

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of: *
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 *
 ALLISION WITH STATEN ISLAND *
 FERRY TERMINAL MAINTENANCE * DCA-04MM001
 PIER AT ST. GEORGE'S, *
 STATEN ISLAND, NEW YORK BY THE *
 FERRY ANDREW J. BARBERI on *
 OCTOBER 15, 2003 *
 *

Monday,
November 3, 2003

INTERVIEW OF:

ROBERT SECKERS

PRESENT:

MORGAN J. TURRELL, Investigator, NTSB

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P R O C E E D I N G S

MR. TURRELL: Good morning, this is Morgan Turrell, the NTSB, we are in the Law Offices of James McCanty, with the mate on the Dorothy J, Mr. Robert Seckers.

I will start introducing the interviewers, myself, Morgan Turrell, NTSB, to my right?

MR. COBB: Charles Cobb, Coast Guard Marine Investigation, New York.

MS. DEOS: Christine Deos, Coast Guard Investigative Service.

MR. MCCANTY: James McCanty, Mr. Seckers' representative today.

MR. TURRELL: And yourself, Mr. Seckers.

MR. SECKERS: Robert G. Seckers.

MR. TURRELL: Would you please spell the last name?

MR. SECKERS: S-E-C-K-E-R-S.

MR. TURRELL: And how old are you, sir?

MR. SECKERS: Fifty six.

MR. TURRELL: And would you please acknowledge this is being recorded.

MR. SECKERS: Yes.

MR. TURRELL: Okay. And Mr. McCanty is your representative.

1 MR. SECKERS: Yes.

2 MR. TURRELL: Okay. Very good. Thanks.

3 Mr. Seckers, where were you on October 15 of
4 this year?

5 MR. SECKERS: I was in the wheel house of the
6 Dorothy J, standing by at the St. George Ferry Landing
7 of the boat slip.

8 MR. TURRELL: Okay. How long have you worked
9 on the Dorothy J?

10 MR. SECKERS: Approximately four months. It
11 is time employ that is, you know --

12 MR. TURRELL: Okay. And what are your duties
13 as mate?

14 MR. SECKERS: Operation of the boat.

15 MR. TURRELL: Okay. Do you currently hold a
16 U.S. Coast Guard certificate or license?

17 MR. SECKERS: Yes, I do. I have got -- tug
18 master's license, near coastal. I am sorry, I didn't
19 bring them with me.

20 MR. TURRELL: No, that is fine. And how long
21 have you worked in the towing industry?

22 MR. SECKERS: Oh, probably altogether 30
23 years.

24 MR. TURRELL: And who was with you on the boat
25 that day?

1 MR. SECKERS: It was the Captain, Mark Kramer,
2 there was a new crew member, deck hand, Paul, I don't
3 have his last name.

4 MR. TURRELL: Okay.

5 MR. SECKERS: And the engineer, Mike Druda.

6 MR. TURRELL: Okay. And what was the boat
7 doing at the time, around 1500, what was the boat
8 doing?

9 MR. SECKERS: We were waiting, we were suppose
10 to have a job at 1200 that was delayed until 16:30. It
11 was moving an oil barge for DOT and we were standing by
12 waiting until 16:30.

13 MR. TURRELL: Okay. Robert, what we are going
14 to let you do now is just take us through that, that
15 day, starting at when you came on watch at noon and
16 take us through as much detail as you can in describing
17 the accident and the incident and your involvement.
18 And I will let you start, go ahead.

19 MR. SECKERS: Well, I came on the watch at
20 noon, that is my normal starting time and was, you
21 know, waiting from hour to hour until we got
22 notification about moving the barge. And then it was
23 approximately, I guess 14:30 that DOT called us and
24 said that they had some type of delay, and the barge
25 wouldn't be able to be shipped to them until 16:30.

1 MR. TURRELL: Okay.

2 MR. SECKERS: And I had wound up buying some
3 newspapers on my way to work and I was sitting in the
4 wheelhouse reading the newspaper.

5 MR. TURRELL: Okay. All right.

6 MR. SECKERS: Whether I had the, some type of
7 premonition at the time, to look up from my newspaper
8 and I saw the ferry boat coming towards the slip that
9 we were at. It was approximately 300 feet off the end
10 of the pier, coming in the 90 degree angle.

11 MR. TURRELL: Okay.

12 MR. SECKERS: I went and blew the whistle to
13 alert the engineer to, you know, come up on deck, so I
14 could tell him to crank up the engines because I was
15 afraid that the ferry boat was going to come, continue
16 on, straight in the slip and run us over.

17 MR. TURRELL: Okay.

18 MR. SECKERS: So, he started the engines and
19 turned the line loose. By that time there was, you
20 know, the collision had happened, and I saw that the
21 ferry was not going to continue into the dock and I
22 went out to try to be assistance with the ferry.

23 MR. TURRELL: Now what time roughly was this
24 to your recollection?

25 MR. SECKERS: This was somewhere 15:30, 15:25,

1 you know, 15:30.

2 MR. TURRELL: Okay.

3 MR. SECKERS: And I didn't know, you know,
4 when it first happened, you know, because I knew the
5 ferry boat was off course and, in fact, the Coast Guard
6 had given us a notice of, you know, possible terrorism
7 in the harbor a couple of months before and I didn't
8 know whether, either, you know, the operator of the
9 ferry had a heart attack or that maybe terrorists took
10 the boat over, and was going to intentionally smash the
11 boat into the pier. And you know, a million things go
12 through your head. And I had looked at the wheel house
13 as the ferry approached and saw that there was a
14 officer, you know, sitting in the helmsman chair.
15 There was only person I could see in the wheel house
16 and he was seated at the time before the collision.

17 Immediately after the collision, he was
18 standing looking down at the damage on deck, for a
19 short period of time.

20 MR. TURRELL: Okay. Okay.

21 MR. SECKERS: I went out, the way the
22 collision was, it had a resistance at the pier, where
23 it stopped the, the ferry boat from coming into the
24 pier, and you know, stopped it completely, but it was
25 ebb tide and west wind and the ferry boat started

1 drifting to the south, and I went out to get a line on
2 it, to, you know, stop it from going any further south
3 and it had already started to. And that is what I did,
4 went and put a line on the damaged end of the ferry
5 boat.

6 MR. TURRELL: Okay.

7 MR. SECKERS: There was a lot of little, a
8 little problem getting on it, because of the damage, on
9 that end of the boat. And we didn't have any help, you
10 know, as far as the deck hand on the ferry assisting us
11 getting a line. So my engineer got off the boat and
12 went up there and secured the line and then got back on
13 the tug and made a fast.

14 Meanwhile, while he was doing this, a deck
15 hand from the ferry that was on the second deck, stuck
16 his head out the door and pardon my French, but I told
17 him, you know, he had better get is God damn self down
18 on the first deck because there was, I mean, there was
19 blood all over the, you know, the deck, pools of blood.

20 There were people screaming and moaning. It was
21 horrible, you know. There was, I still have nightmares
22 about it. There is a woman's arm that was sticking
23 through the wreckage and, and I never knew whether it
24 was found out, whether it was connected to a body or
25 not, you know, I mean, it was, it was just horrible

1 scene, you know, I hope I never have to go through that
2 again, listening to all the screaming and it was just
3 horrible.

4 As the boat was coming into the deck also, it
5 did not back down at all.

6 MR. TURRELL: Okay.

7 MR. SECKERS: You know, there was no attempt
8 to back down. There was, I heard, I don't know if the
9 boat had a public address system, there was no talk of
10 any loud speaker. There was no danger whistle blown.
11 There was nothing. It reminded me of that, I don't
12 know if you, how old you are, that old movie, it was
13 Silver Streak, at the end of it where the train goes
14 through the train station, and that is what it was, I
15 mean, there was no stopping at all. And the people
16 that, I guess, were the regular ferry passengers, when
17 they noticed that they were going into the wrong slip,
18 and getting close to the dock, they started running
19 back. But, the tourists, you could tell who the
20 tourists were, had no idea they were going into the
21 wrong slip and that the speed was wrong, the approach
22 speed was wrong. And they just stayed there, and I
23 will never forget that ferry boat hitting the deck and
24 those people just being thrown all over.

25 MR. TURRELL: Okay.

1 MR. SECKERS: So, I had tried, we, I was
2 standing by on 13 and 19, channel 19 is the DOT
3 channel, and trying to, as I was, well, I am sorry,
4 back track a little. As I was approaching the boat to
5 put the line out, there was a person in an officer's
6 uniform that was coming from the undamaged end of the
7 boat to the damaged end wheel house. And this was
8 immediately after the crash, when I was going to put my
9 line on the ferry to stop it from drifting south.

10 MR. TURRELL: Okay.

11 MR. SECKERS: And I tried getting in touch
12 with someone on the boat to, and I had problems, I
13 guess, over a couple of minutes, trying to get
14 communication with them. I called the ferry office at
15 St. George, you know, they finally came on the radio
16 and I asked them if they had power. And they said they
17 had no power, but they had steering. The only thing I
18 guess, the thing is I couldn't plum into the slip where
19 they were at because there was no way to get these
20 people off the boat. We had to get them into a regular
21 ferry slip. I looked around to see if there were any
22 light tugs in the area, there were no light tugs,
23 usually there are tugs off the ferry racks, waiting for
24 ships that come into the New York Harbor. There were
25 no light tugs. So, what I did, I told them, I said, we

1 will get on your good end, because there was too much
2 debris and damage on the damaged end for me to put out
3 my face wires, and face the boat up to, and I told
4 them, you know, whoever that one person was in the
5 wheel house, I was talking to, that I would be his
6 propulsion and he could steer the ferry and we could
7 get them back into the slip.

8 So, I went, got my line off the damaged end,
9 went down to the undamaged end, and was attempting to
10 face up with the boat, putting, and I had gotten all
11 the passengers were on that end. Of course, you know,
12 most of their life jackets on, but they were afraid, I
13 really didn't know at the time, too, if the ferry had
14 any hull damage and you know, I guess they were, with
15 everything going on on the ferry, they were all in fear
16 of sinking. And again, you know, the Captain, Mark
17 Kramer, he was asleep when all this happened, woke up
18 and got the first aid kit off the wall of the galley
19 and gave it to a deck hand so they could start
20 administering first aid to the people. And a passenger
21 had helped, helped one of the crew members to try to
22 face up the boat. I had gotten one wire, face wire on
23 the ferry and then the ferry called me again and said
24 that they got propulsion back. But, the angle that we
25 were at, at the bulk the ferry dock, they would have

1 had to wound up to get into it. So, what I did, I
2 moved from the undamaged end to the ferry's mid ship
3 and got on a 90 degree angle and pushed them north in
4 the tide, so he was parallel off the slip where he
5 could just shoot right in.

6 And there, it was just, just, you know, chaos
7 on the ferry boat. But, by that time, you know, I
8 could see, you know, there were people down there
9 assisting the injured and trying to, you know, get some
10 debris off people and everything. Just, it was 20
11 minutes that I could figure from the point of impact to
12 the time we got them into the landing, itself, and it
13 was about another 10 minutes to they put soft lines and
14 secured the ferry, but it seemed like an eternity. It
15 really did.

16 MR. TURRELL: Okay. Any other things in your
17 recollection about?

18 MR. SECKERS: Well --

19 MR. TURRELL: Of what happened.

20 MR. SECKERS: It was, you know, about it.
21 There was a communication problem, you know, that I had
22 with the ferry and having to call the ferry office and
23 then they, the ferry office called the ferry and said
24 you have to keep in constant contact with the Dorothy
25 J.

1 MR. TURRELL: Okay. Anything else?

2 MR. SECKERS: No, then we, we got the ferry
3 secured in the slip and we, it went in, the undamaged
4 end first and we got on the damaged end and we were
5 there for, well, from, a good four days until that
6 Saturday holding the ferry into the slip.

7 MR. TURRELL: Okay. Okay. I would like to ask
8 some questions about your, what you told us here.

9 MR. SECKERS: Yes.

10 MR. TURRELL: Just to clarify, when you saw
11 the ferry proceeding to the other, to the maintenance
12 pier.

13 MR. SECKERS: Yes.

14 MR. TURRELL: You said you saw an officer in
15 the helmsman chair.

16 MR. SECKERS: Yes. I did not see him until
17 right before impact, because you know, originally they
18 were about 300, I am guessing about 300 feet off the
19 pier.

20 MR. TURRELL: Okay.

21 MR. SECKERS: And doing 19 knots, I think that
22 is what they said the speed of the ferry was, it didn't
23 take long as the ferry approached and I saw that there
24 was one person in the wheel house, that is all I could
25 tell, was one person and he was seated at the time of

1 impact.

2 MR. TURRELL: Okay. And right after impact,
3 do you see that he stood up?

4 MR. SECKERS: Yes. I, I might be going, you
5 know, saying things that I didn't say originally, as
6 going along, but, what happened was is that after I saw
7 that we were safe and the boat was safe, it wasn't
8 going to collide with the ferry, I was afraid of
9 passengers being because of the whole slip was full of
10 light jackets, and I looked, and thank God, they were
11 empty. There was one person that I saw underneath the
12 pier that was standing on the beams of the pier,
13 underneath the pier and I saw that they were ferry
14 employees already on the top, so and he was standing on
15 his own and you know, I made a decision, you know,
16 whether I would go, you know, there was help there to
17 assist to get up from the top of the pier, and my main
18 concern, I didn't know how many hundreds of people or
19 thousand were on that ferry and my main concern was to
20 go ahead and get ahold of the ferry and I went out of
21 the slip, you know, pass them, and he was being helped
22 from above.

23 MR. TURRELL: All right. Okay. Okay. At that
24 point, you said, after the accident, you had trouble
25 reaching a deck hand on the main deck to make up the

1 vessel.

2 MR. SECKERS: Yes, and what happened is the
3 passengers were so afraid, they started moving towards
4 the boat, I guess they were afraid the ferry was going
5 to sink, they all wanted to get on the tug. And one or
6 two of the deck hands, you know, stopped the ferry
7 passengers from, you know, getting on the tug while we
8 were making up.

9 MR. TURRELL: And is that your, is it correct
10 the engineer from your boat went onto the ferry to help
11 make this boat up or was it a deck hand?

12 MR. SECKERS: Yeah, I think it was the
13 engineer and maybe a deck hand, too, but there was a
14 passenger that also assisted them. The problem was is
15 the way the ferry boat was situated the bits are set
16 way back and we had manual winches and needed to extend
17 an awful lot of wire out. And one of the ferry
18 passengers, was a young man with a, I will never
19 forget, he had a backpack on, also assisted, you know,
20 trying to drag a wire out where it would fit around the
21 bit, I will never forget him, because first thing he
22 said, you know, was, you know, thank God you guys are
23 here.

24 MR. TURRELL: So you did see ferry personnel
25 trying to keep passengers away from the --

1 MR. SECKERS: Yes. I don't know how many deck
2 hands were on the ferry boat, you know, what the total
3 crew is, you know. I am sure there were one or two of
4 them on that end of the deck.

5 MR. TURRELL: Okay.

6 MR. SECKERS: But, you know, the passengers,
7 you know, from the ones I could see, all had their life
8 jackets on.

9 MR. TURRELL: Okay. Okay. I want to go back
10 to this point about where you saw someone running from
11 the other pilot house or moving from the other pilot
12 house to the damaged pilot house.

13 MR. SECKERS: I don't, did not see him, now he
14 was coming from the direction of the undamaged end of
15 the ferry.

16 MR. TURRELL: Okay.

17 MR. SECKERS: Whether he was coming, I did not
18 see him leave that, that pilot house and come to the
19 damaged end.

20 MR. TURRELL: Okay.

21 MR. SECKERS: When I looked up, okay, he was
22 about three quarters of the length down the deck, going
23 towards the damaged end.

24 MR. TURRELL: So he was, further aft from the
25 stack, he was --

1 MR. SECKERS: Yes.

2 MR. TURRELL: Okay. And can you describe him
3 perhaps in more detail from your memory? Can you
4 describe --

5 MR. SECKERS: Well, he had black slacks on,
6 white shirt and the, you know, I don't know what the
7 proper term is for the boards, shoulder boards, that
8 they wear. I don't know how many people have that
9 uniform. You know, it, I was so concerned about
10 getting the line out to the ferry and stop it from
11 drifting, I really, other than the seeing the figure go
12 by, did not, you know, actually look that much to see
13 his facial figures. I know the man in the wheel house
14 at the time the collision, had a beard. The one that
15 was alone in the wheel house, had a beard. The other
16 man that was going towards the wheel house after the
17 collision was clean shaven.

18 MR. TURRELL: Okay.

19 MR. SECKERS: I don't know how many people on
20 the ferry boats have that uniform. I really, you know,
21 never had, before Henry Marine, never had much dealings
22 other than being a passenger on the ferry.

23 MR. TURRELL: Okay. Would you describe the
24 person's actions as rapid, running, moving fast,
25 walking, how would you describe his motions?

1 MR. SECKERS: Moving very fast.

2 MR. TURRELL: Okay. Now when you were
3 attempting to get the line up to the ferry and you were
4 talking to someone on the bridge, initially, what
5 channel were you talking to him on?

6 MR. SECKERS: Nineteen, that was the channel
7 for the ferry.

8 MR. TURRELL: Okay. In your recollection, do
9 you recall if they called you or did you call them?

10 MR. SECKERS: No, they did not call me. I had
11 no, no call from the ferry. I was the one who
12 instigated the call and trying to get in touch with
13 them, because I didn't know what type of damage they
14 had, if the ferry was taking on water, if they had
15 propulsion, you know, and with the Dorothy, you know,
16 with the ferry, with the wind was blowing, gusting up
17 to about 50 knots that particular day, trying to
18 control that would have been like a man on an elephant,
19 you know. I mean, you know, the tug is not a large
20 tug, and you know, with the wind conditions, trying,
21 you know, control the dead ferry, and plus, I didn't
22 know what direction his rudders were at the time, if
23 they were hard over, it would have been even harder to
24 control the ferry boat.

25 MR. TURRELL: Okay. And perhaps you could

1 describe the conditions, the visibility and wind and
2 sea conditions?

3 MR. SECKERS: Well, it was windy, but it was
4 clear. There was a slight chop on the water. It
5 wasn't more than probably 18 inches or two feet at the
6 time of the highest gust. Visibility was clear.

7 MR. TURRELL: Okay.

8 MR. SECKERS: It was a, to the best of my
9 knowledge, the wind at the time was due east, east
10 west, rather.

11 MR. TURRELL: Okay.

12 MR. SECKERS: And the tide was ebbing.

13 MR. TURRELL: So, the tide was setting to the
14 south?

15 MR. SECKERS: Yes, sir.

16 MR. TURRELL: Okay.

17 MR. SECKERS: And the wind should have been
18 just on a slight angle off the beach.

19 MR. TURRELL: Okay. And when you finally did
20 make contact with the person on the Barberi, can you
21 describe their voice, what their tone was?

22 MR. SECKERS: No, I don't know, as far as
23 describing their voice. I called him, Captain, you
24 know, whether it was the captain or not, I, you know,
25 but, that is what I called him and that is what he

1 answered the radio, you know, you know, so, I assumed
2 it was the captain. And he had called, you know, the
3 St. George Ferry Office and the ferry office asked him
4 if there was any problem and he said, yes, that he had
5 injuries aboard and the ferry office asked him, do you
6 need an ambulance and he said, we need lots of
7 ambulances.

8 MR. TURRELL: Okay. And you overheard this
9 conversation?

10 MR. SECKERS: Yes. I was monitoring the same,
11 same channel, 19, which is the house channel.

12 MR. TURRELL: Now when you finally moved
13 broadside, or mid ship, and you were pushing the vessel
14 north.

15 MR. SECKERS: Yes.

16 MR. TURRELL: You didn't have a line at that
17 point?

18 MR. SECKERS: No, there is nothing, there is
19 nothing on the ferry to secure a line and the problem
20 that I had to, you know, just briefly is finding a
21 spot, because I was afraid that, I didn't know what
22 kind of structural damage was to the boat, and I had to
23 be there and I had to look for, try to judge a spot
24 where I wouldn't do any more damage to the boat than
25 what was already done with, you know, with me pushing

1 on the side.

2 MR. TURRELL: Okay.

3 MR. SECKERS: Because the pier had opened up
4 the side of the boat like a can opener.

5 MR. TURRELL: Okay. I am going to stop asking
6 questions and turn it over to Chuck Cobb. Thank you.

7 Chuck?

8 MR. COBB: You couldn't get ahold of the
9 ferry, you had to call the dock office and they
10 relayed, did they relay the information back and forth
11 or did the ferry right away start --

12 MR. SECKERS: No, then the ferry started
13 talking. But, you know, they, I don't know what was
14 going on topside, or if he was on a different channel,
15 talking to someone else, I don't know. But, I had, you
16 know, a little problem communicating with them. And,
17 and, you know, called the ferry office and told them
18 that and that is when the next transmission he had with
19 the Barberi told him that he had to stay on 19 and, and
20 have constant communication with me.

21 MR. COBB: Okay. And so was it the ferry that
22 told you they had steering but no power?

23 MR. SECKERS: Yes.

24 MR. COBB: Or, okay, so that was the, coming
25 from the Barberi.

1 MR. SECKERS: The ferry, yes.

2 MR. COBB: Okay. That is all I have.

3 MR. TURRELL: Christine?

4 MS. DEOS: No questions.

5 UNIDENTIFIED SPEAKER: Let me ask a follow up
6 to Mr. Cobb's question. Did you hear the transmission
7 from the ferry office to the ferry trying to raise
8 them?

9 MR. SECKERS: Yes.

10 UNIDENTIFIED SPEAKER: And then you heard the
11 response from the ferry back to the office.

12 MR. SECKERS: Yes.

13 UNIDENTIFIED SPEAKER: And that was on channel
14 19.

15 MR. SECKERS: Yes. Yes, I didn't have a
16 problem communicating with them because, you know, we
17 were on different channels, the problem, I don't know
18 originally what the problem was, whether, you know, in
19 the wheel house, why they weren't answering my call.

20 UNIDENTIFIED SPEAKER: Right.

21 MR. TURRELL: I just wanted to verify, you, I
22 think Saturday would have been the 18th of October, you
23 spoke to our Investigator-In-Charge, Mr. Robert Ford.

24 MR. SECKERS: Well, I spoke to someone on the
25 17th, was it you?

1 MR. TURRELL: I think it was, on the
2 telephone, I spoke to you on the telephone.

3 MR. SECKERS: No, I spoke to a gentleman on
4 the 17th and he was the one, were you the interview
5 man?

6 MR. TURRELL: Actually the first person, met
7 you on the tugboat, Mr. Robert Ford.

8 MR. SECKERS: No, I was suppose to have --

9 MR. TURRELL: An interview with myself.

10 MR. SECKERS: Yes. And that was suppose to
11 have been Saturday, when was it Friday, no, it was
12 Saturday morning.

13 MR. TURRELL: Right.

14 MR. SECKERS: And somehow things got fowled up
15 and that is because he was down there before the boat
16 sailed and asked him if he could get in contact with
17 you.

18 MR. TURRELL: And he did.

19 MR. SECKERS: Yeah, because there was some
20 problem about where the location was going to be. That
21 is right, it had to be Saturday morning, because they
22 were, they said that you were holding interviews at the
23 District Attorney's Office, and didn't know whether
24 that would be available on Saturday. And I was ready
25 to kill you Saturday morning, after I worked all night

1 and stayed up and you didn't make the appointment.

2 MR. TURRELL: So, I just wanted you, you did
3 speak to our investigator-in-charge, Robert Ford.

4 MR. SECKERS: Yes.

5 MR. TURRELL: Okay.

6 MR. SECKERS: On two or three occasions.

7 MR. TURRELL: Okay. Good. I have nothing
8 further.

9 UNIDENTIFIED SPEAKER: He was also interviewed
10 by Joe Emerald, I believe, the first day.

11 MR. TURRELL: Okay.

12 UNIDENTIFIED SPEAKER: On the --

13 MR. SECKERS: That was immediately after the
14 accident, yes, sir. You see from your office?

15 UNIDENTIFIED SPEAKER: Yes.

16 MR. SECKERS: Yeah.

17 MS. DEOS: This is Christine Deos, I have one
18 question, you said there was a uniformed officer
19 standing looking at the damage for a short period of
20 time.

21 MR. SECKERS: No, whoever was in the wheel
22 house, okay, at the time of collision, the bearded man
23 that I told you was seated right before the collision,
24 after the collision, he stood up and looked down on the
25 deck to look at the damage down there. Because the,

1 the, that end of the tug was full of debris, pyloning,
2 concrete, you know, people injured down there. I mean,
3 it was a horrible scene. And he was standing straight
4 up, looking, looking straight down on the deck.

5 MS. DEOS: Was he doing the controls or --

6 MR. SECKERS: He was doing nothing but
7 looking. Can I demonstrate what it looked like? It
8 looked like he was -- He wasn't operating the vessel.
9 And it looked like he was at, you know, I don't know,
10 you know, trance or anything looking, looking down at
11 the damage, I mean, you know.

12 MS. DEOS: And where were his hands, Mr.
13 Seckers, can you just, was it on the --

14 MR. SECKERS: Well, I mean, I couldn't see
15 exactly where his hands were, but it didn't seem like,
16 it looked like he was leaning against them, not on any
17 controls.

18 MR. TURRELL: Before we conclude, I would like
19 you to diagram, perhaps, we can stop for a moment, Jim,
20 if you have some paper to have Mr. Seckers diagram the
21 actions the tug, put the vessel in the slip and that
22 will be all I have. So, I will just stop for a
23 moment.

24 (Pause.)

25 MR. TURRELL: Okay. We are back on the record.

1 It is 11 o'clock, same people in the room. Mr.
2 Seckers has drawn some figures on a photograph of the
3 ferry terminal, and we are going to go through
4 positions one through seven. And Mr. Seckers, if you
5 would start with position number one, describe that.

6 MR. SECKERS: Position one is the location the
7 Dorothy J was tied at the time before the collision.

8 MR. TURRELL: And what was the heading of the
9 vessel, the heading of the, was the Dorothy J heading
10 out to sea or heading inbound?

11 MR. SECKERS: It was heading, it was heading
12 north, that was the direction of the boat, it was tied
13 to the dock, bough headed north.

14 MR. TURRELL: Okay. And please describe
15 position number two on the diagram?

16 MR. SECKERS: Number two was the end of the
17 dock, location of the collision.

18 MR. TURRELL: Okay. If you would describe
19 position number three for us?

20 MR. SECKERS: Number three is the position on
21 the ferry boat that I first noticed it, it was
22 approximately 300 feet off the dock, where it, where it
23 collided with the dock. The position number three is
24 where I first noticed the ferry boat. I happened to be
25 reading the newspaper before that.

1 MR. TURRELL: Okay. Can you describe the angle
2 of approach for us? When you said you saw the vessel
3 approaching straight for you.

4 MR. SECKERS: Yes. It looked like it was just
5 about on a straight 90 degree angle with the pier.

6 MR. TURRELL: Okay. So you could see the name
7 of the vessel coming at you?

8 MR. SECKERS: Yes. I was afraid that it was
9 going to come directly at me after it collided with the
10 pier.

11 MR. TURRELL: So, it definitely was head on.

12 MR. SECKERS: Yes, sir.

13 MR. TURRELL: Okay. And position number four.

14 MR. SECKERS: Position number four is the
15 location with the ferry was when we got a line on the
16 ferry to stop it from drifting any further south.

17 MR. TURRELL: And you made a notation there
18 where the tug put a line up on --

19 MR. SECKERS: On the damaged end. That is
20 where the line went out.

21 MR. TURRELL: Okay. And position number five.

22 MR. SECKERS: Position five is where we
23 attempted, was on the undamaged end of the boat, where
24 we attempted to face up to the boat with our wires.

25 MR. TURRELL: Okay. And position number six.

1 MR. SECKERS: Position number six is where I
2 was on a 90 degree angle at mid ship, with the ferry,
3 pushing it due north to assist it get into its slip.

4 MR. TURRELL: And position number seven.

5 MR. SECKERS: Position seven is the ferry
6 secured in the slip and we are holding it in. We are
7 on the damaged end.

8 MR. TURRELL: Okay.

9 MR. MCCANTY: I think we should just make it
10 clear that this, obviously, is not to scale and because
11 of the edge of the photo on the left side, Mr. Seckers,
12 I believe said the ferry probably came to a little
13 further to the south, but because the photo ended, he
14 put the ferry into position five, on the photo.

15 MR. SECKERS: Yeah, it was, yeah, it, you
16 know.

17 MR. MCCANTY: Just to make it a little bit,
18 because this is --

19 MR. TURRELL: Yes. Chuck. do you have any
20 other?

21 MR. COBB: No.

22 MR. TURRELL: Christine.

23 MS. DEOS: No.

24 MR. TURRELL: Mr. Seckers, the NTSB is
25 concerned about mariners and operation of the vessels

1 and, and we would like to ask you basically, we compile
2 a 72 hour history of people that are involved. If you
3 could tell us about your activities prior to this,
4 prior to this day, and tell us if you have any --

5 MR. SECKERS: I was on the, prior to noon, on
6 the 15th, I had just completed a seven day vacation
7 period, which I was at home with a honey do list that
8 was a half mile long, and spent my time gardening.

9 MR. TURRELL: Okay. And when you are on
10 vacation, what kind of sleep cycle do you have?

11 MR. SECKERS: I get anywhere from eight to
12 nine hours of sleep at home. I was well rested the day
13 before, before crew change. I commute from Virginia,
14 so, I go to bed very early the evening before so, I
15 have plenty of rest on the trip up.

16 MR. TURRELL: Okay. That concludes my
17 questioning. Anyone else? Chuck, Christine? Jim, any
18 clarifications?

19 MR. MCCANTY: No.

20 MR. TURRELL: Mr. Seckers, thank you very
21 much.

22 MR. SECKERS: Thank you.

23 MR. TURRELL: That concludes the interview.

24 (Whereupon, the interview was concluded.)