

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: BRIAN ACHILLE, Director of Engineering  
Seastreak

Staten Island, New York

Tuesday,  
June 15, 2021

APPEARANCES:

LUKE WISNIEWSKI, Investigator  
National Transportation Safety Board

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o ██████████ ard Marine Inspections

JACK BEVINS, Vice President, Operations  
Seastreak

DAN FITZGERALD, ESQ., Freehill, Hogan & Mahar  
On behalf Seastreak


I N D E X

ITEM

PAGE

Interview of Brian Achille:

By Mr. Wisniewski

By Mr. 

I N T E R V I E W

(12:19 p.m.)

1  
2  
3 MR. WISNIEWSKI: Good afternoon. Time is 12:19 on June 15th,  
4 2021 here at Sector Coast Guard in New York. My name is Luke  
5 Wisniewski from the National Transportation Safety Board and we're  
6 here interviewing the -- your title?

7 MR. ACHILLE: Director of engineering.

8 MR. WISNIEWSKI: And your -- say your first name and spell  
9 your last name?

10 MR. ACHILLE: Brian Achille, A-C-H-I-L-L-E.

11 MR. WISNIEWSKI: Thank you. And we're here for the Seastreak  
12 Wall Street -- or Seastreak *Commodore* -- correction -- accident  
13 that occurred on June the 5th, 2021, approximately 1551. And  
14 again, we'll go around and introduce everyone. My name is  
15 Luke Wisniewski, last name W-I-S-N-I-E-W-S-K-I, with the National  
16 Transportation Safety Board. And is it okay to record this --

17 MR. ACHILLE: Yes, it is.

18 MR. WISNIEWSKI: -- recording?

19 MR. [REDACTED] (PH) [REDACTED] from Coast Guard Marine  
20 Inspections, Sector New York.

21 MR. FITZGERALD: Dan Fitzgerald with the law firm of  
22 Freehill, Hogan & Mahar for party-in-interest, Seastreak.

23 MR. BEVINS: Jack Bevins, Seastreak, LLC.

24 MR. WISNIEWSKI: Great, thank you.

25 INTERVIEW OF BRIAN ACHILLE

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Court Reporting Transcription  
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Balt. & Annap. 410-974-0947

1 BY MR. WISNIEWSKI:

2 Q. So let's just go through your background. Can you go all the  
3 way back to when you started getting involved with the maritime  
4 industry, whether it's fishing boats, work boats?

5 A. So 2005 I started school at SUNY Maritime; went for  
6 mechanical engineering, graduated January of 2010; started  
7 pursuing a maritime career at Seastreak in February of 2010;  
8 worked with them for approximately about a year and then went to  
9 one of our other companies, Interlake Steamship; sailed as a third  
10 engineer there as -- for about 120 days as a relief engineer. And  
11 then came back to Seastreak after my stint on the Great Lakes.  
12 And then started working, I would say, end of 2010 again with  
13 Seastreak. And then until, you know, current.

14 In that timeframe, when I first came back from the Great  
15 Lakes, I started -- I was the project engineer for (indiscernible)  
16 power, the Seastreak Wall Street, which is now the Seastreak  
17 Nantucket Express. So I did project engineering for that design,  
18 a lot of the drawings, when we were undergoing the repower. That  
19 was a four engine -- four water jet boat that we turned into a  
20 two-engine controlled pitch vessel. That was completed 2012.  
21 From 2012 until about 2015 I was designated the fleet engineer so  
22 I would be basically in between all of the engineers on the boat  
23 and the management side of the engineering.

24 2015 I acquired the position of director of engineering.  
25 With that I, you know, ended up doing two other repowers and a new

1 build, which is the *Commodore*. Currently overseeing another new  
2 build and managing the fleet still on the engineering side.

3 Q. All right. Luke Wisniewski, NTSB. What Merch Mariner  
4 credential do you current hold?

5 A. Currently have third engineer, unlimited horsepower.

6 Q. Did you increase your steam in the Great Lakes?

7 A. Increased the steam, but never took the seconds test.

8 Q. You didn't -- okay. I thought that was automatic after?

9 A. You just have to apply. Right now my license is in  
10 compliance.

11 UNIDENTIFIED SPEAKER: Continuity?

12 BY MR. WISNIEWSKI:

13 Q. Continuity?

14 A. Continuity.

15 Q. So you were in the five year -- you're in that one-year grace  
16 period?

17 A. No, so I'm actually on my second renewal.

18 Q. Oh, your second renewal.

19 A. So it's still live until I think '23.

20 Q. Okay. And do you have your STCW endorsements with that  
21 credential?

22 A. I did and then I did take a test to keep them up to date.

23 Q. And that also coincides with the license, your SSW (PH)?

24 A. Correct.

25 Q. And you said it's good until -- I didn't -- I'm not sure --

1 did you bring it?

2 A. I don't have it with me.

3 Q. Yeah.

4 A. I don't have it with me.

5 Q. Okay. So we'll look it up, but I just like to have that just  
6 for background and understanding. Okay. So you sailed in -- so  
7 in this fleet, fleet engineering position -- so you were involved  
8 with repowering, as well, at that time?

9 A. Correct.

10 Q. And how much time would you say you spent on the different  
11 vessels, whether it's the *New York*, the *New Jersey*, the *Highlands*?

12 A. Sailing aboard as an engineer, I would say probably three to  
13 four years' time on all of the vessels. For the repower I was  
14 mainly focused -- for the Wall Street repower back in -- basically  
15 end of '11 to '12 I was on that vessel, all for the commissioning,  
16 the testing. And then I was sailing on that vessel for probably  
17 about a year training everybody on it and just working as  
18 engineer/deckhand.

19 Q. Okay. And with that repower, that is -- are they MTUs  
20 engines on there?

21 A. Correct, yes.

22 Q. And is it the same configuration as far as the Rolls-Royce  
23 controls, propulsion controls?

24 A. No, it's a control pitch boat, propeller boat.

25 Q. It's a CBP wheel (PH)?

1 A. So that's got the scanner, (indiscernible) control system on  
2 it. Little different -- I mean, there are similarities between  
3 the two systems.

4 Q. Okay. So let's get into -- you said you were part of the  
5 project. You were the project lead or project engineer for the  
6 *Seastreak Commodore* when it was --

7 A. Correct.

8 Q. -- being built?

9 A. Correct.

10 Q. How much time did you go down to the shipyard?

11 A. I was probably down there for total, probably a year, 365  
12 days out of 18-, 20-month build. I handled all the purchasing for  
13 that vessel; basically dealt with all of the representatives from  
14 various companies for that.

15 Q. And were you on there during sea trials and commissioning or  
16 acceptance --

17 A. Correct.

18 Q. -- tests?

19 A. All stages throughout the commissioning of the vessel, you  
20 know, before it even goes in the water, all the testings.

21 Q. And during that timeframe I assume you were working with all  
22 of the various vendors, MTU --

23 A. MTU, Rolls-Royce.

24 Q. -- Rolls-Royce. Did they provide you training on this, or  
25 the engineers that were down there, on the computer systems?



1 A. The engineers that were down there. They -- I -- so backing  
2 up a little bit. We have -- we did the *New York* in 2017. So I  
3 was able to gain knowledge there. Then we did another vessel, the  
4 *New Jersey*, which actually coincided with the *Commodore*. So there  
5 was rigorous training or many opportunities for training during,  
6 during all of those builds.

7 Q. And for the *Commodore* --

8 A. Correct.

9 Q. -- with the propulsion control system --

10 A. Yes.

11 Q. -- the touchscreens, are they similar models to what is on  
12 the *New York/New Jersey*?

13 A. So it's the, it's the same Canman touch, it's one package  
14 that they provide with the waterjets for the controls. Possibly  
15 different software on them, or revisions if you will. All of the  
16 systems runs are identical. The difference being between the *New*  
17 *York* and *New Jersey* is the number of waterjets. As far as the  
18 bridge layout, it's identical, but the *Commodore* will have two  
19 backup controllers on the -- in the wheelhouse.

20 Q. And going into -- since you're familiar with the various  
21 vessels -- the *New York*, *New Jersey*, the *Commodore*. Do you  
22 provide training to the engineer that is coming on board? Do you  
23 go through is training and sign off portion of it or --

24 A. I go through --

25 Q. -- how does that work?

1 A. So I'll have engineers that I have trained and then they will  
2 be on board the vessel and they will -- if someone is coming on  
3 they will walk them through the boat. They'll basically shadow  
4 them for a period of time. And then eventually -- I'll get on the  
5 boat and I'll go through some of the systems, just -- you know,  
6 I'll just pop on the boat and let me show you some things. But we  
7 have engineers that have been signed off that end up teaching it  
8 and showing oncoming engineers.

9 Q. Understood. Are you spot checking them or are you just  
10 sharing your knowledge of it?

11 A. Spot checking and just honestly randomly going on the boat  
12 and taking the captains or the engineers, whoever it may be, and  
13 just going through the system with them. Basically refreshers  
14 whenever I'm on the boat.

15 Q. Okay. So this training you get for, let's say, Rolls-Royce  
16 and MTUs --

17 A. Correct.

18 Q. -- that is all basically on-the-job training? You're working  
19 with the technician?

20 A. Correct.

21 Q. Is there any classroom training that you take?

22 A. No, there is not.

23 Q. Like a certification where it's a like a week course?

24 A. No. No, they don't give us any certification. The only  
25 certification that we have for our engineers, we do send them to

1 MTU school, so that they do get a certificate for. So we'll send  
2 them out for a week at a time. They will -- the first one is  
3 basically doing overhauls and maintenance and then touching upon  
4 the electronic side, the engines. But as far as Rolls-Royce, no.

5 Q. You indicated you send people off to that school?

6 A. Correct.

7 Q. And where do they go, where do they for training for that?

8 A. In Michigan; MTU North America has a training facility there.

9 Q. And it's a week long? How long is the course?

10 A. Yeah, it's a week long. I believe you show up there on a  
11 Monday and you leave Friday evening.

12 Q. All right. So we went into those training certificates. We  
13 talked about your licenses. Is there any other, like, training  
14 certification programs that you have?

15 A. Refrigeration for HVAC and just my Merch Mariner credential.

16 Q. So, like, the universal certification for --

17 A. Not universal. Recovery and --

18 Q. Okay.

19 A. -- 409 (indiscernible).

20 Q. 409? All right. And any other, like, training outside of  
21 that, like, grad school --

22 A. No.

23 Q. -- college work? All right. So I'm going to --

24 MR. WISNIEWSKI: Any questions with training background?

25 MR. [REDACTED] [REDACTED] [REDACTED] with inspections.

1 MR. [REDACTED] So do all your engineers go to the MTU school?

2 MR. ACHILLE: So we started this program two years ago and  
3 the class is very small, just limited by size and by how many  
4 people can actually work on one engine as we take it apart. So we  
5 started, I guess it was before COVID. It was two years so we had  
6 10 participants go to that. So we have sent 10 engineers through  
7 it and we have -- we still have more to send once we get back up  
8 and -- the training facility gets back up and running we'll be  
9 sending out another crew. It was my -- it was Seastreak's idea,  
10 you know, let's send these guys out for additional training to  
11 help just understand and be familiar with working on the engines.  
12 So we set it every year because we don't have -- we can only get  
13 one class a year because it's booked by -- primarily, actually,  
14 the Coast Guard sends all of their people to the same school. So  
15 there's only one availability and we had to fight it to be able to  
16 get that one spot.

17 UNIDENTIFIED SPEAKER: That's a contributing factor.

18 BY MR. [REDACTED]

19 Q. And then -- so you got promoted to director of engineering.

20 A. Correct.

21 Q. The fleet engineer position, was that filled or were you  
22 still holding the same responsibilities?

23 A. So I held the responsibilities for a couple years, kind of  
24 doing both, which was fine; didn't have any issue doing that as  
25 far as time management. And then in 2019 -- it says '18 -- we

1 ended up hiring Jeff Martucci (PH); that ended filling that role  
2 of fleet engineer. So he comes on board with -- he was a service  
3 tech for just about 20, 25 years with Johnson Towers, which was a  
4 service company that we used for servicing all of our MTUs. So he  
5 was always working on our boats since 2013, I think was his first  
6 visit on the Wall Street when -- and he came on and, you know, he  
7 worked with us for 7 years and then we ended up hiring him in, I  
8 believe it was, February of 2018.

9 MR. [REDACTED] Okay.

10 BY MR. WISNIEWSKI:

11 Q. Luke again with NTSB. Go through a little bit about the,  
12 like, maintenance program. We heard today was, like, there's one  
13 that's called wheelhouse.

14 A. Correct.

15 Q. Can you go through that with us?

16 A. So with the SMS system requires a detailed maintenance and  
17 repair system, basically logging everything on the boats,  
18 primarily all critical systems. So we hired a company, Wheelhouse  
19 Technologies, that came on board, did a walk-through of four of  
20 our vessels at one time and then the remaining vessels, and then  
21 the *Commodore* during acceptance. Or just after sea trials. They  
22 came on, did a walk-through of the vessels, basically listed every  
23 system, took down the generators, model numbers, serial numbers,  
24 and then ended up going to the manufacturer's recommendation as  
25 far as maintenance intervals, and what we should do, say,

1 quarterly checks or number of hours on the engine as far as  
2 services. So it auto-populates, either by time or hours, it will  
3 populate alerts saying okay, your engine has 1,000 hours on it.  
4 It will generate within, you know, whatever your forecast is, 25  
5 hours or so. It will say, okay, you need to do an oil change.  
6 Same thing with the fire pumps you have to -- every month there's  
7 a check that says, okay, you got to check your water -- your fire  
8 pump. So it goes through all of the subsystems of the vessel and  
9 generates basically alerts for the engineers to check. It also  
10 has properties where you can record corrective maintenance or one-  
11 time maintenance. If something is not part of or in the  
12 maintenance program, you can add in. Say you did a water pump or  
13 you had to replace a pipe or whatever it may be, you can store  
14 information in there.

15 Q. And go through what your responsibilities are to that  
16 Wheelhouse system, to oversee that maintenance --

17 A. So -- correct.

18 Q. -- make sure the --

19 A. So I'm administrator of that system. So I can, you know,  
20 view all of, view all of the vessels, view all of the systems. I  
21 can -- you know, if I see something where, okay, well this isn't  
22 really a critical system or we don't have to do this check or this  
23 doesn't actually even belong in here, I can make those changes.  
24 Then I -- looking at it, you know, I can delegate, okay, you --  
25 this has to be done or this didn't get done or if the ship is in

1 dry dock, we can postpone certain, certain maintenance intervals.

2 Q. And who else looks at this system that looks at the work  
3 orders, looks at the taskings? I imagine it does populate certain  
4 things that are overdue, but is there anyone else that you work  
5 with that is responsible for --

6 A. So it's --

7 Q. -- making sure those tasks are carried out?

8 A. -- myself and then Jeff Martucci, who is also an  
9 administrator. He can look at it and delegate tasks or put -- you  
10 know, inputs into it. The on-board engineers all have access to  
11 it; the captains have access to it, as well.

12 Q. And we were hearing earlier, but just I want to make sure --  
13 so it's username/password? How is --

14 A. Username/password.

15 Q. So you delineate who can log in and --

16 A. Correct.

17 Q. -- what authority --

18 A. What their access --

19 Q. -- or ability they have?

20 A. Exactly.

21 Q. Okay. And so for most of the engineers on board, they can  
22 just sign off on work being done?

23 A. They can sign off on work being done, they can create work  
24 orders, they can do one-time maintenance. They can't change  
25 frequency and they can't delete anything out of there.

1 MR. WISNIEWSKI: All right. That sounds good. Any up to the  
2 (indiscernible) --

3 MR. [REDACTED] [REDACTED] [REDACTED] inspections.

4 BY MR. [REDACTED]

5 Q. Does this -- is Wheelhouse approved by anybody? Is it  
6 approved by -- I guess ABS is your provider or your  
7 (indiscernible) --

8 A. It's --

9 Q. -- safety management system. Do they --

10 A. It's accepted as a maintenance system. I don't know if  
11 that's a case-by-case basis. I believe you kind of have to prove  
12 yourself that you're using it correctly to be able to be approved  
13 by ABS. Wheelhouse in general, I'm not positive if they are. But  
14 I definitely can find that out for you.

15 Q. Sure.

16 A. Because they were, they were just bought by a new company  
17 about three or four weeks ago. So they may -- much bigger company  
18 -- they may be accredited. But I can find out.

19 Q. Okay. And just overarching umbrella for your position  
20 description. I know you don't have it in front of you, but just  
21 -- you know, you've encompassed a lot of them already, but if you  
22 can give us a little bit more on what --

23 A. So director of engineering, handling day-to-day operations of  
24 the fleet on the engineering side and the operations side. Work  
25 very closely with Jack Bevins handling, you know, whatever is kind



1 of thrown at us every day. Main thing is, you know, safe  
2 practices aboard the vessels and complying with all regulatory  
3 agencies. Planning shipyard visits, budgeting, new builds, you  
4 know, and then just overall maintenance of the fleet.

5 BY MR. WISNIEWSKI:

6 Q. Sounds good. I'd like to now just go into the events that  
7 unfolded and how you became aware of the *Seastreak Commodore* on  
8 June 5th and the accident that occurred.

9 A. So I believe it was 4 -- or 1625 was my first phone call,  
10 which was pretty much immediately once it happened I received a  
11 phone call from James Davis. He was the onboard engineer at the  
12 time. I missed his first phone call. Picked the next phone call  
13 or I called him back within 30 seconds. Spoke to him. He  
14 immediately told me he was, you know, in a canal and we were  
15 trying to figure out what canal he was in. And he started saying  
16 we were taking on water in the port engine room so then I directed  
17 him and just talked to him. You know, start the bilge pumps. You  
18 know, at this time I didn't know I guess how much water was coming  
19 in. So I did just kind of talking to him and then he said we're  
20 taking on a lot of water. And so then I said make sure you secure  
21 all the power to that engine room, which he did. I met up with  
22 Jack probably 4:30, 4:40 at our shop in Atlantic Highlands, New  
23 Jersey. We ended up -- we were trying to figure out how to get to  
24 the vessel. There was a couple ideas. We ended up jumping on the  
25 5:00 ferry that left from Highlands and we got to East 35th

1 Street. We then -- Jack contacted Miller's Launch; ended up  
2 taking Miller's Launch from 35th street to the vessel. That was  
3 -- I forget the name of the inlet was.

4 Q. Bushwick.

5 A. Bushwick. And then we got on the boat, heavily -- FDNY, all  
6 the passengers were off. The crew was still there, heavy FDNY and  
7 Coast Guard presence and NYPD. By that time they had probably  
8 about 7 water -- dewatering pumps on the boat. They were pumping  
9 out the fuel void and the port engine room, the port fuel  
10 void/port engine room. And so I saw, you know, there was water  
11 just at the air filters on the port engines. Ended up  
12 instructing, kind of took charge of the dewatering process. Had  
13 them take the pumps out of the fuel void because that wasn't  
14 really making any water and concentrating on just the engine rooms  
15 and putting everything in the engine room.

16 After that we had Randive, which was a dive company that was  
17 brought out by Miller's Launch; Jack coordinated that. They came  
18 on the boat. They sent one diver down. He did a dive underneath  
19 the port side and the starboard side to see what, what damage we  
20 had. He reported that we had a 16 by -- or 18 by 6-inch tear  
21 between the forward bulkhead of the engine room and the fuel void,  
22 which are attached by a watertight bulkhead. And there was a  
23 puncture right between the two, causing both the fuel void and the  
24 engine room to flood. The pumping power we had basically, you  
25 know, stopped it from coming in more, but you know, we couldn't,

1 we couldn't gain on it. The only time we gained on it was when  
2 the tide started going out. We were able to gain about a foot and  
3 then by the time Randive was able to shore up the hole we were  
4 able to pump out the space in probably about approximately an hour  
5 time.

6 After everything was secure we stayed on the vessel, came up  
7 with a salvage plan or a plant to get it to the shipyard to  
8 undergo repairs and inspection. That occurred Sunday at about  
9 7:30. We had North River Shipyard, they showed up with a tugboat  
10 and a barge that I orchestrated the night before. They were able  
11 to pull us free. We didn't have any -- you know, no water, no  
12 water was coming into the compartment. So they were able to pull  
13 us free, put us on the barge on the port side, and then tow us  
14 from New York Harbor to North River Shipyard, which is located in  
15 Nyack, New York.

16 Hauled the vessel there and put it up on blocks, returned the  
17 following day to basically inspect the damage.

18 Q. All right. Thank you for that. That's a good narrative.

19 (Indiscernible) go through this, and we're going to have probably  
20 a couple more follow-up questions on what went on. I want to go  
21 back to just what did you -- you indicated you directed Mr. James  
22 Davis to do certain things.

23 A. Correct.

24 Q. And I just want to make sure I captured them all. So you  
25 indicated that you told him to secure the power.

- 1 A. Secure the power to the port engine room.
- 2 Q. And what did that entail? Did you take him through it or was  
3 he --
- 4 A. No, he was --
- 5 Q. -- familiar with the --
- 6 A. It was more of me thinking, just myself, okay, I'm going  
7 through the same checklist that he was going through. So it  
8 wasn't like oh, it's in -- you know, he didn't -- I didn't have to  
9 tell him oh you've got to go this closet to do it. He knew  
10 exactly where it was and what to do. It was me thinking out loud  
11 and there was another person on that line, you know, just kind of  
12 going back and forth.
- 13 Q. And when you instructed them to drop down the portable --
- 14 A. Correct.
- 15 Q. -- bilge pumps, do you know what size they were or which ones  
16 they were or where they were located?
- 17 A. Those are 70-gallons a minute. They're located in the port  
18 electrical closet upstairs with 100-foot cord so it can reach  
19 every void from its receptacle, which is located in the port  
20 electrical closet. They dropped it down into the engine room by  
21 the wing station.
- 22 Q. Is that the forward ladder -- no, the wing station is the --
- 23 A. No, that would be the AFT ladder.
- 24 Q. -- AFT ladder?
- 25 A. Correct. Just in front of the number 2 engine.

1 Q. Okay. And you indicated they also dropped one down into the  
2 forward port engine --

3 A. So once --

4 Q. -- fuel tank area?

5 A. I believe it was FDNY, once they showed up, they had a series  
6 of different pumps, they had trash pumps, they had electrical,  
7 hydraulic pumps, they had -- they put one in the fuel void and  
8 then they had two, I believe, on the forward ladder going into the  
9 fuel void, and then one -- they had two more in the AFT ladder in  
10 front of engine number 2. They had all of those pumping together.  
11 My concern was the fuel void, there was nothing that was -- you  
12 know, that could really get damaged down there, so I had them pull  
13 that pump out and put that in the engine room and see if we can  
14 get that a little further down, but because of the hole we just  
15 couldn't -- we couldn't make progress. We weren't going up, but  
16 we weren't being able to dewater.

17 Q. Were you pretty much rested on the bottom? Were you grounded  
18 where you didn't have to deal --

19 A. So --

20 Q. -- other than with the tide coming in and out --

21 A. So we weren't -- we were not aground on the stern of the  
22 vessel. So when we got there it was -- I guess we were coming up  
23 to -- what is that, high tide. We were coming up to high tide so  
24 we ended up trying to see -- Jack and myself, we ended up  
25 attaching a weight and trying to see how deep it actually was,

1 where was it shallow, that's what we expected. It was actually 12  
2 feet underneath the bottom of the boat. At low tide we were at 4  
3 feet. So the stern of the vessel was never actually aground.  
4 What was aground was the bow of the boat. The port and starboard  
5 pontoon, probably from the first five frames of the vessel were  
6 actually on an old boat launch ramp. So that was aground. The  
7 stern of the vessel actually was never really, you know, in -- on  
8 the bottom. What caused probably the water to come in was the bow  
9 being up high and putting pressure on the stern.

10 Q. And were you able to see what made the puncture marks on the  
11 port pontoon, between the port engine room and the --

12 A. I was not able --

13 Q. -- fuel tank?

14 A. I was able to see it after we dewatered it I saw the  
15 puncture. What caused it, no, I could only -- I could just see  
16 various objects on the way into where it was that could possibly  
17 have done it, which were clearly 4 foot underwater, but just  
18 seeing what's on top of the water (indiscernible).

19 Q. In low tide you couldn't see if they were --

20 A. No.

21 Q. -- scraped or any new gouge marks on those riprap or pilings  
22 that were on either side of the --

23 A. Uh-uh.

24 Q. Okay. And when it was aground on the boat ramp and resting  
25 there, was there any concerns of the stability of the vessel at

- 1 the time? Were there --
- 2 A. No, there was not.
- 3 Q. Worried about flipping or laying over too far to one side?
- 4 A. No.
- 5 Q. It was --
- 6 A. It was --
- 7 Q. -- (indiscernible) enough --
- 8 A. It was stable.
- 9 Q. -- marginal stability on a port pontoon --
- 10 A. Correct.
- 11 Q. -- even with the two spaces filling?
- 12 A. With the two compartments compromised never feared that or
- 13 thought -- you know, with still having all the water underneath
- 14 and you're not making water and you're not gaining anything,
- 15 nothing was going to change.
- 16 Q. And how high did you estimate what the port engine room water
- 17 level was?
- 18 A. So from the keel it would probably be 12 feet from the keel.
- 19 I mean, it's -- in that area, it's pretty sizeable V so your deck
- 20 is probably 4 foot, probably (indiscernible) 10 to 12 feet in
- 21 there from the --
- 22 Q. In the port engine room space?
- 23 A. Correct.
- 24 Q. And how much in the --
- 25 A. Fuel void?

1 Q. -- fuel void?

2 A. You're probably looking at 8 to 10 -- 8 to 10 and then 10 to  
3 12 in the engine room.

4 Q. Now would that take it all the way up to the -- what rung on  
5 the ladder, on the AFT ladder on both spaces?

6 A. I don't remember counting.

7 Q. Okay. But when you looked at it, that's how you're  
8 estimating that?

9 A. Yeah.

10 Q. Eight to ten, okay. In the fuel void and then 10 to 12 you  
11 said in the --

12 A. In the engine room.

13 Q. -- in the engine room. And no other water in any other  
14 space?

15 A. There was -- so in the lazarette, which was not compromised,  
16 but we do have bulkhead seals that go from the drive line to the  
17 waterjets that are located in the lazarette, they're fitted with  
18 two seals that once they see water or are submerged in water, they  
19 will start activating and they swell up and then seal around the  
20 shaft. So basically all the water that was in there was just the  
21 time that it took for the seal to compress on the shaft and then,  
22 you know, once we were able to pump that out that water did not  
23 return.

24 MR. WISNIEWSKI: All right. Any questions for damage and  
25 then we'll go into the propulsion controls?



1 MR. [REDACTED] No questions.

2 BY MR. WISNIEWSKI:

3 Q. All right. So let's go into the propulsion control system.  
4 The Rolls-Royce system --

5 A. Correct.

6 Q. -- that was bought by Kongsberg Maritime.

7 A. Correct.

8 Q. But we'll refer to it as just Rolls-Royce or whatever you  
9 guys are familiar with calling it.

10 A. It still says Rolls-Royce on the panels. So it's -- the  
11 vessel is fitted with Rolls-Royce Canman touch system. It has --  
12 do you want me to describe the system?

13 Q. Please, yeah.

14 A. Okay.

15 Q. Describe it, your understanding of it and then what you  
16 believe -- you know, what you saw or what was -- when you arrived  
17 on scene.

18 A. Okay. So the system is comprised of -- on this vessel you  
19 have four waterjets and three controls stations up on the bridge.  
20 Each control station or we'll go with the main control station.  
21 That's going to be -- you have two panels there. Those panels  
22 that you would -- the touchscreens that you would operate all of  
23 your features as far as clutching in, clutching out, changing from  
24 primary to primary control, which is a tiller and throttle detents  
25 or going to a joystick. On that same location you have two backup

1 panels. On the port side you have two for the port engines and on  
2 the starboard side you have two for the starboard engines.

3 Then on the wing stations, on the port wing station you'll  
4 have one control station followed by the throttle detents, a  
5 tiller, and a joystick. And then on the starboard wing station  
6 you'll have another touchscreen with throttle detents, joystick  
7 and a tiller.

8 What links the port side and the starboard side together is  
9 two power sources. You have your A power, which is going to power  
10 everything on your port side. So that's going to take care of  
11 your port main controls station and your port wing station.

12 At the main control station you have B power, which is going  
13 to take care of your port -- or your starboard, starboard  
14 touchscreen and all of your starboard controls. And then on the  
15 starboard wing you also have that B power there, which is going to  
16 control the display and your starboard controls.

17 The backup is fed by a completely and separate system,  
18 including power supply. That is going to have power from the C  
19 battery banks, which are located in the starboard electrical  
20 closet. And that's going to send voltage or signals directly to  
21 either your steering buckets or your steering nozzles along with a  
22 clutch signal for your transmissions and also RPM signal to your  
23 main propulsion engines.

24 Q. So I have up behind you the touchscreens. It's image --

25 A. Correct.

1 Q. -- 0362 jpeg, NTSB photos. But -- so these will show, right,  
2 the A and B panel? Is that what you're referring to?

3 A. Correct. So on the left-hand side of the screen is going to  
4 be your A panel and on the right-hand screen is going to be your  
5 -- or the right-hand screen on the picture is your B panel. So  
6 you have two screens in the main control station. Both of these  
7 screens will show you exactly the same from one screen to another.  
8 So each screen will show that it's got four waterjets on it. You  
9 can toggle between screens and have one screen show something  
10 different than the other screen. But as far as functionality they  
11 show the exact same indication and control.

12 Q. So they're identical? It's like a mirror imagine you could  
13 put --

14 A. Correct.

15 Q. -- everything that's on the port side on the starboard  
16 screen?

17 A. So there is no -- you can't -- they're completely  
18 independent, but they show the same data. They've got data links  
19 between them. You can't -- you can go to one screen and say I  
20 want this display to show the bucket position. Or you could have  
21 that one in harbor mode or whatever you may -- you could have a  
22 different screen, but the other screen you could have whatever  
23 else you want. But mostly it's always on indication. There's a  
24 couple indication menus. Some captains like the one that it comes  
25 set up with or they have just another one that looks like the

1 older system that we have fitted on the Highlands. So you can  
2 kind of customize how you want to view the indication. But  
3 primarily that is your indication, clutch control, switching from  
4 primary -- from your tiller to your -- using your tiller and your  
5 throttle detents to your joystick. That's where you're going to  
6 make all of those changes.

7 Q. And when you're referring to the joystick, are you referring  
8 to the joystick that's on the chair, the captain's chair?

9 A. So when I say tiller it's -- that's the one that is on the  
10 captain's chair. That is only going to control the steering  
11 nozzle between all four waterjets. The throttles will only  
12 control -- the throttle detents as I call them -- that's only  
13 going to control your RPM and your bucket position.

14 Q. So I brought up an image, 0355 jpeg. And this shows the  
15 center control between both the captain and the mate's chair. And  
16 you're referring to the joystick or that harbor mode, what's that  
17 refer to? What are you --

18 A. It's the joystick for -- that basically will combine your  
19 tiller and your throttle detents into one, one unit. There's a  
20 couple functions. The further you push it forward the RPMs will  
21 come up and the boat will go forward. When you put it deep to  
22 stern, you know, the RPMs will come back up in the stern and the  
23 boat will go to stern. There's an access point --

24 Q. So I understand it correctly, if you're moving that joystick  
25 it's essentially -- you're creating a vector that you would like

1 to go?

2 A. Correct. So it's a vector control, control. And then  
3 there's, you know, functionality going sideways and then also  
4 twisting the knob on top as far as positioning the bow.

5 Q. And as far as that harbor mode --

6 A. Okay.

7 Q. -- can you declutch the engines -- declutch the jet from the  
8 engine from there, the clutches?

9 A. No, you cannot.

10 Q. So they will always be in gear?

11 A. Once you're, once you're in that --

12 Q. Mode?

13 A. -- your -- whatever is clutched in is going to be -- stay  
14 clutched in. That's not going to have -- that doesn't have  
15 function to clutch out engines.

16 Q. Okay.

17 A. Clutching out your engines would -- there's only -- you know,  
18 you can do it from the display itself or you can do it from the  
19 backup panel. You can also do it remote down in the engine room  
20 or at the display panel.

21 Q. And so I brought back up the image 362 jpeg where it shows  
22 the backup controls that are outboard of both of the panels, the  
23 touchscreens. And you're indicating they're on a separate,  
24 independent battery?

25 A. Correct.

1 Q. And as far as -- you can declutch the engine, but also  
2 increase/decrease the RPM?

3 A. Correct.

4 Q. But are you operating the buckets independently from each  
5 other or --

6 A. Yes. So once you --

7 Q. -- can you describe that a little bit for us?

8 A. So once you go into backup or one or both, both engines you  
9 have -- you depress the buttons that say backup on. Then you have  
10 two joysticks showing. The top one is engine and gear related,  
11 which is you can go -- you can raise the RPMs, lower the RPMs,  
12 which would be the forward and stern motion. And then you've got  
13 a left and right on that joystick, as well, where you can clutch  
14 in or clutch out. On the lower joystick, that's going to be your  
15 maneuvering joystick. That's going to have your port steering  
16 nozzle, your starboard steering nozzle, as far as moving it back  
17 and forth. And then also bucket up, which would be a head, bucket  
18 neutral and then a stern bucket.

19 Q. And in your experience how often have you seen the backup  
20 used?

21 A. Use it during drills, training. If there is an issue that,  
22 you know, that something happens they can go into it. But  
23 everybody, everybody trains using it. I don't -- I don't know how  
24 often (indiscernible) --

25 Q. Yeah, you're the engineering -- you're the engineering side

1 of the house and thank you for sharing all this and so I don't  
2 want you to speculate at all, but I was just curious how much time  
3 have you seen this as an engineer on board -- obviously not this  
4 vessel, but the *New York* or the *New Jersey*, being used?

5 A. I only seen it during training --

6 Q. Training?

7 A. -- and Coast Guard and that's really, really it.

8 Q. And how about the harbor mode --

9 A. Correct.

10 Q. -- that we're talking about? How often do you see that being  
11 used on board?

12 A. So it's -- we had that on our previous vessels. We don't  
13 primarily use it. All of the captains are proficient in using it,  
14 but it just doesn't work for, I guess, our routes. Our captains  
15 are trained using the tiller and the throttle detents. That's  
16 just how we operate. That's how we've always operated with all of  
17 the other boats. But they do use it. They feel comfortable. It  
18 is -- it -- I don't want to consider it a backup, but it is  
19 another mode of operation. If your tiller went out or your  
20 throttle detents went out you can use the joystick. You know, if  
21 there was a wire break or an (indiscernible) failure you can, you  
22 can go into joystick and, you know, use that as a command station.  
23 So use it on the regular? I'm not positive, but I know they have  
24 used it.

25 Q. Just curious for what you understand it to be and what you

1 know of the system. So I appreciate that details and explanation.  
2 So going to a little bit now these can modules (PH), these touch  
3 -- when you went on board and your first experience with seeing  
4 the screen was out or -- can you go through that with us?

5 A. Yeah. So I went up on the bridge, sitting in the captain's  
6 chair and I noticed the main control station A was trying to boot  
7 up. It was a black screen and it had many errors trying to boot  
8 up from a USB card -- wasn't -- it wasn't coming on. I noticed  
9 that the -- on the B screen, which is a mirror of what the A  
10 screen would be showing, that booted up. You had the port -- both  
11 port waterjets were in the disconnect mode. The port wing station  
12 panel showed the same indication as the B main control panel and  
13 the starboard wing station showed the exact same thing as B,  
14 showing two waterjets disconnected.

15 Q. Just to clarify, the two waterjets that disconnected, which  
16 ones were they?

17 A. It was port, port main engine 1 and port main engine 2.

18 Q. And did you take pictures of those screens showing that  
19 disconnect or was anyone there taking pictures of those?

20 A. Yes.

21 Q. Yourself and anyone else?

22 A. Myself and Jack Bevins.

23 Q. All right. And so you saw these screens how they were all  
24 identical; what else did you look at or did you get into at all?

25 A. I didn't -- I did not touch any of the controls.



1 Q. And you probably talked to the captain and the mate. What  
2 did they share with you, what they experienced, or what they saw  
3 with this; do you recall?

4 A. That -- Captain Costello just briefly talked, said that he  
5 lost the port, the port engines. He did mention that he wanted to  
6 leave the joystick control and then tried going over to the port  
7 wing station and then ended up coming back over to the main  
8 control station.

9 Q. And with that -- the screen that was out, the A screen, of  
10 the touch -- the Canman touch --

11 A. Correct.

12 Q. -- is there anything that you could elaborate on as far as,  
13 like, their power, their quality power reports, is there anything  
14 that you --

15 A. So both of the panels, the A panel and the B panel, and their  
16 respective wing station, are fed by Rolls-Royce DC to DC  
17 converter. So your A power and your B power are completely  
18 separate. They come -- on that vessel they originate in the  
19 lazarette. So your port, which is your A power comes from your  
20 lazarette and goes up to your DC to DC converter. And your  
21 starboard power, B power, comes from the starboard lazarette and  
22 goes up to the DC to DC converter. From there you have circuit  
23 breakers, F1 and F2, that go to power conditioners that basically  
24 even out any spike in power. So there's clean power going to  
25 these screens. From the conditioners, they go out to the screens.

1 F1 I believe is going to your port side, which is going to feed  
2 your port, port main station and port wing station. F2 will  
3 supply power to your B screen on your main control station and  
4 your wing station.

5 If you were to lose power to say one of those battery banks  
6 or the conditioner, both screens would be out. If -- you wouldn't  
7 just lose one unless there was actually just a break in the wire  
8 going to one of the (indiscernible) that it picks up power off of.  
9 But it's common power between both stations as far as port wing,  
10 port main and starboard main and starboard wing.

11 Q. And just to clarify this is the 24-volt DC --

12 A. Correct.

13 Q. -- system that's --

14 A. 24-volt DC.

15 Q. -- located in the lazarette?

16 A. Correct.

17 Q. And what type of conditioners do they have?

18 A. I want to say they're Phoenix, Phoenix brand.

19 Q. Ever have any problem with them or any --

20 A. No, they have not.

21 Q. -- maintenance issues that's (indiscernible) your system?

22 A. They -- no, they -- you actually get alarms for them if it's  
23 not clean power. They have -- I believe it's three lights on it,  
24 power in good, power out good, and then there's a yellow one that  
25 shows that there's a low power.

1 Q. Are these the original set of batteries since the vessel was  
2 purchased?

3 A. Correct.

4 Q. So it's pretty much all as designed?

5 A. Correct.

6 Q. Has anything been changed out on the power side of it?

7 A. No, there has not.

8 Q. Trickle charger or anything?

9 A. Not on, never any of the control, the control side of the  
10 power.

11 BY MR. [REDACTED]

12 Q. [REDACTED] [REDACTED] inspections. How many power supplies?

13 A. So you've got three, three power supplies that provide your A  
14 Power, B power and C power, all 24-volt. So your C power, that's  
15 the only one located inside the cabin, which is on the starboard,  
16 starboard electrical closet where the main distribution is, AC  
17 distribution.

18 Q. I want to talk about the backup controls.

19 A. Okay.

20 Q. For this particular failure, right, the port stayed as is?

21 A. Correct.

22 Q. Now if you were at the backup, what would have happened? I  
23 mean, what's the process of going to the backup?

24 A. So wherever, wherever your last known command to the Rolls-  
25 Royce system, it's going to stay there. When you go into backup,

1 it's going to still be wherever that last known command is. It's  
2 going to accept I'm taking control, but I'm staying where your  
3 last command was. And then you can manipulate the two levers to  
4 change it. And then if -- for instance, if you did come out of  
5 backup control it's going to go wherever your primary station  
6 that's in control; wherever that is, it's going to automatically  
7 go to that.

8 Q. Did the captain have any other options, other than backup?

9 A. You could have, you could have just emergency stopped right  
10 from the bridge. They're located with their respective control  
11 panels up there.

12 Q. Could he have taken control of the starboard wing at the  
13 starboard wing and --

14 A. So if you're to lose A power, that is going to control all of  
15 the waterjets and their control systems in primary. So you could  
16 have taken control of the vessel on the starboard wing, but your  
17 primary, your primary throttles and tiller would have only  
18 controlled your starboard side. No matter where you went on that  
19 boat, you would have only been able, in primary, only controlled  
20 starboard side with your primary controls. So with this it would  
21 be just backup.

22 BY MR. WISNIEWSKI:

23 Q. So I just want to -- Luke, NTSB -- so you're saying you would  
24 only be able to do the primary because of the A bank being down,  
25 correct?

1 A. A bank is down. You still have B bank.

2 Q. But you've lost -- correct.

3 A. Correct.

4 Q. Yeah, but I just want to make sure we clarify that, that A  
5 bank is down; you have no control over the engine, the buckets on  
6 the port, inboard or outboard engine?

7 A. Correct.

8 Q. But on the starboard bridge wing you would have the same --

9 A. You would have normal, normal control through primary on the  
10 starboard, starboard side of the vessel on any of the control  
11 units.

12 MR. WISNIEWSKI: Sorry. Just --

13 BY MR. [REDACTED]

14 Q. So for training purposes and drilling purposes, what kind of  
15 drills were done to go into backup?

16 A. I believe there was an emergency steering drill, part of the  
17 SMS, that actually shows emergency transfer and operating the  
18 vessel in backup, which is actually a sign-off for the captain.

19 Q. And do you know how often they were conducting these drills  
20 or --

21 A. That I'm not too sure what the schedule is on that.

22 Q. Okay.

23 BY MR. WISNIEWSKI:

24 Q. Luke, NTSB again. So my understanding, you're not in charge  
25 of that training aspect, right?

1 A. Correct.

2 Q. Do you give any input into the training?

3 A. Yes. So I'll put in points where, okay, we should -- you  
4 know, add this or have this part of the training side of it and  
5 then that will be put forth and they'll drill on that or train  
6 with that material. And then, like I said before, I'll just go on  
7 the boat and kind of talk to the captains and just go through  
8 things. Nothing formally, just I'm on the boats and let's just go  
9 through some things.

10 Q. And with these (indiscernible) touchscreens --

11 A. Correct.

12 Q. -- is there -- has there be any other time where these  
13 systems would not reboot or reconnect to the system that you're  
14 aware of?

15 A. Not to my knowledge there has not been one.

16 Q. So nothing in Wheelhouse, your preventative maintenance, or  
17 work orders?

18 A. Nothing.

19 Q. Have you gone through it since the accident and seen anything  
20 I there?

21 A. There's -- there's nothing about the touchscreens going out  
22 and not rebooting. Or else you'd see an order for a touchscreen.

23 Q. In the -- just go back to the DC power, the quality of it.  
24 If you have a filter on it and DC batteries are, from what I  
25 understood, is one of the most cleanest power versus converters.

1 But have you ever had, like, a power report done on the DC side?

2 A. Not since we've done commissioning, or really the engineering  
3 side of the engineering the system, we haven't done anything.

4 Q. So there was a quality report generated for the DC side of  
5 it? I know the AC side there's usually a quality report.

6 A. Well, during the commissioning I know there is -- there's a  
7 couple boxes showing about the power that's recorded and I want to  
8 say it's in the -- either the HAT or the SAT, which are two -- one  
9 is a sea trail acceptance test and the harbor acceptance test,  
10 that Rolls-Royce Kongsberg will do. It will probably have  
11 indication of what the voltages are on that, but after that, no.

12 Q. Okay. I just have a couple more here, unless you have others  
13 to go into. When you were on board after the accident and went up  
14 to the shipyard --

15 A. Correct.

16 Q. -- in Nyack, New York, did you have any interaction with the  
17 Rolls-Royce rep --

18 A. Yes.

19 Q. -- when you were up there?

20 A. Briefly talked to him. I know he did the data dump on the A  
21 main screen, B wing station, A wing station. He was able to  
22 gather the information from there, that he showed that there was  
23 the alarm, which you had A main panel failure. I believe it also  
24 showed a GUI failure, which is the control system that the  
25 touchscreen actually works upon. And then other than that there

1 were no other failures for, I want to say, the beginning of -- or  
2 the end of May, something like that.

3 Q. And just to clarify, what's the GUI failure?

4 A. So that's basically the software inside of the, inside of the  
5 touch panels that, I guess, ultimately failed and that's where we  
6 were getting an A station failure and a GUI failure because it  
7 wasn't rebooting.

8 Q. With these (indiscernible) touchscreens failing, would you  
9 get anything on the hydraulic over by the captain's chair off to  
10 the left side of port side? Would there be any indication on that  
11 power panel that was there (indiscernible)?

12 A. So there's, there's a few. On the hydraulics themselves  
13 where it's broken down into each hydraulic power pack unit, you  
14 will not get, you will not get an alarm. But in the middle of  
15 that panel you're going to have DC A, DC B okay, joystick failure.

16 Q. I have it up behind you now. It's --

17 (Crosstalk)

18 A. So depending on -- I'm not too sure on this one, but you  
19 could get -- the DC okay is monitoring it coming out of the, out  
20 of the filter. So I mean, that would be the only one pertaining  
21 to any of this that you could get. When I got on the boat there  
22 was a bunch of them going off, but that was from shutting down the  
23 engines actually on the jets themselves. And then possibly an  
24 earth fault, but that could have been just from the water.

25 Q. Okay. But the only one that you would see for the battery



1 would be the DC okay?

2 A. It would be DC A okay.

3 Q. Okay.

4 A. Because that's -- so there's no way of -- there's nothing  
5 monitoring that, but that switch there. You'll get an alarm on  
6 your B side, but if you lose your A side, your A side is not going  
7 to have any alarms or store anything because it's off. It doesn't  
8 have any power. So the only thing would -- you would get that  
9 alarm on your B side.

10 Q. Would it indicate any type of -- I see up there in port check  
11 outer 1 on the section on the right --

12 A. So on there, you'd get the control failure.

13 Q. -- control failure.

14 A. Backup supply if C was not working, you would also get that.  
15 When you do get a disconnect or you're not able to connect you  
16 will get a control failure.

17 Q. Is there a printout of these type anywhere in a log for this  
18 jet alarm panel?

19 A. I do not believe so. May have to check the --

20 Q. Okay.

21 A. -- with the engineers.

22 Q. Just curious if you know. If you don't know, that's fine.  
23 Something we'll look into. (Indiscernible). I'm wrapping up  
24 here, I'm not -- so when you were (indiscernible) you were able to  
25 get everything off the -- except the one (indiscernible) the

1 primary the A unit that was down?

2 A. Correct.

3 Q. You couldn't get any history or download off of that one?

4 A. I didn't do anything with it. That was the Kongsberg  
5 representative that was doing it all.

6 Q. Yeah.

7 A. But he did mention that he was not able to get any  
8 information from that screen.

9 Q. Thank you. And then was there anything else that was  
10 discussed with that screen as far as what caused it, what could  
11 have --

12 A. There was -- we couldn't -- I mean, just -- you know, us  
13 talking we couldn't, we couldn't come up with anything that would  
14 cause it, you know, between myself and the representative that was  
15 sent from Kongsberg. He wasn't speculating on what could have  
16 caused it.

17 Q. Yeah, didn't want to go into the -- any speculation, but just  
18 open discussion on did they (indiscernible) wires, did he look at  
19 other aspects, you know, any loose connections?

20 A. He didn't -- I don't believe he went underneath the dash. He  
21 didn't do anything but connect through the Ethernet ports and take  
22 it off of the screens that had power to it, or were booting up.

23 MR. WISNIEWSKI: I'm winding down on questions. I think  
24 that's all I really have. Do you have any others?

25 MR. [REDACTED] No.

1 MR. WISNIEWSKI: Okay. If there's any other clarifications  
2 you want to provide or anything, but I'll give you this  
3 opportunity to share anything else that you would like to share  
4 with us, something that maybe we didn't talk about today that you  
5 want to share, that you want us to look at -- into for this  
6 investigation?

7 MR. ACHILLE: I'm, I'm fine.

8 MR. WISNIEWSKI: All right. That being said, thank you for  
9 your time. I'm going to conclude this interview. The time is  
10 1325.

11 (Whereupon, the interview was concluded.)

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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 James Davis

ACCIDENT NO.: DCA21FM029

PLACE: Staten Island, New York

DATE: June 15, 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.

  
\_\_\_\_\_  
Christy Behlke  
Transcriber



## National Transportation Safety Board

Washington, D.C. 20594

### Transcript Errata

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Subj: Transcript Review Request for: Loss of propulsion control and grounding of M/V *Commodore* at Bushwick Inlet, New York, on June 5, 2021.

Accident No.: DCA21FM029

To: Mr. Brian Achille

Dear Mr. Achille,

The enclosed transcript of your interview on June 15<sup>th</sup>, 2021 is provide for your review and comment to ensure its accuracy. It is not for public release.

The transcript is investigative information of the National Transportation Safety Board (NTSB) created as part of the NTSB's investigation into the loss of propulsion control and grounding of M/V *Commodore* at Bushwick Inlet, New York, on June 5, 2021 (NTSB Accident No. DCA21FM029).

NTSB regulations prohibit the public release of investigative information prior to release by the NTSB without the permission of the NTSB Investigator in Charge (IIC). See 49 C.F.R. § 831.13(c). The IIC has not approved public release of this information at this time. Therefore, we request that you refrain from any further dissemination of this transcript.

Kindly review this transcript for accuracy and provide corrections, if any, in the attached table. Please print, sign, and return it to me via email by **August 2<sup>nd</sup>, 2021**. Please return or destroy the transcript after providing your comments.

Comments must be returned no later than **August 2<sup>nd</sup>, 2021**. Requests for an extension of this deadline must be in writing and received prior to the due date. If comments are not received by the due date, we will consider the transcript to be final without comment.

Thank you in advance for your attention to this matter. If you have any question regarding the process, please feel free to contact me.

Best Regards,

*Luke Wisniewski*

Sr. Marine Investigator  
Office of Marine Safety  
National Transportation Safety Board  
490 L'Enfant Plaza East, S.W.  
Washington, DC 20594  
Office: [REDACTED]  
[REDACTED]



**National Transportation Safety Board**  
Washington, D.C. 20594

**Transcript Errata**

**TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: BRIAN ACHILLE  
RECORDED ON JUNE 15, 2021**

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
8	1	SCANNER	SCANA
10	12	TAKING	TALKING TO
13	1	MARTUCCI	MARCUCCI
15	8	MANTULLI	MARCUCCI
30	8	OR	ON

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED. \_\_\_\_\_  
Initials

BRIAN ACHILLE  
Printed Name of Person providing the above information

\_\_\_\_\_  
Signature of Person providing the above information

8/11/21  
Date