

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

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ACCIDENT OF THE *COMMODORE* \*

FERRY IN BROOKLYN, NEW \* Accident No.: DCA21FM029

YORK ON JUNE 5, 2021 \*

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Interview of: KRISTEN ENGELKEN, First Mate  
*Commodore*

Staten Island, New York

Wednesday,  
June 9, 2021

APPEARANCES:

██████████ ██████████ ██████████ ██████████ ██████████  
U.S. Coast Guard

LUKE WISNIEWSKI, Investigator  
National Transportation Safety Board

██████████ ██████████  
U.S. Coast Guard Marine Inspections

JACK BEVINS, Vice President of Operations  
Seastreak

DANIEL FITZGERALD, Esq., Freehill, Hogan and Mahar  
For Seastreak

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I N T E R V I E W

(10:00 a.m.)

1  
2  
3 CWO [REDACTED] -- [REDACTED] [REDACTED] [REDACTED], [REDACTED]  
4 [REDACTED] [REDACTED] U.S. Coast Guard, Investigations Division, Sector  
5 New York today, Wednesday, June 9th, 1300. We are conducting an  
6 interview with Ms. Kristen Engelken, First Mate, aboard the vessel  
7 *Commodore*. The purpose of interview is to gain information on the  
8 grounding of the *Commodore*, of course happening on 5 June 2021.

9 In the room -- please introduce yourselves.

10 MR. WISNIEWSKI: Hi. Luke Wisniewski with the National  
11 Transportation Safety Board, Investigator. Last name spelled  
12 W-I-S-N-I-E-W-S-K-I.

13 MR. [REDACTED] [REDACTED] [REDACTED] [REDACTED], from Sector New York  
14 Marine Inspections.

15 MR. BEVINS: Jack Bevins, B-E-V-I-N-S, at Seastreak.

16 MR. FITZGERALD: Daniel Fitzgerald with the Law Firm of  
17 Freehill, Hogan and Mahar on behalf of party in interest  
18 Seastreak.

19 MS. ENGELKEN: And Kristen Engelken. That's E-N-G-E-L-K-E-N.  
20 I was the mate aboard the *Commodore* on June 5th.

21 CWO [REDACTED] Thank you so much for coming today. We do  
22 appreciate it greatly. (Indiscernible) purpose of this  
23 investigation, obviously, is safety oriented.

24 INTERVIEW OF KRISTEN ENGELKEN

25 BY CWO [REDACTED]

1 Q. So that means that, ma'am, could you please go into, like,  
2 describing your history as a mariner, going back how far --

3 A. Sure. So I took the job about ten years ago, I believe. It  
4 was a college summer job for about two years, I think. I'm from  
5 Atlantic Highlands, which is Seastreak's home port. So it was  
6 really just a summer job at first and then I stayed on full-time.  
7 I was a deckhand back in those days.

8 I left once or twice, moved out of stated, or tried other  
9 things, but always came back to the company. This past February  
10 2020, I sat for my six-pack course.

11 Q. (Indiscernible).

12 A. Yeah. February 2020, I took my six-pack course and I  
13 completed the 100-ton course November 2020, and my license was  
14 issued to me in December of 2020.

15 Q. First issuance?

16 A. Yes, correct.

17 Q. And just for the record, ten years with Seastreak?

18 A. Yes.

19 Q. How long were you a mate for?

20 A. I served as a senior deckhand last summer and got my license  
21 in December, so I moved up to mate then.

22 Q. Last summer, 2020?

23 A. 2020, correct.

24 Q. Can you describe the process to promote to mate within  
25 Seastreak?

1 A. Sure. So there is a sort of training and familiarization  
2 list of things that you have to understand and be signed off on.  
3 It's part of our ferry safety management system; vessel stability,  
4 understand all the safety equipment and procedures, navigation  
5 equipment, that sort of thing. So you go through that with the  
6 captain or a DPA and they sign off on that.

7 Q. The acronym, DPA?

8 A. Designated Person Ashore.

9 Q. And how long did that process take?

10 A. I'm not sure. I think I probably began the paperwork at the  
11 beginning of the summer of 2020, when I was acting as a senior  
12 deckhand, and I believe it was completed by the fall.

13 Q. And by paperwork, you mean?

14 A. I'm sorry, I'm sorry. It may have been completed sooner than  
15 that.

16 Q. Describe the paperwork. What are you referring to when  
17 you --

18 A. The checklist, the ferry --

19 Q. The qualification process forms?

20 A. Yes.

21 Q. What's the difference between a captain with oversight of  
22 your qualification process or a DPA?

23 A. The DPA -- our DPA is Justin Park. He works in the office.  
24 I believe the captain's more aligned to sign off on that  
25 paperwork, or the DPA.

1 Q. So I'm trying to find out, what would make him qualified to  
2 sign you off, you know? What's his role? Does he have a title in  
3 the company?

4 A. We call him the DPA.

5 MR. BEVINS: This is Jack Bevins, Seastreak. Justin Park is  
6 the Designated Person Ashore and also he's a senior captain at  
7 Seastreak.

8 CWO [REDACTED] So does he act similar to a port captain?

9 MR. BEVINS: Correct.

10 BY CWO [REDACTED]

11 Q. Is he in charge of training?

12 A. I don't --

13 Q. It's okay if you don't know.

14 A. Yeah, I don't know. Like, I'm not saying it was him that  
15 signed off on mine. I'm saying I think that he's --

16 Q. He can?

17 A. He can, correct.

18 Q. Just -- that's fine. You slightly touched up on what the  
19 qualification requires. Can you go a little bit more into, just  
20 kind of recalling that process last summer, those few months where  
21 you were in --

22 A. Yeah, sure. So I know that you have to have helm time, which  
23 is something that I completed. I think that there is a  
24 requirement that you have to have not necessarily been driving,  
25 but have worked there for a period of time, which I know I met.

1 I'm not sure exactly the amount of time. So there's that, the  
2 helm time and that checklist, essentially, that we go over.

3 Q. More specifically, the tasks on that checklist, can you  
4 recall what they were, besides the so many hours operating? Is  
5 there, like, a vessel familiarity process?

6 A. Yeah, yeah. So I guess that's exactly what you'd call it;  
7 it's a familiarization, like, training workbook or list or  
8 something. So I think on it is to understand the stability, to  
9 understand the navigation, to understand AIS, radar, backup,  
10 safety equipment, procedures, that sort of thing.

11 Q. Okay. Then as a role, as a mate, was there a definition with  
12 a job description for the mate through Seastreak? In other words,  
13 would the Seastreak have a definition of what your job  
14 responsibilities and duties would be?

15 A. There may be in our Safety Management System.

16 Q. Okay. So how was your experience those few months with  
17 training, dealing with your qualified individuals teaching you  
18 along the way? What do you think of that training? How was it?

19 A. It was fine. I don't know what to really say about it.

20 Q. No, that's fine. It's fine.

21 A. Like --

22 Q. So you had no --

23 A. I don't -- I, like --

24 Q. You had no troubles? Everything ran smoothly?

25 A. Yeah, yeah. I think it went smooth. Of course, there's



1 always room for --

2 Q. Any critiques that you --

3 A. Yeah, there's always room for improvement, but I think, you  
4 know, the -- to have the expectation to have an understanding of  
5 all of those things on that list, I do think it's sufficient for  
6 that role.

7 Q. Do you recall when you first took -- the first time you stood  
8 mate officially?

9 A. As a mate?

10 Q. As a mate.

11 A. Post license?

12 Q. Yes.

13 A. No. I don't know if this is worth noting, but when I got my  
14 license, I was working part-time due to the pandemic, so I wasn't  
15 -- I was filling in basically between November and May, this past  
16 May. Just to clarify that it wasn't, like, a fluid --

17 Q. Like an everyday?

18 A. -- transition, you know what I mean?

19 Q. And you said May 2021, right?

20 A. Right, but I had served as a senior deckhand in the past,  
21 which is basically an unlicensed version of that.

22 Q. Okay. So can you -- just because I don't know.

23 A. Right.

24 Q. What's the difference between a senior deckhand and the mate?

25 A. The license.

1 Q. So you're doing the same thing, just one has a license? Then  
2 what's the purpose of the license?

3 A. To have two licenses on board I suppose.

4 Q. And is that, like, if should something happen to the master,  
5 you would be able to take over and not break the vessel or --

6 A. I suppose.

7 Q. So in that sense, did you -- is that how you understand it?  
8 Is that what the policy dictates?

9 A. I don't know if the policy dictates that. I don't know what  
10 it says in that.

11 Q. And we can further clarify that with Seastreak obviously.

12 A. Okay.

13 Q. So which vessels have you served on as mate?

14 A. I don't want to say all of them.

15 Q. If you don't know them all, that's okay.

16 A. I could've missed one, you know what I mean? Like, I want to  
17 say probably the New York and the New Jersey islands.

18 Q. Those are ones that you --

19 A. Yeah.

20 Q. -- have been the mate on?

21 A. Yeah. Those are all the --

22 Q. Okay. Those are all four-engine?

23 A. Not the New Jersey or the New York.

24 Q. So if I were to ask you, like, your experience onboard the  
25 *Commodore*, you would say how many months or how much time as a

1 mate?

2 A. I mean, I was on there periodically of summer 2020.

3 Q. And that was as a senior deckhand?

4 A. Yes.

5 Q. But as a mate, which was -- you qualified in November --

6 A. Right.

7 Q. -- because that's when you received your credential, to  
8 present, just a ballpark estimate?

9 A. I don't think I've been on it since --

10 Q. So Saturday would have been your first --

11 A. It may have been.

12 Q. -- as a mate?

13 A. I don't recall -- I mean, it would -- I don't recall being on  
14 it since the fall of 2020.

15 Q. So I would be accurate in saying that your first qualified  
16 position as the mate was Saturday, June 5th, but you've stood in  
17 before as a senior deckhand?

18 A. Yes.

19 CWO [REDACTED] Any questions so far?

20 MR. FITZGERALD: Is this what you expected, Kristen?

21 MS. ENGELKEN: Yeah. It's -- yeah.

22 BY CWO [REDACTED]

23 Q. Do you need a break?

24 A. No, I'm good.

25 Q. Okay.

1 CWO [REDACTED] The AC is actually functioning now. Have you  
2 noticed that?

3 MS. ENGELKEN: Yeah.

4 MR. [REDACTED] Yeah, it's (indiscernible).

5 MS. ENGELKEN: Not before?

6 CWO [REDACTED] Costello's interview, I felt bad.

7 BY CWO [REDACTED]

8 Q. So you have deckhand experience. You have deckhand  
9 experience on the *Commodore*?

10 A. Yeah.

11 Q. Just a ballpark, how many times have you stood --

12 A. I mean, at the beginning of last summer, we were using that  
13 for weekend service, which is the schedule that I was on. So that  
14 could be two days a week for maybe about a month-and-a-half. I'm  
15 sure there was other instances where I could've served that role  
16 when we were using it on a weekday.

17 Q. So the -- it was sporadic on and off?

18 A. Right.

19 Q. Is that -- are you still working a part-time --

20 A. No, I'm --

21 Q. -- like an on-call? Now you're full time?

22 A. I'm back to full time.

23 Q. As of when?

24 A. I believe it was the very end of April I went back to  
25 full-time hours.

1 Q. And during that time -- (indiscernible). Since November,  
2 you've stood mate on other --

3 A. Yes.

4 Q. -- vessels from Seastreak?

5 A. Occasionally. I think I filled in more as a deckhand with my  
6 part-time hours, but I definitely did stand in as a mate on  
7 occasion.

8 Q. Did you -- do you know if any of them were four-engine  
9 (indiscernible) *Commodore*?

10 A. That would be the Highlands. It could've been, yeah.

11 Q. How about working with Mr. Costello?

12 A. I have worked with him, yeah.

13 Q. And can you elaborate a little bit?

14 A. I think he's responsible. (Indiscernible).

15 Q. No, I mean, like, how long?

16 A. I was with him last summer.

17 Q. That was your first encounter working with ██████ Castello?

18 A. Yeah, as a captain. Yeah. There could've been a one-off  
19 day, but last summer I was on his crew with him.

20 Q. Now, you say as a captain. Was there anything prior to that?

21 A. Yeah. He was a deckhand and a mate prior.

22 Q. But you worked with him during that timeframe?

23 A. Yeah.

24 Q. Because you guys have been with the company --

25 A. We've both been there for a long time.

- 1 Q. -- quite a long time --
- 2 A. Yeah.
- 3 Q. -- I'm noticing. So you guys have familiarity with one  
4 another?
- 5 A. Absolutely, yeah.
- 6 Q. So now that you're back full-time, right?
- 7 A. Yes.
- 8 Q. It's a good thing.
- 9 A. It is.
- 10 Q. (Indiscernible). I can't understand that. What's your  
11 schedule like?
- 12 A. So the last couple weeks, I've been working a roughly 16-hour  
13 shift doing our commuter service on Tuesdays.
- 14 Q. And commuter?
- 15 A. That's our commuter service that, you know, do Monday through  
16 Friday.
- 17 Q. Is that specific to a vessel?
- 18 A. No.
- 19 Q. Okay. It's whatever you were assigned to?
- 20 A. Yeah.
- 21 Q. Okay. Because they're all commuter obviously.
- 22 A. Right. Wednesdays -- let me know when you're ready.
- 23 Q. Go ahead.
- 24 A. Wednesdays I worked 5 a.m. until about 12:30, that's a  
25 half-day, also doing commuter service. We do a crew change in the

1 middle of the day. And then I've been working every weekend,  
2 typically doing our whale watching trips.

3 Q. Every weekend; when is your weekend?

4 A. Saturday and Sunday.

5 Q. Saturday and Sundays.

6 A. Yeah.

7 Q. And what are your timeframes (indiscernible)?

8 A. When I do the New York City trip, it's 8 in the morning until  
9 about 4 o'clock. The Jersey trip, I think we shape up at noon. I  
10 know Memorial Day weekend, we had really poor weather, so things  
11 got shuffled around. I think I did the first two runs of weekend  
12 service that day. I guess every weekend's been a little bit  
13 different for me, but I'm always scheduled Saturday and Sunday.

14 Q. Eight to 4. And it's always whale watching?

15 A. No, it's not always whale --

16 Q. (Indiscernible).

17 A. It's been mostly whale watching. I know the previous  
18 weekend, I worked 6 to 12:30 on Saturday and Sunday. Like I just  
19 said, they had kind of reconfigured the schedule for Memorial Day  
20 weekend because it was awful weather.

21 Q. Right.

22 A. We don't do whale watching --

23 Q. All the rain.

24 A. Yeah. So I did what we call weekend service that day.

25 Sometimes I do the whale watching trip; that's 8 to 4. In the

1 last couple of weeks, I've done the other trip that's 12 to 5:30.

2 Q. So these whale watching trips -- excursions, where do you  
3 leave from and where do you go?

4 A. So for one trip, we leave Highlands. We go up to New York  
5 City and pick passengers up.

6 Q. Where?

7 A. At East 35th Street and the Battery Maritime Building.

8 Q. Okay.

9 A. And then we typically head out off of Rockaway or down Sandy  
10 Hook Beach.

11 Q. (Indiscernible)?

12 A. Yeah. And then see what we can see, go back to the city to  
13 drop the passengers off when the trip is over, and then head back  
14 to Highlands. There's also a variation of that trip where we  
15 leave from New Jersey with passengers from New Jersey and head out  
16 and go whale watching and come back.

17 Q. And Saturday and Sundays are the same.

18 A. Yeah, depending on which trip you're on.

19 Q. Right.

20 A. Whether you're on the New York trip or the Jersey trip.

21 Q. See now you're flowing. (Indiscernible) comfortable.

22 Absolutely. Good.

23 CWO [REDACTED] Any questions? Go ahead. Okay.

24 BY MR. WISNIEWSKI:

25 Q. This is Luke with the NTSB. Just with the training, the helm



1 time for the mate.

2 A. Yeah.

3 Q. How many hours do you think you had experience at the  
4 controls for *Seastreak Commodore*?

5 A. For the *Commodore*, I know I had some. I think it's a total  
6 of 30 hours that you need, from my understanding, on any of the  
7 vessels. I believe some of them were on the *Commodore*.

8 Q. What percentage? Could you give us an estimate --

9 A. I don't know.

10 Q. -- at all?

11 A. I don't know. I'm not sure.

12 Q. Now, would that be available in, like, your training logs,  
13 how many hours you reported on the *Commodore*?

14 A. Yeah, I believe so.

15 Q. Is that in the training manual or the --

16 A. I don't know if that's in my personal file or -- yeah.

17 Q. Okay. And then just with that helm, what did they take you  
18 through? Just steering it and primary control and harbor mode?  
19 What different modes did they take you through?

20 A. It's been -- so primary, obviously; steering and driving that  
21 way. Harbor mode and backup have been demonstrated for me and  
22 explained to me.

23 Q. Just demonstrated, but you're not at the throttles, you're  
24 not at the controls doing it or --

25 A. It's been, yeah, demonstrated to me when I'm standing right

1 there and walked through it.

2 Q. You didn't have to show the -- sorry. It's --

3 A. It's okay.

4 Q. Just to drill down a little bit farther. So you have to go  
5 into the main screen, toggle between the main to, let's say, hand  
6 mode or --

7 A. Yeah.

8 Q. -- harbor mode, and you have to show that and demonstrate  
9 that to the captain or whoever is training you?

10 A. I'm saying it's been demonstrated for me.

11 Q. So your hands aren't on it doing it? You're not touching the  
12 screens and --

13 BY CWO [REDACTED]

14 Q. And I think what he's asking is it's observed versus  
15 demonstrate. Like, observe, you see it.

16 A. Right.

17 Q. Demonstrate is you're actually putting hands on it.

18 A. Right.

19 Q. So are you -- what he's referring to, is it an observation  
20 that they allow you to do versus you actually putting hands on it  
21 and demonstrating to the qualified individual? Which one is that?

22 A. I know I have observed.

23 BY MR. WISNIEWSKI:

24 Q. That's harbor mode and backup?

25 A. Yes.

1 BY CWO [REDACTED]

2 Q. Question.

3 A. Sure.

4 Q. The -- and we'll go back to the checklist and the qual, and  
5 I'll explain how in the Coast Guard, we get a packet when we're  
6 qualifying, and then we have similar ways. Someone qualified kind  
7 of mentors, coaches you through it. You know, obviously, on the  
8 job or learning book-wise, whatever it is.

9 A. Right.

10 Q. But it's a book that stays with you --

11 A. Right.

12 Q. -- until you complete the package. Is it something like  
13 that, or is it an individual page-by-page daily completion that  
14 you submit?

15 A. I would say, like, individual pages. It's like a packet, not  
16 a book.

17 Q. Okay. So that packet, is it broken down by the task?

18 A. No, I don't think so.

19 Q. So can you describe the details of what that packet would  
20 look like?

21 A. I think the title of the page is Familiarization Training  
22 Workbook, and it's a list. It's a list that has to get signed.

23 Q. Okay, and it's like a packet?

24 A. Yeah.

25 Q. Okay. And as you complete each task, it gets signed off

1 or --

2 A. Yeah.

3 Q. Okay. By either the captain or the DPA?

4 A. Yeah.

5 Q. And upon completion of getting that packet filled out, what  
6 happens?

7 A. You turn it into the office.

8 Q. Now, each task, is it a once and done or is it --

9 A. Right. I understand what you're asking.

10 Q. Okay.

11 A. Yeah. It's not, like --

12 Q. Right. It's not three or four times.

13 A. -- executed multiple times. Right.

14 Q. Gotcha. So if you observe once the harbor mode application,  
15 it's a done deal, it's signed off and you're good to go. On to  
16 the next task.

17 A. Right.

18 Q. Okay. So let's fast forward again. So you were discussing  
19 your work schedule. We were coming up with 16-hour Tuesdays,  
20 half-day Wednesdays, and on your weekend it was 8 to 4ish.

21 A. Ish. Yeah, I think every weekend's been different.

22 Q. And you're full-time as of the end of April?

23 A. Yes.

24 Q. Is there any other side jobs you have, or is it strictly  
25 dedicated to --

- 1 A. Just Seastreak.
- 2 Q. Okay. So the week leading up to, or the couple days leading  
3 up to last Saturday, what was your schedule like?
- 4 A. How far back do you want me to go?
- 5 Q. Let's take it --
- 6 A. Memorial Day weekend was the weekend --
- 7 Q. Well, how far back do you remember? You seem like you're  
8 very sharp.
- 9 A. Let's go Memorial Day Weekend --
- 10 Q. Okay.
- 11 A. -- the previous weekend.
- 12 Q. Right.
- 13 A. Saturday, I had worked 6 to 12:30. Sunday I had worked 6 to  
14 12:30. I was off Monday. Tuesday I worked from about 5 a.m.  
15 until 9 o'clock at night. Wednesday, I worked from 5 a.m. until  
16 about 12:30. Thursday I believe I had picked up an overtime  
17 shift, which was 5 a.m. until about 9:30 at night. I was  
18 completely off on Friday, and then Saturday.
- 19 Q. A Saturday was a scheduled day --
- 20 A. Yes.
- 21 Q. -- on the *Commodore*?
- 22 A. Yeah.
- 23 Q. So let's wake up Saturday morning and kind of run me through  
24 your day leading up to going to work and --
- 25 A. Sure.

1 Q. -- (indiscernible) for you.

2 A. Okay. I think I got up at 20 after 6 on Saturday. We were  
3 due to get on the boat in Atlantic Highlands, but the plan was to  
4 tie it up in Highlands at the end of the night. So for  
5 convenience, at the end of the night, this is something we  
6 occasionally do. I dropped my personal vehicle off in Highlands.  
7 Are you following me?

8 Q. I am. I gotcha, believe me.

9 A. Dropped my personal vehicle off in Highlands to get out  
10 easier. It would be in the right place at the end of the night.  
11 My boyfriend had followed me and brought me back to Atlantic  
12 Highlands. I was back there -- I think I punched in when I  
13 dropped my truck off. I was down to the *Commodore* by 8 o'clock.

14 Q. In the morning, correct?

15 A. Yep.

16 Q. Okay. Keep going please.

17 A. Sure. I started waiting for the crew to arrive and just  
18 going through what needs to be done to get the boat ready for the  
19 day's service. We did not have a scheduled departure that day  
20 until 12:30, but we had to move the boat over to Highlands to fuel  
21 and put water on, that sort of thing.

22 So I'm not sure exactly what time we left Atlantic Highlands,  
23 maybe around 9:30, maybe 9 actually. We went over to Highlands,  
24 tied to boat up, took on water, fueled. I had to pick up a couple  
25 things from the barge, a scanner, a credit card machine, that sort

1 of stuff, to get through the day's operations with the customers.  
2 We had a little bit of downtime before our first run. That was at  
3 12:30. So we did a 12:30 departure out of Highlands.

4 Q. First run?

5 A. Yeah, first run.

6 Q. And during that timeframe, is there procedures or items you  
7 have to take care of besides getting a credit card reader and --  
8 in reference to your responsibility as a mate.

9 A. I think I had gone up and turned the radios on for Brian and  
10 the radars prior to us leaving Atlantic Highlands to go over and  
11 fuel.

12 Q. Is there, like, a pow-wow at any point in time; like a  
13 briefing between crew before you get underway?

14 A. Not officially. I know that I had spoken to Brian that  
15 morning when he got on the boat. I don't know.

16 Q. So as far as knowing the condition of the vessel,  
17 (indiscernible) something you would ask, like, beforehand, getting  
18 underway, to Brian. Is that part of your responsibility as a mate  
19 or --

20 A. I don't know.

21 Q. Did he mention anything to you --

22 A. Anything --

23 Q. -- as far as, like, equipment-wise? Like, is everything  
24 okay, the vessel's fine?

25 A. No, he didn't.

1 Q. And did you ask at all?

2 A. No.

3 Q. So there's -- as far as company policies go, you don't have,  
4 like, a checklist ensuring certain things are done before you get  
5 underway or --

6 A. Yeah. I mean, I think there is something in the ferry safety  
7 management system in terms of checking just fuel and general  
8 safety and, you know, that kind of thing.

9 Q. Is there -- you said you turn on the radio. Is there like a  
10 radio check you perform before you get underway or --

11 A. I don't know. I just turn them on for him.

12 Q. Gotcha, okay.

13 A. Yeah.

14 Q. I'm just trying to delve into, like, you know, as a mate,  
15 when you get onboard, if there's something you have to do  
16 precursor before the --

17 A. Right.

18 Q. -- vessel starts to sail. Please -- you're at 12:30 getting  
19 ready to get underway.

20 A. Yeah.

21 Q. Keep going, please.

22 A. We left Highlands 12:30. Our next stop was East 35th Street.  
23 I know that there was a lot of vessel traffic at that time, and we  
24 had to do several slow bells. There was a lot of loaded tugs up  
25 on the East River at that time, so I'm not sure if we arrived



1 late, but between traffic and -- we were due to go to Sandy Hook  
2 on the way south and we had to scan all the customers in. We had  
3 two ticket agents with us. So they hop off, they scan everybody  
4 going to Sandy Hook, then they have to sell tickets to the people  
5 on the dock. There was a lot of people. It took a little bit of  
6 time. So I know we left East 35th Street later than our scheduled  
7 departure time.

8 Q. And that's along with already running late because of the --

9 A. The traffic.

10 Q. -- the traffic?

11 A. Yeah.

12 Q. All right.

13 A. I'm sure that added a few minutes.

14 Q. So where are we, like, ballpark figure time-wise; late by 5  
15 minutes, late 10 minutes, late -- how long?

16 A. I'd say we were 15 minutes late from our scheduled departure  
17 time.

18 Q. Is that a big deal?

19 A. I don't know. It sets off the rest of our scheduled  
20 departures, you know what I mean?

21 Q. So it's something that --

22 A. Like, for people trying --

23 Q. -- to keep in mind.

24 A. -- to catch the boat at 2:10 and have somewhere to be, yes.

25 Q. I mean, I understand. Okay. So you pick up the passengers

1 at 35th. Keep going.

2 A. So then we go down to BMB, Battery Maritime Building,  
3 downtown. Same thing, ticket agents hop off, scan customers going  
4 to Sandy Hook, sell tickets to anybody who needs a ticket. They  
5 board. I'm sure we left late from there as well. And then we  
6 went to Sandy Hook to drop those passengers off.

7 Q. And then returned eventually.

8 A. And then back to Highlands, yeah.

9 Q. In those stops, those particular pick-up locations, drop-off  
10 locations, is there something you do?

11 A. I make it -- go ahead.

12 Q. No, you understand.

13 A. I don't want to, like, (indiscernible).

14 Q. No, you understand exactly what I mean. Is there a job  
15 responsibility in between --

16 A. For me?

17 Q. Yes.

18 A. In between stops?

19 Q. Mm-hm.

20 A. Yeah, I'm a second set of eyes keeping watch, assisting Brian  
21 with navigation. When we get there, I make a safety announcement  
22 that we've arrived at our destination and stay seated and  
23 everything, but --

24 Q. And during the stops.

25 A. (Indiscernible). Yeah, during the stops?

1 Q. Right. Is there anything in particular that's happening with  
2 you?

3 A. I'm downstairs with the crew offloading people.

4 Q. And during that first loop, any issues come up?

5 A. No.

6 Q. Engines were fine?

7 A. Fine.

8 Q. Brian was okay?

9 A. Brian was fine.

10 Q. So on your -- the beginning of your second loop --

11 A. Yeah. I think we were schedule to leave at 2:10; we got  
12 there late. I know we needed to pump out pump sludge, so we  
13 stayed on the barge, offloaded passengers, our engineer started  
14 pumping out. We wanted him to finish before we left. That might  
15 have added on a couple more minutes.

16 Q. So take me back here. I think maybe I missed it, but you're  
17 discharging (indiscernible) where?

18 A. We pump it out into a barge.

19 Q. And this is located where?

20 A. The Highlands.

21 Q. Okay. So at the dock?

22 A. Yeah.

23 Q. And your role in that is -- okay. The engineer is the one  
24 who handles the matter, radios back that he's good to go?

25 A. Yeah.

1 Q. And no issues other than time?

2 A. (No audible response.)

3 Q. Okay.

4 A. From there back to Sandy Hook to do a pick-up. Everything  
5 was fine. We leave there. Our next stop is East 35th Street.

6 Q. And we'll take a pause right here. Ms. Engelken, if you can,  
7 please describe your approach to 35th or the voyage to 35th.

8 A. Sure. So everything appeared to be fine up until we were  
9 coming -- we were traveling through the East River -- I don't want  
10 to say approaching East 35th Street. We were on the -- sort of  
11 favoring the right side of the river heading north, and very close  
12 to Bushwick Inlet is when the incident happened.

13 Q. Can you recall specifically what was happening right before  
14 or right at the time of the incident?

15 A. At the time of the incident?

16 Q. Mm-hm, right before.

17 A. Right before?

18 Q. Mm-hm.

19 A. From what I recall, everything seemed to be completely fine,  
20 and Brian said to me something along the lines of, we lost control  
21 of the engines, and that's when I first was notified or realized  
22 something was wrong.

23 Q. So there wasn't -- there weren't any indicators beforehand,  
24 whether it was visual or audible --

25 A. No.

1 Q. -- letting you know that the -- the bridge know that there  
2 was something wrong?

3 A. No.

4 Q. So you called it -- you understood that something was  
5 happening once Brian --

6 A. Said something.

7 Q. -- mentioned it?

8 A. Correct.

9 Q. In that -- and I should've asked this before, but where are  
10 you positioned on the bridge?

11 A. I'm sitting next to him, to the right of him.

12 Q. On the starboard side?

13 A. Yes.

14 CWO [REDACTED] Anyone has any questions, please ask.

15 BY MR. WISNIEWSKI:

16 Q. Luke, NTSB. So when Brian indicated, there was no audible  
17 alarm that you could hear going off in the --

18 A. Not that I recall.

19 Q. -- on the bridge? Okay. And just following along with that,  
20 did Brian tell you to do anything? Did he give you any  
21 instructions? Did the captain give you any instructions on what  
22 to do?

23 A. It was --

24 Q. If you continue on with your sequence of events.

25 A. Yeah. He said make an announcement to alert the passengers.

1 Q. And what did you say?

2 A. I said, please remain seated. I think I repeated myself  
3 several times in that announcement urgently. Please stay seated  
4 everybody; please remain seated. I know I made a second  
5 announcement shortly after that, same thing.

6 Q. And how much time do you think that was before actually going  
7 into that inlet, going and making that turn in there? Can you  
8 recall? Just give us a ballpark.

9 A. I mean, this is, like --

10 Q. We do have the closed caption --

11 A. Right.

12 Q. -- or closed circuit, sorry -- closed circuit TV that'll just  
13 show you on the general public announcement system making that  
14 call, but do you think you made it twice?

15 A. I think I made it twice; two separate announcements. I'm  
16 repeating myself in each announcement to please remain seated. I  
17 believe I did say it before we entered the inlet, and again as we  
18 were grounding. I could --

19 Q. Is there any other task that the captain gave you when you  
20 were up there or is there anything you were doing or advising him  
21 on?

22 A. He told me to call Jack, and I started doing that, as well as  
23 Justin from the boat phone, and I believe he told me to get on the  
24 ground, anticipating impact.

25 Q. And I know you're giving first names, but Jack you indicated,

1 what's his position?  
2 A. Jack is our VP.  
3 Q. Of operations?  
4 A. Yes.  
5 Q. And who was the other individual you said?  
6 A. Justin Park.  
7 Q. Okay. And his position?  
8 A. He's our Designated Person Ashore.  
9 Q. So you got on the phone, I guess, and spoke to --  
10 A. I didn't speak to either of them.  
11 Q. You weren't able to get ahold of them or just --  
12 A. I wasn't able to get ahold of them. I don't want to jump  
13 over too much in case there's any, like, questions in the --  
14 CWO ██████████ You're trying to stay chronological.  
15 MS. ENGELKEN: Yeah, exactly.  
16 CWO ██████████ I get where you're going with this.  
17 MS. ENGELKEN: Like, I know I made -- I know I made --  
18 MR. WISNIEWSKI: Sure, you're fine.  
19 MS. ENGELKEN: -- another phone call after that.  
20 BY MR. WISNIEWSKI:  
21 Q. Yeah, just continue on. Like, we're not -- (indiscernible)  
22 with you. We just want to understand what actions you took, what  
23 decisions you made, or what other things you advised the captain;  
24 things that you've done. That's all. We're trying to just  
25 capture it all.

1 A. I wasn't able to get ahold of them. I know that I called Tom  
2 Wynne, who is the company lawyer, when I couldn't get ahold of  
3 them and Brian to spoke to them, but I think, at that point, we  
4 were stopped.

5 Q. So share with us what other tasks, items you were dealing  
6 with. Was that because you shift focus to helping out the  
7 passengers get off? Did you -- were you responsible for  
8 accountability? Just tell us --

9 A. Once we came to a full -- a stop?

10 Q. Correct.

11 A. So I believe I handed Brian my phone. You know, Tom  
12 answered. From there, I exited the wheelhouse and started making  
13 sure everybody was okay and assessing the situation. On that  
14 boat, you pass by everybody on the third deck when you exit the  
15 wheelhouse. I believe I went down to the second deck and did a  
16 lap to make sure everyone was all right, and then down to the  
17 first deck. Everybody was seated. No one appeared to be injured.  
18 I think I may have instructed the crew to continue doing the same  
19 thing.

20 CWO [REDACTED] Pause while we check it please.

21 (Off the record.)

22 (On the record.)

23 CWO [REDACTED] Sorry, ma'am. You can continue, please.

24 MS. ENGELKEN: Sure. I think I -- like I said, I instructed  
25 the crew to start, you know, making sure everything -- everybody



1 was okay. I went back upstairs and notified Brian that everyone  
2 appeared to be all right. I know I went back to the wheelhouse  
3 and I think he was making some calls on the radio. I left the  
4 wheelhouse again and started making sure everybody was getting  
5 into lifejackets.

6 BY MR. WISNIEWSKI:

7 Q. Did the captain tell you to have people -- instruct people to  
8 put lifejackets on or --

9 A. Mm-hm.

10 Q. Could you just take us through what he said there to you;  
11 like, how you relayed that? Did you relay it to the deckhands?  
12 I'm just trying to understand the lines of communication down to  
13 those that were helping out people with the lifejackets.

14 A. He did. I believe he told me to start getting everybody in  
15 lifejackets. I don't know if the crew was already doing that  
16 anyway. I know I was up on the third deck first when I exited the  
17 wheelhouse and I started handing some out. I can't remember if by  
18 the time I got downstairs they were already doing it, fellow crew  
19 members.

20 Q. Did anyone make an announcement over the -- on the general PA  
21 system?

22 A. After the initial grounding? I don't know. I did not.

23 Q. Did you see everyone getting -- did anyone -- did you hear a  
24 horn or general alarm or PA announcement, hey, place your  
25 lifejackets on or anything like that?

1 A. No.

2 Q. So just word of mouth, people were putting on lifejackets,  
3 seeing other people put on lifejackets?

4 A. Right. But, I mean, I know the crew was handing them out. I  
5 don't think, like, the passengers were going for it themselves.

6 Q. Thank you.

7 BY CWO [REDACTED]

8 Q. Ms. Engelken, let's draw back, and at the time where Brian,  
9 Mr. Costello, notified that he was having an issue, okay? Did he  
10 say what was the issue?

11 A. No. He just said something along the lines of, we just lost  
12 control of the engines.

13 Q. And can you -- could you recall what he was doing at the  
14 time?

15 A. Nothing specific other than driving in hand-mode.

16 Q. So his activity at the operator station, could you have any  
17 familiarity what he was trying to attempt in that?

18 A. I do recall him attempting backup.

19 Q. And, just out of curiosity, how did you remember that?

20 A. I have a memory of him with his hands on the backup panel.

21 Q. So he makes an announcement to you, or he claims that there's  
22 some issue, and it's loss of steering. What was it?

23 A. He said we lost control of the engine.

24 Q. Lost control of the engine, okay.

25 A. Something of that nature.

1 Q. And then you observed him trying to work something out. You  
2 think it was using the backup?

3 A. Yes.

4 Q. So can you point out on there what you think it was that he  
5 was doing backup on, or what specifically a piece of equipment?

6 A. Sure, so the panel --

7 Q. You can get up for us please. It just makes it easier.

8 A. Does it make it easier? Okay.

9 Q. Sure.

10 A. So --

11 Q. Because there's nothing labeled on there, so I just --

12 A. Right. So this is the backup panel. I don't recall if it  
13 was that one, or there is another on the other side. I think --

14 UNIDENTIFIED SPEAKER: I think we have a picture of that.

15 UNIDENTIFIED SPEAKER: We do.

16 MR. BEVINS: (Indiscernible) picture on there.

17 MS. ENGELKEN: Yeah. So those are the two backup panels. I  
18 don't recall which side, but I remember him touching one of them.

19 BY CWO [REDACTED]

20 Q. And that's your best recollection --

21 A. Yes.

22 Q. -- of what he, during that time --

23 A. Yeah.

24 Q. -- was actually trying to (indiscernible) the vessel with  
25 those systems. Okay.

1 And I don't think we established -- you mentioned you were  
2 sitting next to him, and by next to him --

3 A. That chair.

4 Q. -- in that chair --

5 A. Yeah.

6 Q. -- right there?

7 A. Correct.

8 Q. Okay. Is there a function that you are responsible for; a  
9 piece of equipment or anything you're handling while you're  
10 sitting at that chair or --

11 A. No. There's a chart plotter and a radar screen in front of  
12 me.

13 Q. Is that a responsibility of yours to maybe --

14 A. Yeah.

15 BY MR. WISNIEWSKI:

16 Q. This is Luke with NTSB. While he's pulling up the pictures,  
17 just to clarify again, I think we've got it, but on the morning of  
18 the accident, from what you're aware, all the, like, machinery and  
19 equipment was available to you? There was nothing, like, locked  
20 out, tagged out?

21 A. No. The only thing notable, my chart plotter was on the  
22 evening mode and I couldn't find batteries to replace the mouse  
23 and to put it on daylight. Brian's was functioning. Mine was  
24 functioning, just dim.

25 BY CWO [REDACTED]

- 1 Q. So this is where you were sitting, ma'am. [REDACTED] [REDACTED]  
2 Coast Guard, again. And this is the seat?
- 3 A. Yes.
- 4 Q. And those -- is this the radar you're referring to?
- 5 A. Yes.
- 6 Q. What's what?
- 7 A. Radar to the right, chart plotter in front of you -- in front  
8 of the seat.
- 9 Q. This is radar?
- 10 A. Yeah.
- 11 Q. And chart plotter?
- 12 A. Yep.
- 13 Q. And then this is the mouse that ran out of batteries or --
- 14 A. I think that one.
- 15 Q. This one here?
- 16 A. Yeah.
- 17 Q. Try to think really hard here.
- 18 A. Okay.
- 19 Q. There's a couple of things that were happening with Brian  
20 that, obviously, we have a better recollection because we have  
21 video, and in interviewing him, he -- it's more descriptive as to  
22 what he was doing. Can you describe, to the best of your ability,  
23 what was happening on that bridge beforehand?
- 24 A. I just remember him touching a backup panel.
- 25 Q. So you -- the entirety of the incident, he was within this

1 operating location trying to figure what was happening?

2 A. Yes.

3 BY MR. WISNIEWSKI:

4 Q. Again, if I may, do you remember him moving at all? Do you  
5 remember?

6 A. I don't. I'm not saying he didn't. My attention -- you  
7 know, it was very fast. It could've been elsewhere. I'm not  
8 saying he didn't, but not that I recall. You don't have a  
9 specific memory of that?

10 Q. Exactly.

11 A. Gotcha, okay.

12 BY CWO [REDACTED]

13 Q. Now, someone -- like, in that situation that occurred,  
14 meaning there's processes that would require him to follow certain  
15 steps, and in that training you had, was -- is there something  
16 similar that you would have done -- trained for?

17 A. What do you mean?

18 Q. Like, let's say, this is a hypothetical, assuming that he'd  
19 get sick, he can't continue, would you have to manage that vessel?

20 A. Mm-hm.

21 Q. So what I'm trying to get you to do is, like, in the training  
22 you had, what should have been done?

23 A. Use the backup panel.

24 Q. Go directly to the backup panel?

25 A. Yes.

1 Q. Nothing else?

2 A. (No audible response.)

3 Q. Okay, understood.

4 CWO [REDACTED] We are going to take a break right now and  
5 continue shortly.

6 (Off the record.)

7 (On the record.)

8 MR. BEVINS: -- piece it together.

9 CWO [REDACTED] So what we'll do now is we'll watch the video  
10 of the incident that occurred Saturday, June 5th. Once it's done  
11 playing, we'll come back and ask more questions if necessary.

12 (Off the record.)

13 (On the record.)

14 BY CWO [REDACTED]

15 Q. [REDACTED] U.S. Coast Guard.

16 So, ma'am, we watched the video of what happened that day.  
17 Would you like to add anything to what has already been discussed?

18 A. Is there a specific question?

19 Q. Did it jog your memory in adding maybe anything else to what  
20 you were describing to us before?

21 A. Not any procedure that was performed; nothing specific.

22 CWO [REDACTED] Any questions with regard to what we saw?

23 BY MR. WISNIEWSKI:

24 Q. This is Luke, NTSB. Have you ever seen that before where --  
25 on any other vessels you were on where you lost control of those

1 type of modules, the Rolls-Royce display screens?

2 A. No, not to my knowledge.

3 Q. Specifically, on the *Commodore* itself, had you ever seen that  
4 there?

5 A. No.

6 Q. And then any other vessels you were on during -- because  
7 they're all very similar, from what we're being told --

8 A. Right.

9 Q. -- the layout. But you've never seen where they just --

10 A. No, I've never witnessed it.

11 BY CWO [REDACTED]

12 Q. And I know the answer to this, but in -- now that you saw it,  
13 in your opinion, how would you say Mr. Costello handled the  
14 situation?

15 A. I think as best as he could given our location, how fast it  
16 was happening.

17 Q. And can you elaborate or give an estimate on how much time  
18 you think passed from when he lost control of the vessel --

19 A. Until we were grounding?

20 Q. Mm-hm.

21 A. A minute, a minute-and-a-half.

22 CWO [REDACTED] Any more questions with regard to this topic?  
23 We're going into -- sorry.

24 BY MR. FITZGERALD:

25 Q. And just -- the timeline -- as far as from the time when he



1 realized -- sorry, Dan Fitzgerald. Just the captain realized,  
2 hey, he's got a problem here to the time that you got on the mic,  
3 roughly, what would you say? You know, was that about 30, 45,  
4 or --

5 A. Yeah, I would say 30 seconds.

6 Q. And then just -- you said you made two -- made at least two  
7 announcements, right?

8 A. At least two announcements, and it's not like I just said  
9 please be seated and hung up. Like, I believe I repeated myself  
10 several times in each announcement.

11 BY MR. BEVINS:

12 Q. Jack with Seastreak. And he instructed you to make those  
13 announcements?

14 A. He did.

15 BY CWO [REDACTED]

16 Q. Do you -- can you recall if you heard an exterior -- the  
17 whistle of the vessel alerting of a grounding where the vessel had  
18 lost propulsion?

19 A. Not that I recall.

20 CWO [REDACTED] Okay, moving on. Was it (indiscernible)  
21 history you want to get into?

22 UNIDENTIFIED SPEAKER: Absolutely, yeah.

23 CWO [REDACTED] Okay.

24 BY CWO [REDACTED]

25 Q. So usually what happens is when we kind of delve into the

1 investigations, we like to know the mind, (indiscernible), the  
2 condition, the health of an individual, and we try to go back into  
3 what the 96 hours were like for individuals that were involved  
4 with all subjects of a marine casualty? So, in this case, here,  
5 we'd like for you to go back -- and I know you kind of touched on  
6 it already from --

7 A. My work.

8 Q. -- Memorial -- right. But if you could include, like, the  
9 social side. In other words, like, your life at home, were you  
10 sleeping well. If you could go into that, please.

11 A. Sure.

12 Q. As far back as you can take it.

13 A. I slept all up until this. I went to bed, I think, around 10  
14 the night before. Like I said, I had been off that Friday. I had  
15 gone out and helped my boyfriend with something that day. I  
16 stayed home that night. I stopped by a friend's house around  
17 6:30. I was home by 8:30. I think I went to bed by 10. I slept  
18 well. Like I said, I got up at 20 after 6 that morning.

19 I'm working backwards, just because that's probably the  
20 easiest for me.

21 I had been at work all day on Thursday. I probably got out  
22 of there at 9:30, but I don't have a commute to work. I live five  
23 minutes away, so it's not like if I leave work at 9:30, I'm  
24 getting home at 10:30. Like, I'm home in five minutes, shower, go  
25 to bed.

1           The day before, Wednesday, I worked a half-day. What did I  
2 do Wednesday? I came home from work. I think I was just hanging  
3 out relaxing outside. I went to the store to get a new pair of  
4 sunglasses. I think my boyfriend had come over Wednesday night.  
5 I'm sure we were in bed early if I was getting up the following  
6 day to go to work Thursday. I'm pretty boring.

7 Q.    And Tuesday you worked 16 hours.

8 A.    Tuesday I worked all day and definitely came home, showered  
9 and went to bed to go back the next day.

10 Q.    Okay. So any alcohol consumption, any partying? Got to ask.

11 A.    Friday night, I think I had two Heineken Lights at the  
12 friends early. The rest of the week, I was pretty tied up working  
13 and, you know, when I'm getting up at 4 the next day, I don't  
14 typically indulge.

15 Q.    Medication, are you taking any?

16 A.    Birth control, that's it.

17 Q.    So nothing over-the-counter?

18 A.    Nothing that would interfere, no.

19 Q.    I did notice you wore -- you had glasses on in the video.

20 A.    Yeah, not prescription.

21 Q.    They were just, like, reading --

22 A.    Sunglasses.

23 Q.    Oh, sunglasses.

24 A.    Yeah, they're sunglasses.

25 Q.    Okay.

- 1 A. I don't know if the video -- you couldn't tell.
- 2 Q. I couldn't tell.
- 3 A. Right.
- 4 Q. When did you get your credential?
- 5 A. It was issued to me in December of 2020.
- 6 Q. '20?
- 7 A. Yep.
- 8 Q. So six months. Your physical --
- 9 A. My physical, yeah.
- 10 Q. -- that came in with that request for that.
- 11 A. Sure.
- 12 Q. Everything was okay with that?
- 13 A. Everything was fine, yeah. Vision --
- 14 Q. So no prior existing high blood pressures or --
- 15 A. No, and nothing came about in the six months from when I had
- 16 that physical until now.
- 17 Q. Prior to post-casualty drug testing, where that evening the
- 18 lady took you guys aft in the bathroom and took specimens from
- 19 you, do you recall taking any drug tests for Seastreak?
- 20 A. I think it was the -- I think I had a random on Thursday.
- 21 Q. That Thursday?
- 22 A. It was that Thursday or the previous Thursday. Yeah, I had
- 23 just had a random.
- 24 Q. That was the 3rd?
- 25 A. Yeah, I believe so. I know that information is out there

1 somewhere.

2 Q. Thursday from that Saturday, correct?

3 A. I think I might have the paperwork in my bed. Do you want me  
4 to --

5 Q. No, no, it's fine.

6 A. Yeah, I believe it was that Thursday.

7 Q. Thursday the 3rd, okay.

8 A. It could've -- I know it was a Thursday. It could've been  
9 the previous one, but it was within --

10 Q. It was super recent.

11 A. -- like, two weeks, yeah.

12 Q. Right.

13 CWO [REDACTED] Any questions?

14 BY MR. WISNIEWSKI:

15 Q. Just to clarify, for June 4th, Friday, you were asleep that  
16 night. How many hours of sleep do you think you got Friday night  
17 into Saturday?

18 A. Between 10 o'clock at night and 20 after 6 in the morning.

19 Q. Okay. So you said 6:20 is when you --

20 A. Yeah, when I woke up.

21 Q. All right. And how was that quality of sleep, good?

22 A. Great.

23 Q. Now, I know you were working previous shifts, but it was all  
24 pretty much during daylight time? Like, you weren't changing your  
25 shift around, right? You weren't working --

- 1 A. No.
- 2 Q. -- night shifts or --
- 3 A. Nope.
- 4 Q. So you pretty much stayed on daytime shift?
- 5 A. Yeah.
- 6 Q. So your sleep pattern is --
- 7 A. Was, like, regular, yeah.
- 8 Q. Okay. And I know they touched on your physical, but as far  
9 as your vision, how's your vision? When's the last time you had  
10 it tested?
- 11 A. During my physical, so that would've been in November, I  
12 guess.
- 13 Q. And how is your vision? 20/20?
- 14 A. Yeah, I believe it's --
- 15 Q. Not corrected?
- 16 A. I believe it's 20/20, and not corrected.
- 17 MR. WISNIEWSKI: That's all I have.
- 18 CWO [REDACTED] Okay.
- 19 BY CWO [REDACTED]
- 20 Q. In addition to everything we've already discussed, is there  
21 anything you'd like to say, to add?
- 22 A. Not specifically.
- 23 Q. Okay.
- 24 CWO [REDACTED] Any other topics of discussion?
- 25 BY MR. [REDACTED]

1 Q. So this is just Luke Wisniewski, NTSB. So I just wanted to  
2 clarify that, like -- we want to try to look into everything with  
3 this accident, so if there's anything that you can share with us  
4 that you maybe think, hey, this would've helped me out, helped my  
5 job better to handle this situation, this is -- you know, if  
6 there's anything you wanted to share with us, that's what we're  
7 trying to drive at.

8 A. Right.

9 Q. And if there's anything we didn't touch on that we maybe  
10 should be looking at, like, hey, you missed the boat, you  
11 should've been talking about this area.

12 A. Yeah, I don't know. I mean, I feel like this is just a very  
13 unique situation because it unfolded so fast. So, of course, you  
14 know, things could've been different if he wasn't right there or,  
15 you know, it had unfolded at a slower pace or was in a different  
16 spot. I don't know. I don't know. Of course, there's always  
17 room for improvement. I think he's trained to handle this as best  
18 as he can.

19 Q. That being said, I just -- and this is a little bit  
20 subjective, so I'm just -- is there any -- was there any  
21 discussion or thought in your mind -- and it's not trying to  
22 Monday morning quarterback. It's just trying to understand, hey,  
23 you know, should we have just hit the engine? Should we have just  
24 both stopped everything, you know? Could we have done that in  
25 that timeframe? I'm just curious on hearing your thought process

1 on that. Was there any discussion on that?

2 A. No, and that thought didn't occur to me, and, again, not  
3 playing Monday morning quarterback, maybe it was an option. I  
4 would be concerned people would get hurt if that was the case,  
5 because we were close. I don't know.

6 Q. Yeah, and --

7 A. Was this your -- right.

8 Q. Right. I'm just saying that there's inbound traffic,  
9 something's behind you, so (indiscernible). So I'm just curious  
10 if you had any discussion --

11 A. No discussion.

12 Q. -- with the captain regarding that.

13 A. No discussion about it.

14 MR. [REDACTED] That's I have, thank you.

15 CWO [REDACTED] No further topics to bring up? No further  
16 questions? Okay, so we'll conclude today's interview.

17 Ma'am, thank you.

18 MS. ENGELKEN: Thank you.

19 (Whereupon, the interview was concluded.)  
20  
21  
22  
23  
24  
25



CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: ACCIDENT OF THE *COMMODORE* FERRY  
IN BROOKLYN, NEW YORK  
ON JUNE 5, 2021  
Interview of Kristen Engelken

ACCIDENT NO.: DCA21FM029

PLACE: Staten Island, New York

DATE: June 9, 2021

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

  
\_\_\_\_\_  
Shelby Shover  
Transcriber

