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Navy Releases Collision Report for USS Fitzgerald and USS John S McCain Collisions

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WASHINGTON (NNS) -- **Editor's Note:** In Figures 2, 3 and 6 in the Report on the Collision Between USS John S McCain (DDG 56) and Motor Vessel Alnic MC there are diagrams illustrating the approximate location of the collision, of other contacts in the area, and of USS McCain's intended track. The original diagrams had inadvertently depicted Alnic in the eastbound lane of the Traffic Separation Scheme (TSS). The Navy does not contend that Alnic was in the eastbound lane at the time of the collision. TSS boundaries have been removed from the diagrams for clarity. We regret the error.

Figures 2, 3 and 5 on pages 5 and 8 of the Report on the Collision Between USS Fitzgerald (DDG 62) and ACX Crystal are diagrams illustrating the approximate tracks of the vessels, location of the collision, of other contacts in the area. These diagrams had inadvertently depicted inaccurate course headings. The original diagrams have been modified to depict more accurate headings.

On Page 18, the Report on the Collision Between USS Fitzgerald (DDG 62) and ACX Crystal states that a Japanese Coast Guard (JCG) helicopter medically evacuated the commanding officer and transported him to Naval Hospital Yokosuka. The report should have stated a Japanese Maritime Self-Defense Forces (JMSDF) helicopter conducted that medical evacuation. The United States Navy reiterates our sincere appreciation for the immense support provided by both JMSDF and JCG.

On Nov. 30, the U.S. Navy released the report on the collision between USS Lake Champlain (CG 57) and fishing vessel Nam Yang 502, which occurred May 9, in the Sea of Japan. The report can be found below."

WASHINGTON (NNS) -- The Navy released Nov. 1, a report detailing the events and actions that led to the collision of USS Fitzgerald (DDG 62) and ACX Crystal off the coast of Japan June 17, and the collision of USS John S. McCain (DDG 56) and merchant vessel Alnic MC Aug. 21.

"Both of these accidents were preventable and the respective investigations found multiple failures by watch standers that contributed to the incidents," said Chief of Naval Operations (CNO) Adm. John Richardson. "We must do better."

"We are a Navy that learns from mistakes and the Navy is firmly committed to doing everything possible to prevent an accident like this from happening again. We must never allow an accident like this to take the lives of such magnificent young Sailors and inflict such painful grief on their families and the nation.

"The vast majority of our Sailors are conducting their missions effectively and professionally - protecting America from attack, promoting our interests and prosperity, and advocating for the rules that govern the vast commons from the sea floor to space and in cyberspace. This is what America expects and deserves from its Navy.

"Our culture, from the most junior sailor to the most senior Commander, must value achieving and maintaining high operational and warfighting standards of performance and these standards must be embedded in our equipment, individuals, teams and fleets.

"We will spend every effort needed to correct these problems and be stronger than before," said Richardson.

USS FITZGERALD

The collision between Fitzgerald and Crystal was avoidable and resulted from an accumulation of smaller errors over time, ultimately resulting in a lack of adherence to sound navigational practices. Specifically, Fitzgerald's watch teams disregarded established norms of basic contact management and, more importantly, leadership failed to adhere to well-established protocols put in place to prevent collisions. In addition, the ship's triad was absent during an evolution where their experience, guidance and example would have greatly benefited the ship.

USS JOHN S. MCCAIN

The collision between John S. McCain and Alnic MC was also avoidable and resulted primarily from complacency, over-confidence and lack of procedural compliance. A major contributing factor to the collision was sub-standard level of knowledge regarding the operation of the ship control console. In particular, McCain's commanding officer disregarded recommendations from his executive officer, navigator and senior watch officer to set sea and anchor watch teams in a timely fashion to ensure the safe and effective operation of the ship. With regard to procedures, no one on the Bridge watch team, to include the commanding officer and executive officer, were properly trained on how to correctly operate the ship control console during a steering casualty.

Download: Collision Report for USS Fitzgerald and USS John S. McCain Collisions

<https://s3.amazonaws.com/CHINFO/USS+Fitzgerald+and+USS+John+S+McCain+Collision+Reports.pdf>

USS LAKE CHAMPLAIN

The collision between Lake Champlain (CG 57) and fishing vessel Nam Yang 502 was avoidable. The Lake Champlain was ultimately unprepared for the situation in which they found themselves through a lack of preparation, ineffective command and control, and deficiencies in training. The collision between Lake Champlain and Nam Yang 502 resulted in no injuries and each vessel sustained minor hull damage.

Download: Collision report for USS Lake Champlain

https://s3.amazonaws.com/CHINFO/171129_USS+Lake+Champlain+Collision+Report_FINALwCVN.pdf

COLLISION MAP GRAPHICS

https://s3.amazonaws.com/CHINFO/Fitzgerald_McCain_Illustration+Maps.zip

PHOTOS AND VIDEOS

USS JOHN S. MCCAIN:

-Photos of 10 Sailors killed aboard USS John S. McCain (DDG 56), family and official:

<https://s3.amazonaws.com/Customer-delivery/DDG56/USS+John+S+McCain+Sailor+portraits.zip>

-Photos of USS John S. McCain (DDG 56): <https://s3.amazonaws.com/Customer-delivery/DDG56/USS+John+S+McCain+photos.zip>

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