UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

ENGINE ROOM FIRE ABOARD THE STATEN ISLAND FERRY *SANDY GROUND* NEAR STATEN ISLAND, NEW YORK ON DECEMBER 22, 2022

Accident No.: DCA23FM010

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Interview of: VINCENT D'EUSANIO, Chief Engineer
Staten Island Ferry *Sandy Ground*

Staten Island, NY

Thursday,
February 9, 2023

APPEARANCES:

BRIAN YOUNG, Marine Accident Investigator
National Transportation Safety Board

[redacted] Chief Warrant Officer
U.S. Coast Guard

BARRY TORREY, Director of Operations
Staten Island Ferry

DANIEL FITZGERALD, Esq.
Freehill, Hogan & Mahar, LLP
On behalf of New York City DOT/Staten Island Ferry

I N D E X

I N T E R V I E W

(11:46 a.m.)

CWO [redacted] Good afternoon, this is Chief Warrant Officer [redacted] that's [redacted], and we are here at the Staten Island Ferry Terminal, St. George Terminal located on Staten Island, New York. The time on deck is 11:46 and we will begin with introductions.

MR. TORREY: I'm Barry Torrey, Director of Ferry Operations. Last name is T-o-r-r-e-y.

MR. FITZGERALD: Dan Fitzgerald with the law firm of Freehill, Hogan & Mahar on behalf of the party in interest, New York City DOT/Staten Island Ferry.

My last name is spelled F-i-t-z-g-e-r-a-l-d.

MR. D'EUSANIO: Vincent D'Eusanio, I'm a chief engineer here at the Staten Island Ferry.

It's V-i-n-c-e-n-t D-apostrophe-E-u-s-a-n-i-o.

MR. YOUNG: Good morning, this is Brian Young with the National Transportation Safety Board. Y-o-u-n-g.

CWO [redacted] And just to verify today's date, it is February 9th, 2022, and we will go ahead and begin.

UNIDENTIFIED SPEAKER: Twenty-three.

CWO [redacted] Delete my last. Twenty twenty-three.

For the record, Chief, do you agree that we record this interview?

MR. D'EUSANIO: Yes, that's fine.

CWO [redacted] All right.

INTERVIEW OF VINCENT D'EUSANIO

BY CWO [redacted]

Q. And we would like to begin with just discussing your personal maritime experience.

A. I graduated from the U.S. Merchant Marine Academy in 2003. From there I went to shipping with AMO. I sailed predominantly on the gas turbine classed LMSRs, the *Watson* class, did that through Operation Iraqi Freedom, so we did a lot of runs from East Coast and Gulf Coast of the States out to the 5th Fleet back and forth. And then in the interim -- I was 4 months on, 4 months on over there. In the interim I would do either piston pulls, like little vacation jobs, stuff like that. I worked with the SL-7s, some diesel, the MPS ships, Maersk container ships.

I started working here as a marine engineer in 2006. I was a marine for 11 months, moved up to chief, and then I've been a chief since April of 2007 and since that time I've worked on the boats, I've been a port engineer on the operations side and I've been a port engineer on the maintenance side. I worked with the shipyard, the port marine engineer title, I did that, so I was in and out of the shipyards. And then I'm a naval reservist, so I went on a deployment. When I came from my deployment, I came back onto the vessels as an operating chief and I've been back on the vessels since -- October of 2015 is when I came back from my first deployment.

Q. Okay. And you have work experience on both the *Sandy Ground* and the *Michael Ollis* ferries, correct?
A. So I have limited on the *Sandy Ground*, I believe one or two watches.
Q. Okay.
A. And only a few watches on the -- on the *Ollis*, as well. Currently, since October of last year, I've been working on the overnight shift, so I predominantly work the *Molinari* class because that just seems to be the run that is on the shift that I'm on. But when the *Ollis* class has substituted in, I've done a few watches here and there on them.
Q. I see. As far as your training that you received in preparation to take your positions on the *Sandy Ground* or the *Michael Ollis*, could you describe what training you received?
A. Yeah, so first set of training, we went over there and we just did walk-throughs while the boat was out of service, so plant down, just walking through, getting familiarization top to bottom of the decks, the intermediate decks, fan rooms, all the engine spaces, propulsion rooms.
Did that until we were comfortable, was given handbooks, set of notes, did basically your EOM, to just read through, go through. And then we went on there and I worked with one of the chief engineers to do operational training, so plant running, do the startup, get under way. I went through some of the hey, this could happen, this is what's been happening, what we've seen. I

was one of the latter engineers to train on it, just because again working the overnight shift, I was -- I didn't fill in right away, so when I got on it, it had already had some run time. So actually, I think that was better for me because they had some lessons learned, little things like hey, this has happened when we've seen the DMSD system was -- had to get tweaked in the beginning.

So I got to work in and see some of that. And after we did that and I felt comfortable, had a talk-through with the two chiefs that were training, they signed me off on my familiarization training and then I was good to stand watch when it fell into my shift.

Q. I see. And how long was that time span, would you say, total of training and evaluation?

A. Three days, a week, about that, like because it wasn't full days, sometimes it was -- I would just go to the startup and checkout, but in terms of time, it was more than ample.

Q. Okay.

A. I mean, it wasn't -- like I said, it was shift work.

Q. Um-hum.

A. Sometimes when it was out of service we would get over there and walk through and then when they were doing their startup, I would go start up with them and then go back to, you know -- because they had their crew, I was just doing the startup to learn the ins and outs.

Q. I see. Was the fuel oil transfer system part of your training, as well?
A. Yeah, the whole fuel oil system. On these boats, service transfer, they all kind of blend, so to say. I mean, it's not your typical ship where you have, you know, quality storage tanks, you got your two tanks, two tanks. So yeah, we went through the entire fuel system, transfer service, up to the emergency, back and forth.
Q. Okay. And at the completion of training did you feel confident that the training was adequate for you to do your position and job as a chief engineer onboard?
A. Yeah, it was more than adequate.
Q. Okay. In regards to the two ferries, *Ollis* and *Sandy Ground*, are there any differences in the fuel systems that you've observed or seen?
A. No, not that I know of. And that doesn't mean there's not, it just means, again, the limited experience I've had on it --
Q. Okay.
A. -- it's a standard fuel system.
Q. All right. Could you describe your responsibilities as a chief engineer onboard?
A. On any of the ships?
Q. For the *Sandy Ground* or the *Ollis*.
A. Yeah, just the leader of the below-deck team, ensure that standard watch-keeping rules are in effect, making rounds, safety,

to get me from A to B.
Q. Okay.
A. I would describe it as a typical watch-standing evolution. For the most part we do, you know, maintenance, but it's typically preventative. Sometimes corrective, but not major. But predominantly you're a watch-stander during maneuvering shift. So the main thing is to just keep the four people doing an attentive watch and making sure we're getting to and fro.
Q. I see. In regards to the fuel management onboard, such as monitoring fuel tank levels or operating fuel manifold valves, how is that done onboard during your -- your shift?
A. So during steady state operation?
Q. Correct, like just the --
A. Yeah. So during steady state operation, once we get the engines aligned and running, typically -- so each class is different, but on the *Ollis* class, typically, once we get it dialed into the number we want to keep the tanks at, whatever the gallons may be, we just keep to just the returns to ensure we keep them relatively even. *Molinari* class, the same thing.

Molinari class, you might have to change it a few more times just based off of configurations of engines because, since you have three engines on there and you run two, the return rate may be different. But predominantly, once it's set you're good to go for the day. The key is just to not overcompensate either way and then you could pretty much run it. And on the *Ollis* class, what

I've seen on the *Ollis* is you got to do it a little -- choke it in a little more on one side but just make sure you're good because of just, again, once you have the -- the lay of the land, see how the piping and what engines are running and return rate, it should be good to go. Typically, oilers monitor that and I know -- so on our shift, the four guys, the two oilers, typically we have one monitor, so he knows what he adjusted, or she, on either side.

So last night I had one oiler, he took the fuel, so he cleaned the fuel purifier, he ran the purifier and then he -- once he dialed in, we kept the same engines all night so we didn't have to touch it again. But if one guy makes the adjustments, we're good to go because he knows if he -- half a turn open, half a turn close.

Q. Okay. And is that pretty much your process, your procedure for, you know, your crew that you would have on -- you know, at the time?

A. It is.

Q. Yeah.

A. Yeah, and if you have a steady crew it's easy because you have your set things. If not, we usually have that discussion.

Q. Okay. With keeping like the one oiler monitoring it and operating --

A. Yeah, and it's usually an internal discussion, though, they set it when they get there.

Q. Okay.

A. So last night I had one guy who was in on overtime, not normal to the crew, and he turned to me and said hey, I'll get to lube oil this stern to New York at Staten Island.
Q. Okay.
A. You get this, this and this and then stand it.
Q. Okay. And would you say that process would be the same on the *Sandy Ground* and the *Michael Ollis*, if you were --
A. If I was the chief?
Q. Yeah.
A. Yeah, that would be the process on all nine ferries.
Q. Okay. Do you have any issues with nomenclature or labeling of the fuel valves and on the manifolds or any of that?
A. No.
Q. Okay. Have you observed it being confusing, you know, with having to port and starboard versus a New York end and a Staten Island end?
A. No, I've seen it the other way. Some people, when they first get here, get a little confused with New York, Staten Island, Jersey, Brooklyn. When you get here --
Q. Yeah.
A. -- and then it becomes -- you get it.
Q. Once you get acquainted and --
A. Once you know. And then the rest is, for lack of sounding like arrogant, but --
Q. Um-hum.

A. -- when you hear enough and you walk out, you know which way you're facing, New York is forward, so okay, that's port, that's starboard.
Q. Okay.
A. But I think the nomenclature has not been an issue for somebody who -- like I said --
Q. Okay.
A. -- normally it's when you first get here, sometimes it's --
Q. Um-hum.
A. -- Jersey side versus Staten Island or Brooklyn.
Q. But from what you've seen, once you get familiar, it's -- you know, it hasn't been an issue that you've seen. And then, you know, in regards to the fuel oil purifier, is there any difference in -- in what you do with the fuel oil purifier from vessel to vessel or that's still the same? So like, for instance, going from *Sandy Ground* to the *Ollis*.
A. No, it's all the same.
Q. Okay.
A. The only difference is like I said, each class of vessel, you just pick what your level wants to be, whether you say 2500 in the tanks or -- you know. And then the operation is the same. Once you have your level decided, you just keep your flow rate to meet your level based off of your consumption.
Q. I see.
A. If that makes sense.

Q. Yes, yes. For the fuel level monitoring and your tank level indicators, have you experienced any issues with -- with those TLIs or monitoring the levels themselves?
A. No. What I ask is that -- and I do it, as you're in the engine room, just walk by the flags just because it's a -- it's a check on yourself. They all have multiple ways of looking at it, so if a TLI goes, you just -- but for the most part, all the TLIs are -- so we're checking these things three, four times a day, matching --
Q. Um-hum.
A. -- with (indiscernible) because of switching watches.
Q. Yeah, okay.
A. So every chief is coming in, so when I check that thing, I'm checking it, the guy before me checked it so we know whether or not it's off. Typically, it's not off by enough to say there's a problem. It would either go bad, so it would be out of sight high where you know it's a TLI issue, not a level issue.
Q. Okay.
A. But predominantly because you have chiefs coming in three times a day, you're catching whether or not the tanks are going awry or if they're going high or low based off of the sounding.
Q. Okay. From what you've seen, have you experienced a high level alarm and a low level alarm?
A. On a daily steady state operation, we've seen high level now and again because if we're laid over and we keep everything

running, the engines might come up. I've never seen low. Like I said, working in the yard and stuff, I've seen alarms, so I know that they work, I've tested them for CLIs (ph.).

Q. Okay.

A. ABS stuff. But steady state operation, I've never personally witnessed the tanks hit a low and if it's hit a high, it hasn't been a crazy, out-of-sight high, it's been okay, we just took a 3-hour layover but we didn't shut down because they were doing testing or something and the levels came up, or we've pressed them up. Today we fueled, so I pressed up the day tanks to open room in the storage tanks.

Q. I see.

A. But never an out of control that I've personally witnessed.

CWO [redacted] Okay. All right, at this time I'd like to turn it over to Mr. Young.

BY MR. YOUNG:

Q. Good morning, Chief, thanks a lot for your time today.

A. No worries.

Q. Just a few follow-ups on what we were talking about previously. When it comes to training, you said that it was a few days of walking around and looking at some of the systems. Was there any sort of, let's say, a qualification or something that you had to show the trainers that you were comfortable with some of the machinery or was it just all a verbal check-off?

A. It was all verbal and then there was nothing written until

the end, when they were comfortable that I could walk them through the systems and essentially prove that I knew where I was going and what I was doing. They had a sign-off that they gave me and both the trainer and myself signed it.

Q. Okay, so they actually witnessed or talked through the system in your presence, showing that you were comfortable with the operation?

A. Yes, and during that period, I was -- again, my personal experience was I got signed off while we were in the control room because we sat there having that conversation and there were questions from both ends, like hey, okay, that happened, where is this again or what is that and we went through it.

Like I said, it was verbal, I didn't have a test or anything, but it was -- it was Michelle Mergollo (ph.) who signed me off as the trainer and the chief, so she signed under the observer, I signed under the observee and then I also walked out with -- she had schematics that were given to all of us, so I had the book with the schematics and the engine operator manual.

Q. Okay, that's great. And if there were any changes to the operating handbook that you got, how would you be notified about that?

A. So that, I mean, that's the million dollar question here. I guess it would have to be through word of mouth or typically through the port office. So if I'm coming on a boat, there's typically a port engineer who comes on and makes the round, so I

would ask him hey, you know, what's changed or they would tell me what's changed.

Q. Okay. And I'm just asking about procedures, like if there were any changes to different procedures that you had been trained on, how --

A. Oh, if there is a process or a procedure change, there's typically an SMS alert and a memo that goes out. So I know there was just one that went out either early this week or late last week on there was a change to our vessel load plan, so there was a memo that went out with the alert, it showed what the new verbiage or process for it is, what the old one was and tells you the thing.

And then if there is a -- what we get is if there's an 835 or any finding from audits, ABS, Coast Guard, typically whatever the Coast Guard and ABS gets as their write-up, we get it e-mailed to us from the senior port engineer and then again, if there's any process change, then we would get the alert through it.

Q. And that'll all be through e-mail?

A. Yeah, through either e-mail or hard copy, it gets printed out and posted to each boat.

Q. Okay.

A. And again, that's like process procedure or something that was brought up, like if they're going to change like this tank plan or the vessel load plan, things like that.

Q. Okay. And do you know if there have been any changes made to

the original training documentation that you trained on? For the *Ollis*-class vessels.

A. To the handouts, I do not know if there was anything to that. Again, I haven't been on the boat, the last time I was on there we used the EOM just to go through some stuff in one of the drills, but I haven't been given any update from training. With regards to the fuel, the last thing was the alert on the vessel, the load plan. The stability load.

Q. Understood. You said you also had worked as a port engineer for Staten Island ferries. Did you have any design or input towards the new vessel construction?

A. No, I was -- I was out of there by the time that went in. I left shortly after the drive reinstall on the *Molinari* class.

Q. I'm trying to jog your memory, when you were working on other vessels outside of the ferries, I know you had some gas turbine time, but say diesel ships or even some of the SL-7s, the steam plants, do you recall typically how the fuel systems are operating there when it comes to day tanks, storage tanks, and maintaining levels of purifiers? What do they typically do on deep draft vessels with the level in the day tank?

A. So, for the most part, everywhere I was at before I came here, we would just let it overflow and like I'll talk about the LMSRs, they had a settling tank and a storage tank, so we would pump from the settler into the service and then the service overflowed into the settler. The storage tanks would then be part

of the transfer system, we would transfer from the storage into the settler as that tank got low, but you typically kept the storage tanks pressed up. The SL-7s were a similar -- a similar setup. A couple of the diesel ships I was on, it kind of just depended on what we were burning. If we were burning heavy, we might've kept them at a different level depending on what the viscosity or how we had the heaters running. But traditionally, we didn't concern ourselves with higher levels in our day tanks because they overflowed to our settlers.

Q. And is that a similar design with the *Ollis*-class vessels, if the day tank was to overflow, it would go to the storage tank?

A. Yeah, and the same with all of them, really, the storage tanks overflow to the overflow tank, the day tanks overflow to the storage tanks.

Q. Okay. And is there any issue or problem with running with a full day tank on the *Ollis* class?

A. No, I don't believe so.

Q. What about using the two day tanks as opposed to using one, what do you think about that? What's the advantage in using two?

A. It's just the lineup, I don't know, it's what we do, I mean, port and starboard and we let them ride out. It keeps a full head on both, I guess it's backup. Stability.

Q. Do you think --

A. It's port and starboard, so if I leave one full and one empty, I have to worry about stability. Also, if our purifier

fails, we don't -- we don't have a settler here, so if our purifier fails, we're taking straight from storage and putting it in via the transfer pump minus the *Newhouse* and *Barberi*, they have a backup coalescer because they had a coalescer installed prior to a purifier, so when the purifier came on, the coalescer became the backup.

The *Molinari* class, the *Ollis* class, if the purifier goes, then you're subject to having to use your transfer pump to pump from your storage into your day. So off the top of my head, that's -- those are the two I got for you.

Q. That makes sense. No, I was just wondering why the -- it's operated in that way, would that make sense? What kind of fuel are you burning?

A. DFM, Number 2 diesel here. It's clean.

Q. And it's ultra-low sulfur, right?

A. Ultra-low sulfur, it's relatively clean.

Q. If you were to shut all the engines down and leave the supply valves open on both day tanks, if there were two different levels would they equalize themselves?

A. Yes. If I shut down all my engines, the day tanks will equalize and once they equalize they pretty much stay, even with the boiler and the generator running. Yeah, if I keep the boiler and the generator running, they return back to the tank. It doesn't do enough to screw up the levels. It's when you get the mains on.

Q. Do you have any idea what percentage of the fuel is getting returned from what you're burning?
A. No, I used to, but -- I know we did a study back in the day on the *Molinari* class where we had fuel sensors hooked up and it was -- we were looking for fuel leaks and that was around the time we did the tier 2, so I don't know if they have that study and stuff, but I couldn't tell you a percent at this point.
Q. Okay. And when you are using both day tanks, burning off them, replenishing with the purifier and returning from the engines, what level difference gives you concern, how many gallons difference do you start to get concerned?
A. So I don't traditionally worry about the gallons. Because we're looking at TLIs, I look more at the inches. If I start to see 3, 4 inches I get concerned. However, a gray area, I know that's the best answer, but if I get there and they're 3 inches off and 4 hours later they're 3 inches off, then I know the flow rate is okay, they just started at 3 inches off. If I get there and they're dead even and in 3 hours they're 4 inches off, then I have a flow rate issue.
So like I said, gray area, a tough answer, sorry, but I traditionally -- I attempt to catch the fuel rate and make the -- sorry, the flow rate and keep the flow rate right, and I attempt to do that with the returns because the purifier I can increase or decrease, but that's not going to change because it's dropping into both tanks. The returns, depending on the configuration of

the engines, may be getting more to one than the other. And that's just because they're not symmetrical onboard the vessel when you have Number 3 and then you have the generator on one side and the boiler on the other.

Q. Do you think the fuel oil purifier is sized enough where it could maintain and keep a level at the same time when you're burning?

A. Yes, we have no issues with that. Actually, we choke it in more often than we run low.

Q. If you get on watch and you establish your team, as you said, as the leader of the below-deck team, how do you choose who's going to be the fuel oil monitor?

A. Typically, it's chosen amongst them; however, there's an experience factor. So again, I work overnight and I've had the opportunity here to have a lot of different engineers and oilers, but I have one oiler that I'm with every night. So when we bid the jobs, it's two people on the boat because we typically get the small class. We've been working the bigger class, so we get two fill-ins, so to say. So my oiler does it every night because we have a comfort level. So there is an experience factor.

I also try to get the new guy with the old guy so that they learn it. We've seen -- and again, it could be because it's not common outside, but guys come here and they don't understand the -- the return because they might come from somewhere like I did, you keep them pressed so the return doesn't matter because they're

both always full, or they don't typically use purifiers, they just worry about their filters so they're not watching flow rate that way. So we just try to get some experience on it. But if I have a well-adapted crew and it's the four of us every day, they pretty much have it chopped up as to who's doing what. And there's nothing that says they can't both do it. I just like -- if I touched it, I know what I did to it. If I touched it, you -- I might tell you I choked in on it, but you might not know how much. So a quarter turn to you might be different than me.

Q. Do you ever have the marine engineer monitor and maintain the fuel level or is it always an oiler?

A. So it's traditionally always an oiler. If I have two new oilers, I'll ask the marine just to do an extra -- extra set of eyes on it.

Q. And this has been a very odd time over the past few years, especially with COVID, but have you seen any issues with being able to keep oilers and engineers and crews? Are you experiencing any issues with crewing?

A. What do you mean, like leaving me, personally? Everybody loves me here.

(Laughter.)

MR. D'EUSANIO: Staffing, listen, it's been tough everywhere, right? I mean, so I've been here since 2006 and I'll just tell you, to me, and this is not the company line, but to me, this place is like a sine wave. The day I started, I was the TBA

Number 6 marine and there were six more marines than there were bid jobs for marines. And then there's been times where we've had two or three marine jobs open and then it recycles and in the last, I'd say COVID aside, in the last 10 years we've hired a lot of oilers or we've hired a lot of Academy and Fort Schuyler graduates as oilers and they work their way up and when everything happened with COVID, it kind of slowed down.

In terms of turnover, when you hire 22-year-old kids, there's going to be turnover a lot. Was it COVID? I don't know. But right now we're in one of the dips and I have a feeling when everything opens up and comes to fruition, we'll probably be -- it depends on if we go the other way. Like I said, it's a sine thing. And then what happens is I've learned it here, it's a tough spot.

Like I used to joke with some of the guys, I said look, this is -- picture getting in on a ship and every 90 days the whole crew leaves, only here you stay for 30 years. So whatever your reputation you make in those 90 days, it don't go away with you, just watch what you're doing. But what I learned from that saying is they all retire in a bunch, too, and so I was moved up, I was the Number 18 chief and then in 3 years I was the Number 12 and 6 years later I'm Number 11. Now, when the next wave goes, I'll jump another five spots. So again, we'll hit that low period again, that's it.

Q. It sounds like you do work with a lot of the same people on

your team quite often, is that correct?

A. So two of us are steadfast, me and my oiler, and then the reason I have guys that bounce in and out is because, like I said, when we bid our jobs, I don't know if you guys went through that, but when we bid our jobs, the bid I'm on, it's only a chief and an oiler, so a marine and a second oiler don't bid with us. So being we've been working on the larger-class ferry, that manning document calls for a marine engineer and another two oilers, so we have to have people pulling with us.

And the SOP has pretty much been two guys from the night crew or the afternoon crew stay late and they do the first half of the watch with us, two guys from the morning crew come in early and then they split. So me, personally, it's -- I don't know, everybody has a different feeling on that. Me, personally, I'm okay with it. I actually like it better to have that because I have people invested in the watch.

When I get on, they've been here for 8 hours when I got here, so they know exactly what's happening and what's not happening. And then the guys that come on, although they're getting on, they're walking into us that have now been there for 4 hours, so we have an idea of what's going on, we take them and they're invested because they're about to stay for 8 hours after we leave, so they want to make sure they're doing right. So I actually welcome that way in this situation. If I was going to my boat or our watch's boat, the little boat, it would be the two of us every

night together, pending one of us on vacation or out sick. But traditionally we have a core group. Before this shift, when I worked on the other shifts, it was the same four guys, traditionally, every day minus vacations, sick time and stuff like that.

MR. YOUNG: Thank you very much for your time and answering all the questions, I appreciate. Thank you.

BY CWO [redacted]

Q. I just have a couple more questions, Chief. When you mentioned returns, were you talking about return valves and the transfer system?

A. Yes.

Q. Okay.

A. So each engine has a return, but then each tank has a return, as well --

Q. Okay.

A. -- for the whole system.

Q. And those valves would be operated as part of the fuel leveling --

A. Yes.

Q. -- of the tanks? Okay. And just from, you know, what you may have heard or what you know, do you know anything about what might've caused the fire on the *Sandy Ground*?

A. So I wasn't there, so I don't know. I mean, there's a lot of rumors, but --

Q. Would you be willing for us to contact you at a later time if we had any follow-up questions?

A. Yeah, that's fine.

CWO [redacted] Okay. So I'd like to open it up to the room for any other remarks or questions.

(No response.)

CWO [redacted] And as well as you, Chief, do you have any other remarks, anything else to add?

MR. D'EUSANIO: No, I'm all good, thank you.

CWO [redacted] All right. All right, that concludes our interview. The time on deck is 12:20.

(Whereupon, at 12:20 p.m., the interview concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	ENGINE ROOM FIRE ABOARD THE STATEN ISLAND FERRY *SANDY GROUND* NEAR STATEN ISLAND, NEW YORK ON DECEMBER 22, 2022 Interview of Vincent D'Eusanio
ACCIDENT NO.:	DCA23FM010
PLACE:	Staten Island, NY
DATE:	February 9, 2023

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.

David A. Martini
Transcriber

Interview Errata
Sandy Ground DCA23FM010
Interview of: VINCENT DEUSANIO
Position: CHIEF ENGINEER

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
8	4-6	QUALITY STORAGE TANKS... TWO TANKS.	CONFUSING LINE. NOT SURE TO EXACT WORDING, BUT BELIEVE INTENT WAS TO EXPLAIN THERE IS NOT A LARGE NUMBER OF TANKS O/B, JUST '2' STORAGE AND '2' SERVICE F/O TANKS TO OPERATE
10	12	IF HE -- HALF TURN...	BELIEVE -- IS 'ADJUSTS'
14	3	CLIs	COIs (Certificate of Inspection)
15	16	OUT WITH -- SHE	-- SHOULD REPRESENT 'NOTES'
18	3	STORAGE TANKS	SERVICE TANKS
20	15	THAT'S THE BEST ANSWER	THATS 'NOT' THEBEST ANSWER
23	3	RECYCLES	'CYCLES'

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 NEED. _____
Initials

VINCENT DEUSANIO
Printed Name of Person providing the above information

[redacted]
Signature of Person providing the above information

3-21-23
Date