

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division
Washington, DC 20594

July 8, 2013

On-Board Image Recorder

Specialist's Summary Report
By Christopher Babcock

1. EVENT

Location: New York, New York
Date: January 9, 2013, 0841 eastern standard time (EST)
Operator: Seastreak
NTSB Number: DCA13MM005

2. GROUP

A group was not convened.

3. SUMMARY

On January 9, 2013, at approximately 0841 eastern standard time (EST), the passenger vessel *Seastreak Wall Street* allided with a barge and pier while attempting to dock at pier 11 in lower Manhattan, New York City. Approximately 80 of the 326 passengers aboard sustained injuries ranging from minor to critical. Video from the onboard surveillance system was recovered and evaluated.

4. DETAILS OF INVESTIGATION

On January 9, 2013, the NTSB Vehicle Recorder Laboratory received the following device:

Recorder Manufacturer/Model: **DVD**
Recorder Serial Number: **NA**

4.1. *Recording Description*

A DVD containing video from six on board cameras was recovered. Table 1 shows the titles and location of the video files and cameras.

Table 1. Video file names and locations.

File Title	Contents
CH01.avi	Aft port engine room facing aft at port generator
CH02.avi	Forward port engine room facing aft at port engine
CH03.avi	Forward starboard engine room facing aft at starboard engine
CH04.avi	Aft starboard engine room facing aft at starboard generator
CH06.avi	Aft of upper passenger deck facing forward
CH09.avi	Aft of upper passenger deck facing aft out of window

4.2. Summary of Recording Contents

This time stamp from each video came from the system time of the recording system. The time stamp appears to be approximately 54 minutes and 29 seconds ahead of eastern standard time. The following sections describe significant events observed on each video.

4.2.1. CH01.avi Summary

Figure 1 shows the field of view from this camera. When the video started at 0930:01, the camera was slightly vibrating. At 0935:27, the image jumped sharply. At 0935:49, the vibration picked up in intensity for approximately 30 seconds and then stopped at about 0936:35. At 0939:06 the vibration began increased for about 20 seconds and then returned to the lower level of vibration. This caused the camera to rotate slightly to the left at 0939:16. The video ends at 1029:58.



Figure 1. Field of view for camera in CH1.avi.

4.2.2. CH02.avi Summary

Figure 2 shows the field of view from this camera in the port engine room looking aft toward the port engine. The video started at 0930:01. The image frame was vibrating slightly. At 0935:12, the vibration of the image increased for approximately 15 seconds. At 0935:27, the bottom of the ladder was flung toward the camera. At 0936:35 the vibration stopped. At 0938:09, an individual wearing a blue zip-up jacket

with a blurry logo over the right breast, black pants, and a dark cap with horizontal white stripes descended the ladder and tended to something outside of the camera's field of view to the left. At 0938:34 the individual returned up the ladder and out of view of the camera. At 0939:09 the camera began vibrating heavily for approximately 24 seconds before returning to a lower level of vibration. The video ended at 1029:58



Figure 2. Field of view for camera in CH02.avi.

4.2.3. CH03.avi Summary

Figure 3 shows the field of view from this camera in the starboard engine room, facing aft at the starboard engine. The video began at 0930:01 with the image vibrating slightly. At 0935:27, the bottom of the ladder was flung toward the camera. At 0936:35, the vibration of the image stopped. At 0939:13, the vibration began again. At 0939:30, the same person described in section 4.2.2 descended the ladder and tended to something outside the camera's field of view to the left. At 0939:39, the vibration stopped. At 0940:16, the vibration in the image picked up again. At 0941:30, the individual moved to the right of the engine in the frame and disappeared from view behind the engine. At 0942:35, the individual returned to view from the left side of the engine and ascended the ladder and disappeared from view at 0943:00. At 1011:34, at least one person was present behind the engine with a flashlight. A crash-rescue helmet was visible above the engine. The video ended at 1030:00



Figure 3. Field of view for camera in CH03.avi.

4.2.4. CH04.avi Summary

Figure 4 shows the field of view from this camera in the starboard engine room facing aft at the starboard generator. The video began at 0930:01. The image was vibrating as the video began. At 0935:27, the bucket and pole against the bulkhead moved toward the camera several feet due to a shock. At 0936:35, the vibration stopped. At 0939:13 the vibration started again. At 0941:41, the same person described in section 4.2.2 appeared from beneath the camera and ascended the ladder. At 0942:22, he descended the ladder and moved out of view under the camera. At 1011:35, a first responder with a flashlight wearing an orange life vest and a crash-rescue helmet with "Chief Rescue Battalion" logo descended the ladder and moved out of view under the camera and to the right. At 1011:49, another responder wearing an orange life vest and blue baseball cap with red lettering and an FDNY marine unit patch on his shoulder descended the ladder and conversed with the battalion chief. At 1012:30, the chief ascended the ladder out of view while the other responder appeared to take photos or video with his phone. At 1029:00, a firefighter descended the ladder and disappeared from view beneath the camera. He returned to view and ascended the ladder at 1029:30. The video ended at 1029:58.



Figure 4. Field of view for camera in CH03.avi.

4.2.5. CH06.avi Summary

This camera was installed on the rear of the upper passenger deck facing forward over the passenger seating area. The two left seating columns, the center seating column, and a small part of the right passenger seating areas were visible. Figure 5 shows the field of view of this camera. No passengers are visible in the sample frame. The video begins at 0930:01.

At 0930:04, the bridge door opens and a crewmember in an orange jacket exits the bridge. At approximately 0930:30, several passengers began to gather belongings and three passengers move aft, towards the rear of the upper passenger deck. The majority of passengers were still seated at this point. At 0934:03, the bridge door opens and a crewmember wearing a dark jacket left the bridge and walked down the forward staircase. At 0934:40, approximately 9 more passengers stood up and began moving aft. Approximately 3 descend down the forward staircase. At 0935:27, passengers were thrown forward when the ferry allided with the pier. Of the 6 passengers standing in the frame, 4 are knocked forward off their feet and an additional passenger is thrown forward into the frame from the right. An occupied seat in the fore ground of the frame was displaced forward by a standing passenger thrown into the back of the seat. By approximately 0937, most passengers rose to their feet unassisted and one was assisted to her feet by other passengers. At 0942:10, about 10 passengers begin moving aft, out of the frame of the camera. At approximately 0943, a large group of passengers gathered near the forward staircase in the aisle to the left of the center column of seats. At 0945:30, most passengers began moving down the forward staircase. At 0946:50, about 7 passengers began moving aft down the aisle on the port side of the vessel. At 0951:00, firefighters began arriving on the upper deck and assisting with evacuation. At 0956:30, the first uniformed NYPD officer became visible in the frame. At 0958:30, FDNY transported a passenger on a backboard down the right side aisle toward the rear of the deck. At 1008:45, FDNY transported a passenger

on a backboard down the left side aisle toward the rear of the deck. At 1011:00, FDNY transported the last passenger visible on the upper deck on a backboard down the left aisle towards the rear of the deck. The video ended at 1029:58.



Figure 5. Field of view for camera in CH06.avi.

4.2.6. CH09.avi Summary

Figure 3 shows the field of view from this camera facing aft out an obscured window on the upper passenger deck. At 0935:27, the image jolted sharply with respect to the visible horizon. The video ended at 1029:58.



Figure 6. Field of view for camera in CH09.avi.

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