

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

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In the matter of:                   :  
  :  
ALLISION WITH STATEN ISLAND FERRY       :  
TERMINAL MAINTENANCE PIER AT           :  
ST. GEORGE, STATEN ISLAND, NEW YORK : DCA04MM001       BY THE FERRY ANDREW J.  
BARBERI                               :  
ON OCTOBER 15, 2003                   :  
  :  
INTERVIEW OF:                       :  
  :  
DAVID HYDE                           :  
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Office of Marine Safety  
NTSB

October 21, 2003

The above captioned interview was conducted, pursuant to notice.

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PROCEEDINGS

CHAIRMAN TURRELL: Good morning. This is Morgan Turrell with the National Transportation Safety Board. We're interviewing Mate David Hyde of the Andrew Barberi. It's October 23rd, 2003 at ten minutes before noon. And we'll go to my left and start introducing the group members.

MR. WOODY: I'm Bill Woody with the NTSB.

CHRISTINE: ... Coast Guard Investigator.

MR. STEFANO: Nick Stefano, Special Agent, Coast Guard investigations.

MR. COBB: I'm Charles Cobb with the Coast Guard marine investigations.

MR. MURRELL: Rob Murrell, New York State DOT.

MR. HARDY: Detective Anthony Hardy, NYPD

CHAIRMAN TURRELL: And David, if you would please say your name, spell it and your age, please.

MR. HYDE: My name is David W. Hyde, and the spelling is H-Y-D-E.

CHAIRMAN TURRELL: And your age, sir?

MR. HYDE: Fifty.

CHAIRMAN TURRELL: And would you please acknowledge this is being recorded for accuracy.

MR. HYDE: Yes, I realize it is being recorded for accuracy.

CHAIRMAN TURRELL: Mr. Hyde, please tell us how long you have worked for the Staten Island ferry?

MR. HYDE: A little over nine years.

1 CHAIRMAN TURRELL: And what is your position with the Staten Island  
2 ferry?

3 MR. HYDE: Mate.

4 CHAIRMAN TURRELL: Are you a permanent mate?

5 MR. HYDE: Yes.

6 CHAIRMAN TURRELL: And before coming to the ferries, what did you  
7 do? What was your employment before the ferries? Can you give us a little  
8 background?

9 MR. HYDE: Before I came to the ferries I worked at ... Captain. I was a  
10 graduate of the Great Lakes Maritime Academy. I did a stint in the Coast Guard as  
11 marine investigating officer, and a marine section officer in New York.

12 CHAIRMAN TURRELL: And you started with the ferries in approximately  
13 what year?

14 MR. HYDE: That would be about ten years ago, so it would be like '93.

15 CHAIRMAN TURRELL: And what US Coast Guard document did you  
16 hold when you first started with the ferry?

17 MR. HYDE: I had a -- tonnage mate, and a bridge ... pilot's license in  
18 the Great Lakes, not in New York harbor.

19 CHAIRMAN TURRELL: And can you tell us where you were on October  
20 15th around three o'clock?

21 MR. HYDE: I was on the ferry, Andrew Barberi.

22 CHAIRMAN TURRELL: Was that your regular assignment?

23 MR. HYDE: Yes, it was.

24 CHAIRMAN TURRELL: What time did your shift start that day?

25 MR. HYDE: One-thirty, p.m.

1 CHAIRMAN TURRELL: How long have you been on that ship? Or how  
2 long were you on that ship before the accident?

3 MR. HYDE: Since the new bid, which I believe went into effect in June.  
4 It went in a little late this year. I think it was June.

5 CHAIRMAN TURRELL: Can you describe a little bit about -- you're the  
6 Junior Mate on that craft?

7 MR. HYDE: Yes.

8 CHAIRMAN TURRELL: -- what the duties of the Junior Mate on the  
9 Barberi include?

10 MR. HYDE: Okay. There's a mate number one and a mate number  
11 two. Mate number one usually selects which end he wants to hook the boat up on. In  
12 this particular case, Mate Rush chose the New York end, so my responsibilities were to  
13 hook up on the New Jersey end. I've seen directives --

14 CHAIRMAN TURRELL: Staten Island end?

15 MR. HYDE: Yes, Staten Island end -- and they were basically, things  
16 would run the same way except for, throughout the ... operations I've been here, it's  
17 always one mate hooks up on the New York end and the other mate hooks up on the  
18 Staten Island end, unless you're on the Kennedy class boat, and then you're the only  
19 mate on there and you hook up on both ends.

20 The duties are assigned -- it switches off from one to two, so if I'm going  
21 to Staten Island to New York where Bobby's going to hook up, I would be up on the  
22 bridge deck, making rounds, checking that all the doors are secure, no baggage is  
23 left along the aisle, and making sure the deck hands are on station, checking the --  
24 filling the outside sweater deck and check and make sure the windows are secure  
25 and the doors are secure. And generally just keeping my eyes open for anything

1 that's -- that might become a problem.

2 CHAIRMAN TURRELL: Okay.

3 MR. HYDE: And I'd also make the rounds down to the saloon deck on  
4 the New Jersey side and police that area, including the men's head and stairwells.

5 Upon arriving in New York, I would get up at the horseshoe to supervise  
6 the discharge and loading of passengers. Upon leaving the New York area, I would  
7 now, would reverse, and now I would be policing the men's room and the saloon  
8 deck, New Jersey side, and the main deck on the Brooklyn and New Jersey sides, and  
9 outside where the lifeboats are, et cetera.

10 CHAIRMAN TURRELL: Okay. If you would take us back to that day, last  
11 Wednesday, and describe to us in narrative, beginning with your shift. Take it back  
12 perhaps just going to work that day and the process, and checking in. Just take us --

13 MR. HYDE: Okay. I believe -- I usually arrive about 20 to 30 minutes  
14 early, and I usually swipe in then. And then I go into the dock office and I look at the  
15 crew to make sure what crew I have. Some people might have gone sick or on  
16 vacation, or whatever. So I check the crew's list and I check to make sure that the  
17 boat is running. If there's any engine room problems, or something of that type, it  
18 might be over in another slip and I won't be making the one-thirty trip, they'll make it  
19 2:30, so I'd let the crew know that.

20 And generally, I'd go out of the dock office and I would talk to the  
21 crew, just normal chit-chat, this is what's going on today.

22 I walked over to the bridge where the ferry boat was coming in about  
23 25 after one, 26 after, something like that. I think it was maybe 20 -- he usually comes  
24 in about 20 after, and then we go back out again for one thirty. So I was there when  
25 the boat came in. I got on the boat, the other mate, who I believe was Greg Lugon

1 (ph) -- he informed me that we left the windows open on the Brooklyn side main deck,  
2 and they had a flood that morning, because there was a heavy storm that night, and  
3 today we had strong winds, 25 to 30 mile an hour winds, I believe. So I said, okay,  
4 anything else he wanted to pass on to me, and a little chit chat and he was ... to get  
5 off the boat.

6 An incident happened, and I'll bring it to your attention because  
7 normally, it goes in full circle later on, in the events that took place. The deck hand  
8 who came on, Danny Ennis, who was main deck, Staten Island end, I informed him  
9 that he had left the windows open and he just kind of blew up in front of the  
10 passengers and started yelling that he didn't and cursing and stuff, so I sent him off the  
11 boat. And asked for a relief for him. Notified the Captain, the AC, actually, of the  
12 incident. And he called the FTS to get another deck hand.

13 The other deck hand arrived and we went off to New York, I think  
14 maybe about a minute late.

15 When we got back to Staten Island, deck hand Ennis came back on  
16 the boat, the Port Captain, Joey ... talked to me, and basically said I talked to him  
17 about what happened and he was wrong, and he said something like, well, how did  
18 you ask him? And I said no, the ... was standing right there. I just said somebody left  
19 the windows open. And that was the end of that.

20 CHAIRMAN TURRELL: Can you just tell us briefly who -- the relief deck  
21 hand's name?

22 MR. HYDE: I'm trying to think -- it would be on the --

23 CHAIRMAN TURRELL: But there was a relief deck hand that came on  
24 board?

25 MR. HYDE: Oh, absolutely. We wouldn't leave without him.

1                   CHAIRMAN TURRELL: Please continue.

2                   MR. HYDE: After we departed Staten Island, I thought about that  
3 incident with Danny and I said to myself, you know, I remember he had the windows  
4 closed, and I remember thinking they had to be closed and that -- on that boat -- and  
5 the mate who told me was the junior mate so he didn't really have that much  
6 experience on that boat. When it rains real heavy, the water comes in the top and up  
7 and down on the bottom. You can have the window secure -- but Danny was  
8 probably right.

9                   So I wanted to talk to him and tell him, hey look, I'm sorry I made a  
10 mistake, but I didn't have a chance to do it going over to New York. When we got to  
11 New York I was up on the horseshoe and we discharged the passengers and took on  
12 the passengers.

13                  CHAIRMAN TURRELL: I'm sorry to interrupt again. Do you recall arriving  
14 New York if you were on time?

15                  MR. HYDE: I would say we were on time. I don't look at the watch. I  
16 don't look at my watch, but generally speaking, the Staten Island ferries are pretty  
17 much on time. It's unusual when --

18                  CHAIRMAN TURRELL: Continue.

19                  MR. HYDE: A lot of time they can make up the time if we leave a  
20 couple minutes late or something.

21                  So we took on the passengers and Bobby Rush laid the boat off and I  
22 made my rounds on the saloon deck on the Jersey side, went into the men's room,  
23 and came back and went down to the main deck, again made my rounds, and I  
24 think I started on the New Jersey side and then I went to the Brooklyn side.

25                  At this point, about midway through the trip, I went down near the

1 engine room, to the bathroom. I was gone for two to four minutes, maybe, at best,  
2 four minutes. I came back up on deck. I started to make my way up to the front of  
3 the boat. One of the passengers asked me a question about where ... I talked to him,  
4 he asked me about the construction, and I told him I didn't know much about the  
5 construction, ... putting tunnels on both sides, and what was in the paper.

6 I went over on the Brooklyn side because I wanted to talk to Danny  
7 about what happened and resolve the situation, shake hands, so there wouldn't be  
8 any bad feelings, you know. And so I started walking up towards the Brooklyn side.

9 At this point I noticed that we were a little bit east of where we should  
10 have been, but -- I saw that because of the buildings in the background. I couldn't  
11 see the distance, how far away we were. I could only see to the left or the right. And  
12 the steering -- the engine room and some of the bulkhead and stuff was blocking my  
13 vision.

14 But anyway, I didn't get any of my cues either that we were this close  
15 because -- well, one of my cues is always -- you take a lot of cues ... you hear the  
16 engine slow down at the KV buoy. This never happened. And another cue is when  
17 you're right about to enter the rack, there's usually a backing down of the vessel, and  
18 a vibration. So at the KV buoy, we usually have five minutes before the boat's going  
19 to be in the slip, slowing down.

20 Like I said, when I noticed that it was a little bit to the east, I didn't think  
21 anything of it, because a lot of times -- one thing was the wind was blowing from the  
22 west, push the boat to the east. Also, probably if you make eight trips a day, probably  
23 three or four times a day the vessel is going to be a little bit to the east because -- it  
24 might be a two whistle, going around another vessel that's coming in from the  
25 Verrazano, with traffic, for whatever reason. We're not on a course like a train. So for



1 various reasons the vessel is to the east or the west of where you might think it would  
2 be, for various reasons.

3                   So as I was walking up -- at this point I'm about, I'd say about ten feet,  
4 or 15 -- about 12 feet from the doors and -- where you go outside. Normally I would  
5 go outside if I knew we were coming into the rack, I'd be outside there at the doors.  
6 And I had no -- I was convinced that we were five minutes out. I was convinced that  
7 we were still in the harbor.

8                   At this point it was -- I guess I could describe it like maybe like a wave  
9 that was screaming and being pushed back and running, and the first 15 seconds I  
10 really don't know really what happened. This is when we hit. And I was under the  
11 impression that we possibly collided with a vessel. That was my first reaction. Oh, my  
12 God, we hit a vessel. And at first when we hit it was like a -- there wasn't that much  
13 noise. You felt it, and then there was a ripping and a tearing and the noise of metal  
14 bearing, and smoke and dust and things flying all over the place.

15                   At this point, probably when the vessel came to a stop -- and I don't  
16 know how long that period was -- I'm sure it could be calculated, the speed we were  
17 doing. I believe we were doing full head, I never heard the vessel -- never heard -- on  
18 the lakes I think we call it checking down, some people call throttle back -- it never  
19 occurred. There was never any backing down. So I think we probably hit doing about  
20 15 knots. And I believe the vessel came to a stop in 15 seconds, but my time frame for  
21 things from this point on is pretty much shattered -- how long things took.

22                   I didn't know from the beginning to the end, how much time went by.  
23 Someone told me later on, but I didn't know. My time wasn't any good.

24                   So at this point, when the boat came to a halt, or before it came to a  
25 halt, I was running over to the starboard side ... I yelled to somebody, I've got an arm

1 over here, let's move this stuff, and there was some cop that came up -- two cops who  
2 came up, IDs, and said "Can I help?" I said yes. There was a fireman off duty, "Can I  
3 help?" Yes. And there was -- I think there was at least one EMT and a nurse, "Can I  
4 help?" Yes.

5 I directed -- the sequence of all this happening may not be the order,  
6 but -- in the first -- in the beginning, we were moving debris and we had his arm, and  
7 then we had the torso, and then we got to the face and he was decapitated, or it  
8 was obviously he was dead. We went on to somebody else, and when we got to this  
9 guy, we got to his face and he didn't have a face -- no eyes, no nose, nothing.

10 At this point I called some of the deck hands, get these people out of  
11 here, up on the saloon deck so we can get them off when we get the boat in. And  
12 anybody that's too injured to go up a flight of stairs, leave them in the back of the  
13 boat on the New York end where it was safer. I was worried about the overhead  
14 coming in. It didn't look very safe at all. There was smoke in the boat, you could smell  
15 gas. A few panels were broken off and -- I viewed it as a very unsafe place to be, and  
16 I wanted to get as many of the people out of there as possible.

17 At this point, I looked out and I saw a tug boat coming. I grabbed a  
18 couple of deck hands and I said let's go back out there and get the h... ready for the  
19 tug boat. We started to do that, but the one deck hand, I remember that was back  
20 there, was Danny Ennis -- I don't remember who else. And then Billy Doyle who was a  
21 mate dead-heading from New York and was on the boat showed up and started  
22 helping out.

23 At this point I wanted to get back to where there were still people  
24 injured, so I didn't even say anything to them, I knew he was competent. I knew if I left  
25 him, he would take care of it. I don't even think we communicated. We just looked at

1 each other and I left. At that point, I went back inside. I started to remove more  
2 debris and this and that, and another guy -- he looked like a doll. That's when I looked  
3 up and I said we've got to ... everything possible ...

4                   So I went down into the engine room, to the control area where they  
5 are and I don't remember my exact words, but it was -- I said to the chief engineer,  
6 Sully Covella, why aren't we moving? And he said I have no communication with the  
7 pilot house. So I said, fine, here's my radio, it's on channel three. I'm going to run  
8 upstairs and make sure they're monitoring -- this is a walkie-talkie type radio, kind of  
9 VHS radio -- we just started using them when the terrorist ... came in the world. So the  
10 Captain has one, the Assistant Captain has one, but with all the chaos and everything,  
11 they might not even be listening to it, you know.

12                   So I ran up the five flights of stairs to the Staten Island pilot house, and  
13 Mike was in there, and I believe -- Mike Gansas was in there, and I believe Richie was  
14 right by the side door -- the pilot house door was left open, and I believe Richie was  
15 right there, like he was going somewhere. And I walked in and I said, Mike, there's no  
16 communication with the engine room. I gave them my radio, they're on channel  
17 three on the walkie-talkie.

18                   At that point -- and I don't know what the sequence of what  
19 happened first, I'm just going to tell you what I know -- because Richie could have said  
20 this first and then talked to Mike, I don't know. Richie Smith said to me -- I had a cell  
21 phone on my belt, he said, "Dave, let me have your cell phone." And I said, Richie.  
22 And he came up to the door and said, "Let me have your cell phone." So I gave him  
23 my cell phone and he took off. And Mike said to him, "Richie, where are you going? I  
24 need you."

25                   And then Mike says to me, what's wrong with him? And I said, I don't

1 know. You've got to monitor channel three. And he goes, Dave, is there anybody  
2 dead? And I said I know of at least six. I mean I didn't count them, but I said around  
3 six. And he started crying at this point. I said to him, if he didn't need me I wanted to  
4 go back down below and see what I could do to help these people. And he said  
5 okay. I went back down below.

6 Prior to that we had moved people from the Staten Island side over to  
7 the Brooklyn side -- people with like broken arms or something of a minor nature. I  
8 went back down below. I saw Mate Rush -- he was taking off his belt, and either he or  
9 the nurse that was there was making a tourniquet on this guy who both his legs were  
10 severed.

11 I went back in, tried to help get as many people as I could that were  
12 injured, and tried to find any new bodies that might be alive. And then the next thing I  
13 knew, we were -- we were coming into the slip and at that point I walked out there to  
14 make sure the boat was being hooked up, and there was firemen, there was cops,  
15 there was EMTs, there were hundreds and hundreds of people just standing by. And  
16 they started jumping on the boat when it was about three feet out. Before we even  
17 hooked up, they started jumping on the boat.

18 I didn't hook the boat up. I think a couple of deck hands did it or  
19 something, I don't know who did. I talked to this fireman with a white hat on. I knew  
20 he was probably an officer, I told him that it was unsafe and it definitely needed to be  
21 shored up in there, and he went on his radio and he made some kind of call to  
22 somebody to get the equipment to shore up the overhead.

23 I went back in the boat to help with the recovery to the point where I  
24 realized that there was more than enough firemen and emergency workers that were  
25 more qualified and had better gear on than we did, and that's when I just told the

1 crew, do your job. And I think at that point a detective "come with me." He showed  
2 me his police badge. He said where's the Captain? And I said, he's in the pilot house,  
3 and he said can you take me to him? There was two detectives. And I said yes. And I  
4 said he's pretty distraught. They said okay -- he was still on the cell phone.

5                   And we went up into the pilot house. I took them up there. I think the  
6 Port Captain might have been up there with him, so we talked, and the detective  
7 said, we need to talk to you and this and that. I -- Mike said, is everybody off the  
8 boat? And they said no. And he said, I'm not going to leave the boat until everything  
9 is secure. I'm the Captain. I have to stay on this boat. So they said, alright, but we  
10 need to talk to you. And I think I left at that point, so I don't know what the  
11 conversation was after that.

12                   A short time later another detective came up to me, showed some ID,  
13 and said we need to talk to you over at the 120. And the deckhands -- there was  
14 Greenwood, and the other mate, Bob Rush, and we went over to the 120.

15                   That's the best of my recollection. I probably left some stuff out.  
16 Probably didn't get involved in some of the gorier stuff because I just start crying if I  
17 start talking about it, and I don't think it's necessary. If you think it's necessary, we'll talk  
18 about it.

19                   CHAIRMAN TURRELL: The first question I have, can you tell me the first  
20 moment you realized the vessel, in your words, had a collision with another vessel?  
21 Can you give me the approximate time that was?

22                   MR. HYDE: I wasn't using my watch. I found out after the fact that this  
23 happened about 3:20.

24                   CHAIRMAN TURRELL: Is that consistent with your lapsed time from  
25 leaving New York?

1 MR. HYDE: No, I was under the impression that it was about, you know,  
2 quarter after -- I was under the impression -- we didn't ... back of the KV buoy, so I was  
3 under the impression that we were still in the harbor. All the cues that I use and all the  
4 crew members use -- the noise of the engine, the vibration, the backing down --  
5 everything seemed to be going normal so I didn't even give it a second thought. Or, if  
6 we were a little bit east, it had no significance because it happens all the time.

7 From my perspective, where I was, you could not see the distance. If I  
8 could see a building in the background, it would probably be a little easier because  
9 I'd be looking at the building, but I don't any distance. I can't see distance, so I can  
10 see left and right or port and starboard.

11 But at that moment, I was under the impression that we were five  
12 minutes out when we hit.

13 CHAIRMAN TURRELL: With would have been consistent with your  
14 recollection of around 1515?

15 MR. HYDE: Yes.

16 CHAIRMAN TURRELL: And can you tell us where exactly you were  
17 standing when you first determined there was something -- the vessel hit something.  
18 Where were you standing, where were you looking?

19 MR. HYDE: I was at the Brooklyn side, just off from the ... where the  
20 engine room is, forward of there, probably three or four feet forward of there, close to  
21 the doors, ten or 12 feet from the doors when it happened. So you can't see anything  
22 to the right.

23 CHAIRMAN TURRELL: Which deck is that?

24 MR. HYDE: The main deck. There's a bulkhead there, so when you're  
25 standing you can see absolutely nothing to the right. You have no vision to the right at

1 all.

2 CHAIRMAN TURRELL: So you're on the main deck, Brooklyn side, and  
3 when you first looked out, you were looking out towards east, or Brooklyn, out that  
4 window. You didn't see what you struck?

5 MR. HYDE: No, actually not. You couldn't see anything. Couldn't see  
6 anything to the right.

7 CHAIRMAN TURRELL: And you said you thought you might have  
8 collided with another vessel. To the best of your recollection, can you tell me what  
9 type of vessel you may have struck?

10 MR. HYDE: Oh, I just -- I never had -- I never thought about what type  
11 of vessel it was.

12 CHAIRMAN TURRELL: Did you think this was a large ship you just struck,  
13 or --

14 MR. HYDE: Oh, absolutely. The ripping and tearing, I thought -- I  
15 thought I was going to be dead. I didn't think that any of us were going to have a  
16 chance. The noise and everything was just -- never seen anything like it.

17 CHAIRMAN TURRELL: When was the first moment you realized that you  
18 indeed had not collided with another vessel, but instead collided with the dock?  
19 When was the first time you realized that?

20 MR. HYDE: When the vessel opened up. It really opened up on the  
21 New Jersey side, and I would say -- I'm sure you've all seen it -- I'm going to say it was  
22 about a 15 foot or 12 foot where both sides opened up and you could see right out.  
23 Because I had come back towards the stern at this point, so I wasn't near the ... room,  
24 and you could see the dock. I wasn't sure at that point which dock it was, but I knew  
25 we were in the B2 South, B2 North area, by the maintenance facility.

1                   CHAIRMAN TURRELL: Did you see any other vessels or ferries around  
2 you, other equipment you saw on the dock, when you first looked out and saw that  
3 you were at a dock that you thought was B2, was there any feature that led you to  
4 that --

5                   MR. HYDE: It was cement.

6                   CHAIRMAN TURRELL: Cement.

7                   MR. HYDE: And none of the racks have cement, at least I don't think  
8 they have. I think it's all wood.

9                   CHAIRMAN TURRELL: Can you describe the approximate angle the  
10 vessel hit the pier?

11                  MR. HYDE: After the fact?

12                  CHAIRMAN TURRELL: In your knowledge.

13                  MR. HYDE: I'm going to guess and say if this was the dock, it hit on like  
14 this, but I'm not sure I seen -- maybe I just read something in the paper, I don't know.  
15 But I was there, that was probably the angle.

16                  CHAIRMAN TURRELL: Have you ever been on a vessel that struck a  
17 dock before? Have you ever experienced anything like that before?

18                  MR. HYDE: About eight years ago -- Captain Ryan would know -- I was  
19 on the -- I believe it was the Newhouse, I could be mistaken, when we knocked the  
20 bridge into the parking lot.

21                  CAPTAIN RYAN: On the Barberi.

22                  MR. HYDE: It was the Barberi?

23                  CAPTAIN RYAN: At St. George.

24                  MR. HYDE: At St. George, right. Yes, it was the Barberi. I was -- actually  
25 it was probably about nine and a half years ago because I was a deck hand then,



1 and I was only a deck hand for about six or eight months before I was moved to  
2 Mate. I was on the saloon deck to open up out there. The lookout was still in the pilot  
3 house. I opened up all the doors on his side and my side, where they hook open, and  
4 I saw the speed we were coming in, we were coming in at a very high rate of speed,  
5 and at that point I got all the passengers off the apron area and down the stairwells,  
6 and I think the last person was a woman and I grabbed her and we went down  
7 together, and we fell down the stairs when it hit. And that was the only time that I've  
8 been involved in accident.

9 CHAIRMAN TURRELL: How was the feeling when you struck, how did  
10 that compare to your last experience?

11 MR. HYDE: There was no comparison. No comparison at all. I don't  
12 know what speed we were when we hit that bridge, but at that point -- that accident,  
13 we did check down at the KV buoy, we did slow down. The boat ... was off -- I think  
14 what happened was there was supposed to be a mechanical error where the  
15 Captain went for a forward turn and got full ahead, but the boat was probably doing  
16 maybe three, four knots coming into the slip. So when we hit, he might have been  
17 doing four or five miles an hour.

18 I mean the bridge -- correct me if I'm wrong, but it's meant so that it will  
19 come out of its cradle when it's hit hard like that, so there was give to it. The only  
20 place where there wasn't any give was when the apron, when we went in and it hit  
21 the doors in the saloon. Anyway, if anyone had been up there, they may have been  
22 decapitated, but there wasn't anyone up there. We got them all off. So that's the only  
23 place that didn't have any give to it.

24 CHAIRMAN TURRELL: And do you recall ever seeing the deck hand ...  
25 the watch -- the watchman that -- Mr. Selch?

1 MR. HYDE: Yes.

2 CHAIRMAN TURRELL: When was the first time you saw Mr. Selch?

3 MR. HYDE: I saw him -- Mr. Selch used to get to work early -- he usually  
4 gets in 25 to 30 minutes early, same time I usually get there, and I saw him then. I  
5 didn't talk to him. I don't talk to him, but I saw him. He was talking to a couple of deck  
6 hands.

7 CHAIRMAN TURRELL: And immediately, near the time of the accident,  
8 did you ever see Mr. Selch?

9 MR. HYDE: No. I never saw him -- I think he was -- I was told that he  
10 was up on the saloon deck, keeping the passengers at bay. I spent all my time on the  
11 main deck, with the exception of going up to the pilot house.

12 CHAIRMAN TURRELL: And the voyage to New York and Staten Island,  
13 Mr. Rush left there in New York, is that correct?

14 MR. HYDE: Yes, he would have waived the boat off -- he did waive the  
15 boat off.

16 CHAIRMAN TURRELL: And can you tell us about his actions, what you  
17 may have seen Mr. Rush on the voyage to New York and --

18 MR. HYDE: I never saw -- Bobby Rush waived the boat off, hook came  
19 off and he waived it off, and it was then his job to police the bridge deck and the  
20 saloon deck, Brooklyn side. I did not see Bobby Rush after he waived the boat off.

21 CHAIRMAN TURRELL: Is that unusual? Hang on just for a second.

22 (Whereupon, the hearing was off the record for a brief period.)

23 CHAIRMAN TURRELL: Continue now, is that unusual?

24 MR. HYDE: No, no it's not because the vessel -- I mean the vessel holds  
25 over 6000 people -- there wasn't that many people on the boat at this time, but it's

1 very difficult to find somebody. I've seen people I want to talk to and went to look for  
2 them and you can't find them. It's a lot of people in a small area. I don't think there's  
3 any vessel in the world that can put so many people on in such a small area, so it's not  
4 unusual not to be able to find somebody when you want to.

5 CHAIRMAN TURRELL: Did you carry a VHS radio?

6 MR. HYDE: Yes.

7 CHAIRMAN TURRELL: So if you wanted to talk to Bobby Rush, you could  
8 have called him on the radio?

9 MR. HYDE: Yes, I probably would have called him on the walkie-talkie  
10 type for communication. I wouldn't use the VHS.

11 CHAIRMAN TURRELL: Okay. UHF.

12 MR. HYDE: Yes.

13 CHAIRMAN TURRELL: During the accident -- before or during the  
14 accident, do you recall the UHF radios being used by anyone? Can you recall any  
15 transmissions on the UHF radio?

16 MR. HYDE: Standard transmissions. When we left New York, Captain  
17 Richie Smith would have called traffic control and said that we were departing at  
18 2:30, and I'm heading out of whatever slip he's heading out of, heading -- whatever,  
19 south, and then traffic control will come back and tell him what vessels were in the  
20 area, coming out of the Kills, or any -- any vessel in the harbor that was over so many  
21 gross tons has to talk to traffic control.

22 CHAIRMAN TURRELL: Are these hand held radios, or crew -- do you  
23 recall ever hearing any conversations on those radios that day?

24 MR. HYDE: On the hand holds, you mean the --

25 CHAIRMAN TURRELL: The walkie-talkies.

1 MR. HYDE: I just want to say one thing too with the UHF radio. When  
2 you wear those on your belt, mine did not have a speaker like I could put up here like  
3 you see -- so when someone's talking on that radio, you can't hear them. At least I  
4 know I can't. I had ... but I cannot hear anything on UHF unless I take it off and put it  
5 up to my ear -- or have it in my hand. I've seen guys with the ones like that and I've  
6 used them, and they do work. I can hear it then if I have a speaker up here. Some of  
7 the guys have those, some of us didn't. The only ones that carried those radios would  
8 have been the mates. And like I said, I think about, after 9/11, we -- for safety reasons,  
9 all crew members now have the walkie-talkie type for communication.

10 CHAIRMAN TURRELL: That day do you recall them ever being used?  
11 Or did you hear anyone on your walkie talkie that -- on that trip, New York to Staten  
12 Island?

13 MR. HYDE: I can't remember.

14 CHAIRMAN TURRELL: Have you worked with Captain Gansas and  
15 Captain Smith? Can you tell us a little bit about your relationship with them?

16 MR. HYDE: Okay. Captain Gansas, I hadn't worked with much. He  
17 was a vacation relief Captain. He wasn't our regular Captain. So we had him for two  
18 weeks when Captain Covella was on vacation. And I think the second week, for  
19 whatever reason, Captain Covella didn't come in, so we still had Mike Gansas. He's a  
20 fairly new captain, so I don't know much about -- about his work ethic and this and  
21 that.

22 Captain Richie Smith I know very well. I sailed with him on bids, I think  
23 this is at least the second bid I've sailed with him. He's very conscientious. He's more  
24 of a go-by-the-numbers kind of guy. He's always in the pilot houses, both pilot houses,  
25 when we're going to New York and coming back. And I believe him to not only be a

1 good man, but a good boat handler.

2 CHAIRMAN TURRELL: Can you tell me, when you went to the bridge to  
3 see Captain Gansas, do you recall what he was wearing?

4 MR. HYDE: I did go to the bridge because he called me up to the  
5 bridge to ask me about deck hand Danny Ennis, what happened, why did you send  
6 him off the boat? So I told him what happened, he said okay. Next time, tell me  
7 before you do that. And I said, well, I told Richie Smith and he called the Staten Island  
8 guard house to get a relief. So that was it.

9 White shirt on, black trousers, nothing out of the ordinary as far as his  
10 appearance. He was definitely sober and -- you know.

11 CHAIRMAN TURRELL: Do you recall if the windows in the bridge pilot  
12 house were open that day?

13 MR. HYDE: I don't recall, but I know with the winds, they probably  
14 wouldn't have been. We had very strong winds, but I don't recall.

15 CHAIRMAN TURRELL: And Captain Smith, when you saw him and you  
16 gave him your cell phone, can you describe what his face appeared like? Was he  
17 wearing glasses? Was he shaven? Please describe his face and his appearance.

18 MR. HYDE: I'm trying to remember if he had his beard any more. I saw  
19 his picture in the paper -- I don't think he had his beard any more. He's shaven -- he's  
20 always clean shaven. He's very well manicured, very well groomed person. So it  
21 would be just like him -- if he didn't have the beard, which I don't think he did, he  
22 would be clean shaven and showered and his clothes would be pressed. He would  
23 look pretty sharp.

24 CHAIRMAN TURRELL: When you saw him and gave him the cell phone,  
25 obviously it was a traumatic moment and he asked you for your cell phone, can you

1 describe the exchange at that moment? What his state of mind was and anything he  
2 may have said to you?

3 MR. HYDE: He didn't say anything to me but "Let me have your cell  
4 phone." I think he said it three times. He looked very distraught.

5 CHAIRMAN TURRELL: Do you recall if he was wearing glasses?

6 MR. HYDE: Richie does wear glasses, but I can't recall whether he was  
7 wearing them or not.

8 CHAIRMAN TURRELL: Are you aware of any ferry policies or standard  
9 operating procedures that you abide by? Any written documents, standard operating  
10 procedures, ferry --

11 MR. HYDE: Am I -- yes.

12 CHAIRMAN TURRELL: How are those procedures made available to  
13 you?

14 MR. HYDE: I had received a copy of them when I asked the Port Mate,  
15 Ray ...a, many years ago for a copy so that -- it was obvious with -- I would have to  
16 know what jobs the deck hands are doing, because some of them have a convenient  
17 memory loss. You know, I don't do the ramps, or I don't the -- that bath -- and the  
18 other guy -- and this way I'd have a copy, I have your job description.

19 CHAIRMAN TURRELL: Is there a place where you would go and find  
20 this, if you wanted to look at it somewhere? On the bridge or is it at the Captain's  
21 port?

22 MR. HYDE: I don't believe -- now I could be wrong, because I don't  
23 know everything that's in the pilot house, but I don't think it was on the ship -- on the  
24 ferry. I think everybody has a very good working knowledge of what their duties were.

25 CHAIRMAN TURRELL: Can you perhaps tell us what kind of information

1 you would find on the bridge? In your dealings with going to the bridge or the wheel  
2 house, what kind of information is available up there for --

3 MR. HYDE: Well, you have your standard documents that the Coast  
4 Guard requires, what to do in an emergency, fire and boat drills, man overboard drills.  
5 You have, in the drawer of the desk there, there'll be, usually work orders, there'll be  
6 accident reports, there'll be Coast Guard reports in case of an accident. There'll be ...  
7 a bunch of ... various city paperwork that we would need in case somebody got hurt,  
8 which happens frequently; or we have UAR -- unusual incident reports, where  
9 something may happen out of the ordinary and the mate would be responsible to  
10 make that report. And that was also the report that some other people, through the  
11 Director, would also see.

12 CHAIRMAN TURRELL: Do you recall, on the Staten Island end, if there  
13 was any problem with the door?

14 MR. HYDE: Yes.

15 CHAIRMAN TURRELL: Will you tell us about that?

16 MR. HYDE: Okay, on the Staten Island end, the New Jersey side, there's  
17 a -- there was a door that was repaired from the incident when we hit the -- that  
18 accident I was telling you about seven or eight years ago. They had made the doors,  
19 and what had happened was, the metal was coming apart on that door. It was  
20 actually away from it. I believe we had to -- I believe we secured that door closed,  
21 because we didn't want any passengers getting hurt by it. And we notified -- a work  
22 order was -- well, I don't know if a work order was made, excuse me -- we notified -- I  
23 believe, I wasn't witness to this -- but I think Bobby Rush was going to notify the Captain  
24 to notify the ferry terminal supervisor to get these repairs made as soon as possible.  
25 But it was not a "no sail" item. We secured the door, I believe. I was up there and then

1 Bobby came with a workman, and then I left because I had other duties, but I believe  
2 the outcome was the door was secured so nobody would try to get in or out of them  
3 and get hurt.

4 CHAIRMAN TURRELL: I just want a general clarification -- this voyage,  
5 from your opinion, was a routine, normal, up to the point of the accident?

6 MR. HYDE: Absolutely.

7 CHAIRMAN TURRELL: And after the accident, your actions were to  
8 assist with the crew and the passengers and doing triage and --

9 MR. HYDE: Yes, I tried to get the deck hands -- anyone that was down  
10 there -- have them get the passengers away from the area, get them upstairs. I think  
11 deck hand Greenwood was doing that. There were deck hands in there helping  
12 remove the debris, so I was trying to do that. I was like running on raw -- just running  
13 on raw nerves and I kept thinking when I was doing something, what should I do now?  
14 What should I do now?

15 And I think I reached a point where finding bodies wasn't the most  
16 prudent thing right now for me to be doing because these people needed special  
17 and medical help. And, you know, with the exception of where we put tourniquets on  
18 people and we saved some lives, no question about it, but I was coming across a lot  
19 of dead bodies and -- and I said, my God, we've got to get this ... so they can help us  
20 out.

21 I already heard sirens everything in the background, I knew everybody  
22 was notified, and I seen situations like this, and the response is unbelievable. I've seen  
23 it before, so I knew there were people very near to help us, we just had to get the boat  
24 there.

25 CHAIRMAN TURRELL: What kind of training were you drawing on? This



1 experience that you have now that all of a sudden, major casualty going on and  
2 you're helping, were you drawing on any sort of training or experience in your  
3 recollection? Were you referring in your mind on any training course you had taken or  
4 prior knowledge of first aid or --

5 MR. HYDE: Well, I have a military background as a former marine, and  
6 I was a former Coast Guard officer. I also worked at King's Point with detail, a ... grade  
7 operation as the project manager. We would simulate disasters. I was involved with  
8 the Mystic ... Gulf Outlet, when we simulated that, how deep to dredge, how wide we  
9 wanted to dredge and where we wanted to put the buoys in -- we simulated all that,  
10 so -- I have a background like -- you know, I've always kind of like tried to train myself  
11 that -- well, would I react in an emergency, not just on a ship, but it could be in a hotel,  
12 or this or that, to keep a clear head and try to do whatever you could to save  
13 people's lives.

14 CHAIRMAN TURRELL: I have a few more questions. One in particular.  
15 Cell phone. Is there a particular carrier for that cell phone, or a company that you  
16 use?

17 MR. HYDE: Yes.

18 CHAIRMAN TURRELL: What's that?

19 MR. HYDE: Verizon.

20 CHAIRMAN TURRELL: And the next question I have is can you tell us -- I  
21 realize it was traumatic, but the accident occurred, which crew members you saw at  
22 the accident until the time when the crew was departing.

23 MR. HYDE: Before I answer that, I'd like to add one thing in regards to  
24 my cell phone. I remember now I did make one telephone call when this happened.  
25 I tried calling the dock office, the line just kept ringing, and ringing, and ringing. I

1 figured everybody's out of the dock office because of what happened. But that was  
2 the first call I made and I don't know when I made that -- probably within -- I don't  
3 know, I'm going to say within five minutes of the accident, but I'm not sure. It might  
4 have been a minute later, but there was no answer so I hung up. And I have not  
5 gotten that cell phone back since then. However, I think it was  
6 yesterday was the first time that I called Verizon and I said I have a new phone, can  
7 we transfer it over to here. And I explained the situation that Richie Smith has the  
8 phone, and he might have taken it home with him, I don't know what he did with it. It  
9 might be on top of the bridge deck right now. I don't know. So I got the phone back  
10 on to another phone, so I started using it again yesterday. So any calls from that  
11 phone from when Richie had it up until Thursday, if anybody is using that phone, I  
12 didn't make those calls.

13 CHAIRMAN TURRELL: Okay, good. We're trying to find out where some  
14 of the crew members were during the accident, just what their training and what their  
15 response was. If you can tell us, from the best of your recollection, the crew members  
16 you saw after the accident and where you think you saw them.

17 MR. HYDE: Okay, when I went up to the pilot house, and coming back  
18 down, I think I saw Sylvester -- deck hand Danny Sylvester, and Richie -- Richie was  
19 down on the main deck at one point, but back up there -- they were handling  
20 passengers and deck hand Joe, the lookout, was up there. Danny Ennis, I know, was  
21 on the main deck when we were handling lines. When a lot of this was going on,  
22 there were so many events, that I don't really remember faces. Everything was  
23 happening really fast and we were moving real fast, and I was giving people  
24 directions who were there, who were going to help. We had some, mostly professional  
25 people, but there were some civilian passengers that were helping. And at one point I

1 said, you can't come, this guy said my friend's in there, and I didn't want to hold him  
2 back, so I said all right. And he looked like a construction worker in good shape and  
3 stuff.

4 So there was a lot of people doing various things, and down where the  
5 damage was, on the main deck, I'm going to guess and say there was -- I'm going to  
6 say 15 people working. I'm not sure of that, but I'm going to say 15 people.

7 CHAIRMAN TURRELL: Before I turn it over to the other members, I'll give  
8 you the opportunity to tell the Safety Board any impressions or anything you'd like to  
9 add to our investigation from your standpoint, and you are someone who was right  
10 there and have the opportunity to tell us anything you'd like to tell us.

11 MR. HYDE: All right. I think that the crew did an excellent job after the  
12 accident in trying to help out as many passengers and save as many lives as possible.  
13 I think every one of them gave 110 percent. And there was other people there that  
14 also gave 110 percent, that I don't know who they were and probably will never know  
15 who they were. That's probably the only thing I wanted to add.

16 CHAIRMAN TURRELL: Is there anything that you think these ferries can  
17 do for crew members or passengers to improve the safety in your opinion?

18 MR. HYDE: I don't know if I want to go there right yet, you know, as far  
19 as that goes.

20 CHAIRMAN TURRELL: I just wondered if there were any impressions that  
21 you might have, yes, there's something and so I just ask your impression like that.

22 MR. HYDE: Well, I know when a situation like this happens, and I know  
23 there's going to come out with a whole host of new things that are going to be done --  
24 will be done, and various things, and even with the Coast Guard ... physicals every five  
25 years for. I think that's going to change ... maybe every six months. But I know a lot of

1 things are going to change, when they find out what happened, and rightfully so. So,  
2 for me to ... wouldn't be fair, and I don't have answers to what happened. I don't  
3 know if anybody does yet.

4 CHAIRMAN TURRELL: Great. Bill Woody.

5 MR. WOODY: Just a couple questions. I took notes as we went  
6 through. You said Danny was handling lines on the main deck. Was that when  
7 hemming with the tug boat or --

8 MR. HYDE: There was a tug boat in sight, and he appeared to be  
9 coming towards us. I saw that through the hole in the hull and that was my cue to get  
10 back there and make sure the lines were right.

11 MR. WOODY: Okay.

12 MR. HYDE: I don't know if I told Danny or if Danny followed, or Danny  
13 saw the same thing. You know, everything was happening and unfolding so fast. But I  
14 was back there, Danny was back there. We were getting the lines ready, and the next  
15 thing we knew, Billy Doyle was there -- the mate that was there heading for New York.  
16 And that's when I left when Billy Doyle showed up, I said you can take care of the line  
17 end.

18 MR. WOODY: And you saw the tug pushing through the hole in the  
19 side of the ship, or through a window or --

20 MR. HYDE: I think so. I'm not positive. I'm not sure if it was the stern or  
21 the side, but I saw it.

22 MR. WOODY: ... the tug?

23 MR. HYDE: No.

24 MR. WOODY: When we asked who you saw, you mentioned Danny  
25 Sylvester, you mentioned Richie. Was that the Assistant Captain, or was that another

1 Richie?

2 MR. HYDE: Richie -- no, no, no. I never saw either Captain -- when I  
3 went up to the pilot house was the first time I saw them. And with the exception of  
4 Mike Gansas, the last time I saw him. I saw Mike Gansas at the police station, three or  
5 four hours after this -- or four and a half hours after. I didn't talk to him. He came in --  
6 the crew we were around the table, there was about six or seven of us, and drinking  
7 coffee and the police officers brought pizza and stuff, but none of the crew ate it that  
8 I remember. We just sit there. And one of the cops said, I'm going to take a box if you  
9 guys aren't going to eat it.

10 And Mike came in. I remember him putting his hands together like he  
11 was praying. He said, is everybody all right? Thank God you guys are all right, and he  
12 was very emotional and he was very distraught and he looked like he was on the  
13 verge of tears when I saw him then in the police station.

14 MR. WOODY: Any of the crew injured, to your knowledge?

15 MR. HYDE: Physically --

16 MR. WOODY: Yes, I mean physical injuries.

17 MR. HYDE: Physically, I would say none of them were. Some of them  
18 might be saying they have strained necks or backs or something that could happen,  
19 but as far from the accident, no, you know, I lost my footing and went down, but I  
20 think I'm all right. But at the time none -- the only crew member -- the two crew  
21 members I heard had to go to the hospital right away. One was Danny Ennis, he had  
22 two bypass surgeries about a year or two ago, so he wasn't looking good at all. He  
23 was very white and he got in the ambulance. I think he stayed in the hospital for a  
24 few days. And then Eddie Piazza, I believe that's his name, was in charge of the men's  
25 cabin, and that's not his normal boat -- he was just there for the day -- I heard, I don't

1 know, this is hearsay -- I heard that he went to the hospital too. I think his was more of  
2 a trauma thing. Mental thing, rather than physical.

3 MR. WOODY: When you saw the Captain and the Assistant Captain,  
4 did you see any kind of blood anywhere on those folks?

5 MR. HYDE: No.

6 MR. WOODY: Were you aware of any blood up on the weather deck,  
7 the hurricane deck?

8 MR. HYDE: No. No, sir.

9 MR. WOODY: I think -- I'm not sure I got an answer on this one -- when  
10 you were going down the list of the people, the crew members you saw, you said  
11 Danny Sylvester and you saw Richie. That was Richie the Assistant Captain?

12 MR. HYDE: No, that was --

13 MR. WOODY: A deck hand?

14 MR. HYDE: Richie -- what's his last name --

15 CAPTAIN RYAN: Powell.

16 MR. WOODY: Oh, okay, Richie Powell. And then Joe, another deck  
17 hand named Joe.

18 MR. HYDE: Joe Salchek (ph) -- I'm not positive. He's a new guy.

19 CAPTAIN RYAN: The lookout? The lookout on the ... deck?

20 MR. HYDE: Yes.

21 CAPTAIN RYAN: Joe Selch.

22 MR. WOODY: Say that name again?

23 CAPTAIN RYAN: Selch.

24 MR. WOODY: Selch, okay, Selch. Spell it if you can?

25 CAPTAIN RYAN: S-E-L-C-H.

1 MR. HYDE: Yes, that's the spelling.

2 MR. WOODY: You said that you were pushing the doors, and you're on  
3 the main deck, pushing the doors. What were you going to do? Were you going to  
4 go through? Open the doors up or were you going to stand by them or what was  
5 your --

6 MR. HYDE: I was going up there to talk to Danny about the misfortune  
7 we had when the watch started. I wanted to go up there and straighten that out, you  
8 know, shake hands and go look, it was probably -- I shouldn't have said it to you. The  
9 window probably was secure if I thought about it, and that boat leaks, and that was  
10 my intention in going up there.

11 MR. WOODY: I see, okay. You weren't going to open the doors or  
12 anything like that?

13 MR. HYDE: No. With the winds like that, we would never open the  
14 doors. I don't think we could even get them open. It's hard enough to open them if  
15 you're underway and the boat is going 15 knots, you've got to be pretty strong to  
16 open them. A mate can open them, but there's a lot to it.

17 MR. WOODY: What about the radios? These are a citizens band type  
18 radio that you're using, or what kind of radios are they?

19 MR. HYDE: I would say that's right.

20 CAPTAIN RYAN: Which ones?

21 MR. HYDE: The walkie-talkie type ones.

22 CAPTAIN RYAN: High frequency, short range, you know it goes through  
23 steel, that's why we use them.

24 MR. WOODY: Are they clear? You had a hearing problem -- you had  
25 to hold it close to your ear, but do they have pretty clear frequency for the channels?

1 MR. HYDE: Normally yes, I would say so, depending on different  
2 situations. Like I said, if you wear it on your belt, you might hear like -- usually if I hear  
3 talking on it, then I'll take it off my belt.

4 MR. WOODY: And if you called the pilot house, they would hear that?

5 MR. HYDE: Uhm --

6 MR. WOODY: Unless they were on the radio with some other  
7 frequency --

8 MR. HYDE: Yes. They're supposed to -- the Captain or the AC takes his  
9 radio and sticks it on the top or hood of the radar, and they usually clip it -- that's the  
10 way I've seen it. I've never seen them wear it on their belt. They usually -- or they  
11 might have it in the front window. Some captains like to leave it right in the front  
12 window. But's it --

13 MR. WOODY: I have some personal questions we always ask. I like to  
14 wait to the last, so for now that's all the questions I have.

15 CHRISTINE: Mr. Hyde, just a couple questions about when you went up  
16 to the pilot house. Would you again describe where Captain Smith was when you  
17 initially went up there?

18 MR. HYDE: Yes. It appeared to me that he was -- this is what my  
19 feeling is, now I could be wrong, because I was, you know, everything was going at a  
20 million ... like everybody else. But it appeared to me that he was outside the pilot  
21 house, and I think -- I'm not even sure -- I think I might have came up on the New York  
22 end and then went across the weather deck, and maybe that's when -- no -- I don't  
23 remember to be honest with you. I just remember being in the pilot house, telling Mike  
24 Gansas what the situation was. I think Richie was looking and Richie just said, "Let me  
25 have your cell phone." And I didn't pay any attention to him, and I continued talking



1 to Mike, and then he said "Let me have your cell phone." And I might have said,  
2 Richie, what do you want? I don't remember and then he said "Let me have your cell  
3 phone." And I took it off and I said, here, and he took off.

4 I think he was -- I think I might have been by the door and he might  
5 have been like outside the pilot house, and Mike was inside the pilot house. Because I  
6 remember when he left, Mike put his head out went, "Richie, where are you going? I  
7 need you." And Richie just -- he wasn't running, he was walking, walked away.

8 CHRISTINE: Was this the damaged side or the good side -- where  
9 Richie was standing?

10 MR. HYDE: Do I remember --

11 CHRISTINE: The collision side or the side that was --

12 MR. HYDE: He was on the damaged side. That I know.

13 CHRISTINE: And what were your thoughts at that time, when you were  
14 thinking -- what was your feeling, or could you remember what was going through  
15 your head at that time?

16 MR. HYDE: My thoughts were that he was having some sort of a  
17 nervous breakdown. And that he was going to be of no value at this particular time.  
18 Like I didn't even talk to him. I just felt that he's just totally in shock or something. That's  
19 what I felt.

20 CHRISTINE: And again, no blood, or no visible injury?

21 MR. HYDE: I never saw any blood. The first time you mentioned it,  
22 something went in the back of my head that I wonder -- I think I may have heard  
23 somebody say something about it, but I have no knowledge of it. Some of the things  
24 that have happened on that boat, I didn't know, and then in nightmares they came  
25 out, you know, where -- that has been some stuff that I suppressed. You know, came

1 out a couple of days later -- the guy with no face came out. ... but I remember no  
2 blood. But there could have been, and I could have went right over it and never saw  
3 it because I was like on a B line. I was like on a mission, you know, and I just -- I was not  
4 looking. I was not observing like I might normally.

5 CHRISTINE: And then when Captain Gansas started crying, I believe  
6 you said, that was after you told him at least six people were dead.

7 MR. HYDE: Yes.

8 CHRISTINE: Did you console him? Did you stay there for a few  
9 minutes? What exactly did you do?

10 MR. HYDE: I think I put my arm on his shoulder, and I said, Mike, come  
11 on. We've got to get this together. You need my help? Otherwise, I want to get down  
12 below and help out down below. And he said, no, I've got it. I said alright. He wasn't  
13 like hysterical crying. He started to cry, but he was not hysterical. He was not out of  
14 control. I found him in control, very, very upset, but fully in control of himself.

15 CHRISTINE: You were comfortable leaving at that point?

16 MR. HYDE: Yes. Yes.

17 CHRISTINE: All right, thank you.

18 MR. STEFANO: Dave, you mentioned that it was Captain Smith's habit  
19 to be in the pilot house all ways.

20 MR. HYDE: Yes.

21 MR. STEFANO: But what would you say about the incident with respect  
22 to that? What was his --

23 MR. HYDE: Like I said, I sailed with Richie Smith a number of times. I  
24 sailed with him as a deck hand when I had to stand watch, and I sailed with him  
25 through this whole bid, so I know Richie Smith, any time I went up to the pilot house, or

1 was called there or what have you, he was always there. That's the way he was. With  
2 Mike Gansas, I don't know what his habit is, whether he would be in the Staten Island  
3 pilot house or not. I only worked with him for eight days -- I guess it was nine days -- so  
4 I can't answer that, I don't know.

5 MR. STEFANO: Was there any discussion among the mates and deck  
6 hands about the habits of the different captains, where people should be or should  
7 not be, or what they should or should not be doing? Was there any affirmation of the -  
8 -

9 MR. HYDE: Yes.

10 MR. STEFANO: What -- who was handling, who handled ... leave the  
11 light on, stuff like that?

12 MR. HYDE: Yes.

13 MR. STEFANO: And what was the feeling from yourself, the mates, as to  
14 where the captain should be?

15 MR. HYDE: Oh, I don't know about that specifically, but it's been  
16 accepted that when we're not in the fog, there are times when the captain is not in  
17 the pilot house, and some captains did it and some captains don't. And it's an  
18 individual call.

19 MR. STEFANO: Is it a concern?

20 MR. HYDE: Excuse me?

21 MR. STEFANO: Is it a concern among the mates and the deck hands if  
22 the captain is not --

23 MR. HYDE: Well it certainly is now.

24 MR. STEFANO: I mean prior --

25 MR. HYDE: It was a concern to some people.

1 MR. STEFANO: Were you concerned? Would this concern you?

2 MR. HYDE: Yes, it would.

3 MR. STEFANO: You feel that that's correct, that policy, that they both  
4 belong in the -- prior to this -- prior to the accident?

5 MR. HYDE: Yes, I believe that the pilot and the captain should both be  
6 in there in case of somebody has a health condition, et cetera, and there's someone  
7 else to take over. You know, I would feel the same way about a subway train, or an  
8 airplane -- anything like that, where you could have either human error or human  
9 failure of health and there's someone else to jump in.

10 MR. STEFANO: And were you or anyone else that you know of, ever  
11 concerned about --

12 MR. HYDE: It was never reported as a possible problem. Never  
13 reported up the line, or chain. I think it was known.

14 MR. STEFANO: By?

15 MR. HYDE: I think it was known by everybody that worked on the  
16 Staten Island ferry. Or the crew people, people who are on the crew.

17 MR. STEFANO: Among the crew members.

18 MR. HYDE: Among the crew members, yes.

19 MR. STEFANO: What about in the operating and upper management?

20 MR. HYDE: If they were crew members they would know.

21 MR. STEFANO: You mean if they had been crew members?

22 MR. HYDE: Yes.

23 CAPTAIN RYAN: Do you want me to leave the room?

24 MR. HYDE: No, I don't have a problem. I came in here to tell the truth,  
25 and that's what I'm going to do. I'm going to tell the truth to the best of my ability.

1 MR. STEFANO: All right, you also mentioned that Richie wears glasses.

2 MR. HYDE: To my knowledge, yes.

3 MR. STEFANO: But you don't remember whether you saw him wearing  
4 them?

5 MR. HYDE: No, I don't.

6 MR. STEFANO: Okay, I want to go back -- you said a lot of times the  
7 captains aren't in the pilot house together?

8 MR. HYDE: Yes.

9 MR. STEFANO: What is that -- if one of the captains wasn't in the pilot  
10 house, what would he normally be doing?

11 MR. HYDE: He might be in the New York pilot house, in situations where  
12 the acting captain will stay in the Staten Island pilot house and the captain will stay in  
13 the New York pilot house when they're bringing the boat from Staten Island to New  
14 York, or coming back bringing the boat from New York to Staten Island. Never heard  
15 of that operation ever happening in the fog, or any time visibility is impaired or any  
16 time safety of the vessel would be in question.

17 MR. STEFANO: As the mate, do you go up in the pilot house very  
18 often?

19 MR. HYDE: No, when I'm called up there, but no.

20 MR. STEFANO: And you've only worked in the recent past with Captain  
21 Gansas for eight or nine days?

22 MR. HYDE: Yes.

23 MR. STEFANO: And no problems at all?

24 MR. HYDE: No problems at all.

25 MR. STEFANO: ... had by pass surgery?

1 MR. HYDE: To my knowledge, he had triple by pass surgery a couple  
2 years ago.

3 MR. STEFANO: Do you ... captain?

4 MR. HYDE: No, I never knew of any -- I never even knew that Richie, if  
5 in fact he is on prescription medication, ... I had no knowledge of that whatsoever.

6 MR. STEFANO: That's all I have.

7 INVESTIGATOR 4: No questions.

8 INVESTIGATOR 5: When you first came up to the pilot house and it was  
9 Mike and Richie -- when you went up there -- when you first went up to the pilot house,  
10 Mike said he couldn't contact the engine room and he asked you to go down or he --

11 MR. HYDE: No, no.

12 INVESTIGATOR 5: -- or you were just going to go down.

13 MR. HYDE: No, that's not what happened at all, no. I had no contact  
14 with Mike. I took it upon myself because there was a tug boat in route. Billy Doyle was  
15 going to take care of the line handling, hooking up with the tug boat, I assumed,  
16 because I left him there, and he's a very capable mate, probably been licensed  
17 longer than I have, and certainly worked here longer than I have.

18 And I said to myself, why can't we get this thing in on our own power,  
19 we should be able to do this? There's no reason why we can't. So I went down to the  
20 engine room to find out what was going on. I wasn't sure, and I'm going to tell you the  
21 truth, and then someone said no -- I'm just going to tell you what I felt. For some  
22 reason, there was a lot of noise, a lot of commotion. I felt like the plant was down. I  
23 didn't feel like I heard the engines. I could be wrong. When I went down there, I saw  
24 bodies, I didn't even see their faces and I was talking to the guy in charge, I can't  
25 picture his face, so I went down there to ask him what was going on, and he said we

1 have no communication with the pilot house. He didn't say anything about the plant.

2 I handed him my radio, I said put it on channel three, I'm going to run up.

3 INVESTIGATOR 5: Okay, so you got up to the pilot house and all that  
4 went on, and you asked Mike if you could go. Did Mike say, yes, go ahead,  
5 somebody's coming up, I got it, or did he just say, go, I've got it? Did he say anything  
6 that somebody else was on their way up?

7 MR. HYDE: He didn't say anything to me about anybody on their way  
8 up. I had no knowledge of that. Like I said, I don't remember the conversation  
9 verbatim at all. You know, I was running on raw nerves and my big message was  
10 channel three to talk to the engine room. That was my big message, and then to get  
11 back down there to help people, unless he needed my help up there. And I asked  
12 him, and he said no -- I don't know his exact words, but he did not -- he was like, go  
13 ahead, get down there.

14 INVESTIGATOR 5: Was he at the controls? Was he off the controls?

15 MR. HYDE: He was off the controls.

16 INVESTIGATOR 5: Was he already pulling -- I'm sorry, I'm trying to figure  
17 out time --

18 MR. HYDE: It was about, I would say -- we got the boat in the slip -- I'm  
19 no good with times here, but shortly after, we got the boat in the slip -- I say shortly,  
20 maybe four or five --

21 INVESTIGATOR 5: Oh, the boat was in the slip?

22 MR. HYDE: No, no. This happened -- we were not in the slip, we were  
23 out of the slip. But shortly after -- and I can't even tell you. I couldn't tell you if it was  
24 three minutes or ten minutes, but -- no, we were still on -- and I'm not sure which dock  
25 we hit, whether it was B2 South or B2 North. I mean I don't know yet. And a lot of days

1 when guys try to talk to me, I was like I don't want to talk about this because someone  
2 could tell me something and then it's in my head and then I think it happened. So I  
3 tried not to talk to anybody else.

4 INVESTIGATOR 5: I wasn't even on the boat and I lost track of time too,  
5 so I'm just trying to put it together, trying to figure out when you -- when you were up  
6 there, where the boat was. It was off the pier, or it was still on the pier?

7 MR. HYDE: When I went up there?

8 INVESTIGATOR 5: Yes.

9 MR. HYDE: It was off the pier. It was off the pier. So that's when I said  
10 to myself, we can maneuver this thing ourselves. We don't need tug boats. And to this  
11 day, I don't know what brought us in. I don't know if it was tug boats or our own power  
12 or a combination of the both or what. I don't know.

13 INVESTIGATOR 5: Okay.

14 CHAIRMAN TURRELL: Detective?

15 MR. HARDY: Dave, at the beginning I was lost a little bit with that Ennis  
16 thing -- was he ejected or did he stay on?

17 MR. HYDE: No, he was -- I told him that he had to get off the boat, so  
18 he got off the boat. He -- I called the AC, Richie Smith. I'm sure Richie Smith -- I said  
19 we need a replacement. Richie Smith called the ferry terminal supervisor. The ferry  
20 terminal supervisor would immediately send another deck hand over there, and then  
21 he would more than likely talk to Danny, and then he would more than likely call the  
22 Port Office and say what do you want to do? Mate Hyde just threw somebody off the  
23 boat, and I'm sure the Port Captain then would talk to that deck hand. I know know if  
24 this -- I assume this because Joe said, you know -- and then the decision was, let's put  
25 him back on the boat. And then Joe, the Captain, he called the Port Captain, he



1 came over and talked to me on the side of the rail and he said, listen, he was wrong,  
2 he knows it, the way he talked to you. He blew up and this and that. How did you ask  
3 him? And I said I ... end like that -- he just left it open. You know, he might have been  
4 having a bad day that day, I don't know.

5 MR. HARDY: So he never left the boat?

6 MR. HYDE: No, he did leave the boat. He missed the whole trip. In  
7 other words, as soon as they sent the other deck hand over, I waved the boat off. If  
8 my memory recalls, I said that we were maybe a minute late. So we left at 1:31  
9 instead of 1:30. But that wouldn't be enough to make a note or a written report would  
10 come from that because we were a minute late, because we can make up a minute.

11 MR. HARDY: No, I just didn't know if he was off or on.

12 MR. HYDE: He was off. He came back on at 2:30. Or 2:25.

13 MR. HARDY: Just one more -- oh, for the cell phone verification, you  
14 said it was Verizon?

15 MR. HYDE: Verizon.

16 MR. HARDY: And the phone number?

17 MR. HYDE: XXXXXXXX.

18 MR. HARDY: Is that the same number you have or just --

19 MR. HYDE: Yes, the same number. I called Verizon I believe -- today's  
20 Thursday -- I'm all confused since this happened -- today's Thursday -- I believe  
21 Wednesday morning before I came in here to talk to the city attorney, or it might have  
22 been the day before, I'm not positive. I called Verizon up and explained to them  
23 what happened. I said I have another cell phone, can I get my old number back,  
24 and they said yes. And they had me take the cell phone apart and I had to read the  
25 numbers off the battery, and it was done in short time. Only took about three or four

1 minutes.

2 MR. HARDY: That's XXXXXXXXXX?

3 MR. HYDE: Yes.

4 MR. HARDY: Did they tell you if there was any activity after your phone  
5 call to the dock office?

6 MR. HYDE: I didn't ask, and I don't even know if they ... transcript or  
7 phone records. I'm sure Richie used it. I don't know who he called.

8 MR. HARDY: We could, but you could request that yourself if you want  
9 to know for yourself.

10 MR. HYDE: Yes, I'm going to get the bill, and I believe on the cell  
11 phone they have all the numbers on there.

12 MR. HARDY: Yes, it'll come off the phone. That's all I have.

13 CHAIRMAN TURRELL: I know the times are real hazy and you know that  
14 something is wrong, you sense it may not have been any propulsion. You went down  
15 into the engine room, they asked to make contact with the bridge. You went up to  
16 the pilot house and this was between the collision with the dock and your docking.  
17 Can you give us the time --

18 MR. HYDE: There was no docking that was taking place then.

19 CHAIRMAN TURRELL: How soon after the accident were you in the pilot  
20 house with both Captain Smith and Captain Gansas?

21 MR. HYDE: I -- this is not from my recollection. Somebody told me it  
22 took 30 minutes to go from where we were, from the time the collision took place to  
23 we entered the slip. So, if that in fact is true, I would say 15 minutes, maybe 20 minutes  
24 might have transpired. I don't know. You know, I'm guessing, and it's only a guess.

25 But at one point when I looked at all this, I said, the only way we're

1 going to save lives at this point on -- I mean the people that were injured bad enough,  
2 we got them out of the way, got them out of the ... and now I'm just looking at getting  
3 bodies out, and -- and there was some people still on that side of the boat that were  
4 missing limbs and this and that, and I knew that minutes would mean everything to  
5 them.

6 So I said to myself, think. What are you supposed to do now? And  
7 that's when I said we've got to get this boat -- we've got to get this boat back in the  
8 slip. Time is of the essence. And -- so that was my reasoning to go down to the engine  
9 room to find out if they had a problem down there. And if they did, what could I do to  
10 help?

11 CHAIRMAN TURRELL: Okay. Are there any other questions about the  
12 accident for Mr. Hyde? Mr. Woody will ask some questions about performance issues.

13 MR. WOODY: We always the question about -- I'll keep this -- what  
14 year did you get out of the Great Lakes Maritime Academy?

15 MR. HYDE: 1986.

16 MR. WOODY: And what did you do after that?

17 MR. HYDE: I took a direct commission in the Coast Guard.

18 MR. WOODY: And you went through the IM program?

19 MR. HYDE: Yes, I was in the IM program.

20 MR. WOODY: What did you do for them?

21 MR. HYDE: Well, they sent me to school down in Yorktown, Virginia. At  
22 the time it was called MYSDC (ph).

23 MR. WOODY: MYSDC (ph) is that it? I know they've changed the  
24 name. It's been a while. It's been a while for you.

25 MR. HYDE: Yes, 24 years for me.

1 MR. WOODY: And how long were you in the Coast Guard?

2 MR. HYDE: I was in the Coast Guard approximately three years, three  
3 and a half years.

4 MR. WOODY: Okay. I'm just going to skip to the past three days. If I  
5 ask you what your sleep habits were the three days back. Can you think back to say,  
6 Sunday night --

7 MR. HYDE: Before the accident?

8 MR. WOODY: Before the accident, right.

9 MR. HYDE: I think I -- no, I wasn't with my daughter, I thought I was --  
10 my eleven year old daughter. I would say Sunday night, a normal routine to me is  
11 dinner is going to be prepared and I'm going to have dinner, and I'm going to watch  
12 a movie and probably go to bed at 10:30.

13 MR. WOODY: 10:30, okay. And you rise at what time in the morning?

14 MR. HYDE: Excuse me?

15 MR. WOODY: What time do you get up in the morning?

16 MR. HYDE: If I go to bed at 10:30, I'm usually up at seven, 7:30, and I  
17 might read a book laying in bed -- just lay there and read a book.

18 MR. WOODY: Did you work Monday?

19 MR. HYDE: No, I didn't.

20 MR. WOODY: So what did you do Monday night then?

21 MR. HYDE: Monday night. Basically, the same thing.

22 MR. WOODY: The same thing as on Sunday evening?

23 MR. HYDE: Yes.

24 MR. WOODY: You don't work on Sunday. Did you watch any  
25 ballgames or anything like that during this time that kept you up later than usual?

1 MR. HYDE: No, I'm not into the series. Everybody else is.

2 MR. WOODY: Alright, then, let's go to -- you got up at what time  
3 Tuesday?

4 MR. HYDE: Tuesday, I probably got up around the same time, 7:30,  
5 eight o'clock. Like I said, I'm reading a book now, ~~The Dark Side of Camelot~~ about  
6 John Kennedy -- Jack Kennedy -- and so that's what I -- I'll read before I go to bed and  
7 when I wake up.

8 MR. WOODY: And then -- let's go to Tuesday night then. Tuesday  
9 night.

10 MR. HYDE: Tuesday night, I believe we got off work at 11 o'clock,  
11 because we had a steering and boat drill, and then we had to tie up in D2 South, I  
12 believe, so we got an extra half hour -- that's worth an hour and a half, so we got off --  
13 instead of getting off at normal time, at 9:30, we got off at 2300.

14 MR. WOODY: And what time does that put you at home then?

15 MR. HYDE: I would be home a little after twelve o'clock. 12:10.

16 MR. WOODY: And after you get home, what do you do then?

17 MR. HYDE: First thing I do is go to the bathroom. I think I'm getting  
18 older, but that's the first thing I do, is I run up the stairs and I go to the bathroom. And  
19 then I'm taking my uniform off. I usually take that off and I get into some kind of loose  
20 -- like pajama bottom type things, jersey sweat pants, something like that, and usually I  
21 take my shirt off, I just have a T-shirt on and take my shoes off and my socks. And then  
22 I usually get some cereal -- I eat something light, usually, before I go to sleep. And I'll  
23 surf channels back and forth watching the various night talk show hosts for a half an  
24 hour, 45 minutes to kind of -- more like unwinding than really listening. And then I  
25 usually go to bed.

1 MR. WOODY: So that would put you very close to like maybe one  
2 o'clock?

3 MR. HYDE: Yes, one o'clock -- yes, anywhere between 12:50 to 1:30 in  
4 the morning I go to bed on a work night. If we work until 2300.

5 MR. WOODY: The next day you get up at what time? Wednesday.

6 MR. HYDE: I usually get up -- I don't use an alarm clock -- that's the  
7 beauty of the shift that I'm on. I don't need an alarm clock. So I like to sleep in. If I  
8 went to be at one o'clock in the morning, my eyes aren't open until nine, 9:30.

9 MR. WOODY: Okay. Are you in good health?

10 MR. HYDE: Yes, I believe I am.

11 MR. WOODY: Are you on any prescribed medication by a doctor?

12 MR. HYDE: Yes.

13 MR. WOODY: Could you tell us about that, please?

14 MR. HYDE: Okay, about eight months ago I had a stent put in my  
15 heart, and I never had medication before that, but now I'm on Prinvil.

16 MR. WOODY: Prinvil. P-R-I-N?

17 MR. HYDE: P-R-I-N-V-I-L.

18 MR. WOODY: V-I-L.

19 MR. HYDE: Five milligrams. I'm on Zocor.

20 MR. WOODY: Z-O-C-E-R?

21 MR. HYDE: Z-O-C-O-R, I believe, Zocor.

22 MR. WOODY: I got it, okay.

23 MR. HYDE: I don't know how many milligrams of that. Folic acid, which  
24 is more like a vitamin, but it's a prescription vitamin. There is another medication that  
25 I'm on. I think it's a blood thinner, and I don't know the name of it.

1 MR. WOODY: Would it be coumadin, or something like that?

2 MR. HYDE: I don't want to guess.

3 MR. WOODY: Okay.

4 MR. HYDE: But counting the folic acid, there's four medications that I'm  
5 on. I take three in the morning and one at night. Zocor I take at night. The other three  
6 I take in the morning.

7 MR. WOODY: Zocor is the night one?

8 MR. HYDE: Right.

9 MR. WOODY: Zocor at night, and then the other three then are  
10 morning?

11 MR. HYDE: Yes, I take those in the morning with some vitamin pills --  
12 that's usually the first thing I do when I get out of the shower.

13 MR. WOODY: Okay. Have you had anything in your life that's  
14 traumatic?

15 MR. HYDE: Yes.

16 MR. WOODY: And that would be what, please?

17 MR. HYDE: I was involved with the evacuation of 9/11. I was the first --  
18 we were dead-heading, and the plane actually flew -- the second plane actually flew  
19 over our ferry and we turned around and then Captain Ryan was there and he said  
20 dead head back and get involved in the evacuation. And I was there when the  
21 tower came down and all the people were running on the boat and they were  
22 putting life jackets -- they took all the life jackets out. I think we might have had -- we  
23 couldn't close the gates. I don't know how many thousand people we had on the  
24 boat. We had way over 6000. And the people were holding hands and praying out  
25 loud together, all strangers.

1                   The dust, the smoke just came down like -- I remember talking to the  
2 other mate, which was Brian Walsh, and I said -- he was a reserve -- a senior chief --  
3 and I said to him, we both being military guys, I said, Brian, do you know what that  
4 was? And he -- that was the building coming down. We didn't know it. But we just  
5 saw it all come at us.

6                   And you were asking about traumatic experience, and I was talking  
7 about 9/11. I was on duty three ... and so -- so we got all the people we could on the  
8 boat and ... came down, like I said, it was probably eight or 10,000 people, but this  
9 was an emergency, and we couldn't close the gates anyhow, so we took everybody  
10 we could. And then we made a B-line to Staten Island and the next thing I remember  
11 talking to Captain Reese (ph) was the captain, I think he was zig-zagging at the time --  
12 I think he was concerned, we didn't know what was happening. We felt like we were  
13 under attack.

14                   Brian Walsh, the other mate, who was a very competent mate, he's a  
15 senior chief in the Navy reserves, and we were just trying to keep the passengers calm  
16 throughout the decks. The big point we were making to them is when we get into  
17 Staten Island, don't run. Don't panic. There's too many people on this boat.

18                   So we were going over the PA and just telling people constantly, when  
19 we get there and we open up the gates, please walk off and drop your life jackets.  
20 And they did, much to my surprise. Everybody cooperated. There must have been  
21 8000 people on that boat and everybody -- I'd say 99 percent of the people dropped  
22 their life jackets and walked off the boat. We told them there was no danger in Staten  
23 Island, and we don't want any panic, because if people panic, people are going to  
24 get hurt, people are going to get killed. And it went off beautifully. Nobody  
25 panicked. Everybody walked off.



1                   MR. WOODY: By compare -- how many people were on the boat on  
2 the day of the accident?

3                   MR. HYDE: Excuse me?

4                   MR. WOODY: How many people were on the boat on the day of the  
5 accident? Got any rough idea or a feel for that?

6                   MR. HYDE: I don't know. I would say less than 700.

7                   MR. WOODY: Less than 700, okay. I think that's all the questions I had.

8                   CHAIRMAN TURRELL: I have no further questions. That's the conclusion  
9 of the interview, Mr. Hyde. Thank you very much.

10                  MR. HYDE: Thank you.

11                  (Whereupon, the interview of Mate David Hyde in the above  
12 captioned matter was adjourned.)