



NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF RESEARCH AND ENGINEERING  
WASHINGTON, D.C. 20594

## ERRATA

**Group Chairman's Factual Report**  
**Voyage Data Recorder – Audio Transcript**

***SS El Faro***  
**DCA16MM001**

The table below represents errors and their associated corrections identified by the group for the Voyage Data Recorder – Audio Group Chairman's Factual Report. The first column describes the page number in which the item to be corrected exists on the originally published transcript. The second column, R.Page (Revised Page), describes the page number in which the corrected item exists on the revised transcript. The third column describes the speaker. If the error was not associated with a speaker, "N/A" was entered in column #3. The fourth column describes the time in the transcript the error line was spoken. If the error was not associated with a time, "N/A" was entered in column #4. The fifth column describes a sample of the original text to be corrected. The word or phrase to be corrected in column #5 is *italicized*. If the correction to be made was a formatting error, "N/A" was entered in column #5. The sixth column contains the corrected text in relation to the original sample text. The correction is *italicized*. If the correction is **entered in bold**, it corrects for an editorial error or deletion.

Page	R.Page	Speaker	Time	Original	Correction
4	4	N/A	N/A	<i>Possible explanation for the missing audio is discussed in the Electronic Data – Factual Report, which can be found in the public docket for this accident.</i>	<b>The original line is deleted.</b>
5	5	N/A	N/A	3.7.1. Corrupted Audio	<b>Footnote 4 was added within section 3.7.1. and reads as follows:</b> Since the time of publishing, the audio previously described as corrupted was determined to be a result of a twice daily recorded audio test signal as described in IEC 61996. Describing the signal as corrupted was inaccurate. The signal in this area was a result of an audio test signal generator within the VDR system.
11	11	N/A	N/A	N/A	PORTENG. Port Engineer Tote Maritime Services Jacksonville – Not present on the accident voyage. <b>The speaker is added to the legend in the subsection of individuals mentioned in conversation only.</b>
11	11	N/A	N/A	<i>TMJAX1</i>	<i>TMTM</i> . Tote Maritime Terminal Manager – Not present on the accident voyage.
11	11	N/A	N/A	<i>TMJAX2</i>	<i>TMMOM</i> . Tote Maritime Marine Operations Manager – Not present on the accident voyage.
12	12	N/A	N/A	Inmarsat-C SafetyNET, a weather service product	service system
12	12	N/A	N/A	Bon Voyage System, a weather service product	service system
12	12	N/A	N/A	Navigational Telex, a weather service product	service system
23	23	CM	06:19:29.6	further down <i>then</i> that	<i>than</i>

Page	R.Page	Speaker	Time	Original	Correction
47	47	CAPT	06:55:37.5	<i>boatswain</i> poked his head in.	<i>bosun</i>
47	47	CAPT	06:55:37.5	well the <i>boatswain</i> knows	<i>bosun</i>
53	53	CM	07:13:39.2	<i>its</i> easy to see	<i>it's</i>
57	57	CM	07:24:17.8	they <i>we're</i> doin	<i>were</i>
59	59	CM	07:42:08.9	and now <i>were</i> not	<i>we're</i>
83	83	AB-3	10:41:15.7	no you don't know what this storm's like or even what this is."	insert ( " ) [an open quotation mark] before the word " <i>no</i> ."
89	89	ALL CHAN.	11:34:33.5 to 11:45:44.0	[Area of non-pertinent conversation or no conversation.]	<b>Within this area, addendum section 1 is added at the times described therein. For reference see Addendum: Voyage Data Recorder – Audio Transcript which is found in the public docket for this accident. Timing for areas of non-pertinent conversation or no conversation is modified to the following: 11:34:33.5 to 11:43:27.3 and 11:44:53.7 to 11:45:44.0.</b>
92	94	AB-3	11:47:37.7	both of them– <i>boatswain</i> too.	<i>bosun</i>
95	96	2M	11:53:03.2	it's not a matter of speed <i>it</i> when we get there	<i>it's</i>
97	99	Various	11:59:14.3 to 11:59:44.9	AB-2 at 11:59:14.3 2M at 11:59:17.2 Summarized area at 11:59:20.7	<b>Within this area, addendum section 2 is added at the times described therein. The summarized area at 11:59:20.7 was modified to include lines from AB-2 at 11:59:22.0 and 2M at 11:59:24.9. For reference see Addendum: Voyage Data Recorder – Audio Transcript which is found in the public docket for this accident.</b>
116	117	2M	13:20:15.2	the <i>charts</i> already	<i>chart's</i>

Page	R.Page	Speaker	Time	Original	Correction
117	118	ALL CHAN.	13:36:16.7 to 13:41:51.1	[Area of non-pertinent conversation or no conversation.]	<b>Within this area, addendum section 3 is added at the times described therein. For reference see Addendum: Voyage Data Recorder – Audio Transcript which is found in the public docket for this accident. Timing for areas of non-pertinent conversation or no conversation is modified to the following: 13:36:16.7 to 13:41:31.0 and 13:41:34.0 to 13:41:51.1.</b>
120	122	2M	13:54:42.8	oh the weather report. it just sent by email right? the <i>turbo wind</i> ?	<i>TURBOWIN</i>
125	127	CAPT	14:04:28.2	didn't make <i>it's</i> move	<i>its</i>
145	146	2M	15:47:26.4	the <i>boatswain</i> and his (merry) men	<i>bosun</i>
148	149	CM-EY-VHF	15:51:26.4	@ <i>TMJAX1</i>	@ <i>TMTM</i>
148	149	CM-EY-VHF	15:51:34.8	@ <i>TMJAX1</i>	@ <i>TMTM</i>
148	149	CM-EY-VHF	15:51:34.8	@ <i>TMJAX2</i>	@ <i>TMMOM</i>
164	165	CM	16:16:57.2	with the <i>draught</i> thirty-two	<i>draft</i>
165	166	CM	16:18:01.2	readin' the midship <i>draught</i> .	<i>draft</i>
165	166	CM	16:18:14.0	correct that midship <i>draught</i> .	<i>draft</i>
177	178	CM	17:13:01.0	okay so <i>its...</i>	<i>it's...</i>
243	244	3M	19:51:31.9	bother the <i>boatswain</i> today.	<i>bosun</i>
252	253	3M	20:57:02.5	work <i>it's</i> way through the system	<i>its</i>
261	262	AB-3	21:30:45.4	ahh # one time we <del><i>we're</i></del>	<i>were</i>
261	262	AB-3	21:30:45.4	how many of us <i>how</i> which vents to close	<i>know</i>
262	263	AB-3	21:31:49.8	caught fire they <i>we're</i> all	<i>were</i>
296	270	3M-ET	23:13:38.3	<i>your</i> welcome	<i>you're</i>

Page	R.Page	Speaker	Time	Original	Correction
274	275	3M	23:46:26.1	<i>thirty</i> -two miles	<i>thirty</i>
283	284	2M	23:51:33.3	<i>our</i> here	<i>out</i>
287	288	2M	23:53:08.9	what <i>we're</i> you saying	<i>were</i>
290	291	3M	23:56:56.8	they <i>we're</i> talkin' about	<i>were</i>
338	339	2M	02:55:37.6	answer on when we <i>we're</i> gunna	<i>were</i>
341	342	AB-2	03:06:27.0	sun <i>come's</i> up	<i>comes</i>
370	371	CM	04:13:22.8	ords to <i>refer</i> containers	<i>reefer</i>
389	390	CM	05:53:00.2	one of the <i>trailer's</i> on second deck	<i>trailers</i>
415	416	CAPT-ET	05:44:39.2 to 05:44:51.8	N/A	<b>The end time of the comment is modified to become 05:44:48.2</b>
415	416	?	05:44:51.9	* * *	<b>Within this area, addendum section 4 is added in place of “* * *” at the times described therein. For reference see Addendum: Voyage Data Recorder – Audio Transcript which is found in the public docket for this accident.</b>
434	435	CAPT	06:05:14.2	to get the boatswain up?	<i>bosun</i>
463	464	CAPT- UHF	06:49:08.1	<i>CAPT</i>	<b><i>CAPT-UHF</i> (CAPT was on UHF); moved to right column for electronic communications.</b>
475	476	2M-ET	07:07:29.8	N/A	<b>Through 07:07:50.2, the 2M's electronic communications have been moved to the left column for clarity.</b>
482	483	CAPT-ET	07:14:40.9	<i>your</i> pumpin'	<i>you're</i>
482	483	CM	07:15:08.2	<i>s'sea</i>	<b>Original typographic representation represents a stutter by the speaker.</b>