

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 *

Accident No.: DCA23FM010

ON DECEMBER 22, 2022 *

*

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Interview of: EDWARD TINGLING, Marine Oiler

Staten Island Ferry

Sandy Ground

Staten Island Ferry, St. George
Terminal

Thursday
December 29, 2022

APPEARANCES:

██████████, Chief Warrant Officer
U.S. Coast Guard

BRYAN YOUNG, Investigator
National Transportation Safety Board

BARRY TORRE, Assistant Commissioner Operations
Staten Island Ferries

DAN FITZGERALD, Attorney
Representing Party-in-Interest
New York City DOT

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I N T E R V I E W

(2:34 p.m.)

1
2
3 CWO [REDACTED]: Good afternoon. This is Chief Warrant Officer
4 [REDACTED]. I'm here at the Saint George Terminal on Staten
5 Island, New York. Today's date is December 29, 2022. Time on
6 deck is 1434. And we'll be interviewing Mr. Edward Tingling, the
7 marine oiler that was onboard the *Sandy Ground* Ferry on
8 December 22, 2022, during the incident of the engine room fire.

9 And also if I could just have everyone in the room just state
10 your name, and who you are, and your position.

11 MR. FITZGERALD: Sure. Dan Fitzgerald with Freehill, Hogan
12 and Mahar, for the Party-in-Interest, New York City DOT.

13 MR. TORRE: Barry Torre, Assistant Commissioner Operations
14 for the Staten Island Ferry.

15 CWO [REDACTED]: And then as well in attendance we have Brian
16 Young from NTSB Investigations on the line as well.

17 MR. YOUNG: Good afternoon, and thank you very much for your
18 time today. Appreciate it.

INTERVIEW OF EDWARD TINGLING

19
20 BY CWO [REDACTED]:

21 Q. All right, sir. I know we had spoke initially the day of the
22 incident regarding what you saw, and your actions. Today we
23 wanted to ask you more about the timeframe and the period leading
24 up to the event, to the incident, to the fire. And one of the
25 questions we had was, was there anything that stood out to you as

1 far as the fuel system, levels, fuel tank levels or anything like
2 that that you recall from the time right beforehand?

3 A. Yes. As I have said previously, on assuming the watch the
4 tank, the fuel tanks were -- they were off, they were off, like,
5 by 500 gallons they were off.

6 Q. And these fuel tanks were these --

7 A. The day tanks.

8 Q. The day tanks, okay. And then just I kind of wanted to just
9 retrack a little bit, and then, you know, as far as your
10 background. How long have you been with the Staten Island Ferry?

11 A. 17 years.

12 Q. 17 years. And you've done the position of marine oiler for
13 that --

14 A. Correct.

15 Q. Okay. What other experience have you had before working for
16 the Staten Island Ferry?

17 A. I worked -- I was a gas turbine technician in United States
18 Navy.

19 Q. Oh, okay. Machinery technician?

20 A. Gas turbine.

21 Q. Gas turbine technician.

22 A. Yes.

23 Q. Okay.

24 A. (Indiscernible).

25 Q. I see. Okay. And then how many trips and -- would you say

1 you had with the vessel or onboard the *Sandy Ground*?

2 A. On the *Sandy Ground*? Trying to recall. You're looking for
3 roughly, right?

4 Q. Yeah, just roughly, just approximate, you know, or estimate
5 of how long or how many.

6 A. Maybe, like, 8 -- 8 and -- maybe about 10 trips. I never,
7 was never really assigned to the *Sandy Ground*. It was always on
8 the *Michael Ollis*.

9 Q. I see. So you have more trips logged with the other
10 vessel --

11 A. -- the *Michael Ollis*.

12 Q. I see. And then what kind of training have you had for --
13 any training or familiarization of this type of vessel?

14 A. We were given, like, like, a week and a half training on the
15 *Michael H. Ollis*.

16 Q. Okay. And then how about the actual *Sandy Ground* vessel
17 itself?

18 A. Never was. We never were.

19 Q. I see.

20 A. I never was.

21 Q. So when you assumed the marine oiler position on the *Sandy*
22 *Ground*, would that just -- you just based off your training off --

23 A. Just piggybacked on the -- yeah.

24 Q. On the other vessel --

25 A. On the other vessel.

1 Q. -- that you were able to use for that? Okay.

2 A. Um-hmm.

3 Q. So as far as the day tanks you mentioned being about -- what
4 was that number you said, about?

5 A. 500, like, off.

6 Q. Okay. How would you know that level or how -- what, what --
7 how -- what are you determining to, to know that level?

8 A. Screen inside the EOS, inside the control room. It's on the
9 screen. It tells you exactly the level.

10 Q. Okay. And then as far as your duties during the watch in
11 regards to the fuel system, could you explain to me what, what are
12 you doing or what is your duties and responsibilities maintaining
13 that, that fuel system to the engines?

14 A. Oh. We would, we would normally just, like, me and my
15 partner how we operate is that we wait for -- because we just
16 assumed the watch, we just assumed it so we would wait. After I
17 had done that they had informed the chief engineer that it was
18 off. He said, yeah, okay, yeah. So you guys going to have to
19 figure -- so we just said we going to wait maybe after the first
20 trip because we -- the boat had docked, and it was like 30
21 minutes. So we see if it was going to even out, and then we was
22 going to wait. But doing the watch we would normally just maybe
23 operate the starboard side valve as we were instructed during the
24 training that we had on the *Ollis*.

25 Q. And so when you say starboard valve instructed for to do --

1 what does that, what does that mean?

2 A. That means that as we were trained on the *Ollis* to ensure
3 that the valve is opened correctly you would close it, right, the
4 gate, the (indiscernible) block, close it, and then we open it,
5 and we (indiscernible) to open it two times only.

6 Q. And what valve is this? What is the actual, like,
7 nomenclature of it? What is this valve to?

8 A. That's for, for the day, the day tank fill.

9 Q. To fill --

10 A. That's the only, that's the only valve.

11 Q. Okay.

12 A. That's what it's labeled day tank supply fuel. That's the
13 only valve we were told and we were trained to actually operate.

14 Q. And this would be in conjunction with your process to level
15 out --

16 A. Yes.

17 (Crosstalk)

18 Q. -- level out these tanks? Between the two tanks that you
19 said were having that difference, which one was showing the lower?

20 A. Starboard.

21 Q. The starboard?

22 A. Um-hmm.

23 Q. Okay. And then when you said we does that mean -- is that
24 you and another oiler or --

25 A. Yeah. My, my partner, he, he actually is oiler number one.

1 I'm oiler number two.

2 Q. Okay.

3 A. So he's the senior oiler to me.

4 Q. I see. And then so the two of you would work together and --

5 A. Yes, and try to alleviate the situation.

6 Q. Okay. Other than the levels you saw for the day tanks was
7 there anything, any other indicators that you thought that were --
8 that looked, you know, unnormal (verbatim)? Like maybe some
9 alarms or anything during that watch that --

10 A. No. There was, there was nothing else. The only other thing
11 I saw is when I went back inside the control room was the chief, I
12 asked him did you get the alarm, and he said no, that, that he
13 disabled the alarm. Because I saw -- because you could see on the
14 screen itself that the set point for the low level the fuel is
15 actually like nearly there. So I'm just wondering, like, he said
16 he disabled it. I said, cool, you're the chief.

17 Q. So you mean set point is where that alarm would trigger?

18 A. Where it --

19 Q. Okay --

20 (Crosstalk)

21 A. -- see low.

22 Q. Do you recall what that, what that level was --

23 A. No.

24 Q. -- or what that set point is?

25 A. No.

1 Q. All right. So one thing we like to do as well is we got some
2 footage from the day of the incident that we wanted to run, and
3 just have you explain your actions, and what is going on during
4 that time. Mr. Torre is going to set that up here, but that was
5 going to be the next part of this.

6 A. Okay.

7 MR. TORRE: You can see okay?

8 MR. TINGLING: Yes.

9 BY MR. TORRE:

10 Q. Is a lot of screens up. I'm just going to start in this area
11 right outside the control room where those fuel valves are on the
12 (indiscernible) vessel, starboard fuel tanks, I guess.

13 A. Yeah. That is the port side --

14 (Crosstalk)

15 Q. -- port side.

16 A. On the -- in the back, yeah.

17 Q. They usually are.

18 A. Okay.

19 Q. Just tell them what you're looking at, and then you can see
20 Steve Adams come over, just try to figure out what you guys were
21 talking about.

22 BY CWO [REDACTED]:

23 Q. So what are you looking at at this time?

24 A. Let it play because I was out there more than once.

25 Q. Looks like you're tracing out the system.

1 A. I was looking the alignment, correct. I was looking at the
2 alignment.

3 Q. So would that be like valve or --

4 A. Yes. I'm looking at the alignment. I'm (indiscernible) the
5 purifier. I went to the day tank -- if it was aligned properly.

6 Q. Do you recall what you saw, what -- if it was or --

7 A. Yes. If as far as I, as I remember it was.

8 BY UNIDENTIFIED SPEAKER:

9 Q. The chief engineer, he had asked you to go out and check the
10 alignment, right?

11 A. He had said you -- yeah, you guys go, go there and figure it
12 out.

13 Q. Now, at any point while you're there did you make any
14 adjustments? Did you open up, close anything? Because some stuff
15 you could see, some stuff you can't.

16 A. No, the only, the only thing I got that day was fuel
17 (indiscernible) purifier.

18 UNIDENTIFIED SPEAKER: I don't know if I understood that.

19 (Crosstalk)

20 UNIDENTIFIED SPEAKER: -- the chief was referring to before.

21 BY UNIDENTIFIED SPEAKER:

22 Q. So just so I understand you said the fuel oil purifiers you
23 were just directed to work on that? So, like, what? So you were
24 just -- were you just adjusting something on the --

25 A. No. Like I said the chief said you guys figure it out. You

1 guys, you guys go figure it out.

2 Q. Okay.

3 A. Yeah, because I, I made him aware that chief, this is not
4 right. See, that was his day with us. He's not the chief on the
5 night watch (indiscernible) I went back in, and I said to him, we
6 looked in the logbook to see who was there. Like, how come you
7 guys they let the fuel get like this? Yes, Stevie comes.

8 Q. What's Steve doing now? What is the --

9 (Crosstalk)

10 Q. -- glass up there for the --

11 A. Oh, he was saying we need a magnet.

12 Q. A magnet?

13 A. Yeah, he said a magnet because the side glass like it was
14 stuck.

15 Q. That's what he's saying to you there?

16 A. Yeah. It was stuck.

17 Q. You said --

18 (Crosstalk)

19 A. -- turns, yeah, because like I said on the starboard side we
20 were trained that you close it, and the you get the -- and then
21 you open it two -- to make sure that it is open that
22 (indiscernible).

23 Q. Just to be clear you're talking these valves here or --

24 A. No. No, that's on the starboard --

25 (Crosstalk)

1 Q. -- other side of the --

2 A. Yeah.

3 Q. That's the same setup. It's just the other end is what
4 you're saying?

5 A. Yeah. Starboard and port side is same setup. Same. It's
6 the same way. So I was telling him that I went to the starboard
7 side to ensure that it was open. So I close it down. That's why
8 you see (indiscernible) close it, and I reopen it back two turns.
9 That's -- open it two turns, Steve.

10 Q. So have we identified which valve? You went in, and you
11 closed the valve, and then you said you opened it up two turns?

12 A. Yes, sir.

13 Q. Which valve is that? Do we know? Do you know?

14 UNIDENTIFIED SPEAKER: It's on the other side. I believe
15 it's this valve here. It's one of (indiscernible).

16 MR. TINGLING: No, we don't (indiscernible) valve. We don't.
17 We were trained (indiscernible).

18 BY UNIDENTIFIED SPEAKER:

19 Q. (Indiscernible).

20 A. Yeah.

21 Q. (Indiscernible), okay.

22 A. Exactly.

23 Q. So that's what you're discussing there?

24 A. Yeah.

25 Q. Which are the -- which are fill valves he said, right, for

1 the day tanks?

2 A. Day, for the day tanks.

3 Q. Yeah. And you said the return valves you don't adjust those?

4 A. No. We, no.

5 Q. Now what are you talking about here now? What are you
6 talking about here now? Because it goes on. The conversation
7 goes on.

8 A. Yeah.

9 Q. You're struggling. There's something that's bothering you.
10 You could tell on your face.

11 A. Yeah. I'm coming -- I don't know why -- it's, it's
12 (indiscernible) we never get -- it's never this way.

13 (Crosstalk)

14 Q. High or low.

15 A. Yeah. That on the port side was high. Like I said that was
16 the higher tank. We never get -- that's when he was asking.

17 Q. What was that? What was that?

18 A. He turn it way up like --

19 Q. So when you mean up as in it's showing the highest -- showing
20 the height level?

21 A. Yeah. All the flags are orange.

22 Q. That's so if --

23 A. And then we go back in, and we tell the chief again.

24 Q. About what you just encountered?

25 A. Yeah.

1 Q. And then just curious. At this time are you still trying to
2 level out the two tanks?

3 A. No. We are just --

4 (Crosstalk)

5 Q. Okay.

6 UNIDENTIFIED SPEAKER: The engine control room.

7 BY UNIDENTIFIED SPEAKER:

8 Q. Yeah. What, what's going on right now? Where, where are you
9 guys actually --

10 A. We're in the EOS.

11 Q. That's control room --

12 A. Yeah, control --

13 Q. You looked at the tank.

14 A. Looking at the tank, yeah.

15 Q. What did you see there? Was it still what you were --

16 A. It was still, still --

17 Q. What you saw there on the TLIs was it the same as what you
18 were seeing --

19 A. (Indiscernible).

20 Q. Okay. I see.

21 A. Yeah.

22 Q. Yeah. So at this point what are you guys discussing or
23 determining at this moment?

24 A. Right there we, we are talking about the, the level, the
25 level of the fill, and we tell the chief again.

1 Q. Now Steve's leaving the engine control room without you,
2 right?

3 A. Yes.

4 Q. Okay.

5 A. (Indiscernible).

6 Q. Okay. Here comes Steve, right, on that lower panel?

7 A. (Indiscernible).

8 Q. What -- did he say he was going to do something at this point
9 or where is he going?

10 A. At that time I think he was going to make his rounds or he
11 was going to go inside the engine room and make his rounds
12 (indiscernible) make his rounds.

13 Q. I thought the other engineer was making --

14 A. -- is making his rounds. So Steve --
15 (Crosstalk)

16 Q. Okay, got you. But we don't know where he is right now? We
17 don't know what Steve is doing?

18 UNIDENTIFIED SPEAKER: Can't see him. This is second camera
19 we --

20 BY UNIDENTIFIED SPEAKER:

21 Q. Do you recall what you're doing at this time as well?

22 A. At this time (indiscernible) as far as I can recall I was in
23 the, I was in the engine room itself.

24 Q. (Indiscernible) getting this alarm?

25 A. We got another alarm on the, on the (indiscernible). I

1 remember Steve he heard an alarm on number one on the
2 (indiscernible) the HMI. He hit the alarm acknowledged. That was
3 when I walk, yeah, we was in the engine room, and then I went over
4 to the, to the (indiscernible) because I seen the strobe light on
5 it. There's a strobe light. You could see when -- and then I
6 went over there, and I hit the alarm.

7 Q. On one, on one piece of equipment?

8 A. On number three.

9 Q. Number three --

10 A. Main engine.

11 Q. -- main engine.

12 A. And then I --

13 Q. Do you know what alarm that was?

14 A. I don't remember. It seemed like the alarm like it -- as far
15 as I can recall it said imdex (ph.) whatever it was.

16 Q. Imdex.

17 A. Imdex. So I stood like right there in the middle because you
18 could look from, from the control room right outside, and I, I
19 stood there to wait for instruction from the chief because that's
20 what (indiscernible) make signs like number one or number two, so
21 whatever it is because then (indiscernible).

22 Q. I see.

23 BY UNIDENTIFIED SPEAKER:

24 Q. So 4:38, 4:41, you're tracing the system. Alex was making
25 the round. But there was a point in time where I thought Steve

1 came, and Steve started looking out on his own.

2 (Crosstalk)

3 UNIDENTIFIED SPEAKER: Now at this point there's no oil
4 spraying yet. So you'll see -- and the alarms haven't come yet.
5 So the -- okay, now he leaves.

6 BY UNIDENTIFIED SPEAKER:

7 Q. So what is our -- so are you guys still just waiting to see
8 before --

9 A. Like I said, we, we --

10 UNIDENTIFIED SPEAKER: Heads up a little bit --

11 (Crosstalk)

12 BY UNIDENTIFIED SPEAKER:

13 Q. Now, Steve. Eddie, if you could focus on Steve what he's
14 doing right here. What do you think he's doing right now? What
15 is he doing?

16 A. He's watching the, the TLIs the tank level indicators.

17 Q. Is there any --

18 (Crosstalk)

19 Q. But before he did that did he ever make any -- is it possible
20 he made some adjustments there to any of the valves in the area or
21 while he was standing there with you did he make any adjustments
22 to valves?

23 A. Not that I remember.

24 Q. But you explained to him that you made, you made --

25 A. Yeah, on the other side that we were, yeah, we were, yeah.

1 Q. Do you recall the position of the return here, the ball valve
2 return, you guys were over here?

3 A. (Indiscernible) it was nearly fully open, yeah, nearly fully
4 open. You know how, why, why (indiscernible) maybe because on the
5 *Ollis* somebody painted like an arrow on the bulkhead so that you
6 have the, the valve aligned to that arrow. But on the *Sandy*
7 *Ground* there is no, no indication. Whoever put the high low for
8 that, that return valve, I don't know who did it, but that's why
9 it's set like that. On the *Sandy Ground* there is no indication
10 for (indiscernible) oh, we're not on the *Ollis*. And I seen
11 that --

12 Q. So on this, on, on the *Ollis* where they have the return
13 adjusted a little differently which tank is it? Is it the one
14 we're viewing here or is it the other side?

15 A. Just like you said.

16 Q. Which end or which side?

17 A. For the what?

18 Q. For the return, the one that they leave adjusted a little
19 bit.

20 A. On the port.

21 Q. The port --

22 A. Yeah.

23 Q. -- so in this frame here?

24 A. In this frame. If it's on the *Ollis*.

25 Q. It was on the *Ollis*.

1 A. Yeah.

2 Q. And then this valve that we're talking about just so I can
3 verify is the return, return valve going to the --

4 A. -- yeah.

5 Q. -- to the day tanks?

6 A. Yeah.

7 Q. Okay. The return ball valve.

8 A. All right.

9 Q. The returns are the only ones that are ball valves. The rest
10 are --

11 A. (Indiscernible).

12 Q. Okay. And so you -- Eddie, the positioning of that valve,
13 are you saying it was -- open or was --

14 A. When I see it, it was, it was more, more, like nearly fully
15 open as I remember. It was nearly fully open.

16 Q. So it's a ball valve. So if it was wide open the handle --

17 A. It would be straight up.

18 Q. So you're saying it was nearly open. So just a little bit --

19 A. Yeah, yeah.

20 Q. During your watch did you turn that valve at all?

21 A. No, no. We don't touch that. I don't touch that valve.

22 Q. You don't. Is it possible Steve could have touched that
23 valve?

24 A. I can't say because I'm not there to tell him to do whatever
25 it is. He would tell me to do because he -- that's the way we

1 operate like --

2 Q. By the seniority of --

3 A. Exactly.

4 Q. I see. What you're saying is during your watch you never
5 touched that ball valve?

6 A. No, I never, no.

7 Q. Was there any time during the watch where that was mentioned
8 about making adjustment to those -- that return valve or the
9 other --

10 A. No, no, no. Like I said, during the training we, we would
11 (indiscernible) you don't do anything with that valve. We assume
12 the watch, and leave it as it is.

13 Q. And when you assumed the watch you saw the same position of
14 the valves you saw the whole time?

15 A. (No audible response.)

16 Q. -- playing here. We're very close to the fuel starts
17 leaking, at least what we can see on the screen.

18 (Crosstalk)

19 Q. We don't know exactly where Steve or Eddie are, right?

20 A. The alarms?

21 Q. Right now.

22 A. (Indiscernible) number three, we were in engine room.

23 Q. In the engine room (indiscernible)?

24 A. In engine room itself, yes.

25 Q. (Indiscernible).

1 A. And I was by the boiler because I was checking the, the
2 readings on the boiler.

3 Q. See oil dripping down. You see the fuel on the deck here?

4 A. Yeah.

5 Q. On the engine. This is number two main engine. Can you see
6 it flowing there? It's flowing on the deck. It's -- we believe
7 it's shooting from number one over the top. So like at this magic
8 moment in time we've got all the alarms going off, the oil starts
9 showing up. We're trying to figure out what caused that.

10 A. Yes.

11 Q. What event caused that, you know?

12 A. I would (indiscernible) what happened? What, what really
13 happened? Like I said when I -- after I went and cleared the
14 alarm on number, on number three, I turned around, and as I was
15 walking towards back (indiscernible) I did this to Steve --

16 Q. What does that, what does that mean, like a smell --

17 A. Smell fuel.

18 Q. Fuel. Okay.

19 A. Smell fuel. And then I looked over, and I turned around.
20 Then I saw like in my, in my initial I saw the fuel just spraying
21 out.

22 Q. Out of what engine?

23 A. Number three.

24 Q. Number three main engine.

25 A. Yeah. Because that's where I was.

1 Q. So when you saw fuel coming out of number three main engine
2 do you remember where Steve Adams was? Was he -- were you there
3 with Steve?

4 A. He was still standing by the HMI, the control for number one.

5 Q. For number one.

6 A. That's where he was when I gave him the sign that I smell, I
7 smell fuel.

8 CWO [REDACTED]: So at this time I'd like to just turn to Brian
9 here.

10 Brian, just wanted to see if you had any questions as well.

11 MR. YOUNG: Yeah, if you don't mind. Thank you.

12 BY MR. YOUNG:

13 Q. Mr. Tingling, I appreciate your help today. I'm trying to
14 follow along. I have the print in front of me of the fuel oil
15 system. Can you just explain to me what valves you are instructed
16 to adjust to regulate the levels in the tank? What valve are you
17 talking about?

18 A. The globe valve.

19 Q. The globe valve. And where is the fuel coming from feeding
20 these globe valves?

21 A. That fuel leak is coming from the storage going to the
22 purifier, and then goes up, and then it comes over to the, to the
23 starboard day tank, the service tank.

24 Q. And is the globe valve way up high in the overhead, and
25 controlled by a (indiscernible)?

1 A. No, no, no. It is within reach.

2 Q. Okay. And do you remember what color the handle is? Is it
3 red or yellow or black?

4 A. Red or black? It's red.

5 Q. I'm sorry?

6 UNIDENTIFIED SPEAKER: He's thinking.

7 MR. YOUNG: Okay.

8 UNIDENTIFIED SPEAKER: And if you're not sure, like, but --
9 Yeah, if you've not sure.

10 MR. YOUNG: Okay.

11 UNIDENTIFIED SPEAKER: I don't know if you heard that Brian.
12 He's not sure.

13 MR. YOUNG: Okay. God it. Understood.

14 UNIDENTIFIED SPEAKER: He pointed out before (indiscernible).

15 MR. TINGLING: Yeah, but you know what, what happened is
16 this, Barry, this (indiscernible) is painted red. So that's why
17 -- red and black. So red and black that's what it is.

18 MR. YOUNG: Okay.

19 UNIDENTIFIED SPEAKER: Oh, so it's a black --

20 MR. TINGLING: Yeah. The valve itself is black.

21 UNIDENTIFIED SPEAKER: The valve is black, yeah.

22 Okay, Brian. So I'm not sure if you got that. He's saying
23 black, and we, we have it up on the footage, and he's --
24 Mr. Tingling is pointing it out on the screen that it's a -- that
25 valve right now black valve.

1 MR. TINGLING: Yeah.

2 BY MR. YOUNG:

3 Q. Okay. And that is the discharge for the fuel oil purifier;
4 is that correct?

5 A. Say again.

6 Q. And that would be the discharge from the fuel oil purifier?

7 A. No, no. The fuel oil purifier purifies the fuel that comes
8 from the storage tank, and that --

9 Q. Right.

10 A. -- fuel goes to the service tank, to the day tank.

11 Q. Okay.

12 A. And the day tank feeds the engines.

13 Q. Right.

14 A. So how we were trained is that the engines -- the tank that
15 is closer to the boiler and the other main engines they -- it
16 tends to feed the engines faster than the port side tank which is
17 closer to the purifier. So the fuel goes into the day tank and --
18 for the port side faster, quicker than the other tank.

19 Q. Across the engine room?

20 A. Yes, sir. So how we were -- we were trained is the globe
21 valve on the port side is left all the way open so it can feed
22 more fuel to the machinery to the equipment. And the other one is
23 just you try to throttle it down so that it feeds less that then
24 it could even out the day tanks.

25 Q. Understand. Because it's closer to the purifier, and it's

1 discharging closer to that tank?

2 A. Yes, sir.

3 Q. Understood. At any time do you remember closing any open --
4 those valves completely?

5 A. At any time? Say again.

6 Q. Do you remember closing those valves completely?

7 A. No. We don't, we don't close the valve.

8 Q. Okay.

9 A. Like I said only one time I cycle the valve, and it has been
10 depicted on the screen that I, that I -- because that's how we
11 were trained to close it all the way, and bring it back open when
12 it gets (indiscernible) you open it two turns just to ensure that,
13 yeah, it is open two turns.

14 BY CWO [REDACTED]:

15 Q. At which time just to, just to verify?

16 A. Starboard side.

17 Q. You did that on the starboard?

18 A. Yes, sir.

19 Q. So you closed, right, that fuel valve?

20 A. Yes, all the way down.

21 Q. All the way down, and then you came back two --

22 A. Two turns.

23 Q. Two turns.

24 A. Open.

25 Q. Open.

1 BY CWO [REDACTED]:

2 Q. Okay. That makes sense. Do you think during this event this
3 day that any valves were adjusted on the port side tank across the
4 engine room?

5 A. I can't say because I was not in that vicinity.

6 Q. Okay.

7 A. Not at that time.

8 Q. And is the fuel valve alignment and setup similar between the
9 *Ollis* class vessels that you do work on?

10 A. Yeah. Well, I would say yes as far as I know.

11 Q. And I didn't hear it previously, but have you done training
12 on the *Ollis* class vessels?

13 A. On the other class as --

14 Q. The *Ollis* class.

15 A. The *Ollis*? On the --

16 Q. Yes.

17 A. -- *M.H.*, sure, the *Michael H. Ollis* itself.

18 Q. And how long have you been working on that vessel?

19 A. We did that vessel for four days (indiscernible) not for
20 long.

21 Q. What do you mean by that?

22 A. Actually, I got trained on that vessel like last year in
23 December for a -- for whatever. And then we worked on the vessel
24 for like nearly a month, maybe three weeks to a month, and then
25 that was it. We never went back on the vessel until late this

1 year, like, like, October.

2 Q. Okay. Would you say you're familiar with the fuel oil system
3 piping and arrangement on the *Sandy Ground*?

4 A. Well, if -- I would say yes.

5 Q. And when you understood that you had a different level in
6 either of the two tanks was that also consistently displayed on
7 the engine room computer?

8 A. Well, twice I walked in the control room, and I seen -- as we
9 assumed the watch I looked at the screen and I seen it. And I
10 went out, looked at the TLIs, came back in, and I seen it again.
11 So it was displayed on the screen in the control room.

12 Q. So the screen in the control room was also showing a
13 difference, correct?

14 A. Yes, sir.

15 Q. And were the TLIs showing a difference?

16 A. Yes, they -- it was.

17 Q. And was that more of a difference than you were used to
18 seeing?

19 A. Yes. Because it was just a bad hand-over. Like, it was, it
20 was really like 500 -- that's, that's a lot.

21 Q. What's the normal difference that you see when you're working
22 aboard this class vessel?

23 A. Well, like 3, 2, 300, 200.

24 Q. And is the fuel level corrected the same manner on the *Ollis*
25 as the *Sandy Ground*?

1 A. Correct.

2 Q. Okay. And have you ever been adjusting fuel levels like this
3 on the other vessel?

4 A. On the *Ollis*, yes.

5 Q. Yes. And it's done in the same manner, correct?

6 A. Yes.

7 Q. Okay. There's a valve in the area of the distribution tree
8 or the fuel -- transfer tree that has a yellow handle, and it's
9 labeled all --

10 A. All --

11 Q. -- returns.

12 A. All returns.

13 Q. Do you know what that valve does?

14 A. It returns the fuel to the -- from the engine back -- in the
15 system. That's what I was taught during the training.

16 Q. And do you know what the position of that valve should be
17 during normal operations?

18 A. Open.

19 Q. Why is that?

20 A. Like I said, what I was taught in training was that always
21 that valve is always open because the fuel it has to have
22 somewhere to go.

23 Q. Okay. Have you ever seen that valve closed in your career?

24 A. No. From the time these boats came, and I worked on these
25 boats, never.

1 MR. YOUNG: Okay. Thank you for your time. I don't have any
2 other questions. Thank you very much, Mr. Tingling.

3 MR. TINGLING: You're welcome.

4 BY CWO [REDACTED]:

5 Q. Okay. I just wanted to ask if there was anything else that
6 you think that, that stood out to you, you know, that, that day
7 during that watch? Anything you want to add to the, to the
8 interview?

9 A. I can remember running into the control room into the EOS as
10 they call on those class boats when I went to alert the chief that
11 the fuel is spraying. The first question he asked, he said, Ed,
12 are the, are the returns open? I said, yes, they are. That's
13 exactly what the chief asked me.

14 Q. Okay.

15 A. So yes. And go get pads and try to stem the --

16 Q. And then what did you do after, after that, after you were
17 -- after that chief engineer had mentioned that what did you do?

18 A. When he mention?

19 Q. The -- when he said --

20 A. I answered him, yes.

21 Q. Okay. You said yes, and then you went back to the engine
22 room and --

23 A. At that time he instructed to get, to get the (indiscernible)
24 or pads, and try to stem the flow. That's what I did on the, on
25 his instructions.

1 CWO [REDACTED]: Okay. All right. And I was going to go ahead
2 and conclude the interview.

3 Do you have anything else, Brian?

4 MR. YOUNG: One last question.

5 BY MR. YOUNG:

6 Q. Mr. Tingling, when the chief asked immediately when you came
7 in if the returns are open how did you know that they were open?
8 Had you just looked at them or had you observed --

9 A. Because, like, when we assumed the watch I had seen them
10 open. So I just knew that -- as far as I knew they were open.

11 Q. Okay. But you didn't see them right before you came to the
12 control room; is that correct?

13 A. No. I ran, I ran in the heat of the -- I just ran inside to
14 report what was going on inside the engine room itself.

15 Q. Okay. So at the beginning of your watch you absolutely
16 verified that those valves are open --

17 A. Correct.

18 Q. -- is that correct? But after the event, and after the fuel
19 spray you didn't look at them again?

20 A. Correct.

21 Q. Was that correct?

22 A. Correct.

23 MR. YOUNG: Okay. I just wanted to make sure that we are all
24 on the same page. Okay. Thank you.

25 CWO [REDACTED]: All right. Well, that concludes our interview

1 for today. Time on deck is 1517.

2 (Whereupon, at 3:17 p.m., 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: ENGINE ROOM FIRE ABOARD THE
 STATEN ISLAND FERRY *SANDY GROUND* NEAR
 STATEN ISLAND, NEW YORK
 ON DECEMBER 22, 2022
 Interview of Edward Tingling

ACCIDENT NO.: DCA23FM010

PLACE: Staten Island Ferry, St. George Terminal

DATE: December 29, 2022

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.



Katherine Motley
Transcriber

Interview Errata
 Sandy Ground DCA23FM010
 Interview of: EDWARD TINGLING
 Position: MARINE OILER

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
7	17	they had informed	I had informed
7	19	figure ---	figure it out
7	20	because we -- the boat	because the boat
7	20/21	30 MINUTES	30 MINUTES before the NEXT TRIP
7	21	SO WE SEE if	SO WE would SEE if
7	21/22	AND THEN WE WAS going	AND WE WERE going
7	22	BUT doing	BUT during
8	3	RIGHT, the	fully AND then
8	4	GATE, the (-) block close	RE-OPEN the valve
8	4	it, and then we open it,	two turns
8	5	AND WE (-) to open it two times.	
11	17	(indiscernible) purifier	to clean the lube oil purifier
12	4	THAT WAS his day with	THAT WAS his FIRST day with
12	4/5	ON THE NIGHT WATCH	ON this watch
12	13	THE side glass	the SIGHT GLASS
12	20	AND then you get the -- AND	fully AND THEN RE-OPEN
	21	then you open it two --	it two turns to ENSURE
		to MAKE SURE that it is open	that it IS OPEN
13	8	you SEE (indiscernible)	you SEE ME TELLING STEVE I closed
13	16	WE don't (indiscernible)	CLOSE that
13	17	WERE TRAINED (indiscernible)	NOT to close those valves

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

Edward TINGLING

Printed Name of Person providing the above information

Signature of Person providing the above information

3-28-2023

Date

Interview Errata
 Sandy Ground DCA23FM010
 Interview of: Edward TINGLING
 Position: MARINE OILER

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
14	4	NO. WE NO	NO. WE DON'T
14	11	YEAH. I'm COMING	YEAH. I WONDERING
14	12	(INDISCERNIBLE)	this HIGH
15	3	NO. WE ARE JUST --	NO WE ARE JUST WAITING
15	16	IT WAS STILL, STILL --	IT WAS STILL, STILL VERY HIGH
15	19	(INDISCERNIBLE)	YES IT WAS
16	14	-- IS MAKING HIS ROUNDS	THE MARINE ENGINEER IS
16	25	(INDISCERNIBLE)	NUMBER ONE MAIN ENGINE
17	1	HE HEARD AN ALARM ON	HEARD AN ALARM ON NUMBER ONE
17	2	NUMBER ONE ON THE (INDISCERNIBLE)	NUMBER ONE MAIN ENGINE AND CHECKED THE
			HMI
17	4	TO THE (INDISCERNIBLE)	MAIN ENGINE NUMBER THREE
17	12	AND THEN I --	AND THEN I ACKNOWLEDGED THE ALARM
17	15	IT SAID INDEX (PH)	IT READ EMIDEC
17	17	INDEX	EMIDEC
17	20	WHAT (INDISCERNIBLE)	WHAT THE CHIEF WOULD DO
17	21	WHATEVER IT IS BECAUSE THEN	WHATEVER IT IS WE WOULD TAKE CARE
			OF IT
18	9	WE --	WE WERE WAITING TO SEE THE TANKS
18			BALANCE OUT
19	3	(INDISCERNIBLE)	I REMEMBER
19	4	WHY (INDISCERNIBLE) MAYBE	WHY I REMEMBER, BECAUSE

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Interview Errata
 Sandy Ground DCA23FM010
 Interview of: Edward Tingling
 Position: MARINE OILER

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
20	11	(Indiscernible)	GLOBE VALVES AND BUTTERFLY VALVES
20	14	WHEN I SEE IT	WHEN I SEEN IT
20	25	BECAUSE -- THAT'S	BECAUSE HE IS THE SENIOR OILER
21	10/11	WE WOULD (INDISCERNIBLE)	WE WERE INSTRUCTED THAT
22	12	I WOULD (INDISCERNIBLE)	I WOULD LIKE TO KNOW
22	15	WALKING TOWARDS BACK (INDISCERNIBLE)	WALKING BACK TOWARDS THE BOILER
22	20	LIKE IN MY, IN MY INITIAL	LIKE FROM THE FILTER
23	21	THAT FUE LEAK	THAT FUE OIL
25	14	THAT THE ENGINES -- HE	THAT THE ENGINES USE MORE FUEL FROM
25	15	THEY -- IT	THEY TOLD US IT
25	17/18	AND -- FOR THE PORT	AND FILLS UP
26	10	THAT I --	THAT I HAD EXPLAINED
26	12	IT GETS (INDISCERNIBLE)	IT GETS IT'S BITE OR TENSION
27	23	FOR A -- FOR	FOR A TWO DAYS PERIOD
28	4	IF -- I	IT IS THE SAME CLASS I.
28	16	YES, THEY -- IT WAS	YES, THEY SURELY WERE
28	20	LIKE 500 -- THAT'S	LIKE 500 GALLONS OFF THAT'S
29	10	ALL --	ALL RETURNS
29	14	TO THE -- FROM THE ENGINE	THE FUEL FROM THE ENGINE BACK
30	15	TRY TO STEM THE --	TRY TO STEM THE FLOW
30	23	GET THE (INDISCERNIBLE)	GET THE RAGS

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Edward Tingling
 Printed Name of Person providing the above information

 Signature of Person providing the above information

3-28-2023
 Date