

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:            )  
                                  )  
                                  )  
ANDREW J. BARBERI         ) DCA 04MM001  
                                  )

New York, New York

Thursday,  
October 16, 2003

The above-entitled matter came on for the  
Interview of Richard Konig, pursuant to Notice, at  
2:00 p.m.

APPEARANCES:

For the National Transportation Safety Board:

BRIAN CURTIS

For the United States Coast Guard:

DAVE PARKER

For the New York City Department of  
Transportation:

SEAN MCDERMOTT

## I N D E X

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## P R O C E E D I N G S

2:00 p.m.

MR. CURTIS: Good afternoon. We're here today, it's October 16, 2003 and the time is just about 2:00 p.m. We're here to interview Richard Konig, the Oiler; is that correct?

THE WITNESS: That's correct.

MR. CURTIS: Off the Andrew J. Barberi regarding the accident yesterday. Just to give you a format for the interview, Richard, this isn't a legal interview, this isn't to lay blame to an individual or parties. It's to find out what happened, what we can do to maybe next time not have this occur.

What we'll do is we'll go around the table and ask questions. Each person will identify themselves previous to asking the questions, that way when we get these transcribed it will be easier for the transcriptionist to type them out.

During the interview any time you need a break to get some air or a drink or anything, feel free and we'll stop, no problem. Otherwise, we'll get started.

First we'll go around the table. My name is Brian Curtis with the NTSB, I'm a Marine Engineering Accident Investigator.



1 Q And you started as an Oiler in the company?

2 A Yes.

3 Q Previous to that did you sail? Where did you  
4 sail?

5 A I sailed locally, in the harbor. I've sailed  
6 on training ships for Maritime College.

7 Q Which Maritime was that?

8 A The Maritime College.

9 Q Oh, okay. What I'd like to do is go through  
10 and --

11 A I also sailed with a company called Sabein  
12 (phonetic).

13 Q How much, roughly, Chief's time did you have?  
14 Roughly.

15 A Chief's time?

16 Q Just rough.

17 A Three years.

18 Q I'd like to go through and get your account  
19 of what happened yesterday, starting from the time that  
20 you relieved the watch, any abnormalities during the  
21 watch and then a more detailed account during and what  
22 you did immediately after the accident, if you would go  
23 ahead.

24 A Well, we relieved the watch at 1:30 and set  
25 sail. We made one and a half trip, we were on the way

1 as part of the second trip at 3:30 and we hit  
2 something.

3 Q When the accident occurred, what were you  
4 instructed to do then or what did you do?

5 A I was instructed to check the compartments.

6 Q Did you go top side where the accident had  
7 occurred?

8 A Yes. I went top side and went to the  
9 New York motor propulsion propeller unit.

10 Q And then did you see any damage there or  
11 anything?

12 A Not in the New York propulsion room. When I  
13 came out the door I saw the damage that had happened.

14 Q Were you involved at all in the rescue part  
15 of it or did you just go back to the engine room?

16 A Yeah. There was a fellow that was right  
17 outside the engine compartment and I helped to clean  
18 the debris off.

19 Q Previous to the accident did you notice any  
20 abnormalities in the plant? Was the plant running  
21 okay, any unusual trips or anything?

22 A No, nothing unusual.

23 Q You were told to go check the propeller room  
24 and then you just went back to the control room; is  
25 that right?

1           A     No. I went -- the other Oiler and myself,  
2 wound up going back down to the Staten Island end and  
3 then came back and there was damage on the Staten  
4 Island end, we couldn't access it. It was on the way  
5 back he went down and they had said that there was  
6 somebody underneath there, so I helped clear away the  
7 debris.

8           Q     So the two of you went together; is that  
9 right?

10          A     Yes.

11          Q     Were you top side when the concrete was  
12 actually in the deck space or didn't you see that  
13 portion of the accident?

14          A     No. I didn't see that part of the accident.  
15 The concrete was further away from the boat.

16          Q     At any time were you on the sound power phone  
17 with the bridge yourself?

18          A     No.

19                   MR. CURTIS: That's all for right now. Dave?

20                                   EXAMINATION

21                   BY MR. PARKER:

22          Q     Dave Parker with the Coast Guard in New York.  
23 I was just going to ask in addition to that, was it  
24 your normal duties when you come on the boat in the  
25 morning or at the beginning of your shift are there

1 certain things that you would always do to get ready  
2 for the watch and to get ready for the run and so  
3 forth? Checking oil levels and wipe ups and recording  
4 readings or whatever your actual routine normally would  
5 be made up of and yesterday when you started your shift  
6 was there any really variances in any of that routine  
7 or was it just like going to work on another day?

8 A No, there was no variances.

9 Q It was the same old time, you came in just as  
10 it was the last time you came on board, nothing had  
11 changed or nothing was --

12 A Well, it was an overtime day for me and I  
13 wasn't the normal crew on the boat.

14 Q Have you rode that boat before?

15 A Yes, I have.

16 Q So you're familiar with the boat?

17 A Yes.

18 Q So from other times when you've worked on the  
19 boat, you didn't see anything that was out of the  
20 ordinary on board?

21 A No.

22 MR. PARKER: That's all I was just curious  
23 about. That's all. Thanks.

24 THE WITNESS: Sure.

25 MR. MCDERMOTT: This is Sean McDermott.

1 EXAMINATION

2 BY MR. MCDERMOTT:

3 Q Rich, could you describe the events when it  
4 first hit or how you knew something happened? Just  
5 kind of describe in your mind the events in the control  
6 room when it first started with your hearing, the  
7 duration, where you were.

8 A I was in the control room and sitting at the  
9 table by the -- between the table and the electrical  
10 board and we hit something. It sounded like a  
11 submerged piling had hit the propeller, sort of like a  
12 chatter and the noise got louder and I had gotten up  
13 and had to try to brace myself. It was like trying to  
14 come to a stop.

15 Then heard another noise and saw the fire  
16 extinguisher and a piece of plywood in the engine room  
17 and I knew we had some bad situation here. I guess  
18 that's what I heard. The duration --

19 Q Do you think minutes?

20 A Yeah, minutes. Three or four minutes.

21 Q Do you recall when you were sitting in the  
22 control the sound power phone being used preceding  
23 this, when you first came on watch? Was anybody  
24 talking, did you have to pick up the phone yourself?  
25 Was there any calls to the engine room?

1 A No.

2 Q Do you recall?

3 A No.

4 MR. MCDERMOTT: I'm good. Dave, are you all  
5 set?

6 MR. PARKER: Thank you, Rich.

7 MR. CURTIS: Thank you very much, Richard. I  
8 guess that's it. Go ahead, Sean.

9 MR. MCDERMOTT: You're not under any  
10 investigation right now, as he pointed out. You're  
11 free to work, come and go as you please as far as  
12 anybody is concerned, you did a fine job. I also have  
13 to let you know that if you want to take some time off,  
14 tell Steve, get yourself together, don't worry about  
15 that. Are you supposed to work tomorrow?

16 THE WITNESS: Yes. I was supposed to work  
17 tomorrow.

18 MR. MCDERMOTT: Are you going to take off  
19 tomorrow?

20 THE WITNESS: Yes.

21 MR. MCDERMOTT: Are you going to go up and  
22 see him?

23 THE WITNESS: Yes.

24 MR. MCDERMOTT: Do you need anything else as  
25 far as counseling? Are you having trouble with

1 anything you'd like some help with?

2 THE WITNESS: No, I'm all right.

3 MR. MCDERMOTT: Are you sure?

4 THE WITNESS: Yes.

5 MR. CURTIS: It's 2:10. Thanks for coming  
6 in, Richard. We appreciate your help and this  
7 concludes the interview.

8 (Whereupon, at 2:10 p.m. the interview was  
9 concluded.)

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