

On 5/8/10 at approx 0921hrs, (NYPD Job #S5298) The Andrew J. Barberi Ferry with 252 passengers and 17 crewmembers was attempting to dock at Staten Island slip # 5 when the engine created a surge and slammed into the dock. Witnesses state that they observed smoke coming from the engine prior to impact.

Members of FIST NY arrived on scene at approx 0935 hours. PO Ahmed assumed a liaison with local authorities at the Incident Command Post. CPO Rogers and PO Kryger surveyed the damage to the vessel and secured the wheelhouse to conduct a cursory interview of the ferry captain, asst. captain and engineer. A request was made to the Command Center for response of the Investigations Branch. Additionally, they assisted the NYPD, FDNY, DOT, OEM, and NYC Mayor's Office with any assistance needed pending the arrival of the Investigations Branch.

**The results of those interviews are as follows:**

We responded to the pilot house to find Mr. John Garvey, Director of Ferry Operations along with the **Captain of the ferry, Mr. Donald Russell, DOB**

**(Physical address:** a (5) five year employee aboard the ferry. Also present in the pilot house was **Asst. Capt. Maqbool Ahmed**

, a (6) year employee aboard the ferry. During an interview with Capt. Russell he reported the following. Capt. Russell noted the speed of the ferry approaching the "KV" buoy was a "little" faster than normal and ordered Asst. Capt. Ahmed, who was actually in control of the ferry, to slow the vessel. Asst. Capt Ahmed responded by backing the engines down. Asst. Capt. Ahmed reports that the engines did not respond to slow the vessel. As the vessel approached the terminal Capt. Russell again ordered Asst. Capt. Ahmed to slow the vessel, at which time Asst. Capt. Ahmed attempted to bring the vessel to 0 and again there was no response from the engines. Asst. Capt Ahmed then attempted to put the engines into full reverse, Capt. Russell attempted to raise the RPM's and Capt. Russell then sounded the ship's whistle 5 short blasts for danger and they struck the terminal. Asst. Capt. Ahmed estimates the speed of the vessel at impact was between 5-10 knots. Normal ship docking speed is 5 knots or less.

Also interviewed was vessel **Chief Engineer Christopher DeFonce, DOB**. Mr. DeFonce reported that he was in the engine control room during the trip from Manhattan to Staten Island. Mr. DeFonce's first indication of a possible problem was after the vessel passed the "KV" buoy he reported hearing a "longer than usual" high pitch sound coming from the engines. Mr. DeFonce then felt the vessel hit something, he believes a pylon at the terminal entrance, and then he looked at the video camera monitor and saw they were going to hit the terminal and yelled for his fellow crewmembers to brace for impact. Post impact the engines shut down, however, the Chief Engineer was able to restart the engines within a minute.

At approx 1100 hours LCDR Bottiglieri and LT Johnson of the Investigations Branch arrived on scene and assumed responsibility of the scene and pending investigation.

Injuries are as follows: 1 Red, 16 Yellow, and 20 Green. None are life threatening. All aided's were removed to Richmond University Medical Center located at 355 Bard Avenue, Staten Island, NY.

A list of the aided's are attached.

Coast Guard is the lead investigating agency. At this time, no nexus to terrorism is being considered.

**\*\* I would like to add that when we arrived on scene I was met by Off-duty CWO2 Aaron Brawner of USCG Port State Control Office at Sector NY 718-354-2140 who witnessed the accident. CWO Brawner remained there for the duration and provided me with invaluable assistance concerning this incident. His knowledge and experience were greatly appreciated. \*\***