

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: :

:

FREDERICK SALVIONE :

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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

INVESTIGATOR: Please say your name for the record, first name and last name, and spell it, please.

MR. SALVIONE: Frederick J. Salvione. S-A-L-V-I-O-N-E.

INVESTIGATOR 2: S-A-L-V?

MR. SALVIONE: V as in Victor, I-O-N-E.

INVESTIGATOR: And Mr. Salvione, please acknowledge that this is being recorded for accuracy.

MR. SALVIONE: I understand this is being recorded.

INVESTIGATOR: Thank you. Sir, how old are you?

MR. SALVIONE: Forty-eight.

INVESTIGATOR: And what is your current employment?

MR. SALVIONE: I'm a deck hand with the New York City Department of Transportation, Staten Island Ferry.

INVESTIGATOR: And how long have you worked there?

MR. SALVIONE: Seventeen months.

INVESTIGATOR: Where did you work before that?

MR. SALVIONE: I worked on tug boats in New York Harbor.

INVESTIGATOR: Can you tell me what your assignment was on Wednesday?

MR. SALVIONE: Deck hand on the Governor Herbert H. Lehman.

INVESTIGATOR: And where in the harbor was the Governor Lehman?

MR. SALVIONE: Tied up in the six foot St. George ...

INVESTIGATOR: That in Staten Island?

MR. SALVIONE: Yes.

1 INVESTIGATOR: Whereabouts on the vessel were you on Wednesday?

2 MR. SALVIONE: I was on the Saloon Deck, which was the off shore  
3 end, inside.

4 INVESTIGATOR: The saloon deck on the New York end of the vessel?

5 MR. SALVIONE: Right. Towards the Jersey side.

6 INVESTIGATOR 2: Pardon?

7 MR. SALVIONE: Towards the Jersey side.

8 INVESTIGATOR: And what were you doing there?

9 MR. SALVIONE: I was going through my usual routine, checking out my  
10 station, putting extra bags in the garbage cans.

11 INVESTIGATOR: Have you ever worked on the Andrew Barberi?

12 MR. SALVIONE: Yes, ma'am.

13 INVESTIGATOR: When was the last time you worked on that ferry?

14 MR. SALVIONE: I couldn't say exactly. Probably about two or three  
15 weeks ago, on a weekend overtime, Sunday.

16 INVESTIGATOR: What time did your shift begin on Wednesday?

17 MR. SALVIONE: 1530, but I was there early.

18 INVESTIGATOR: What time did you report to work?

19 MR. SALVIONE: I probably swiped in at the clock around 1500, but I  
20 was on the boat some time after that.

21 INVESTIGATOR: And when you started work at 1500 -- 1530 -- had you  
22 made a trip on the ferry yet?

23 MR. SALVIONE: No.

24 INVESTIGATOR: When did you expect to depart of that vessel?

25 MR. SALVIONE: 1550.

1 INVESTIGATOR: Would you have been the watch deck hand on that  
2 trip?

3 MR. SALVIONE: No. On the second trip only.

4 INVESTIGATOR: When was the first time you saw the Andrew Barberi  
5 that day?

6 MR. SALVIONE: After I was done, as I said, putting extra bags in the  
7 garbage can, I was just wondered where the boat was that should be coming in,  
8 because I usually see her coming in, and I turned and I looked, and I saw her  
9 approximately, I would say, a quarter mile off.

10 INVESTIGATOR: Where were you at this particular moment when you  
11 first became aware of the ferry Barberi?

12 MR. SALVIONE: On the Saloon Deck.

13 INVESTIGATOR: Okay, in your own words, just take me through the  
14 sequence -- now you're on the Saloon deck and you're getting your station prepared -  
15 -

16 MR. SALVIONE: Right.

17 INVESTIGATOR: -- take me through in your own words, in narrative,  
18 what you experienced that day.

19 MR. SALVIONE: Well, I saw the boat and my first reaction was wow,  
20 he's really moving. And it struck me as odd the course he was steering. He was -- I  
21 would say approximately -- maybe about a 45 degree angle but heading in the  
22 wrong direction. And so then -- then when the speed factor really zoomed in on me, I  
23 went to the outside part of the deck and I knew immediately that something was  
24 wrong because he shouldn't be going that fast that close to the shore.

25 INVESTIGATOR: And where were you standing at that moment?

1 MR. SALVIONE: On the outside part of the deck towards the Brooklyn  
2 side of the boat, the New York end.

3 INVESTIGATOR: Okay, continue.

4 MR. SALVIONE: Okay, then it got to the point where I knew that even if  
5 backed full, the boat wouldn't stop and I saw the impact.

6 INVESTIGATOR: The first moment you saw the Andrew Barberi, again,  
7 could you describe from your vantage point about how far away that vessel was?

8 MR. SALVIONE: I would say approximately a quarter mile, that's just  
9 approximate.

10 INVESTIGATOR: Was the vessel near any particular landmark or other  
11 vessel or anything?

12 MR. SALVIONE: No, not that I saw.

13 INVESTIGATOR: And at that point, when the vessel was about a  
14 quarter mile away, the vessel was already at a 45 degree angle away from the proper  
15 approach?

16 MR. SALVIONE: Well, as opposed to being head on going into his slip,  
17 he was, I'd say about a 45 degrees from it.

18 INVESTIGATOR: Do you know a rough time -- at the moment you  
19 became aware of the vessel?

20 MR. SALVIONE: I would say it was probably around 1520,  
21 approximately, maybe a little bit later.

22 INVESTIGATOR: When you first became aware of the vessel at around  
23 1520, what was your expectation of a ferry's normal course of action? What would  
24 you have expected to see happen?

25 MR. SALVIONE: I would have expected to him see slow down

1 approaching, probably five slip, which was right next to us.

2 INVESTIGATOR: When you saw the ferry, can you describe the -- which  
3 side of the Andrew Barberi that you were witnessing?

4 MR. SALVIONE: Yes, the -- what we would call the Jersey side.

5 INVESTIGATOR: Okay, when you saw this -- the ferry moving towards  
6 the other pier, moving at full speed, did you notice any smoke or any other sign of  
7 distress?

8 MR. SALVIONE: No.

9 INVESTIGATOR: Did you see anything in there in your opinion and  
10 experience that would indicate that there was anything wrong with vessel, other than  
11 fire or smoke?

12 MR. SALVIONE: No.

13 INVESTIGATOR: Did you hear any whistle or sound prior to the collision  
14 made by the vessel?

15 MR. SALVIONE: Only the noise a boat makes when it's full ahead.

16 INVESTIGATOR: From your vantage point on the Governor Lehman,  
17 were there any other personnel close to you that saw the same thing that you did?

18 MR. SALVIONE: I believe the only two people on that deck at that time  
19 were the two snack bar personnel, but they were inside the snack bar.

20 INVESTIGATOR: What was your -- what were your actions when you  
21 saw the vessel going into the pier? What actions did you take?

22 MR. SALVIONE: I was horrified, you know. I just observed the impact  
23 and then I called -- I know I called 911, from my cell phone.

24 INVESTIGATOR: Can you describe what part of the vessel Barberi  
25 impacted the pier?

1 MR. SALVIONE: Well, I would say the -- it was hard because I didn't  
2 know exactly what he was going to impact, you know. It all happened very fast.

3 INVESTIGATOR: Sure.

4 MR. SALVIONE: And I would say the corner -- the starboard corner of  
5 this -- the Staten Island end.

6 INVESTIGATOR: Can you describe what you saw just prior to the -- did  
7 you have a clear look at the pier that it actually hit? Did you have a clear line of sight  
8 to the pier that it hit?

9 MR. SALVIONE: More or less, because the boat was a little bit, you  
10 know, like we were in the slip and the pier stuck out a little bit, so the one corner kind  
11 of blocked my view. Not much, but somewhat. And then when he struck I heard the -  
12 - I heard wood splintering. And I saw the boat heel, just -- not very much, but slightly to  
13 port. And then I saw something that amazed me, I saw someone dive out of the main  
14 deck window.

15 INVESTIGATOR: Do you recall how far or what point in the vessel -- a  
16 distance from the bow of the Barberi aft -- which window that person dove out of?

17 MR. SALVIONE: I would say right around midships.

18 INVESTIGATOR: Do you know if that person was a male or a female?

19 MR. SALVIONE: I assumed at the time he was male. It appeared to be  
20 a male.

21 INVESTIGATOR: Was that person wearing a life vest that you could tell?

22 MR. SALVIONE: No.

23 INVESTIGATOR: What -- was the vessel still moving when that person  
24 jumped?

25 MR. SALVIONE: Yes.

1                   INVESTIGATOR: Prior to impact, did you see the Barberi make any  
2 alterations of course or speed prior to impact?

3                   MR. SALVIONE: I don't believe from the time I saw it to the impact it  
4 made any alterations.

5                   INVESTIGATOR: From your vantage point on the Governor Lehman,  
6 can you describe the general conditions of the harbor that day?

7                   MR. SALVIONE: It was windy, but I believe the winds were moderating  
8 from what they were earlier in the day.

9                   INVESTIGATOR: And the visibility?

10                  MR. SALVIONE: Clear.

11                  INVESTIGATOR: After the impact, when the ferry hit the pier, can you  
12 describe the actions of the vessel, or the movement of the vessel after impact?

13                  MR. SALVIONE: It slowed -- I mean I believe the impact took no more  
14 than maybe ten or 12 seconds and it slowed to a stop. And then I don't know, for  
15 some reason, I guess maybe I was in shock or very upset, I just started talking in shore  
16 and I made the 911 call. And then I called the dock office because I wanted to  
17 make sure that they knew that there was a man in the water.

18                  INVESTIGATOR: And when you called 911 operator, can you describe  
19 that conversation to me, please?

20                  MR. SALVIONE: I believe I said there's been a disaster or a tragedy at  
21 the Staten Island ferry, but I'm not exactly 100 percent sure of that. St. George. She  
22 asked where is the emergency? I said, St. George, Staten Island. And I said I worked  
23 at the Staten Island ferry. I figured maybe they would take me a little bit more  
24 seriously.

25                  INVESTIGATOR: And what was that person's response?



1 MR. SALVIONE: I can't remember the exact words.

2 INVESTIGATOR: Did they take you seriously?

3 MR. SALVIONE: Oh, I believe so, yes.

4 INVESTIGATOR: Did the person tell you to stay on the line?

5 MR. SALVIONE: No, she asked my name and my cell phone number,  
6 which I gave her. And I did say -- not exactly at the terminal -- at the repair facility  
7 next to the terminal, because that's where I was at the time.

8 INVESTIGATOR: Did you report the person in the water --

9 MR. SALVIONE: I'm 90 percent sure I said that in the 911 call, but that's  
10 why I called the dock office, I wanted to make double sure that they knew that there  
11 was someone in the water.

12 INVESTIGATOR: When you called the dock office, do you remember  
13 who you spoke to?

14 MR. SALVIONE: I believe it was the clerk at the time. I asked to speak  
15 to ... Thomas ...

16 INVESTIGATOR: How long did that take?

17 MR. SALVIONE: Immediate.

18 INVESTIGATOR: Can you describe that conversation when you spoke  
19 to the clerk and ...

20 MR. SALVIONE: I said the Barberi just ran into the pier at the -- I don't  
21 know if I called it pier one or pier two -- and I said but there's someone in the water. I  
22 saw somebody jump out a main deck window.

23 INVESTIGATOR: What was their response?

24 MR. SALVIONE: He said you saw it? He asked me, you saw him jump  
25 out? I said, yes.

1 INVESTIGATOR: Did that person know who you were?

2 MR. SALVIONE: Well, then he asked me. He said, who is this? I told him  
3 Fred, and he knew who I was.

4 INVESTIGATOR: What actions did he take then?

5 MR. SALVIONE: I wouldn't know.

6 INVESTIGATOR: Were you --

7 MR. SALVIONE: I would imagine -- I imagine he had a lot to do and  
8 that was the end of the conversation.

9 INVESTIGATOR: And then after that point you reported to 911 and the  
10 dock office, what did you do then?

11 MR. SALVIONE: Believe it or not, I called my wife at work because I  
12 knew she'd be hearing about it and I wanted her to know I was all right.

13 INVESTIGATOR: And after you called your wife, then what did you do?

14 MR. SALVIONE: I realized what am I going to do here, so I went back  
15 off shore and I went to see what was going on.

16 INVESTIGATOR: The vessel personnel of the Governor Lehman, was  
17 there any reaction aboard that vessel?

18 MR. SALVIONE: Well up to that point, I was the only one there and the  
19 two snack bar people.

20 INVESTIGATOR: Oh, you were the only person on the vessel. Okay.  
21 Did the Governor Lehman leave on time?

22 MR. SALVIONE: No, I believe we left late. Not very late, but a little.

23 INVESTIGATOR: Do you recall what time you left?

24 MR. SALVIONE: Not exactly, no.

25 INVESTIGATOR: Were -- do you -- were other passengers aware -- on

1 that trip -- aware of what happened?

2 MR. SALVIONE: I don't think they were exactly -- well, some people  
3 knew because by that time, by the time we left, the Barberi was in slip five, with the  
4 damaged side towards us, so people who were at least on the bridge deck and  
5 maybe the saloon deck could see the damage, but I think a lot of people were  
6 unaware. They knew something had happened, but they didn't know what.

7 INVESTIGATOR: From your experience as a ferry employee, if you had  
8 been on the Barberi or the Governor Lehman, what are your instructions in an  
9 emergency?

10 (Pause, interruption.)

11 INVESTIGATOR: I will restate the question. If you were involved in an  
12 emergency, what is your training?

13 MR. SALVIONE: First to report any damage or incidents to the pilot  
14 house or the mate and we're supposed to secure the safety of the passengers, and  
15 act on the direction of the mate.

16 INVESTIGATOR: What kind of training have you received in doing those  
17 duties?

18 MR. SALVIONE: We practice weekly boat drills and fire drills.

19 INVESTIGATOR: Any drill that you've gone through that might prepare  
20 you for something you witnessed?

21 MR. SALVIONE: No.

22 INVESTIGATOR: Can you estimate in your experience the speed of the  
23 vessel?

24 MR. SALVIONE: Just the cap, full speed, maybe 16, 17 knots.

25 INVESTIGATOR 2: Sixteen to seventeen knots?

1 MR. SALVIONE: Approximately. Sixteen is the full speed of the vessel.

2 INVESTIGATOR: At what point in the voyage on that particular run  
3 would you expect the vessel to be slowed down?

4 MR. SALVIONE: I'd say probably at a half mile away, depending on  
5 conditions, of course.

6 INVESTIGATOR: When you're on the Andrew Barberi or the Newhouse  
7 and you're the ABN watch coming into Staten Island, have you ever been on watch  
8 on the bridge when that -- during that sequence of arrival?

9 MR. SALVIONE: Yes.

10 INVESTIGATOR: In that class of vessel. When do they normally send  
11 you down to help with the landing?

12 MR. SALVIONE: Well, it all depends on what job you have, you know,  
13 and what the -- like for instance, on the Governor Lehman, my watch is the second  
14 watch and it's a rush hour trip, so I have to make sure I can get through the crowd to  
15 get to my station on the saloon deck. But I can stay fairly close -- close to the slip.

16 INVESTIGATOR: Is there any cue that you normally take from the guys  
17 in the wheelhouse or --

18 MR. SALVIONE: I generally usually always ask permission of the ... at  
19 the wheel.

20 INVESTIGATOR: As a deck hand that's been on the bridge arriving in  
21 Staten Island, can you describe the normal actions of the pilot normally takes when  
22 they approach the Staten Island terminal?

23 MR. SALVIONE: Well, what any mariner does, shaking up for a landing,  
24 check the conditions, tide, wind.

25 INVESTIGATOR: And specifically with the engine controls, what would

1 the normal course of action be in the wheelhouse?

2 MR. SALVIONE: On which class boat?

3 INVESTIGATOR: On the Governor -- on the Newhouse and Barberi  
4 class?

5 MR. SALVIONE: They would pull back on the pitch ... -- to slow the  
6 vessel down.

7 INVESTIGATOR: Now that's the end of my questions for right now. I'll  
8 start with Captain Ryan.

9 MR. SALVIONE: Can I ask you a question?

10 INVESTIGATOR: Sure.

11 MR. SALVIONE: Am I going to receive any copy of any tape or  
12 anything for my records?

13 INVESTIGATOR: This transcript will be part of the NTSB file, and generally  
14 there's no release of the transcript until after the Safety Board releases the probable  
15 cause, which is probably between one and two years away, in which case the  
16 transcript will be part of the public docket, and in which case that will be released.

17 MR. SALVIONE: Okay.

18 CAPTAIN RYAN: Did you notice -- when you saw the boat coming  
19 towards you, where was it in relation to five slip or six slip?

20 MR. SALVIONE: It was -- actually just about four slip already, towards  
21 the ...

22 CAPTAIN RYAN: So was there any path to six slip?

23 MR. SALVIONE: Not completely, but getting there.

24 CAPTAIN RYAN: Was there -- did you notice anybody on the front end  
25 of the boat? Anybody in the pilot house? Anything --

1 MR. SALVIONE: I noticed someone in the pilot house, yes.

2 CAPTAIN RYAN: Could you make out how many people?

3 MR. SALVIONE: I saw one person.

4 INVESTIGATOR 5: Anybody out on the main deck, the saloon deck?

5 MR. SALVIONE: That's what struck me as odd, there were still people --  
6 there were people waiting on the saloon deck, on the exterior part, just waiting for a  
7 normal landing, and that struck me as very odd.

8 CAPTAIN RYAN: Hazardous?

9 MR. SALVIONE: Yes.

10 CAPTAIN RYAN: Could you tell if there was any crew up there or --

11 MR. SALVIONE: I really didn't notice. And the main deck I realized --  
12 I'm trying to rack my mind, but I really can't recall noticing one way or the other  
13 whether there were people on it.

14 CAPTAIN RYAN: Okay, no more questions.

15 INVESTIGATOR: Robert?

16 MR. MURRELL: No questions.

17 INVESTIGATOR: Nick?

18 MR. STEFANO: Did you say how much time went by from the time you  
19 first saw it a quarter mile away from the impact? A guesstimate, you don't have to --

20 MR. SALVIONE: Maybe a minute to a minute and a half.  
21 Approximately.

22 MR. STEFANO: Not even two minutes?

23 MR. SALVIONE: At the most it was that, because the boat was  
24 travelling at quite a great rate of speed.

25 MR. STEFANO: Normally, or on landings when you've been up in the

1 pilot house and you look out, how many people are usually up there in usual  
2 circumstances in the pilot house?

3 MR. SALVIONE: Well, sometimes -- you're talking the Staten Island  
4 landing?

5 MR. STEFANO: Yes.

6 MR. SALVIONE: Well, the Assistant Captain is usually at the wheel and  
7 sometimes the Captain is in the pilot house. Sometimes the bridge man to make the --  
8 make an announcement.

9 MR. STEFANO: You said sometimes the Captain would be there.

10 MR. SALVIONE: Yes, but not in all cases.

11 MR. STEFANO: Not on all. Would you say on most of the changes he's  
12 there or which way would it go? Most of the time he's there, or half the time they're  
13 not?

14 MR. SALVIONE: I really couldn't say. Probably close to 50:50.

15 INVESTIGATOR 5: You said there was one person in the pilot house.  
16 Could you make out who that was?

17 MR. SALVIONE: It looked like Assistant Captain Smith, but I don't know  
18 how much of that is because I'm assuming it's him because I know he's assigned to  
19 that post. It looked like him. But in a court of law I probably couldn't swear to it.

20 MR. WOODY: Yes, regarding what he looked like, can you describe his  
21 face? Was he clean shaven, did he have a beard?

22 MR. SALVIONE: No, because it was in silhouette form, actually, you  
23 know, because the lighting conditions, the background lighting through the windows.

24 MR. WOODY: When you looked at this figure, did you make any kind  
25 of sense of whether he was standing or sitting?

1 MR. SALVIONE: He appeared to be sitting.

2 MR. WOODY: Appeared to be sitting. Was there any kind of motion,  
3 did you see any kind of motion?

4 MR. SALVIONE: He was still.

5 MR. WOODY: Didn't perceive any change in his location or  
6 movements?

7 MR. SALVIONE: I first thought he was a still as a statue.

8 MR. WOODY: Sitting, but not moving.

9 MR. SALVIONE: Right.

10 MR. WOODY: I would like to get some interpretation of one of the  
11 answers you gave, you mentioned that -- you talked about the weather, windy, clear.  
12 I think you said you moved slowly back and then you called the company and they  
13 asked your identity. Who did you speak to at that time?

14 MR. SALVIONE: When I called the dock office?

15 MR. WOODY: Uh-huh (yes.)

16 MR. SALVIONE: I believe the clerk on duty that day was Charles Sodo.

17 MR. WOODY: Charles?

18 MR. SALVIONE: Sodo. S-O-D-O, I think. I thought that I recognized the  
19 voice.

20 MR. WOODY: Okay.

21 MR. SALVIONE: He has a distinct accent.

22 MR. WOODY: Distinct what?

23 MR. SALVIONE: Accent.

24 MR. WOODY: Oriental type accent? Spanish accent or --

25 MR. SALVIONE: Kind of Caribbean.



1 MR. WOODY: Caribbean. I'd like to come back and ask you a few  
2 questions about your background, but right now things stay with the -- talking about --

3 INVESTIGATOR 4: Once you were watching -- just watching in awe  
4 coming in, figuring out what was going on -- you saw the impact and then you made  
5 the phone call. Did you keep an eye on the boat at all after that?

6 MR. SALVIONE: Well, like I said, and I don't know why I said this, I called  
7 911 and then I walked in shore and I remember making the call to the dock office  
8 from the in shore end and I said to myself, what am I doing here? There's nothing I  
9 can do here. But I was trying to rack my brain is there anything I can do to help?

10 INVESTIGATOR 4: What's the in shore?

11 MR. SALVIONE: The end of the boat that was docked. That end. And  
12 by then I realized there was really nothing that I could do there, so I went back up out  
13 to the out shore ramp.

14 INVESTIGATOR 4: I don't have anything else.

15 INVESTIGATOR 5: The description of the person in the pilot house, can  
16 you perhaps describe what the person was wearing?

17 MR. SALVIONE: Actually I don't recall.

18 INVESTIGATOR 5: I'd like to ask you, after the accident, the actions you  
19 saw of the vessel, and the sequence of bringing the boat back to the slip, can you  
20 describe that sequence?

21 MR. SALVIONE: Well when I went back off shore, I believe the boat  
22 was already off the pier, and probably heading out --

23 INVESTIGATOR 5: It was moving backwards?

24 MR. SALVIONE: Yes. And it was then -- I saw when I drove in that day,  
25 saw there was a tug boat, the Dorothy J, hanging on at one of the piers of the facility,

1 and he got underway in no time -- I think he had a Y on the boat by that time.

2 INVESTIGATOR 5: Is that something you witnessed or is that something  
3 you know from some other witness?

4 MR. SALVIONE: No, I saw him -- he was pushing against it with his boat.

5 INVESTIGATOR 5: Can you describe generally where he was made up

6 --

7 MR. SALVIONE: He wasn't made up. He just had single head lines  
8 against the Staten Island end of the boat.

9 INVESTIGATOR 5: Now, from your vantage point, what was the first in  
10 water rescue asset that you witnessed?

11 MR. SALVIONE: Actually I don't remember seeing any in water rescue -  
12 - I was amazed that Miller's launch boat went by and didn't even stop.

13 INVESTIGATOR 5: A launch boat?

14 MR. SALVIONE: Yes, because I knew there was a man in the water.  
15 You know, I figured maybe it went out over the radio. I just expected the guy to turn  
16 and stop, but he didn't.

17 INVESTIGATOR 5: What vessel was this?

18 MR. SALVIONE: Miller's launch boat.

19 INVESTIGATOR 5: And where were they headed? From your vantage  
20 point, which direction were they headed?

21 MR. SALVIONE: They were headed into the Kills.

22 INVESTIGATOR 5: Do you think he was aware of what --

23 MR. SALVIONE: Probably not, else he definitely would have stopped.

24 INVESTIGATOR 5: I mean from your vantage point, would he have  
25 visibly seen that accident or was he too far away to see it, do you think?

1 MR. SALVIONE: Well, he went past -- I guess the boat was still at an  
2 angle where maybe he didn't see the damaged side.

3 INVESTIGATOR 5: So he actually went past the Andrew Barberi?

4 MR. SALVIONE: Yes, at a pretty good rate of speed so he might not  
5 have even seen the damaged side.

6 MR. WOODY: Okay, we're going to ask you a few questions about  
7 human performance, just -- NTSB is interested in crew fatigue and that type of  
8 questions. So ... ask the questions.

9 INVESTIGATOR 6: Can I ask a few questions first?

10 MR. WOODY: Sure.

11 INVESTIGATOR 6: You said you watched the boat go around -- you  
12 watched it right to impact.

13 MR. SALVIONE: Right.

14 INVESTIGATOR 6: Did you see anybody run across the top of the  
15 deck?

16 MR. SALVIONE: No.

17 INVESTIGATOR 6: Okay. I have no more questions.

18 MR. SALVIONE: Could I just add something?

19 INVESTIGATOR 6: Sure.

20 MR. SALVIONE: You've got to keep in mind that I was taking in a lot of  
21 sights at the same time.

22 INVESTIGATOR 6: I understand. ... K.B. -- who he is and --

23 MR. SALVIONE: K.V.

24 INVESTIGATOR 6: K.V.?

25 MR. SALVIONE: Right.

1 INVESTIGATOR 6: Can you explain, when you first saw the Barberi  
2 coming in a quarter mile away, too fast at a wrong -- wrong heading --

3 MR. SALVIONE: Right.

4 INVESTIGATOR 6: -- where was that in relation to the K.V.?

5 MR. SALVIONE: He was well past the K.V.

6 INVESTIGATOR 6: Well past it?

7 MR. SALVIONE: Yes.

8 INVESTIGATOR 6: That's straight as you look out from ... from five and  
9 six, it's straight out?

10 MR. SALVIONE: Well, it's more over towards the -- towards the Robin's  
11 Reach, not straight out.

12 INVESTIGATOR 6: Not straight out.

13 MR. SALVIONE: Right.

14 INVESTIGATOR 6: When the Barberi was coming in and they get past  
15 the K.V. buoys then on the on the starboard -- left -- I mean on the port --

16 MR. SALVIONE: Well, actually, you can pass that buoy on either side,  
17 depending on traffic conditions.

18 INVESTIGATOR 6: Oh, okay. Okay. And then Robin's Reach is further?

19 MR. SALVIONE: Yes, Robin's Reach is the lighthouse behind it.

20 INVESTIGATOR 6: Behind it. And both are located about how far  
21 away?

22 MR. SALVIONE: From the terminal?

23 INVESTIGATOR 6: Yes.

24 MR. SALVIONE: Three-quarters of a mile to a mile. Well, about three-  
25 quarters of a mile. Well, wait a minute, let me -- the K.V. buoy is anywhere from a half

1 to three-quarter I would say. The Robin's Reach is past that.

2 INVESTIGATOR 6: Beyond that. And the K.V. buoy is normally about  
3 the point where you would reduce speed?

4 MR. SALVIONE: Yes, depending on conditions, traffic, and wind, tide.

5 INVESTIGATOR: Bill, go ahead.

6 MR. WOODY: Okay. I wanted to ask some questions about your  
7 maritime background. You said you served on the tugs ... Can you tell us when you  
8 started your maritime career?

9 MR. SALVIONE: July of 1973. Well, officially I actually started going on  
10 some tugboats when I was in high school, when I was 18. That's when I became  
11 officially employed.

12 MR. WOODY: And what kind of work did you have in tug boats?

13 MR. SALVIONE: What kind of work did we do on the boats? General  
14 harbor work.

15 MR. WOODY: Were you a deck hand?

16 MR. SALVIONE: Yes.

17 MR. WOODY: And did you ever acquire a operator or ... license or  
18 anything like that?

19 MR. SALVIONE: No.

20 MR. WOODY: You were steadily employed in the tug industry?

21 MR. SALVIONE: Actually, no. I was out of it for a while. I left the  
22 industry for a while.

23 MR. WOODY: Do you remember about what years that was?

24 MR. SALVIONE: Around '84, I think.

25 MR. WOODY: And you came back at what time?

1 MR. SALVIONE: '96.

2 MR. WOODY: And up to '96, who were you employed with then?

3 MR. SALVIONE: Thomas J. Brown and Sons.

4 MR. WOODY: Thomas?

5 MR. SALVIONE: Thomas J. Brown and Sons, Incorporated.

6 MR. WOODY: And what kind of service did they have?

7 MR. SALVIONE: What kind of work did they do?

8 MR. WOODY: Uh-huh.

9 MR. SALVIONE: General harbor work.

10 MR. WOODY: Like mooring ships?

11 MR. SALVIONE: No, aside from ship work. Just about everything,

12 basically except ship work and oil transportation. Scrap barge, stone work, shipping

13 ..., construction work.

14 MR. WOODY: That was Thomas?

15 MR. SALVIONE: Thomas J. Brown and Sons, Incorporated.

16 MR. WOODY: And how long were you with Thomas J. Brown?

17 MR. SALVIONE: Well, I was with them on three separate occasions for

18 a total of, I guess about 12 years.

19 MR. WOODY: Okay. That was the sort of thing we we're trying to look

20 for. Do you think you could draw a sketch of the vessel as you first saw it?

21 MR. SALVIONE: I'm not much of a graphic artist.

22 MR. WOODY: I know, none of us are. Sometimes -- how about at the

23 time of the impact? Do you think you could sketch that?

24 MR. SALVIONE: No, I wouldn't want to embarrass myself by trying that.

25 MR. WOODY: Alright, now, when you first saw the boat, you

1 mentioned that you were looking about a 45 degree aspect -- you take your line of  
2 sight out of the boat --

3 MR. SALVIONE: The boat was at a 45 degree.

4 MR. WOODY: 45 to your line of sight?

5 MR. SALVIONE: Right.

6 MR. WOODY: Okay. And you could tell he was headed for slip 5 at  
7 that time?

8 MR. SALVIONE: Yes, in fact, my first thought was that he was heading  
9 for six, and then I'm then saying, no, wait a minute, we're in six, so why is he going that  
10 way?

11 INVESTIGATOR 5: The 45 degree angle -- the angle of the boat was 45  
12 degrees or the angle of your view was 45 degrees?

13 MR. SALVIONE: No, the angle of his boat was 45 degrees.

14 INVESTIGATOR 5: Can you draw a birds eye view of what you saw?

15 MR. WOODY: I think -- if this is the boat, the bow of the boat --

16 MR. SALVIONE: Right.

17 MR. WOODY: And this is the starboard side.

18 MR. SALVIONE: Right.

19 MR. WOODY: So it's going that way.

20 MR. SALVIONE: Right.

21 MR. WOODY: So if I crank around, would you say I was at about a 45  
22 degree angle?

23 MR. SALVIONE: A little bit more. Just a little bit more. Probably like  
24 that.

25 MR. WOODY: And where were you -- the vessel is there, where were

1 you?

2 MR. SALVIONE: Right at this point. Staten Island end was actually just  
3 past the Lehman.

4 MR. WOODY: I thought you were saying -- correct me -- your line of  
5 sight came in and between your line of sight and the bow of the boat, 45 degrees.

6 MR. SALVIONE: Yes.

7 MR. WOODY: Okay. Sketch -- would it be something -- no more than -  
8 - (drawing) -- this is what we're looking for, something like that.

9 MR. SALVIONE: Okay.

10 MR. WOODY: Okay, and then leaving the pier would be another  
11 sketch that would show from the end of the pier and whatever the boat would look  
12 like to your eye. If you could do that for us, it would help us, because you're -- you're  
13 the best eyes we've got. You're the eyes on the top.

14 (minor discussion between investigators)

15 MR. WOODY: But your angle is pretty good and you told us that you  
16 have a maritime background, and we respect that.

17 INVESTIGATOR: And your knowledge of the harbor is good too.

18 MR. WOODY: That's right.

19 INVESTIGATOR: Mr. Woody, did you finish your witness? You're drawing  
20 ..

21 MR. SALVIONE: That sounds like an idea. If that's the Lehman, I would  
22 say he was -- he was approximately like that when I first saw him, with me being  
23 originally being inside here, then I remember walking over this way to the other side of  
24 the boat to get a better view, and then the situation just zoomed up on me and I  
25 knew something was definitely wrong, I ran outside here.



1 MR. WOODY: Is this the rack?

2 MR. SALVIONE: Right, the rack, the rack, and the boat. And then pier  
3 over here. Of course there are piers in between, which I'm not going to attempt to  
4 draw.

5 MR. WOODY: Sure, of course.

6 MR. SALVIONE: It was only the Alice Source (ph) in there, which is a  
7 very small boat and didn't block my view. So say if that was the pier, he went in right  
8 across like this. Of course this is not to scale, and I'm not a navigation --

9 MR. WOODY: No, I'm with you. Thank you. INVESTIGATOR:  
10 Okay, if you would kindly just notate your name and date it -- the 21st.

11 (Mr. Salvione complies.)

12 MR. WOODY: And that's a very good, that helps us.

13 INVESTIGATOR 5: Is that the tug?

14 MR. WOODY: No, that's the Lehman.

15 INVESTIGATOR 5: Could you add the tug in, where the tug was?

16 INVESTIGATOR: Well, it was down here.

17 MR. SALVIONE: Yes, the tug would be way up here in this slip.

18 INVESTIGATOR: Can you tell me where pier slip 5 would have been?

19 MR. SALVIONE: Slip 5 would have been over this way.

20 MR. WOODY: Excellent, that's good. That's fine. Thank you.

21 MR. SALVIONE: I really hope you're not going to post that on the web.

22 MR. WOODY: That tells us pretty much what you saw.

23 INVESTIGATOR: Can you describe your routine for the day, sort of  
24 leading up to your -- your rest routine and --

25 MR. SALVIONE: My what?

1 INVESTIGATOR: Your sleep and rest routine.

2 MR. SALVIONE: I went to sleep the night before, I believe at 2330 -- oh,  
3 no, actually we -- 12:30 a.m. the night before. I went home, slept, I got up around -- I  
4 guess around 6:30. I went out for a run and I watched a little TV, ate and then took a  
5 little snooze before I went in.

6 INVESTIGATOR: Do you consider yourself to be well rested before you  
7 started your shift?

8 MR. SALVIONE: Yes. During the week I'm very well rested because I  
9 either get too much sleep or not enough.

10 INVESTIGATOR: Are you under a doctor's care for any prescription  
11 medication?

12 MR. SALVIONE: Not yet, but I might be after this.

13 INVESTIGATOR: But prior to your witnessing this?

14 MR. SALVIONE: No.

15 INVESTIGATOR: Okay. I have no further questions. Anyone on the  
16 Board have any more questions? I really appreciate your coming in, Mr. Salvione, and  
17 appreciate your testimony. Thank you very much.

18 This concludes the interview, and you understand that this has been  
19 recorded?

20 MR. SALVIONE: I understand that this is being recorded.

21 INVESTIGATOR: Thank you.

22 (Whereupon, the interview of Mr. Salvione in the above captioned  
23 matter was adjourned.)