

Summary of Witness Statement: [REDACTED], BM2

Date Statement Given: 28 Mar 08
Witness Name: [REDACTED]
Unit: MSST 91111 (Anchorage)
Date/Time/Place of Incident: 25 Mar 07, Puget Sound, IVO Vashon, Washington
Crew Position at time of Incident: Boat Coxswain, CG 25493

PO [REDACTED] was boat coxswain on CG 25493 on 25 Mar 2007 and was conducting a joint patrol with CG 25501 consisting of ferry escorts and critical infrastructure patrols. During the patrol on 25 Mar 2007, intended on meeting with PO [REDACTED] a friend stationed at MSST Seattle for lunch during the day's patrol operations.

PO [REDACTED] noted that the state ferries generally travel at 13-15 knots. The 25' RBS has to travel a speed sufficient to get up on step which lowers the bow and allows adequate visibility otherwise they would not be able to keep up with the ferries. RPMs need to be above 3000, generally somewhere between 3500 and 3700 to be up on step between 20 to 25 knots. The combination of a figure eight pattern up and down the side of the vessel combined with performance turns allows the escorting boat to remain on step with maximum visibility. These tactics are in part based on thinking like a bad guy and using tactics that serve as a deterrent. Variation of pattern is a critical component of these patrol tactics. When conducting an escort, each coxswain is free to exercise independent discretion within their sector of the patrol area. In this case, each boat was free to maneuver independently on their side of the escorted ferry.

During the westbound run to Vashon, the escorted ferry slowed to conduct a man overboard drill that included deployment of their small boat. As the ferry was conducting the drill CG 25493 made radio contact with two other USCG 25' RBS boats coming down from the north via the backside of Blake Island. The two boats proceeded to intercept a sailing vessel that was approaching the ferry on her port quarter heading north. While watching the two boats, PO [REDACTED] gained a visual of CG 25501 off the port quarter of the ferry. PO [REDACTED] observed them execute a turn to starboard and the heard a man overboard transmission, including a latitude and longitude, twice over the radio. PO [REDACTED] expected that the transmission was a drill, however no indication of a drill came and PO [REDACTED] brought CG25493 up to speed and then saw someone jump from the CG 25501 into the water. Upon approaching the CG 25501, PO [REDACTED] heard another transmission on the radio requesting an EMT.

PO [REDACTED] initial observation of PO Gill from CG 25493 showed significant injury to his head, particularly to one eye. It appeared that PO Gill was spitting up blood. PO [REDACTED] called PO [REDACTED] and PO [REDACTED] arrived on scene shortly in CG 255002. Once on board, PO [REDACTED] immediately called for a MEDEVAC of PO Gill.

It appeared to PO [REDACTED] that POs [REDACTED] and [REDACTED] were in shock. Based on his assessment of the situation, PO [REDACTED] would need assistance so he had PO [REDACTED], a qualified coxswain, relieve him on CG 25493 and he proceeded to assist PO [REDACTED] on board CG 25501. PO [REDACTED] telephoned ENS [REDACTED] to brief her but received no reply. PO [REDACTED] telephoned Sector Seattle to request a helicopter MEDEVAC. Sector's

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response was that the helicopter ETA was 45 minutes. PO [REDACTED] requested Sector notify them of the place that EMS could reach soonest; Sector responded indicating that EMS was en route Fauntleroy.

PO [REDACTED] instructed PO [REDACTED] to head to Fauntleroy to rendezvous with EMS and then began assisting PO [REDACTED] with EMS. PO [REDACTED] inserted a breathing tube and reported a shallow pulse and respit breathing. PO [REDACTED] directed the initiation of cardio pulmonary resuscitation. PO [REDACTED] began CPR compressions while PO [REDACTED] operated the breathing bag. PO [REDACTED] held PO Gill's head, adjusting at PO [REDACTED] direction to clear the airway. At the end of the second cycle no pulse was found, approximately 5-7 minutes into CPR. The transit to Fauntleroy took approximately 10-15 minutes and the ambulance arrived shortly thereafter. The ambulance did not leave immediately upon transfer and we it did depart it was not rolling code, there were no sirens. PO [REDACTED] collected the crew of the CG 25501 and had them taken to an office in the ferry terminal. PO [REDACTED] then directed the bagging of evidence in anticipation of investigation of the incident. PO [REDACTED] called sector to arrange for the pickup of the crew of CG 25501.

POs [REDACTED] and [REDACTED] returned CG 25501 to Sector Seattle. POs [REDACTED] and [REDACTED] returned the CG 25493 to Sector Seattle.

PO [REDACTED] stated that there are no established communications procedures between the forward gunner and the coxswain. PO [REDACTED] standard is to tell the forward gunner to be prepared for tactical maneuvers. The subject was not covered in training received at SMTC. There are times when the Forward Gunner only has one hand on the weapon.

Last year (2006) POs [REDACTED] and [REDACTED] negotiated the transfer of three surf belts from CG Station Astoria, Oregon, during MSST 91111's deployment to Portland, Oregon. They wanted personnel at the unit to be able to try them.

PO [REDACTED] recalls generating a Purchase Request for belts in early 2005 but never saw the PR again after it was submitted.

In preparation for an RFO inspection in 2006, MSST personnel, the BM1's, ordered belts removed from the boats because they were non-standard equipment.

PO [REDACTED] top three concerns regarding operation of the 25' RBS were:

- Lack of Communications with forward gunner
- A restraint for the forward gunner that incorporates a quick release
- Increased training for the Deployable Team Leader.

I certify that this is an accurate summary of the PO [REDACTED] statement.

[REDACTED]

Summary of Witness Statement: [REDACTED], GM3

Date Statement Given: 28 Mar 06 /
Witness Name: [REDACTED]
Unit: MSST 91111 (Anchorage)
Date/Time/Place of Incident: 25 Mar 07, Puget Sound, IVO Vashon, Washington
Crew Position at time of Incident: Boat Crew, CG 25493

On 24 Mar 2007, PO [REDACTED] conducted routine patrols in CG 25493 between 1300 and 2000. PO [REDACTED] turned in at approximately 0000, after dinner.

On 25 Mar 2007, the two afternoon crews mustered in the hotel lobby at 1200. After driving to Sector Seattle, they changed out and retrieved their weapons on board USCGC POLAR STAR (WAGB 10). The held a brief with the DTL, ENS [REDACTED] on the pier at the boats. During the brief they received tasking and conducted GAR Model. After getting underway, CG 25493 and CG 25501 met up off Sector to do a face to face where the coxswains discuss the tasking. On that day, CG 25493 was tasked with communications with the ferries.

The two boats then proceeded to Vashon to complete a couple of escorts before stopping for lunch. At Vashon, the boats picked up the ferry, M/V KITSAP, and escorted it from Vashon to Fauntleroy without incident. During this escort, CG 25493 conducted figure eights with power turns.

Upon arrival in Fauntleroy, the boats picked up the ferry, M/V TILLIKUM, the ferry notified CG 25493 that they would be conducting a casualty drill during the transit including the lowering of their small boat. PO [REDACTED] passed this information to CG 25501 via the radio.

During the passage there was one sailing vessel off the port quarter of the ferry and CG 25501 turned and trained on the S/V. PO [REDACTED] was on the forward gun in 25493. As the Ferry began to resume her transit following the casualty drill, PO [REDACTED] was watching CG 25501. PO [REDACTED] saw datum being thrown off CG 25501 and heard a man overboard call on the radio including a position. CG 25493 immediately proceeded to the CG 25501. At approximately 10 yards, PO [REDACTED] observed someone in the water and then recognized PO [REDACTED] swimming with PO Gill. After PO Gill was brought on board CG 25501, PO [REDACTED] asked PO [REDACTED] if there was an EMT kit on the boat. PO [REDACTED] checked and reported there was no EMT kit on board.

The CG 25493 stood off of CG 25501 because PO [REDACTED] remained in the water while POs [REDACTED] and [REDACTED] provided initial assistance to PO Gill. Shortly thereafter, when PO [REDACTED] had been brought back on board CG 25501, the MSST Seattle boat with PO [REDACTED] on board arrived on scene. PO [REDACTED] took charge of first aid efforts and PO [REDACTED] transferred to CG 25501 to assist after PO [REDACTED] relieved him. The boats then proceeded to Fauntleroy to transfer PO Gill to EMS.

PO [REDACTED] has been at MSST 91111 for three years.

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He is a qualified on the forward gun.

PO [REDACTED] recall there being surf belts during the June/July 2006 deployment to Juneau. In a previous incident while wearing a belt in the forward gunner position, PO [REDACTED] stated that while transiting over another vessel's wake the belt stretched with the result of his being pulled onto the deck and suffering injury to his left knee.

PO [REDACTED] had heard that the belts were removed from the boats because the RFO team said they were non standard equipment.

PO [REDACTED] stated there were no standardized communications procedures between the coxswain and the forward gunner.

PO [REDACTED] considers PO [REDACTED] a good coxswain and that he is always concerned about his crew. PO [REDACTED] had not worked with PO Gill in the forward gunner position.

PO [REDACTED] noted that PO Gill was a fun loving person and had never heard of him having to be reprimanded for his performance.

PO [REDACTED] noted that significant problems with 25' RBS operations are communications between forward gunner and coxswain and that training is a problem given the limited season available at their location.

I certify that this is an accurate summary of the PO [REDACTED] statement.

[REDACTED] CDN

Summary of Witness Statement: [REDACTED] MK3

Date Statement Given: 28 Mar 06/7
Witness Name: [REDACTED]
Unit: MSST 91111 (Anchorage)
Date/Time/Place of Incident: 25 Mar 07, Puget Sound, IVO Vashon, Washington
Crew Position at time of Incident: Boat Crew, CG 25493

Saturday, 24 Mar 2007, was PO [REDACTED] day off. He spent the day in recreational activities including climbing a local rock gym. After dinner in the evening, he had a couple of beers and went to sleep between 2300 and 0000.

On 25 Mar 2007, PO [REDACTED] awoke at approximately 0800-0830. After meeting the other crew in the hotel lobby the proceeded to sector and had their pre-brief with the DTL, ENS [REDACTED]. The brief included tasking weather and GAR. PO [REDACTED] recalled that the GAR score was 19 and in the green. PO [REDACTED] was in CG 25493 with PO [REDACTED] as coxswain.

At 1330 they commenced escorts. After completing the initial westbound run from Vashon to Fauntleroy the picked up a second ferry for an eastbound run from Fauntleroy to Vashon. CG 25493 was assigned to the starboard side of the ferry. Approximately 10 minutes into the run, the ferry stopped to conduct a drill and launched their small boat. PO [REDACTED] contacted and MSST Seattle boat and discussed a sailing vessel that was off the ferry's port quarter and the MSST Seattle boat agreed to intercept the sailing vessel and inform them of the restrictions around the ferry. After the MSST boat was on scene with the sailing vessel, PO [REDACTED] heard a man overboard call on the radio. The ferry had begun to move again and PO [REDACTED] drove the CG 25493 around the stern of the ferry and as CG 25501 came into view, PO [REDACTED] saw someone throw a life ring into the water. As the CG 25493 approached the CG 25501, PO [REDACTED] saw POs [REDACTED] and Gill in the water. As PO [REDACTED] got PO Gill to the CG 25501, PO [REDACTED] saw POs [REDACTED] and [REDACTED] haul PO Gill onto the aft deck of CG 25501. The MSST Seattle boat, 255002 was also on scene and their coxswain went over to CG 25501 when they called for an EMT. PO [REDACTED] knew the coxswain of the CG 255002. Upon being relieved as coxswain of CG 25493 by PO [REDACTED], PO [REDACTED] transferred to the CG 25501 to assist the EMT, PO [REDACTED].

After approximately 5 minutes and lots of radio traffic, the boats proceeded towards Fauntleroy to transfer PO Gill to EMS on shore. The boats made the transit at approximately 15 knots.

PO [REDACTED] likes the position of forward gunner. [REDACTED] PO [REDACTED] felt that Gill was a competent crewmember, including in the position of forward gunner.

PO [REDACTED] noted that the use of safety belts prevented the wearer from being able to shift position at the forward gunner and that he did not like not having any kind of quick release.

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No belts were used at training at SMTC. PO [REDACTED] never brought up safety concerns regarding the forward gunner position.

PO [REDACTED] recalled having safety belts at the unit in his second year out of his three years at the unit.

PO [REDACTED] considers PO [REDACTED] and average coxswain.

PO [REDACTED] noted that PO Gill might wave at civilians on the ferry. PO [REDACTED] felt PO Gill was a very competent crewmember.

I certify that this is an accurate summary of the PO [REDACTED] statement.

[REDACTED] COR