basically the officer of the deck.

LT JOHNSON: So he does not work for chief of the watch?

WIT: No sir.

LT JOHNSON: When he leaves is he required to report to the OOD or the chief of the watch if he leaves his station? His station in ESM?

WIT: Normally yes.

LT JOHNSON: Who does he report that to?

WIT: The officer of the deck.

LT JOHNSON: Ok. Was the ESM station manned during these--

WIT: I don't remember it being manned. Its not normally manned when we're deep, so no it wasn't manned at that time.

LT JOHNSON: Is it manned at periscope depth?

WIT: Yes.

LT JOHNSON: So would he, would the officer of the deck specifically direct, if you your deep would he specifically direct that watch station to man itself up

before getting to periscope depth or how does that evolution occur? The manning of ESM?

WIT: Well normally from my observation of it ESM upon preparation to go to periscope depth, normally you have a periscope depth brief. And everybody is, everybody knows what's gonna happen, what you're gonna do a periscope depth. So the radioman of the watch will, ESM, cause the ESM guys on call, since were not at periscope depth all the time. So the ESM guys on call. At this particular day everybody's already awake. So everybody's already knowing what's gonna happen. So my opinion would be that the ESM operator was already in radio because everybody was already at their stations. Already manned at their places. And we knew the time line that we were gonna surface and things like that. So the ESM operator should have already been there.

LT JOHNSON: Do you ever remember hearing the OOD trying to contact him or trying to ascertain whether or not he was in fact manned and what his contact situation might have been?

WIT: No I don't. I don't recall that.

LT JOHNSON: No dialogue between the two?

WIT: Not that I heard sir.

LT JOHNSON: Ok. If you had a UI watch on any of the control station would the diving officer be aware of that?

WIT: The diving officer should be aware of it. Normally the UI would get permission.

LT JOHNSON: From?

WIT: From first, the officer of the deck. If it's the helm he would get permission from the officer of the deck to station himself as a UI. He'd get permission from the officer of the deck. Upon getting permission from the office of the deck he would get permission from the dive to station himself as a UI.

LT JOHNSON: Did this procedure, this normal procedure occur?

WIT: I didn't hear it.

LT JOHNSON: How far are you located from the diving officer of the watch physically during this watch?

WIT: Physically if the diving officer sits kind of back right here where the commander is and [inaudible] its about two to three feet.

LT JOHNSON: Ok two to three, you would sit approximately two to three feet from the diving officer of the watch?

WIT: Yes sir.

LT JOHNSON: So you would overhear this relief process?

WIT: Yes I would over hear it or--

LT JOHNSON: Did you hear any type of relief or acknowledgement of a UI watch?

WIT: No I didn't sir. There was no, when the captain comes in and he tells the people to go to different spots then that's what normally happens.

LT JOHNSON: Sure.

WIT: It's like the captain told the civilian guy that he was going to actuate the chicken switches. And the civilian didn't ask for permission for me to, so I heard the captain make that word. I acknowledge the captain and what he said.

LT JOHNSON: Ok, that's what I was wanting to find out. But there's no way that you could have in your opinion is there anyway that you could have a navy guest under instruction watchstander sitting in either of the two control chairs without the knowledge of the diving officer?

WIT: You could.

LT JOHNSON: You could actually have someone sitting in the chair without the diving officer noticing--

WIT: Well yeah you possibly could. If control is that full and the captain makes his wished known, I want such and such to sit in the chair, as long as the over instruction guy is aware of it, yeah that could happen.

LT JOHNSON: How far is the helmsman chair located from the Diving officers chair approximately?

WIT: Approximately right next door.

LT JOHNSON: Like maybe six inches?

WIT: About a foot, lets go with a foot.

LT JOHNSON: A foot, 12 inches away?

WIT: Yes sir.

LT JOHNSON: So if there was a UI watch sitting in the helmsman chair the diving officer would most probably be aware that he had someone other than his navy watchstander sitting there?

WIT: Depending on what was going on? You know if he's like were trying to control depth, and if he's concentrating on the depth which is over here, like my dive Chief Shirey he gives me eye contact. We give each other eye contact. He tells me he looks right over at me and tells me what he wants me to do. And he watches the major control surfaces which is the stern plane. So it's very feasible for the captain to have made a call and station yourself as a UI or sit in a seat the but this guy still has the watch.

LT JOHNSON: In your opinion, was it that confusing in the control room that someone could have changed watchstations 12 inches away and the diving officer not been aware of that?

WIT: It's not really confusing sir.

LT JOHNSON: It wasn't confusing?

WIT: No sir. It's just that when you're trying to maintain the depth to the ship your attention, this outboard station, the helm at the time wasn't controlling any part of the ship. We wasn't going on any different

course changes or anything. So that person was just basically sitting there. The stern plainsman is controlling the depth of the ship at this time.

LT JOHNSON: This occurred at what depth, did this change occur?

WIT: I think the change occurred at 400 feet.

LT JOHNSON: So you were, let me get my mind straight here, you were cruising along at 400 feet, maintaining depth, maintaining a course, it doesn't matter what the course is we're maintaining something we have to do that. So maintaining a depth and a course and a change occurs in the helmsman chair which is sitting 12 inches away from the diving officer. And the diving officer is in control of the submarine as far as the course and depth and angle and everything attitude of the vessel at this time is that correct?

WIT: His job is to reach and maintain ordered depth.

LT JOHNSON: How does he, what are his tools for maintaining the attitude and control of the ship?

WIT: The ships' control party.

CDR CACCIVIO: Which is consistent of who?

WIT: The dive, the helmsman, plainsman, and myself.

CDR CACCIVIO: Right. The helmsman, planesman. So what you're telling me is it's entirely feasible he could've had his helmsman change out without his knowledge sitting 12 inches away from-he could've had an under instruction watch get into that seat without him being aware of it?

WIT: Feasibly, probably not, probably not--

CDR CACCIVIO: So he would be aware if he had a-he would know-

WIT: He should be aware, yes.

CDR CACCIVIO: That's his helmsman he would know who he had sitting there?

WIT: Yes.

CDR CACCIVIO: Ok. And that's my point.

WIT: Well I understand the point sir, I'm also trying to say that when the captain makes a move that sometimes, just like the over instruction guy, just like the guy coming to pull the chicken switches. He didn't, I knew he was there, but he didn't like tell me or we didn't go through the permission channels, the normal route. So what I'm saying, it's very true to say that someone could have, the captain could have stationed this guy since he was in control he could have stationed the UI there.

CDR CACCIVIO: Yeah. What then, is my next thing, the UI watches were put in at the direction of who?

WIT: The commanding officer.

CDR CACCIVIO: The commanding officer directed that these two individuals take those positions?

WIT: Yes.

CDR CACCIVIO: Correct? And I don't question that at all. We both would agree then that the normal sequence of events that takes place in a watch changing or the installation of a UI watch did not occur in this particular case. It certainly didn't occur with your UI-

WIT: Right, because the UI watches were not in the military.

CDR CACCIVIO: Right. They were just directed to go there and my question is the diving officer of the watch and I have been into the control room and I've sat in those very seats, and those seats are not easy to get up and out of as you well know, you've done this a million times, that the gentleman sitting 12 inches to the right of the diving officer is the helmsman, correct?

WIT: Yes.

CDR CACCIVIO: And it'd be very difficult to not know who's sitting in that seat. If you didn't have mass confusion?

WIT: Right.

CDR CACCIVIO: Ok. That's all I have.

WIT: Ok.

UNKNOWN: Just a couple of more clarification questions about active sonar since that question was raised. I'm concerned with using active sonar as you mentioned was giving away your position do you know anything about accuracy or the suitability of active sonar for identifying contacts?

WIT: Active sonar just basically use in my opinion to just tell you a contact is there. Not really classifying that target.

UNKNOWN: Again I'm sorry, I missed the distinction between the conn and the deck. Commander Caccivio was making some kind of distinction of deck/conn. I missed the beginning. Could you explain that a little bit?

WIT: You'd like me to explain it? Ok. In a submarine the conn is, the conn actually is just an elevated 3 inch portion of control. That's a spot where the officer of the deck stands his watch. Now the officer of the deck having the deck and the conn means that the officer of the deck is overall in charge of every evolution. And the captain comes in and he assumes the conn, he has control, total control, but the officer of the deck has the control of the watch station and the captain has overall control. That's more of an officer thing though.

LT HENDRICKS: Mr. Roth-Roffy this is LT Hendricks. In naval regulations the deck and the conn are split up and on submarines it's almost always the same watchstander, almost always. The conn is the gentleman who has the authority to issue orders to the helm and on a submarine to also change depth as well as issue speed changes. The officer of the deck is the gentleman who is responsible for the overall safety of the ship, the crew, and the safe navigation, so the conning officer would be whoever is driving the ship, the officer of the deck would, must supervise him because he is responsible for it and the officer of the deck can still maintains all the other roles of running the ship, supervising the dive, the chief of the watch, all the other control op stations and

ship evolutions. If the captain comes in and issues an order to the conn, or to the helm then the captain has the conn, means the captain is now the one who is driving the ship, depth, speed, and course. The officer of the deck is still responsible for the captains actions until relieved of the deck. If the captain does something that would put the ship in harms way because for some reason everybody can make a mistake, it would be the officer of the decks responsibility to point out to the captain, who has the conn, that, that is not safe.

WIT: That's true. You explained it a lot better than I did.

UNKNOWN: Ok. That's all I have. I'll pass it on to Mr. Woody.

MR. WOODY: Yes. You mentioned that you moved water about and that you were able to keep up with his orders, and who is he?

WIT: He was the diving officer of the watch.

MR. WOODY: The diving officer of the watch. Ok. We heard about the helm and the stern plainsmen positions inboard and outboard chairs. Who was the person assigned to the helm? Do you remember who was on the helm?

WIT: Name?

MR. WOODY: Yes.

WIT: Yes, I remember his name. Feddeler.

MR. WOODY: Please spell that. F-E-T

WIT: D-D

MR. WOODY: F-E-D-D-

WIT: L-E-R.

MR WOODY: L-E-R. And the stern planes?

WIT: Ramirez.

MR. WOODY: And the guest, the UI that took over from the Feddeler, was that a male or female guest?

WIT: Male.

MR. WOODY: Now we heard you had a couple of questions [inaudible] LT JOHNSON about was radar [inaudible] operations. Would you have known whether the radar was fit for operation at all?

WIT: Yes I would've known if I would have turned around and looked at the radar itself.

MR. WOODY: Would there be anything that you would do, would you be involved in the use of the radar?

WIT: No sir.

MR. WOODY: Did you have to raise any masts or anything like that?

WIT: Well they would take the Furuno up to the bridge, which is a radar. They would take that up.

MR. WOODY: Whenever we're submerged.

WIT: Right when we're submerged then no I wouldn't have anything to-you're not gonna use the radar while you're submerged.

MR. WOODY: I'm just trying to ask if you're the right person to ask if you knew whether the radar was [inaudible] operation when the ship went to periscope depths?

WIT: Ok I probably would not be the right person to ask that.

MR. WOODY: Ok. You would not necessarily know one way or the other?

WIT: I would know if it was manned like I said. I just have to turn around and look.

MR. WOODY: Look to see if it was manned?

WIT: Yes.

MR. WOODY: Ok. And how about active sonar, would you be aware of active sonar being used?

WIT: Me, yes. You can hear active sonar being used.

MR. WOODY: I think you said at the first hit you moved to the left toward the port?

WIT: Yes.

MR. WOODY: If I understand correctly. On the second hit do you remember which way you were moved or banged anyway?

WIT: Well at this time I was standing.

MR. WOODY: Standing.

WIT: By the second hit I was standing trying to direct people out of control.

MR. WOODY: Did it feel like the ship was slowing down, speeding up? Anything like that?

WIT: It was slowing down because we were at the surface.

MR. WOODY: Ok. But there's nothing, no speed change that you felt that's related to the hit, the second hit?

WIT: No sir.

MR. WOODY: Ok.

WIT: Just a little resistance like I said before. But it wasn't like a speed change or anything.

MR. WOODY: We have heard the term Papa Hotel, I meant to ask that. What does papa hotel mean?

WIT: Pearl Harbor.

MR. WOODY: Pearl Harbor.

UNKNOWN: Do you want me to ask a question while you're looking through?

MR. WOODY: Just give me one more second ok? While I'm thinking about this and I'll-ok I think I'm done with my clean up questions.

CDR CACCIVIO: Ok this is CDR Caccivio again. Where is the radar mast raised and lowered from?

WIT: From the BCP.

CDR CACCIVIO: Ok. Who operates the BCP?

WIT: The chief of the watch.

CDR CACCIVIO: Could the radar mast be raised or lowered without you knowing?

WIT: No. It cannot.

CDR CACCIVIO: Ok. Are there an, is there any, in order to raise the, if you were submerged would you have to break [inaudible] or dive to raise the snorkel mast? Correction, raise the radar mast?

WIT: Yes.

CDR CACCIVIO: So would you have to go in would the lower bridge access hatch have to be open to go into the trunk prior to raising the radar mast?

WIT: Yes cause you have to unpin it.

CDR CACCIVIO: Ok. Would the chief of the watch be aware of the fact that someone was going into the trunk?

WIT: Yes he would be.

CDR CACCIVIO: Ok. Why would he be aware?

WIT: Cause you have to get the officer of the deck will give the diving officer permission which would tell the chief of the watch to have the messenger [inaudible] I mean the bridge access hatch.

CDR CACCIVIO: Ok so is it reasonable belief that in a trip to periscope depth that if the radar was going to be used the chief of the watch would know, then if the radar

was used that the chief of the watch would be the person to operate it?

WIT: Yes, the chief of the watch will be the one to raise the radar masts. Yes. Not necessarily operate it, right sir.

LT HENDRICK: Hello Petty Officer Harris, LT Doug Hendrick. I just have some questions, I think only one new one the rest are just clarifications of terms that were used for the record. The new question is do you happen to recall, you said with great detail you remember it was 84 feet the first impact, do you happen to recall what the ships speed was at that time?

WIT: No sir.

LT HENDRICK: Ok. Have you ever used the radar at periscope depth that you're aware of?

WIT: No me personally no sir.

LT HENDRICK: Ok. Is it true that the radar mast is graded for zero knots through the water and is only used in the surface or broached condition?

WIT: Yes sir.

LT HENDRICK: Ok. You mentioned at one point when the commanding officer was on the periscope that he gave the order for the emergency deep. You said something about the word observation, were visual observations taken of contacts that you know of at periscope depth?

WIT: There was a visual observation. But I don't know if they were looking at contacts. It was a visual observation.

LT HENDRICK: Ok, so when you said observation you meant he was looking through the scope he was not going through a formal observation procedure under known contact?

WIT: No sir.

LT HENDRICK: You said that the captain directed the stationing of a couple of navy guest UI watches of civilian personnel, we were talking about the chief of

the watch and the helm, do you recall even if you don't remember the watch station was he directing other civilians to maybe go to other watch stations even if you don't remember the specific watch station or do you only recall those two?

WIT: I only recall those two.

LT HENDRICKS: There's been a few references to a secondary diving alarm. Can you tell me what this secondary diving alarm is?

WIT: A secondary diving alarm, that alarm goes back to navy tradition the first type of diving alarm that they used on the older world war two submarines. We have a primary diving alarm that's part of normal ships' alarms. To keep with tradition we have a secondary diving alarm that is stationed aft of where I was sitting as chief of the watch and that's the diving alarm that we use.

LT HENDRICK: So the primary diving alarm is installed on the ship and is an electronic generated noise that sounds a little bit like the old?

WIT: Yes it sounds a little bit like it but not like it, and it is electronically generated.

LT HENDRICKS: Are they both equally effective?

WIT: Yes sir.

LT HENDRICK: I don't know if we clarified for the record the phrase chicken switches although we have talked about the emergency blow system. What are the chicken switches?

WIT: The actual valves to actuate the emergency main ballast tank blow system.

LT HENDRICK: Ok, so it's the actuation valves that port the pilot air from the captains air flasks to the knocker valves.

WIT: To the knocker valves to put air in the main ballast tanks.

LT HENDRICK: Ok. There was a couple instances where we talked about what you may or may not have heard in the control room. Do you feel that if the CO was in the control room talking that you would probably recognize the CO was in control talking?

WIT: Yes.

LT HENDRICK: Do you feel if nuclear electronics technician from back aft was up forward qualifying and he was in the control room talking do you think you'd recognize him?

WIT: Yes sir, I would recognize his voice. Yes sir.

LT HENDRICK: You would?

WIT: I would recognize the voice distinction between the captain and anyone else on the crew.

LT HENDRICK: Ok. Would it be fair to say that you'd probably be paying more attention to what the captain had to say in the back of control than the third class electronics technician from up forward?

WIT: Yes sir.

LT HENDRICK: So you're able to kind of key into who you should and should not be listening and paying attention to while you're doing your job?

WIT: Yes sir.

LT HENDRICK: Do you think that, your assessment obviously, we aren't going to ask everybody in the world, do you think that that is a fair assessment of most crew members that you're able to kind of in the back of your mind ascertain who you need to be listening to and not listening to?

WIT: Yes sir, watch stations, yes sir.

LT HENDRICK: And then when we were talking specifically about the stationing of the helm under instruction and the emergency main during right prior to the emergency blow or emergency surfacing I think at one point the question was, so if there was confusion it's possible

that you might not have notice, or the dive might not have noticed, and you said yes. I wanted to clarify, in your opinion was there confusion in the control room prior to and during the emergency surfacing?

WIT: No there was no confusion.

LT HENDRICK: Ok thank you Petty Officer Harris.

LT KUSANO: This is LT Kusano. I have one more question. During your four emergency blows training's has there ever been guests on board for those prior ones, prior to this one?

WIT: Guests no, but civilian contract workers, navy employed contract workers yes.

CDR CACCIVIO: I need to correct a technical issue here again. The radar mast limitation is I believe 6 knots. It is designed to support operations in a, from a submerged operation to periscope depth, ok and to do this, however, would require breaking rig for dive and opening the lower bridge access hatch, entering the bridge-which would require the ship to be less than 200 feet, to enter the bridge access hatch and unlock the radar, so allow it to be raised. This now allows the potential for hydraulic drift of the radar which is a class problem with Los Angeles class submarines and Trident submarines. The, specifically it could be used in a tactical situation if required, however, the risk management is evaluated currently to not warrant this because operating submerged greater than 6 knots will cause significant damage if the radar mast were do drift upwards. So therefor an exceptional amount of training in the fleet has been conducted to ensure that the radar mast is pinned and locked for submerged operations, because we have damaged radar masts in the last year and two years. It could be done it is a significant evolution, it is a very detailed evolution to be done by the watch standers and if it were unlocked it could not be left in that position to continue further submerged operations without the risk of doing severe damage to that radar. However, the technical question was what was the limitation on the mast was it set at zero knots, its really 6 knots, I believe. It's either five or six but I would venture six. You could come to periscope depth and raise the radar mast if you needed to, however, as

I've indicated there's significant material concerns with doing that evolution not to mention the control of a complex evolution now for breaking rig for dive, getting watchstanders into the trunk controlling raising the radar mast by the chief of the watch as we indicated getting it back secured for going deep type evolutions. Specially given the obviously consideration that fact that we had a planned emergency blow here. The risk of having that come, the hydraulic drift on that or for the thing not getting lowered puts that radar mast at significant risk if it wasn't controlled in an appropriate fashion. That was CDR Caccivio if I didn't say it before I started.

MR. WOODY: I have the personal questions to ask last.

UNKNOWN: I think we have his 72 hour summary.

MR. WOODY: Petty officer Harris has provided a very fine, clear, easy to read statement of his 72 hour history and thank you very much. I do have two or three short questions to ask. Your age please?

WIT: Age 32.

MR. WOODY: And your height and weight?

WIT: 5'11 and a half, 215.

MR. WOODY: What is your primary job, you said it was torpedoman?

WIT: Torpedoman. Yes.

MR. WOODY: What qualification do you have we certainly recognize you're qualified in submarines, what other qualifications do you have?

WIT: I'm qualified chief of watch, I'm qualified below decks watch, qualified PMS 301 through 304. Topside Petty officer of the deck, [inaudible] for several other qualifications.

MR. WOODY: Right. They're associated with submarine work?

WIT: Yes.

MR WOODY: Ok. Would you give us some background, some brief description of your education?

WIT: Education, high school graduate and some college. Pursuing a degree right now.

MR. WOODY: How much college do you have

WIT: About two years.

MR. WOODY: What kind of a degree are you looking for?

WIT: Business management or industrial psychology.

MR. WOODY: Your health, how would you characterize your health?

WIT: I'm in good health.

MR. WOODY: Are you required by a physician to take any medication?

WIT: No sir.

MR. WOODY: Do you take any self medications such as over the counter drugs?

WIT: No sir.

MR. WOODY: Ok. Do you wear glasses?

WIT: No sir.

MR. WOODY: Is your vision 20/20 or close to it?

WIT: 20/20 sir.

MR. WOODY: Have you in the past month, six weeks, had any dramatic experiences such as a death in the family? Or do you have any really good news, events that occurred to you?

WIT: Well my father-in-law just had a triple bypass surgery.

MR. WOODY: Did he come up at all?

WIT: Yes.

MR. WOODY: Is he home from the hospital, in recovery?

WIT: Well, out patient right now.

MR. WOODY: This is the most significant event that you've had that would effect your--

WIT: Other than this, yes.

MR. WOODY: Other than this. I know you've been asked many questions about distracting the passengers were, I think that's pretty well covered. Well I'd like to thank you very much for being here that's all the questions I have and thank you for your very fine well written statement.

WIT: Your welcome.

MR. WOODY: Ok, so the time is now about 1352 and that will conclude our interview with MM1 Harris.