

Enclosure 37. Portion of this enclosure (USS GREENEVILLE (SSN 772) Communications Plan, Pacific Fleet Operating Areas (7 pgs)) is classified and not releasable under Exemption b-1.

Enclosure (37)

Report of Communications status and procedures on the USS Greenville for RADM Griffiths.

The following ships force were interviewed:

LCDR [redacted] (Engineer)

LT (Navigator)

ETCS :

ET3

ET3

Pertinent references:

100009Z FEB 01

FM USS GREENEVILLE

SUBJ: INITIAL OPREP-3

CONFIDENTIAL

100055Z FEB 01

FM USS GREENEVILLE

SUBJ: AMPLIFYING INFO FOR NAVY BLUE

CONFIDENTIAL

101525 Z FEB 01

FM CENPACSARCOORD HONOLULU HI

SUBJ: DISTRESS SITREP ONE; COLLISION OF USS GREENVILLE AND TRAINING VESSEL EHIME MARU(JA) 9NM SOUTH OF DIAMOND HEAD, OHAU, HI. 21-05.5N 157-49.1W.

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Quoted from Para 2, Action Taken:

- A. 091355W CG GROUP HONOLULU RCVD INITIAL REPORT OF COLLISION FM COMSUBPAC
- B. 091356W CG GRU HONO DIVERTED CG 6570 TO POSN 21-05.5N 157-49.1W
- C. 091358W CG GRU HONO DIRECTED CG STA HONO TO LAUNCH.
- D. 091400W CG41317 AND CG2116002 U/W
- E. JRCC RCVD 406MHZ/121.5MHZ EPIRB REGISTERED TO MMSI 431872000.
- F. 091400W CG GRU HONO ISSUED UMIB.
- G. 091404W JRCC CHECKED ITU DATABASE, MMSI REGISTERED TO F/V EHIMEMARU (JA).
- H. 091406W JRCC CONTACTED GROUP HONOLULU. GROUP IS CURRENTLY INVOLVED IN A COLLISION BETWEEN TWO VESSELS 10NM SOUTH OF PEARL HARBOR. THE POSITION OF THE COLLISION CONCURS WITH 406MHZ DISTRESS BEACON AND THE 121.5MHZ DISTRESS ALERT RCVD BY JRCC.

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ENCLOSURE(37)

UNCLASSIFIED

Documents reviewed:

RMOW LOGS for 9 Feb VIP cruise

NO CLASSIFICATION MARKINGS

USS Greeneville (SSN 772) Communications Plan Pacific Fleet Operating Areas

CONFIDENTIAL

Rough timeline from RMOW logs follows. Note: logs were reconstructed after the fact by the radio division due to the high optempo following the collision, as such all times are approximate.

092345Z FEB 01 Ship experienced collision

092350Z FEB 01 Transmitted OPREP-3 Navy Blue Voice Report to CSP via SATHICOMM

092355Z FEB 01 Established listening watch on SAR freq 282.8Mhz clear voice, INTL distress 2182Khz and INTL lifeboat 5680Khz

100022Z FEB 01 Transmitted Initial OPREP-3 Navy Blue dtg 100009Z FEB 01 via SSIXS

100025Z FEB 01 Commenced almost continuous voice communications w/CSP via SATHICOMM

100212Z FEB 01 Informed by CSP that CSP had assumed reporting requirements for incident

Communications Plan was reviewed in order to determine SAR procedures listed/followed.

It was determined that the communication plan contained appropriate channel guard assignments for SAR, and that those frequencies were appropriated employed throughout the incident.

Following is an excerpt from the communications plan:

SAR/INTL DISTRESS FREQS

282.8 MHZ, CLEAR VOICE (SAR COMMON)

243.0 MHZ, CLEAR VOICE (MIL AIR DISTRESS GUARD)

2182 KHZ, CLEAR VOICE (INTERNATIONAL DISTRESS)

3023.5 KHZ, CLEAR VOICE (INTERNATIONAL DISTRESS)

5680 KHZ, CLEAR VOICE (INTERNATIONAL LIFEBOAT)

500 KHZ, CW, (INTERNATIONAL CW)

121.5 MHZ, CLEAR VOICE, INTERNATIONAL AIRCRAFT EMERGENCY

Note: No voice logs from radio were available due to the following circumstances

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- 1) Single channel voice recorder in radio was out of commission. (Note: this recorder is not a TYCOM requirement, but a boat installed recorder)
- 2) Replacement single channel voice recorder which was recently received was left inport with a member of the ships force in order to determine how it operates and how best to install it.
- 3) Handwritten voice communication logs were not kept in radio due to the high operational tempo, bridge to bridge voice logs were kept in control..

It is believed that the voice logs could be reconstructed using data held by COMSUBPAC COMMAND CENTER WATCH OFFICER (SATHICOMM) or the CG (channel 23A & 16)

The radio Chief and radio watchstanders indicated that the bridge to bridge handsets (ICOM IC-M15) are kept in radio on the charger when not in use. All radio's were returned to radio and placed on the charger after getting underway. The radio given to the bridge after the incident was fully charged and operational.

A discussion with the bridge OOD (LCDR Meador) indicated that the radio was sent to the bridge at his request as he went to the bridge. He did not know who delivered the radio. He further indicated that he did not know of any difficulties with this radio and further indicated that the same radio was in use when he later assumed the mid-watch. He also indicated that the only communications problem noted was when the bridge to bridge radio was operated from control by the Navigator. A discussion with the Navigator indicated that he was asked to make a call on the radio which was unsuccessful on channel 23A. He attempted the same call on channel 16 which was successful. CG asked to return to channel 23A and found communications to be intermittent or broken up. It was later determined that the bridge to bridge in control was patched to #2 scope (sleeve antenna typically used for monitoring), once patched to the AN/BRA-34, it was reported that communications via the bridge to bridge in control were no longer a problem.

The commercial bridge to bridge handheld radios (ICOM IC-M15) have a high/low power setting. It is unknown what the default setting was.

USS Greeneville submitted an initial voice report within the 5 minute requirement as stipulated in the OPREP-3 manual.

USS Greeneville submitted an initial written report within the 15 minute requirement as stipulated in the OPREP-3 manual.

USS Greeneville monitored the appropriate SAR frequencies as referenced in NWP 3-50.1 (Rev A) Chapter 2 (Search and Rescue Communications Procedures)

The number 2 scope uses a UHF sleeve with a lower gain than the AN/BRA-34 which could have caused intermittent or broken comms especially if used to transmit on.

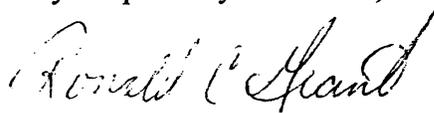
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The AN/BRA-34 although not certified in the VHF range, has a higher gain than the number 2 scope resulting in more reliable communications especially on the transmit side.

SPAWAR is beginning to field the OE-538 (improved BRA-34) antenna which provides improvements in the VHF range as follows: 30-88Mhz and 114-174 Mhz.

Although the Commanding Officer initially reported difficulty getting through to the Coast Guard, this did not in any way delay prompt notification of the disaster from the ship. The initial voice report (IAW OPREP 3 procedures) was made to COMSUBPAC, who relayed the information to both CPF and the Coast Guard. This information was available to the Coast Guard approximately 6 minutes before the EPIRB information.

Very Respectfully Submitted,



Ronald C. Grant, LCDR, USN
13 February, 2001

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[REDACTED]
OTTCZYUW RHHMDCV088 0410009-CCCC--RHHMSUU.

ZNY [REDACTED]

O 100009Z FEB 01

FM USS GREENEVILLE

TO CNO WASHINGTON DC//NCC//

CINCPACFLT PEARL HARBOR HI//FCC//

COMSUBPAC PEARL HARBOR HI//SWO//

COMSUBRON ONE

INFO ONI WASHINGTON DC

NAVY JAG ALEXANDRIA VA

USCINCPAC HONOLULU HI

COMNAVSAFECEN NORFOLK VA//30//

COMNAVBASE PEARL HARBOR HI

COMNAVSEASYS COM WASHINGTON DC

BT

[REDACTED]
MSGID/OPREP-3/GREENEVILLE/001//

REF/A/MSG/GREENEVILLE/092350ZFEB01/-/NOTAL//

AMPN/REF A IS INITIAL VOICE REPORT TO CSP.//

FLAGWORD/NAVYBLUE/-//

TIMELOC/092350FEB01/2105.5N15749.1W/INIT//

SENTTEXT/INCIDENT IDENTIFICATION AND DETAILS/WHILE CONDUCTING A SURFACING
EVOLUTION SHIP EXPERIENCED A COLLISION WITH FV UWAGIMA FISHER-HIGH-SCHOOL.

FV SANK IN APPROXIMATELY 5 MINUTES, THERE ARE 8 LIFERAFTS IN THE WATER. UNABLE

TO DETERMINE NUMBER OF PEOPLE IN LIFERAFTS. AMPLYIFING INFO TO FOLLOW.//

RMKS/COMMANDERS ASSESSMENT: SHIP IS ON SURFACE RENDERING ASSISTANCE. COAST

GUARD NOTIFIED AND ENROUTE.//
[REDACTED]

BT

#0088

NNNN

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] OTTCZYUW RHHMDCV0089 0410055-CCCC--RHMCSUU.

ZNY [REDACTED]

O 100055Z FEB 01

FM USS GREENEVILLE

TO COMSUBPAC PEARL HARBOR HI//SWO//

BT

[REDACTED]
MSGID/GENADMIN/GREENEVILLE/FEB//
SUBJ/AMPLIFYING INFO FOR NAVY BLUE//
REF/A/VOX/092350ZFEB01/GREENEVILLE//
REF/B/MSG/100009ZFEB01/GREENEVILLE//

NARR/REF A IS INITIAL OPREP-3 NAVY BLUE VOICE REPORT. REF B IS
OPREP-3 NAVY BLUE.//

RMKS/1. SHIP WAS CONDUCTING VIP CRUISE. SHIP PROCEEDED TO PD AT
1340W. AT PD A VISUAL SEARCH WAS CONDUCTED BY THE OOD. NO CONTACTS
WERE HELD VISUALLY. A HIGH POWER SEARCH WAS CONDUCTED BY THE CO TO
CONFIRM NO VISUAL CONTACTS WERE HELD. THE CO ORDERED AN EMERGENCY
DEEP FOR TRAINING AND THE SHIP PROCEEDED TO 400 FT. THE SHIP
CONDUCTED AN EMERGENCY BLOW TO THE SURFACE. AT APPROXIMATELY 1344W
A LOUD BANG WAS HEARD AS THE SHIP BROKE THE SURFACE. THE SHIP RAISED
NO. 2 PERISCOPE AND SAW THE FV UWAGIMA FISHER-HIGH-SCHOOL
LISTING ASTERN OF GVL. GVL CONTINUED SURFACE PROCEDURE AND
CAME ABOUT TO RENDER ASSISTANCE. GVL REPORTED EVENT VIA SATHICOM
REF A. FV SANK WITHIN 5 MINUTES. PERSONNEL WERE OBSERVED IN LIFE
RAFTS. GVL ENTERED VICINITY OF 8 LIFE RAFTS AND NOTED AT LEAST 14
PERSONNEL ABOARD THE 8 RAFTS AND NONE IN THE WATER. GVL REPORTED
EVENT AS REF B. COAST GUARD GROUP HONOLULU WAS NOTIFIED VIA BRIDGE TO
BRIDGE RADIO. GVL WAS UNABLE TO COMMUNICATE WITH PERSONNEL
FROM FV DUE TO LANGUAGE BARRIER. USCG HELICOPTER ARRIVED ON
SCENE AT 1430W AND COMMENCED RESCUE OPERATIONS. AT 1503W
COAST GUARD GROUP HONOLULU ASSUMED RESPONSIBILITY FOR THE
SEARCH AND RESCUE OPERATION. TWO COAST GUARD VESSELS ON
SCENE ASSISTING. COAST GUARD VESSELS CONDUCTING SEARCH AND
RESCUE OPERATIONS AND REPORTED AIDING ONE INJURED PERSON. TEN
PERSONNEL ARE NOT ACCOUNTED FOR. CONTINUING TO SEARCH AREA OF
EVENT.

2. TWENTY FIVE PERSONNEL WERE RECOVERED BY TWO COAST GUARD SMALL
BOATS. THE CAPTAIN OF THE VESSEL UWAGIMA INFORMED THE COAST GUARD
TEN PERSONNEL WERE UNACCOUNTED FOR.

3. EXTERNAL DAMAGE TO THE SHIPS SHT TILE WAS OBSERVED FROM THE
BRIDGE. AN APPROXIMATE SECTION 30 FEET IN LENGTH ALONG THE PORT
SIDE MID SAIL EXTENDING AFT IS MISSING. SHT ABOVE THE WATER LINE
ON THE FORWARD PART OF THE RUDDER IS MISSING.

4. [REDACTED]

5. [REDACTED]

6. CONTINUING TO SEARCH AREA OF EVENT.//

BT

#0089

(b)(1)

[REDACTED]

100009

From:
nt:
o:

CENPAC SARCOORD HONOLULU HI [EDSSMTP@edssmtp.mail]
 Friday, February 09, 2001 10:16 PM
 N2@HQ.CSP.NAVY.SMIL.MIL; N2B@HQ.CSP.NAVY.SMIL.MIL; N231
 @HQ.CSP.NAVY.SMIL.MIL; N22@HQ.CSP.NAVY.SMIL.MIL; N24
 @HQ.CSP.NAVY.SMIL.MIL; N31@HQ.CSP.NAVY.SMIL.MIL; N311
 @HQ.CSP.NAVY.SMIL.MIL; N315@HQ.CSP.NAVY.SMIL.MIL; N314
 @HQ.CSP.NAVY.SMIL.MIL; N3AA@HQ.CSP.NAVY.SMIL.MIL; N312
 @HQ.CSP.NAVY.SMIL.MIL; CCWOCSP@HQ.CSP.NAVY.SMIL.MIL;
 N312QM@HQ.CSP.NAVY.SMIL.MIL; CCQMCSP@HQ.CSP.NAVY.SMIL.MIL;
 CWOCS@HQ.CSP.NAVY.SMIL.MIL; N61@HQ.CSP.NAVY.SMIL.MIL;
 COWCSP@HQ.CSP.NAVY.SMIL.MIL; MDCCSP@hq.csp.navy.smil.mil;
 CCWOCSP@hq.csp.navy.smil.mil; CCQMCSP@hq.csp.navy.smil.mil;
 COWCSP@hq.csp.navy.smil.mil; N66@HQ.CSP.NAVY.SMIL.MIL;
 MDCCSP@HQ.CSP.NAVY.SMIL.MIL; N612@HQ.CSP.NAVY.SMIL.MIL;
 N61C@HQ.CSP.NAVY.SMIL.MIL; N002@HQ.CSP.NAVY.SMIL.MIL; N0021
 @HQ.CSP.NAVY.SMIL.MIL; N01W@HQ.CSP.NAVY.SMIL.MIL;
 N003RW@HQ.CSP.NAVY.SMIL.MIL; N20@HQ.CSP.NAVY.SMIL.MIL;
 N20BBS@HQ.CSP.NAVY.SMIL.MIL; N3111R@HQ.CSP.NAVY.SMIL.MIL; N3141
 @HQ.CSP.NAVY.SMIL.MIL; N3126@HQ.CSP.NAVY.SMIL.MIL;
 N3126B@HQ.CSP.NAVY.SMIL.MIL; STTCSP@HQ.CSP.NAVY.SMIL.MIL; N4
 @HQ.CSP.NAVY.SMIL.MIL; N453@hq.csp.navy.smil.mil; N611@HQ.CSP.NAVY.SMIL.MIL;
 N6SEA@HQ.CSP.NAVY.SMIL.MIL; N725@HQ.CSP.NAVY.SMIL.MIL; N726
 @HQ.CSP.NAVY.SMIL.MIL; N12@HQ.CSP.NAVY.SMIL.MIL; N123
 @HQ.CSP.NAVY.SMIL.MIL; N1@HQ.CSP.NAVY.SMIL.MIL; N14@HQ.CSP.NAVY.SMIL.MIL;
 N00ITA@HQ.CSP.NAVY.SMIL.MIL; N9A@HQ.CSP.NAVY.SMIL.MIL; N7236
 @HQ.CSP.NAVY.SMIL.MIL; N724@HQ.CSP.NAVY.SMIL.MIL;
 N00G@HQ.CSP.NAVY.SMIL.MIL; N00GA@HQ.CSP.NAVY.SMIL.MIL;
 N01A@HQ.CSP.NAVY.SMIL.MIL; N1412@HQ.CSP.NAVY.SMIL.MIL; N16
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 N1A@HQ.CSP.NAVY.SMIL.MIL; N121@HQ.CSP.NAVY.SMIL.MIL;
 N32R@HQ.CSP.NAVY.SMIL.MIL; N321@HQ.CSP.NAVY.SMIL.MIL;
 N621A@HQ.CSP.NAVY.SMIL.MIL; N65@HQ.CSP.NAVY.SMIL.MIL;
 N452A@HQ.CSP.NAVY.SMIL.MIL; N65IA@HQ.CSP.NAVY.SMIL.MIL; N80
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 N90@HQ.CSP.NAVY.SMIL.MIL; N91@HQ.CSP.NAVY.SMIL.MIL; N92
 @HQ.CSP.NAVY.SMIL.MIL; N93@HQ.CSP.NAVY.SMIL.MIL; N912
 @HQ.CSP.NAVY.SMIL.MIL; N911AC@HQ.CSP.NAVY.SMIL.MIL; N75
 @HQ.CSP.NAVY.SMIL.MIL; N752@HQ.CSP.NAVY.SMIL.MIL; N754
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 @HQ.CSP.NAVY.SMIL.MIL; N7234@HQ.CSP.NAVY.SMIL.MIL; N4732
 @HQ.CSP.NAVY.SMIL.MIL; N70@HQ.CSP.NAVY.SMIL.MIL; N701
 @HQ.CSP.NAVY.SMIL.MIL; N7019@HQ.CSP.NAVY.SMIL.MIL;
 N7010A@HQ.CSP.NAVY.SMIL.MIL; N7014@HQ.CSP.NAVY.SMIL.MIL;
 N7017A@HQ.CSP.NAVY.SMIL.MIL; N7017C@HQ.CSP.NAVY.SMIL.MIL;
 N7017D@HQ.CSP.NAVY.SMIL.MIL; N7016@HQ.CSP.NAVY.SMIL.MIL; N7018
 @HQ.CSP.NAVY.SMIL.MIL; N7023@HQ.CSP.NAVY.SMIL.MIL; N7024
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 @HQ.CSP.NAVY.SMIL.MIL; #CSTT@HQ.CSP.NAVY.SMIL.MIL; N7022
 @HQ.CSP.NAVY.SMIL.MIL; N7021@HQ.CSP.NAVY.SMIL.MIL; N923
 @HQ.CSP.NAVY.SMIL.MIL; N9C@HQ.CSP.NAVY.SMIL.MIL;
 N9AA@HQ.CSP.NAVY.SMIL.MIL; N932@HQ.CSP.NAVY.SMIL.MIL; N931
 @HQ.CSP.NAVY.SMIL.MIL; #N4MB@HQ.CSP.NAVY.SMIL.MIL; N01
 @HQ.CSP.NAVY.SMIL.MIL; N4C@HQ.CSP.NAVY.SMIL.MIL; #N4MB@hq.csp.navy.smil.mil;
 N4511@HQ.CSP.NAVY.SMIL.MIL; N4642@HQ.CSP.NAVY.SMIL.MIL; N4512
 @HQ.CSP.NAVY.SMIL.MIL; N4513@HQ.CSP.NAVY.SMIL.MIL; N4515

To: @HQ.CS \VY.SMIL.MIL; N00P@HQ.CSP.NAVY.S. MIL; N00P3
@HQ.CSP.NAVY.SMIL.MIL; N00P1@HQ.CSP.NAVY.SMIL.MIL;
N00J@HQ.CSP.NAVY.SMIL.MIL; N00J2@HQ.CSP.NAVY.SMIL.MIL; N71
@HQ.CSP.NAVY.SMIL.MIL; N711@HQ.CSP.NAVY.SMIL.MIL; N714
@HQ.CSP.NAVY.SMIL.MIL; N712@HQ.CSP.NAVY.SMIL.MIL; N72
@HQ.CSP.NAVY.SMIL.MIL; N723@hq.csp.navy.smil.mil; N7237@HQ.CSP.NAVY.SMIL.MIL;
N7231@HQ.CSP.NAVY.SMIL.MIL; N5@HQ.CSP.NAVY.SMIL.MIL;
N51A@HQ.CSP.NAVY.SMIL.MIL; N52@HQ.CSP.NAVY.SMIL.MIL; N511
@HQ.CSP.NAVY.SMIL.MIL; N511BT@HQ.CSP.NAVY.SMIL.MIL; N7
@HQ.CSP.NAVY.SMIL.MIL; S70@HQ.CSP.NAVY.SMIL.MIL; N73
@HQ.CSP.NAVY.SMIL.MIL; N74@HQ.CSP.NAVY.SMIL.MIL; N7011
@HQ.CSP.NAVY.SMIL.MIL; N7411@HQ.CSP.NAVY.SMIL.MIL; N0022
@HQ.CSP.NAVY.SMIL.MIL; N13@HQ.CSP.NAVY.SMIL.MIL;
N13A@HQ.CSP.NAVY.SMIL.MIL
Subject: DISTRESS SITREP ONE; COLLISION O...:101525Z FEB:UNCLAS

***** UNCLASSIFIED *****

PATUZYUW RUWDQAA7538 0411629-UUUU--RHHMDBA.
ZNR UUUUU ZUI RHHMMCB0289 0411802
P 101525Z FEB 01 ZUI ASN-R12041000760 PSN 324529E25
FM CENPACSARCOORD HONOLULU HI
TO ZEN/PACSARCOORD ALAMEDA CA
ZEN/COMPACAREA COGARD ALAMEDA CA//POO/PCC/PI//
ZEN/CCGDFOURTEEN HONOLULU HI//O/OSR/M/D//
INFO RULSJGA/COMDT COGARD WASHINGTON DC//G-CI/G-OPF/G-OPR//
RHMFIUU/NAVICECEN SUITLAND MD//SARSAT//
RULSHAC/NAVICECEN SUITLAND MD//SARSAT//
RHHMUNA/USCINCPAC HONOLULU HI//J5CG/J3//
RHHMHA/CINCPACFLT PEARL HARBOR HI//N35/CC//
RHHMHBA/CINCPACFLT PEARL HARBOR HI//N35/CC//
V/COGARD MSO HONOLULU HI
V/PAC/HQ PACAF HICKAM AFB HI
RHHMDBA/COMSUBPAC PEARL HARBOR HI
RUHEMBA/HSL THREE SEVEN KANEOHE BAY HI
RHOCDDP/USS LAKE ERIE
RUHPYNB/USS SALVOR
RUHEHIC/COMPATRECONFORPAC KANEOHE BAY HI
ZEN/COGARD AIRSTA BARBERS PT HI
ZEN/USCGC KITTIWAKE
ZEN/USCGC KISKA
ZEN/USCGC ASSATEAGUE
BT

UNCLAS //N16133//
SUBJ: DISTRESS SITREP ONE; COLLISION OF USS GREENVILLE AND TRAINING
VESSEL EHIME MARU(JA) 9NM SOUTH OF DIAMOND HEAD, OAHU, HI. 21-05.5N
157-49.1W.

PERIOD: 092345Z FEB 01 TO 101040Z FEB 01

1. SITUATION:

A. CURRENT STATUS: 9 CREWMEMBERS FROM THE EHIME MARU(JA) REMAIN
UNLOCATED, 26 CREWMEMBERS HAVE BEEN RECOVERED. CGD14 JRCC IS SMC.

B. NOTIFICATION: 092355 FEB 01 CG GROUP HONOLULU RCVD INITIAL
REPORT FROM COMSUBPAC, PEARL HARBOR.

C. NARRATIVE: USS GREENVILLE AND TRAINING VESSEL EHIME MARU(JA)
COLLIDED 9NM SOUTH OF DIAMOND HEAD. A TOTAL OF 26 CREWMEMBERS FROM
VSL EHIME MARU WERE RECOVERED AFTER THE VESSEL SANK. SEARCH EFFORTS
CONTINUE FOR NINE MISSING CREWMEMBERS.

D. DESC: USS GREENVILLE (SSN 772) LOS ANGELES CLASS SUBMARINE;
EHIME MARU(JA) TRAINING/FISHING VESSEL, CALL SIGN JPQI, JA REG#
4, 190FT STEEL HULL, 2 MF/HF RADIOTELEPHONE, 1 VHF RADIO,
SARSAT B FAX/TELEPHONE, GMDSS RADIO EQUIPMENT, 741 GROSS TONS.

E. POB INFO: 35 TOTAL CREWMEMBERS; 26 RECOVERED; THE 9 MISSING
CREWMEMBERS INCLUDE 4 CADETS, 2 TEACHERS, AND 3 CREW

UNCLASSIFIED

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F. WX: SEA 3-4FT, WINDS 045 10I VIS 6NM, AIR TEMP 78F, WATER TEMP 77F.

2. ACTION TAKEN:

A. 091355W CG GROUP HONOLULU RCVD INITIAL REPORT OF COLLISION FM COMSUBPAC.

3. 091356W CG GRU HONO DIVERTED CG6570 TO POSN 21-05.5N 157-49.1W

C. 091358W CG GRU HONO DIRECTED CG STA HONO TO LAUNCH.

D. 091400W CG41317 AND CG216002 U/W.

E. 091400W JRCC RCVD 406MHZ/121.5MHZ EPIRB REGISTERED TO MMSI 431872000.

F. 091401W CG GRU HONO ISSUED UMIB.

G. 091404W JRCC CHECKED ITU DATABASE, MMSI REGISTERED TO F/V EHIMEMARU (JA).

H. 091406W JRCC CONTACTED GROUP HONOLULU. GROUP IS CURRENTLY INVOLVED IN A COLLISION BETWEEN TWO VESSELS 10NM SOUTH OF PEARL HARBOR. THE POSITION OF THE COLLISION CONCURS WITH 406MHZ DISTRESS BEACON AND THE 121.5MHZ DISTRESS ALERT RCVD BY JRCC.

I. 091410W GROUP HAS SMC. GROUP IS LAUNCHING HH-65.

J. 091415W JRCC BRIEFED OSR, M, O.

K. 091420W JRCC RCDV CALL FROM U.S. NAVY THEY ARE REPORTING THAT THE SUBMARINE USS GREENVILLE COLLIDED WITH A JAPANESE FISHING VESSEL. 14 OR MORE PERSONS ARE IN LIFERAFTS.

L. 091427W CG6570 O/S.

M. 091444W CG41317 AND CG216002 O/S, SURVIVORS TRANSFERRED FROM LIFERAFTS TO CG41317 AND CG216002.

N. 091445W TWO NAVY T.R.W. BOATS ENROUTE.

O. 091446W CG6570 COMMENCED VECTOR SEARCHES. 10 PERSONS RPTD MISSING.

P. 091500W CG1714 ASSUMED OSC.

Q. 091506W JRCC ASSUMED SMC.

R. 091510W CG6570 REPORT SMALL SHEEN AND DEBRIS FIELD.

S. 091514W CG6570 DEPARTED SCENE.

T. 091538W CG41317 AND CG216002 RECOVERED 26 SURVIVORS AND ARE ENROUTE CG BASE SAND ISLAND.

U. 091547W CG6570 ABN.

V. 091556W DMB INSERTED IN POSITION 21-05N 157-48.6W.

W. 091615W SURVIVORS ARRIVED CG BASE SAND ISLAND.

X. 091621W CGC ASSATEAGUE U/W.

Y. 091630W CG GRU HONO NOTIFIED RED CROSS.

Z. 091700W CGC KISKA DIRECTED TO LAUNCH TO RELIEVE CGC ASSATEAGUE

AA. 091703W HSL EASYRIDER 51 AND EASYRIDER 61 A/B, BOTH NVG CAPABLE.

BB. 091708W CAPT OF THE EHIME MARU DE-BRIEFED. THE CAPT STATED THAT

THE SUBMARINE SURFACED UNDER THE VESSEL. THE VESSEL LOST POWER AND THE

CAPT COULD NOT MAKE ABANDON SHIP CALL. THE VESSEL SUNK IN 5-6MINS AND THE LIFE RAFTS SELF-INFLATED. ALL CREWMEMBERS WHO WERE SEEN GO INTO THE WATER WERE ABLE TO MAKE IT INTO THE INFLATED LIFE RAFTS. THE NINE MISSING PERSONS WERE BELIEVED TO HAVE BEEN EITHER IN THE GALLEY OR ENGINE ROOM.

CC. 091750W USS LAKE ERIE WILL BE ONSCENE 2000W AND THE USS SALVO TO BE ON SCENE AT 1820W.

DD. 091807W CGC KISKA U/W.

EE. 091850W AV 776 ABN (USN P3).

FF. 091853W CG6567 REFUELING KANEOHE MARINE CORP BASE.

GG. 091914W CG 6570 COMPLETED FUELING A/B FROM KANEOHE.

HH. 092000W CG1714 O/D BPAS.

II. 092007W JRCC PASSED SEARCH AREA TO THE USS LAKE ERIE.

92016W PASSED SEARCH AREAS TO USS SALVOR.

JJ. 092046W JRCC CONTACTED GROUP. CCG6567 TO RELOCATED BOTH DMB'S AND THE EPIRB.

LL. 092057W USS LAKE ERIE ASSUMED OSC SURFACE AND AIR FROM CGC

3

31

ASSATEAGUE.

MM. 092138W CG6570 O/D BPAS.

NN. 092143W CGC ASSATEAGUE REPORTED A LARGE HEAVY SHEEN IN THE NORTHERN PART OF THEIR SEARCH AREA.

OO. 092149W CGC KITTIWAKE O/S.

PP. 092215W CGC ASSATEAGUE D/S. ENR HONO.

QQ. 100040W CGC KISKA UPDATE ETA 0230W.

3. FUTURE PLANS AND RECOMMENDATIONS.

A. CONTINUE SEARCH FOR SURVIVORS AND COORDINATION OF AVAILABLE ASSETS.

4. AMPLIFYING INFO:

A. POLLUTION: SHEEN AND DIESEL SMELL REPORTED BY ONSCENE UNITS. UNKNOWN AMOUNT OF DIESEL AND OIL. MSO HONOLULU BRIEFED.

B. MEDIA INTEREST: EXTREMELY HIGH.

5. CASE STATUS:

CASE NUMBERS

JRCC UCN 110-01

GROUP HONO: UCN 056-01.

USCGC ASSATEAGUE 002-01

USCGC KITTIWAKE 007-01

USCGC KISKA 001-01

AIRSTA BP 070-01

STA HONO 017-01

BT

#7538

NNNN

N2 (INFO)

N31 N311

CCWO COW CWO MDC N61 ARCHIVE N002 N003RW N20 N315 N3111R

N314 N312 N4 N611 N6SEA N725 N726 N12 N123 N012 N0121 N1

N14 N00IT N00ITA N9A N7236 N724 N00G N01A N1213 N1412 N16

N161 N1A N121 N32R N621A N65 N4132 N80 N82 N11 N112 N8

N9 N91 N75 N76 N721 N7233 N7234 N66 N4732 N70 N92 N923

93 N4MB N01 N4C N451A N4511 N4512 N4513 N4515 N00P N00P3

N00J STT N122 N71 N72 N701 N702 N5 N52 N511 N51A N7 N7AA2

N7021 N7023 N70AA N7010 N7010A N7011 N7024 N73 N74 N0022

N13

!!! /D6/28/8/8/DISTRESS/26000/

!!! /D6/28/17/6/SITREP/43870/

!!! /D6/28/61/8/TRAINING/47200/

!!! /D6/28/61/8/TRAINING/47760/

RMOW LOGS FOR 9 FEB
VIP CRUISE

09 FEB 01

1715Z UNDERWAY FOR VIP CRUISE. GUARDING THE FOLLOWING CIRCUITS:
SATHICOM CH A PT 2 B5697 PAC DAMA II 13205
SSIXS CH B PT 1 19774 309.250MHZ
COMSUBPAC RETAINS COMM GUARD...RHS
2017Z SECURE ALL CIRCUITS..SUBMERGE THE SHIP...
2335Z MAKING PREPS TO COME TO PD...
2340Z COMING TO PD...
2341Z EMERGENCY DEEP...
2344Z SURFACE THE SHIP...
2345Z SHIP EXPERIENCED COLLISION...
2350Z XMTTED OPREP-3 NAVY BLUE VOICE REPORT TO CSP VIA SATHICOMM...//THS//
2355Z EST LISTENING WATCH ON SAR FREQ 282.8MHZ CLR VOX, INTL DISTRESS 2182KHZ,
AND INTL LIFEBOAT 5680KHZ...//THS//
2400Z WATCH AND LOGS CARRIED OVER TO THOSE DATED 7 JAN 01...//THS//

10 FEB 01

0000Z NEW RADIO DAY. GUARDING THE FOLLOWING CIRCUITS:
SATHICOM CH A PT 2 B5697 PAC DAMA II 13205
SSIXS CH B PT 1 19774 309.250MHZ
SAR CH B PT 1 282.800MHZ
INTL DIST R-2368 2182.00KHZ
INTL LIFBT R-2368 5680.00KHZ
...//THS//
0022Z TRANSMITTED INITIAL OPREP-3 NAVY BLUE DTG 100009Z VIA SSIXS..RCVD
RAKU...//THS//
0025Z COMMENCED ALMOST CONTINUOUS VOX COMMS W/CSP VIA
SATHICOMM...//THS//
0212Z INFORMED BY CSP THAT CSP HAD ASSUMED REPORTING REQUIREMENTS FOR
INCIDENT...//THS//
0314Z RCVD INITIAL OPREP-3 NAVY BLUE FROM CSP DTG 100046Z FEB...//THS//
0340Z XMTTED AMPLIFYING INFO TO CSP VIA SSIXS DTG 100055Z FEB..RCVD
RAKU...//THS//
0514Z OPREP-3 REVISED TO PINNACLE BY CINCPACFLT..RCVD OPREP-3 PINNACLE
FM CSP DTG 100430Z FEB...//THS//
0515Z RCVD COMMUNICATIONS GUARD SHIFT FROM CSP..SHIFTED GUARD TO PSBC
AT 100600Z FEB...//THS//
00525Z XMTTED 1 O/G 100440Z FEB VIA SSIXS..RCVD RAKU...//THS//
0602Z 0600Z PSBC ZBO ONBD..NO NEW TRAFFIC...//THS//
0700Z RCVD CSP 10624Z FEB 01 (ZTB-4)...//THS//
0808Z QSLD..DWNLK ONBD...//THS//
0809Z 0800Z PSBC ZBO ONBD 1 NEW MSG...CLR 0800Z PSBC ZBO...//THS//
0815Z PROPERLY RELIEVED BY ET3 SADBERRY...JDH
0815Z RELIEVED THE WATCH...DDS
1000Z 1000Z ZBO ONBOARD. 2NM 2OC. CLEARED 1000Z ZBO...DDS
1010Z QSLED FOR RECEIVED TRAFFIC...DDS
1155Z XMITTED 1 RELEASED OUTGOING. QUERIED. 1NM 1OC CLEARED 1000Z ZBO...DDS
1200Z RCVD QSL FOR XMITTED MSG. 1NM 1OC. CLEARED 1200Z ZBO...DDS
1530Z RCVD 2 NM PASSIVLY. QSLED...DDS

1730Z CLEARED 1600Z ZBO. 1NM 1OC...DDS
1730Z STATION THE MANEUVRING WATCH...DDS
1735Z PROPERLY RELIEVED BY ET3 HAHN...DDS
1735Z RELIEVED THE WATCH...?JDH?
2000Z SECURE THE MANEUVERING WATCH..SHIP IS MOORED...?JDH?
2000Z SECURE THE LOGS...?JDH?

ENCLOSURE (31)

IC-M15 Handheld VHF Marine Transceiver

Waterproof communications. The IC-M15

On the water, reliable communications is of critical importance; a life-line to the outside world. Your boat may be seaworthy, but is your VHF handheld transceiver? The IC-M15's rugged construction can weather all the demands of the marine environment with the important distinction of being waterproof!* Add simple operation with advanced features and you have marine communications that won't let you down.

*Up to a depth of 1 meter for 30 minutes.

Waterproof with rugged construction

Waterproof protection over a die-cast aluminum frame provides the durability and dependability you need in all situations.

All marine and weather channels + 24 memory channels and 1 call channel

You can operate on all marine and weather channels and store often-used channels in 24 memories for easy recall and convenient scanning. In addition, a programmable call channel is provided for instant recall of your most-used-channel (eg. CH 9, the non-commercial calling channel).

A variety of scans

Four different scan functions are available: regular channel scan and memory channel scan with both of these having a selectable priority scan function. Choose your scan and find out what's going on around you.

Selectable dual watch/tri-watch

Dual watch monitors the distress channel (CH 16) while operating on another channel; tri-watch monitors both channel 16 and the call channel while operating on another channel. You can be sure of receiving important calls using either of these watch systems.

Optional voice scrambler unit

For private communications, an optional UT-79 VOICE SCRAMBLER UNIT is available. Both easy-to-install and easy-to-use; 128 scramble codes provide privacy in communicating secret fishing spots, etc.

Other great features:

- One-touch access to CH 16 & the call channel
- Power-saver function to save your battery
- Easy-to-read LCD with backlighting
- Lock function to prevent accidental input
- Powerful 5 W of output power
- Comes with battery pack, charger, antenna, belt clip and handstrap

Specifications - General

- Frequency Range:
 - All international VHF marine channels 01 to 88
 - All U.S.A. VHF marine channels 01A to 88A
 - Weather channels 01 to 10

- Mode: FM (16K0G3E)
- Channel Spacing: 25 kHz
- Current Drain (at 12.5 V)
 - Tx high 3.0 A max., low 1.5 A max
 - Rx max. audio 600mA, power saved (squelched) 15 mA typical
- Power Supply Requirement: CM-138 or CM-139
- Usable Temperature Range: -20°C to +60°C (-4°F to +140°F)
- Frequency Stability: +/-0.0005% (-20°C to +60°C)
- Dimensions: 62(W) x 150(H) x 44(D) mm, 2.4(W) x 5.9(H) x 1.7(D) in (with CM-138; projections not included)
- Weight: 460 g; 16.2 oz (with CM-138)
- Antenna Impedance: 50 ohms (unbalanced)

Transmitter

- Output Power: High 5 W; Low 0.7 W
- Modulation System: Variable reactance phase modulation
- Max. Frequency Deviation: +/-5.0 kHz

Receiver

- Receive System: Double-Conversion Superheterodyne
- Sensitivity (12 dB SINAD): 0.35 μ V for 12 dB SINAD)
- Squelch Sensitivity (at threshold): Less than 0.3 μ V
- Audio Output Power: 500 mW with an 8 ohms load

Options

- AD-43 BATTERY CHARGE ADAPTER: For regular charging of battery packs (15 hours). (Same as supplied.)
- BM-95U/E/V AC ADAPTER: Connects to an AC outlet for use with the AD-43. (Same as supplied.)
- BM-103 DESKTOP CHARGER: For rapid charging of battery packs. (1 to 2 hours)
- CM-1 CIGARETTE LIGHTER CABLE: Connects to a 12 V cigarette lighter socket for use with the BM-103 or AD-43.
- CM-138 BATTERY PACK:
 - Rechargeable Ni-Cd battery pack. (Same as supplied.)
 - Output: 7.2 V
 - Capacity: 900 mAh
 - Height: 57 mm (2.2 in)
- CM-139 BATTERY PACK:
 - Rechargeable Ni-Cd battery pack. Long-life type.
 - Output: 7.2 V
 - Capacity: 1200 mAh
 - Height: 72 mm (2.8 in)
- FA-S54V FLEXIBLE ANTENNA: Has an SMC type connector. (Same as supplied.)
- MB-24 MOUNTING BRACKET: Hanger-type. For hanging the transceiver, via belt clip, to the

inside door panel of a vehicle.

- MB-25 MOUNTING BRACKET: Wall-type. For hanging the transceiver, via belt clip, to a bulkhead or similar flat surface.
- UT-79 VOICE SCRAMBLER UNIT: Provides private communications among members of a group. 128 codes are available.

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COMMS

1410 Both Scops. Consistently search for
VHF vessels and people not in life rafts;
NO person sighted outside life rafts.

1417 Attempt TO Contact Coast Guard re ch
CH 23 TO inform them we can not determine
if all people made it into life rafts.

1418 Attempt on CH 16 to contact Coast Guard
short contact. shifted by to CH 23

1420 ~~to~~ Contact Coast Guard on CH 23
- inform them ^{in excess of 14} people in life raft
Do not know if we made it into rafts
- People appear speaking Chinese, trying
to determine if ~~any~~ ^{any of our} crew members
speak Chinese.

1422 Coast Guard Reports copy all avr.
Reports Helo 10 minutes out.

1424 CG - ? PEOPLE IN WATER

772 - NONE KNOWN

CG PASTOR OF VESSEL?

772 UNKNOWN

CG # OF PROP

772 15 IN RAFTS

SC

477 H-10-3572 ON BOARD 14-5-70A FEMED
382 BWH 1 INJURED

4178 BWH - AERIAL REPORT
CG30 - UNKNOWN EXPLOSION REPAIRMENT

129 3 BOPIS 169E W

4400(6317) - 0 NSECB
1 INJURED MNU B/C ~~CHINA~~ RESCUED WERE VALIDING

4443 317 SWIMMING IN PULL?

H/KO YES 33 OUTPOST RESEARCH
INJURED 317 IN 3 HOURS

600 6000 4570 AREA CONTROL

5247 447 6000 IF ALL ARE ACCOUNTED FOR

772 HAI LEAVE UNLESS STOPPED
6570 ARE THERE ISSUES AT ALL?

477 700 MNU PER 0 00131 10 HOURS

111 YES CAUDD

570 7 THINK YOU MESSAGES AND BY

3500 25 COUNTED

604 OCT 117

710 447 155 HOURS

710 NUMBER SEARCH

711 WE SAW AN INCIDENT INITIAL
53 GROUP 510000 1517C

657 104 MISSING PEOPLE

0217 WHICH IS INJURED PERSON

H/KO GROUP 613 MIDDLE ONE

1654

70 - C130 TAKING OFF WITH THREE CARRYER

1657 CONFIDENTIAL COUNT 25 PEOPLE IN RAFTS

1750

6002 - ANY NEW INJURIES

657 - 1286

1703 317 - 500 MNU WITH SHOULDER INJURY

60006 IN OAD 78 80A

5247 6000 6000 6000 6000 6000

317 WITH

701 - 2060 MNU SW MOCH 700 HF

1508 - C01300 - SEND DIVER RECOVERIES

SAME 0060

711 317 > C130 THIS AIRCRAFT IS IN THE AIR

657

PH302

111

611 6750 1000 1000 1000

6570 15000

15/11 772. OFFER OVERTAKING IF NECESSARY
CG - we'll keep in mind

1718
CG John - ROBBE

CG - we'll keep in mind
CG ROBBE

1718
CG - we'll keep in mind
CG ROBBE

1617

H-5 HAUL 4 PERSONAL

GROUP REPORT VISIBILITY

1622 1714 - GROUP W/ H-5 SHIPS ARE OUT

GROUP H-5, H-8, ACCEPTING (CUBER)

1624 1714 - H-5 CHECKOUT QUARTERNO

BLACK RIVER CUBER

H-5 2064

1626 1714 - H-5 CAME CARRYING

WILL SEND

H-5 2060 - CARRYING

1631 NAVY HELICOPTER HARRISONSONE

1634 - H-5 TODAY FIRST RAFT DIVISION

GROUP - H-5 SECOND GROUP DIVISION

GROUP - H-5

1642 Cause of 2105.2 N

DEPART 157 48.6 W

1658 ASSESS/160 - 712 W/ ALSO OPERATIONAL COMPANY

772 - W/ 206150000

GAGU.11 - P3

1714 - C100

EASY RIVER 51 - NAVY AGLO

EASY RIVER 51 - NAVY HELICO

1717 - 16570 - COMPLETE 55 SURVEYS OF AREA

GROUP - OVER

1736 GROUP 16570 CHIME MARU - H-195/NARU

1717 - 16570

002 - 772 Move Forward

772 1066R

772

002 - CONF: ALL CURRENTLY JOINTLY OWNED

GROUP

GROUP - 10K-30IN-7-000

002 - AFFIRMATION

GROUP - 317 COLLIMAN P101 SP10041

317 - 915 IN ROUTE

1774

772 - WILL RETURN UNTIL Rolo Area

317 - ROOM, CONTINUOUS STAY

1774 - WILL REMAIN UNTIL

1774 - AMERICAN UNDER STAY, AWAY FROM

A. 8 - 2.5 MILES DIST TO PROVIDE ASSISTANCE

772 - 57 AND OTF RANGE

772 - REMAIN 400 YDS, KEEP SEPARATE

6570 GROUP 1714 +20 hrs

1808

GROUP - CUTTER IN 005

570 - 72 - 15L-007456A

772 - NEG W-200-1-510101M

570 AX