UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	*	
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ENGINE ROOM FIRE ABOARD THE	*	
STATEN ISLAND FERRY *SANDY GROUND*	*	
NEAR STATEN ISLAND, NEW YORK	*	Accident No.: DCA23FM010
ON DECEMBER 22, 2022	*	
	*	

Interview of: MICHELLE MURGOLO, Chief Engineer (Training)
Staten Island Ferry

St. George Ferry Terminal
Staten Island, New York

Wednesday,
January 18, 2023

APPEARANCES:

CWO [redacted] [redacted] Accident Investigator
United States Coast Guard

BRIAN YOUNG, Senior Marine Investigator
National Transportation Safety Board

ROBERT BANDEN, Warranty Engineer
Eastern Shipbuilding Group (ESG)

BARRY TORREY, Director of Ferry Operations
Staten Island Ferry

I N D E X

I N T E R V I E W

(1:44 p.m.)

CWO [redacted] Good afternoon. This is Chief Warrant Officer [redacted] That's spelled [redacted] We are conducting an interview at the St. George Terminal located in Staten Island, New York. Today is January 18th, 2023. Time on deck is 1344. We will begin with introducing the participants here today. They'll be providing their names.

MR. YOUNG: Brian Young for the NTSB, Y-o-u-n-g.

MS. MURGOLO: Michelle Murgolo, M-u-r-g-o-l-o, chief engineer with the ferry.

MR. BANDEN: Robert Banden, warranty engineer for ESG, B-a-n-d-e-n.

MR. TORREY: Barry Torrey, T-o-r-r-e-y. I'm the director of ferry ops for Staten Island Ferry.

CWO [redacted] Very well. Thank you, everyone.

So we'll go ahead and commence today's interview. We will begin with our NTSB investigator, Mr. Brian Young.

If you don't mind, would you like to just begin the questioning?

MR. YOUNG: Great. Thanks.

INTERVIEW OF MICHELLE MURGOLO

BY MR. YOUNG:

Q. Chief, thanks today for coming in and meeting with us. If we could just start out today's discussion, could you just discuss a

little bit about your maritime experience, maybe where you had gone to school and what previous vessels or types of vessels you worked on prior to coming here?

A. I graduated SUNY Maritime in the Bronx in 2004. I sailed deep sea with AMO up until 2010. I took a short break to have a kid in 20008, 2009. I sailed on AMO vessels as far as Ro-Ros, LMSRs. I sailed with Maersk on their LMSRs. Mainly slow speed diesels with ship service generators, smaller ones, the Hotdues (ph.), Caterpillars. I sailed as third and second. That's pretty much it. Just standard rotation, 4 months on/4 months off.

Q. And then what was the highest license you sailed on prior to coming here?

A. Second system engineer.

Q. And what license do you hold now?

A. Chief marine unlimited inland, and my second seaman and steel.

Q. And did you get your inland chief's while working --

A. Yeah.

Q. -- here at Staten Island?

A. Yeah. I had the time for it, I just never sat for it until I started working here.

Q. When did you actually start working here?

A. September of 2010.

Q. And what did you start as working here?

A. Oiler.

Q. An oiler?
A. Um-hum.
Q. And you worked your way up?
A. Worked my way up.
Q. So how long would you say that you sailed as oiler?
A. I was oiler for 6 to 8 months, and then I was a marine engineer for another 6 months after that, and then chief since 2011.
Q. And in general, how many chief engineers are there in this fleet?
A. Twenty-five, 26, I'll say. Not including office personnel. That's sailing on the boats.
Q. Right. Right. Where I come from there are oilers and engineers. Why do they call them marine oilers and marine engineers here? Is there any specific reason?
A. No specific -- it's more of a city title.
Q. Okay.
A. I think.
Q. And can you give me a generic understanding of what are your responsibilities as a chief engineer on board any of the ferries?
A. Supervise the watch, make sure everything goes smoothly and gets the people back and forth safely.
Q. And do you have a standard job description in the SMS that tells you what your job functions are?
A. Yes.

Q. And have you been trained in SMS?
A. Yes.
Q. Are you assigned to a particular ferry?
A. No. You can be -- it depends on -- you're assigned to a timeframe. So my daytime is -- I'm on the 3 run, so I come in -- my daytime is 6:30 to 2:30.
Q. A.M.?
A. A.M. But I come in because I have to do a startup, which means we review all the -- everything that goes on in the plant. We have to start up so we have to -- I have to make sure that the sea strainers get cleaned, the, you know, PMs get done; we have drills to do, whatever gets done. So usually we do 0230 in the morning to 2:30 in the afternoon.
Q. So there's a period of time prior to departure that you're doing these checks and --
A. Um-hum.
Q. -- and drills and PM prior to departure?
A. Correct.
Q. And that happens every morning?
A. Every morning.
Q. When you start your day, do you know what vessel you're heading to or is it --
A. Yeah. Well, we -- usually we know the night before because personnel will send out a sheet.
Q. Okay.

A. And chiefs and captains get the emails on their phones usually and you know what vessel you're on. Usually by the -- like when you come in Monday, it could be a crap shoot, but for the most part you come in Monday, that's the same for the rest of the week unless you're told otherwise.

Q. Okay.

A. And for the most part, you're kind of assigned to the same vessel unless they have to take it out to do some service or whatever. But it depends on, it depends -- it's all situational.

Q. Okay. Great. Of all the vessels, which one have you worked on most?

A. All of them.

Q. All of them.

A. There is no, there is no rhyme or reason. You have three of the Molinari Class, you have three of -- you know, now it's the Ollis Class; you had one Kennedy, and you have two Barberi Class. You also have two of the little boats. If you ask me when I first started here, I was on the little boat for the most part. But since then -- I used to work port engineer, so it's -- I've been everywhere.

Like for the most part, really this past 2 years, I've been on the Ollis Class because I was the training chief. So I did -- I trained them for a year and then I also sailed on there with the guys that was taking over the boat, for a little while. And then they would come with me, and I was on there for a while so that

they could send people to me to train. So for the past -- I would say, up until maybe 3, 4, 5 months ago, I was on the *Ollis* pretty much for a year and a half, almost 2 years.

Q. And had other people coming through to learn under your guidance?

A. Correct.

Q. Okay. So when you are switching between all these different class vessels, how similar are the power plants?

A. Very similar. You have -- the difference is -- you have the things in common, so you have a fuel system, you have a lube oil purifier, a fuel purifier, all the generics you have. The big difference is, is the propulsion type. You have Voith or you have diesel-electric, which is the drive, the Siemen's drive, the Blue drive. So, I mean, it still makes the boat go. No matter which way you shake it, the concept is the same. The only difference is you have giant generators and 4160 volts coming at you or you have a direct drive with a shaft.

Q. Um-hum.

A. But for the most part, it's very similar. Of course, with the older boats you have less technology. Newer boats you have more technology. So it's a learning curve, I'll say, for older chiefs that are less pliable, like that didn't grow up in the '80s with the video game era, you know. But for the most part, it's workable.

Q. Okay. Can we move into the section about training and how

you were qualified or were asked to be a training chief engineer. Can you talk about how that came about?

A. How it came about, I think they put out a job posting and I applied for it. So then we interviewed and then -- myself and Richie Rizzo were the two chosen to do the training and -- I'm sure there's more to that story. I just don't remember exactly step by step what we did.

But for the training, we wound up going to Florida while it was being built. We spoke with -- he and I both went. We spoke with -- he wasn't there at the time, but it was another gentleman that was representing ESG, and we got manuals and all kinds of information from them. We also spoke with vendors and asked them for, okay, well, how do you recommend to run this equipment; what are you -- you know, and we wrote procedures. I don't have a set with me now; I should have brought them. But we wrote procedures on everything, and everything we came up with, we sent to senior port engineer, maintenance, Bobby Scamell, and everybody. We all came to this mutual agreement as far as, okay, this is good.

Q. Would it be considered some sort of like an operational manual that you --

A. Yeah. It's basically -- yes, it's basically what was recommended on how to run everything.

Q. Okay.

A. And it's in detail of, okay, here's the lineup of the deicing system, and we have a drawing there. Or, you know, with the Voith

system, here's the Voith controls and what process that goes through.

Q. Is that operations manual still in use today?

A. Everybody was handed one. They were handed on their own and it's whole pamphlet like -- a pretty decent pamphlet.

Q. Um-hum. And that was put together by?

A. Richie Rizzo and I.

Q. And yourself. Okay. When you -- and how long would you estimate you stayed down in Florida?

A. A week. And then we went back -- came back and then went back for another week for the sea trials and everything, learned operational there. Then we were up here for the harbor trials and we were on board for all that. Just to make sure we had everything in order as far as proper procedure on how the boat should run and how it's going to run in the harbor as opposed to how it runs in Florida, which is an open bay so it's a little bit different. But for the most part, it was -- we spent a lot of time on it.

Q. Yeah. And that time down in Florida, is it, you know, looking under deck plates and tracing lines and --

A. Tracing lines and going over every aspect of the boat.

Q. Okay.

A. And the main reason we made those pamphlets is because it's easy to forget stuff.

Q. Right.

A. Like even now, I was a training officer, there's some stuff that I go, oh, yeah, that's that and -- it's just nature of the beast.

Q. Yeah. Yeah. It'll help if you could estimate -- I know you probably don't have this down, number down, but how many people would you say you have trained on the new class vessel? Are you talking 20 people, 100 people, or --

A. No. I would say like maybe 30 or 40 people. Well -- oh, including oilers and marines as well?

Q. Yeah. Yeah.

A. Maybe more. Maybe like 100 people, I would say. Is that a safe estimate, 100? I would say 100.

Q. And that would account for --

A. Chiefs, marines, oilers.

Q. Marine engineers and marine oilers?

A. Um-hum.

Q. So pretty much anybody who is operating equipment down below would have to go through your training?

A. Correct.

Q. So if I had signed up to be --

A. Actually, it's more than 100 because we have --

MR. TORREY: Yeah, we can get you the numbers. We would have those records of how many we trained.

MS. MURGOLO: Yeah, it's more than 100 because there's 100 people pretty much with chiefs and oilers, and then marines it's

another -- I'd say 150, maybe.

BY MR. YOUNG:

Q. So if I signed up today to work as an engineer on Staten Island Ferry --

A. You'd be stuck with me for a little bit.

Q. What's a little bit?

A. It depends. Like so, basically, like we have a new oiler starting now. I create a plan for him. Usually what happens is I have a training marine and he works weekends, so on his days off, which are Tuesday, Wednesday, Thursday, he comes in for the overnight and we have them train overnight, do a startup and a shutdown and a couple of trips with each boat. So they wind up getting two startups and two shutdowns and they make trips.

Then I come in Thursday night till Friday and I'll assess them. And we'll go over the fuelings, we'll go over the little boats, we'll go over whatever assets he needs. There's a training manual that I -- that we made up, and it has every vessel. It has pictures of valves. It has pictures of everything that you could possibly need. Any other questions, they have my cell phone number. They have the training engineer's cell phone number. Any questions, my phone is always on. They want to text me, ask me a question, I'll show them -- come to my watch, I'll show them. It's -- there's no, there's no like me fighting anybody for not knowing something.

Q. Right.

A. Because, like I said, there's a lot to learn. And sailing deep sea you know -- you go on a vessel, you're lucky you even see your relief. You go there, there's a notepad saying, oh, I messed this up this trip, good luck fixing it for when I get back.
Q. Right. Right.
A. You know, that's the harsh reality of it. Whereas this, I actually wanted them to at least feel a little bit comfortable getting on the boat for the first time. So I have that training manual that we made up and it basically goes over every vessel, key systems, how to start up, how to shut down, and then it's their responsibility to take their own notes as far as what they -- excess they think they need to learn.
Q. And then is there some sort of assessment that you said?
A. Yeah, there's a F-17, which goes over, you know, valve lineups, the fueling, all the -- like going over the steering system, going over -- I'm trying to think what else -- saltwater system, lube oil system. It's a sheet. It's an F-17 sheet. And I do the assessment usually.
Q. So if an oiler or something would be ready for his saltwater system F-17, then you two would walk around and say, okay --
A. What's this? What's that?
Q. -- (indiscernible) what is this? So it's like --
A. How do you line up this pump?
Q. Okay. And then you would check it off and once that person proves that he can -- that he or she can do it, it's checked off

and then --
A. Yes. And for the most part it's, okay, do you have -- and the first thing I ask right off the bat of any system I'm going over, do you have any questions on this? No, I'm good, I'm good. Okay. Well, show me how to line up the pumps. All right, you're good. And then I'll sign them off.
Q. Yeah. And that's -- does that hold the same for other chief engineers also?
A. Everybody.
Q. Everybody. Okay.
A. With the chiefs, I think the way we've been doing it, because we are so short, is we've been having them go to the vessels and they go with different chiefs to, you know, just get a different feel or a feel for how -- because training as chief is more paperwork. It's -- you should know the systems because you've been a marine, you've been -- you know, that should be null and void. It should be more of, okay, now you're in charge of the watch, you're dealing with this. You know, you don't have to be like me, but you could take a little bit of this chief, a little bit of this chief, a little -- now this is you as chief.
Q. Right. Right.
A. And that's just my aspect of it, it's -- you know.
Q. When you say we are so short, what do you mean by that?
A. Personnel-wise it's tough because we don't have -- like I was being covered on my watch so I could work on the Ollis Class, but

we don't have the personnel to do that, so then that's not an option.

Q. Is that the result of Covid or a result of just not having enough people or --

A. Well, it could be Covid. I can't -- I don't know.

Q. Is it something new that you don't have enough people?

A. It's been progressing to that extent.

Q. And is that affecting the ability for you to run the vessel or --

A. As far as my --

Q. Do you always have enough people?

A. As far as my watch, no. You know, overall operational, it's tight.

Q. Okay. Do any trips have to get canceled because they don't have enough people?

A. Yeah. I don't know numbers.

Q. Right. Right. Do you ever sail short?

A. No.

Q. You always have your full crew?

A. Um-hum.

Q. When you got down to the shipyard for the first time, were you presented with any sort of training documents or how did that start?

A. We went really during the really early stages, so we were there like when they laid the keel and things weren't -- they were

commissioning, starting to commission systems. So they had a company that they were supposed to use -- I forget the name, Quantum? Quantic? Quantic?

MR. TORREY: Quantic, I think.

MS. MURGOLO: Quantic?

MR. TORREY: Yeah.

MS. MURGOLO: Quantic was supposed to provide the training manuals and everything for the Ollis Class, and when they handed over what they had, it was generic and half of it was wrong.

BY MR. YOUNG:

Q. Okay.

A. So that's when we decided we were going to just scrap that or take what we can from that and make our own plan. And that's when we started talking to the vendors and ESG and electricians and all the builders and everybody that's doing the work down there, and trying to come up with what we felt was the best plan.

Q. Okay. So if Alfa Laval was there with the purifier, you would talk about this is the best way to clean it, this is the bests way to line it up or the end manufacturer --

A. Yeah, what manuals do you think we need, would be helpful, what drawings do you think is, you know, most, you know, descriptive?

Q. Okay. Okay. When you are training the engineers, the marine engineers, and the oiler is there, is it classroom based or are you actually do all the training on board?

A. We're on board. So, like I said, we have this new oiler in. He's been bounced around a bit because my training marine is out because he got into a motorcycle accident, so he hasn't been around. And I work weekdays, so it's -- you know, he comes to check in with me at the end of the day. His day is 9 p.m. to 9 a.m. so that he can get the shutdown and the startup. He's training with other oilers. So he's getting -- he's doing the job. He's training on the job doing the job that he's going to be doing. He comes to me at the end of the day. Like he texted me today because we were -- we had the Coast Guard inspection, so I was just like stay away. Let's do -- so he texted me and he's like, well, what's the plan here? You know, and then so I'll take it from there and we'll make the plan for next week.

He's going to be doing it a little longer because of the fact that I don't have my training marine. So I don't have him actually going with him and showing him. Now I'm going to take an extra couple days with him and go over more.

Q. And would you say every marine oiler that's working on the new class vessel has been trained by yourself --

A. Yes.

Q. -- or your associates?

A. Yes. Well, I had training oilers when we did the new boat training, and now we did 4 days of straight training with all of them. And the first day was straight walk-around. We walked around over every system, went over everything, gave them the

training manual, let them look through it. The second day we started up, made a couple trips, and then we -- not a couple trips, a couple -- for the captains to go around and whatever else, and then we tie up for the rest of the day and then we go over more with them on the shutdown. So that was like a -- I would say a half day of running. And so we had a day and a half of just straight talking and showing and pointing out and whatever else, and then they did the startup and the shutdown. And then the third day was straight startup and shutdown, drills, going over things. And on the run, okay, this is how your round is going to go for your oilers, your marines; these are the things you're going to look for. And it's constantly evolving and changing as we're on the boats more.

Q. Right.

A. You know, it's not the same as when we first started training because we're discovering a little more.

Q. Right.

A. As far as, you know, your rounds, your rounds is your rounds; you're going to look at what you're going to look at. Some people do exceptional rounds and some people are like, oh, it's good. You know, like --

Q. Yeah.

A. You're dealing with personalities at that point.

Q. Okay. So is it safe to say that anybody who's working on these vessels have been trained? Like would they ever bring

somebody completely out of the blue and just throw them on there?
A. No.
Q. No. Okay.
A. That's unreasonable.
Q. Okay. Good. You said that's unreasonable?
A. Yeah. Well, my opinion.
Q. Okay. Good. And then once these -- anybody else that you and the other chief engineer train, is there some sort of note in their personnel file that says, yes, they have been qualified after an assessment?
A. An F-81? F-81, is that the form? F-78? 78?
MR. TORREY: F-17.
MS. MURGOLO: No.
MR. TORREY: Oh, I'm sorry. I was writing.
MS. MURGOLO: When we did the training on the *Ollis* one, everybody came to us. It was a F-83?
MR. TORREY: It's basically, it's almost like a --
MR. MURGOLO: A muster.
MR. TORREY: -- kind of like a muster form, because we got the form now. That's one of our S (indiscernible).
MS. MURGOLO: But every watch that we did one week, they all signed it. So we had the chief and the two oilers or whoever else. So we would have marine, chief, and oilers for the same watch. So if you're the 4 run, you came to us and everybody signed that muster sheet.

BY MR. YOUNG:

Q. Okay.

A. To say you were trained. I had a list. I don't know if I still have it. It would be on the *Ollis*, I think.

Q. Okay.

MR. TORREY: And we have that as part of the training records, you know, up there.

MR. YOUNG: Okay. Good.

MS. MURGOLO: Because we just chose not to do a F-17 at that point because it was easier because there were so many people.

MR. TORREY: It was still being developed and (indiscernible)

MS. MURGOLO: And we still had -- I don't even know if we even had the 17 fully -- at the time. I mean, they were just trying to get the ball rolling.

BY MR. YOUNG:

Q. And just for my understanding, what's an F-17?

A. That's the sheet that we sign everybody off on as far as going over each system --

Q. Okay.

A. -- and make it more specific to say, okay, yes, you went over this, you went over that.

Q. Okay. So it's showing all the different systems --

A. Yes.

Q. -- that they have proven themselves?

A. Correct.

Q. That's fair to say?

We're going to kind of shift now that you've kind of established how people have been trained, and obviously you must have heard that the *Sandy Ground* had an issue with their fuel system. So we're trying to understand how that system was being operated. And coming from merchant ships, we typically have one day tank and we typically --

A. I have two day tanks and they overflow to the storage tank.

Q. To the storage tank. But on these ferries --

A. We -- they regulate them. That was actually one of the first things when I came here, I was just like, okay. And I still don't fully understand why we do it that way, it's just the way that it's been done. There's no -- that's not right or wrong. I mean, it's to each his own, I guess. The boats still go back and forth. We regulate via filling it with the purifier. So you're going still from storage tank to day tank purified. The only difference is, is you're not overflowing purified fuel into the storage tank and having it constantly refreshed.

Q. Why do you think that is?

A. That's the thing, I have no idea, to be honest. I don't, I don't know why, we just do. So I accept it and make sure --

Q. And it appears that the Ollis Class has the ability to isolate one side from the other or run --

A. Correct.

Q. -- full tanks in each.

A. And they have returns going to one side or the other.
Q. Is there any reason why you wouldn't just run one side? Off one tank?
A. You'd have to have those -- you'd have to have that crossover open because the returns and the supplies for the other half of the engine room run off of that one tank. So you'd just be isolating it at the tank valves themselves. You wouldn't be able to isolate at that crossover valve to say you're running off of this or that.
Q. Okay.
A. I mean, if you were to, you'd have to isolate it but make sure you're still running from this tank, this day tank and this day tank, but this tank is doing these main engines and boilers and this day tank is doing the SSTGs and these main engines.
Q. Um-hum.
A. So you'd have -- it's not like you're running off of one tank. I mean, you can run off one tank, but like I said, you'd have to isolate --
Q. The entire other side.
A. -- the entire tank on the other side.
Q. Um-hum.
A. But you'd have to make sure those crossovers are open, otherwise you're starving the engines or whatever else.
Q. Right. Right. Is there enough capacity in the day tank and storage tank from one side?

A. Oh, absolutely. Absolutely you can do it.
Q. Yeah. Do you know why you run on two?
A. Why not? I mean, less room for error. It makes more sense to run off of two because then there's less load on the system as far as having to suck everything out of one side, you know. We've never -- I've never done it, so I can't say what the effect -- you know, what the fuel pressure would be at the last leg of the line either. So I -- personally, I would just prefer both.
Q. To the run the two. And are the other class vessels the same?
A. Yeah. We run off of two day tanks. The difference is the returns -- for the Molinari Class, the returns go back to the day tanks, right? The Barberi Class, the returns go to the SSTG tank. So the return valves that go back to the day tank are completely shut and it overfills the SSTG tank. So this way, the SSTG takes their suction from that tank and that tank is filled by the returns of the mains and the boiler and everything else. And we fill those day tanks up with the purifier.
Q. And you always try to run the purifier while --
A. Yeah. Always have to because it'll suck down and then you'll have nothing.
Q. Right. But if the purifier had failed, there was a problem with it --
A. We have a coalescer.
Q. Okay. Is that the only way to transfer between storage and

day tanks?
A. We have a transfer pump, but like I said, you have to use a coalescer -- you go through the coalescer filter at that point.
Q. Okay.
A. Because you don't want to put dirty fuel through engines.
Q. Right.
A. That's a headache and a half.
Q. What kind of fuel do you burn?
A. Diesel. But you still get bugs.
Q. Yeah. You're burning the ultra low sulfur, I guess?
A. Yes.
Q. So how would you say that you instructed the crews to maintain --
A. Using the fill valve.
Q. -- levels in the day tanks?
A. Using the fill valve.
Q. And what is the -- the fill valve off the purifier?
A. Yes. So you have the fill valve like off the manifold that is right outside the engine room by number 4 main engine, and then you have the fill valve for the MSC system. And basically --
Q. Are they (indiscernible)?
A. Yeah, so you're regulating those butterfly valves. Because at that point it doesn't matter if you close that. You close that one fill valve, it's going to fill the other tank only.
Q. Right. Right.

A. You start messing with other things, now you're fighting one against the other and you're chasing your tail.
Q. And the purifier is discharging up to the common line. You have the tank that's closest to the purifier --
A. You have that throttled all the time because it's wants to go the path of least resistance. So it wants to go into that port tank instead of the starboard tank.
Q. Across the engine room --
A. Yes.
Q. -- to the other side? Do you find it confusing that they're called port and starboard when you don't have a port and starboard?
A. No.
Q. No? Why don't they call it the Staten Island end and the New York end?
A. One half does and the other.
Q. Are there port and starboard nomenclatures on the other class vessels?
A. Yeah. Because both tanks are on one end.
Q. Both on the same side?
A. Yeah.
Q. Is this the only class --
A. The Kennedy Class had it, too, but not --
Q. Across the engine room?
A. Yeah.

Q. Okay. Anyone ever said to you that that causes any confusion that they're opposite sides of the engine room?
A. Uh-uh. Everything's labeled, too.
Q. Okay. And no problems with labeling system, and from what you've seen in your experience on these two new vessels, the labels match what their intent is?
A. Yeah, because we mainly labeled them.
Q. Okay. Would you say that the automation such as from the engine control room and the monitoring system is accurately reading, say, tank levels and alarms?
A. Yes, 100 percent.
Q. And that's all been tested in the shipyard, right?
A. Um-hum. And even doing it during training, we've seen -- we would've known if something was amiss.
Q. Right. And were you present, let's say, for -- you said sea trials and harbor trials and dock trials down in --
A. Um-hum.
Q. -- Florida as well? And then when you were up here with --
A. The harbor trials.
Q. -- the Coast Guard and ABS and -- were there any issues that came to light about any problems with the fuel system during any of these?
A. Yes. On the *Ollis*. We had a rag in the port side suction, the suction for the -- I'm trying to think of -- the main suction out of the day tank, there was a rag stuck in there. And so it

comes out of the tank, goes down to a 90, and then there's a valve. So this rag was all the way down at the -- like it came all the way up to where that bend is, that U in the tank, and it got stuck in there. And what wound up happening is we found that out because one tank was going out of whack and we couldn't -- this tank was filling up and not sucking down and we couldn't figure out what the hell is going on. And eventually we closed one valve, the engine started to drop off, and we're like, okay, something's, something's wrong. And we actually thought the valve had dropped, and we were like, okay, so maybe the valve dropped. And then after investigation, they put a camera in it and we found this rag. So --

Q. So you weren't providing any fuel from that --

A. That tank. Yeah.

Q. -- day tank into the engines.

A. But other than that, no.

Q. So would there ever be any time or situation that the return butterfly valve that's in line to each tank would need to be operated?

A. I would like to say no, but I'm sure if the returns are going -- let's say, you know, you have three main engines on this side -- two main engines and the boiler and the SSTG is on this side, and this side you have one SSTG and two engines and that SSTG is not online or running. Now you have this side filling to this tank a little bit slower than this tank.

Q. Um-hum.
A. But I -- to say would I operate the return at that point or just close off the fill on this one and let this one fill up?
Q. With the purifier?
A. With the purifier. Yeah, it's more than one way to skin a cat, but --
Q. Right.
A. -- not -- you know.
Q. Right. As a trainer, would you train --
A. I would recommend to use the fill valve.
Q. Always?
A. As much as you possibly can.
Q. Yeah. Do you think from what you've seen as a trainer that --
A. See, with the Molinari Class, we regulate with the return valve because it's not the same, it's not the same like the fill valves and everything else. Like we regulate the returns on the Molinari Class. But the difference is, is the Molinari Class has a pressure reducing valve. So if they close those returns, it's just going to recirc back to the tank.
Q. So that's not the same setup with the return system. It's got an additional place of --
A. Each valve going back into the tank has a pressure reducer around it.
Q. Oh.

A. The Barberi Class has a pressure reducer across the whole return system.
Q. Where does it bleed to?
A. Back to the day tank, the port day tank. Hold on. Port day tank, final answer.
Q. So if some valves had inadvertently closed in the return system on that class vessel, there'd be a relief valve in that line to relieve the fuel back to a tank? Is that what you're kind of saying?
A. Yes. So the Barberi Class it's the one right outside the control room. So there's a valve, a return valve that's always shut. Just like I said, both returns are always shut, port and starboard.
Q. Because it goes to the diesel generator tank?
A. It goes to the diesel generator tank. Now if that diesel generator tank valve got closed, now you could overpressurize the return system. That has a pressure reducing valve right outside the control room that goes back to that tank.
Q. So it's kind of like a relief valve or a --
A. It's a -- yeah, it's our standard relief valve. I might have a picture.
Q. Do you think something like that could be incorporated into the Ollis Class vessels?
A. Very much so. It should be more like the Molinari Class where it goes around both. Okay. So here's the one for the

Molinari Class. So there's your return valve, there's your pressure reduce.

Q. This one? This here?

A. Yeah. Yeah.

Q. And this is the flange?

A. Yeah. It's right there. But that's a -- goes to the return. See the return? And then that's inside for the tank.

Q. Oh, right around -- down here.

A. See where they go. That's another one.

Q. Okay.

A. That's the Molinari Class. But you see how it goes directly around that return valve?

Q. Um-hum.

A. Same. Same.

Q. So it's kind of a built-in safety feature.

A. Yeah. But that is for both -- that would be by the return valve. I thought I had one for the Barberi but I don't see it in my notes, in my --

Q. Do you know if that's something that was added in at some point or is that just the way the vessel was built? Do you have any idea?

A. It's been like that since I've been here, so -- and I, like I said, I've been here since 2010. The boats were built in 2004. So I'm guessing it was designed.

MR. TORREY: I think it's as designed.

MS. MURGOLO: And also the Barberi Class it's in the drawings. It's in the drawings for the Barberi Class. So if -- here's the -- so -- here we go.

BY MR. YOUNG:

Q. Oh, yeah. Yeah. So if the pressure exceeds a certain amount, this is going to open and dump into that tank.

A. And going to -- yep, right into that tank.

Q. And the Barberi Class, what does that -- the *Andrew Barberi* and what else?

A. And the *Newhouse*.

Q. *Newhouse*.

A. Yeah.

Q. Do you think a design like that may have prevented any situations on the *Sandy Ground* that you may have heard about?

A. Prevented? After the fact, yeah.

Q. Based on what you know about the Ollis Class vessels, what do you see as a possibility for overpressurizing the relief -- the return system and the fuel?

A. Closing return valves.

Q. Both valves would have to be closed --

A. Both would have to be.

Q. -- completely; would that be correct?

A. Or -- well, from what I've heard, it was all four main engines. It's not like you would have the crossover closed and only one side closed.

Q. Right.
A. So you'd have to have the crossovers open and both valves closed or the crossovers closed and both valves closed.
Q. Right. So fuel has to go somewhere, so --
A. Um-hum. Whereas, if the crossover's open and one valve gets closed, it's all going that way.
Q. Right. Right.
A. And if the crossover's closed and only this valve gets closed, then it's only these two that are getting affected.
Q. Right. So it's all four engines. Do you have any idea what sort of fuel oil pressure the pumps produce while they're running?
A. 100.
Q. About 100? And it looks like -- we looked at the drawings and the fuel filter assembly has an internal relief that goes at 120, but it --
A. But that doesn't matter if there's nowhere for it go down the line.
Q. Okay. Have you ever heard any sort of estimate as to what the fuel oil filters, the duplex, would actually burst at? Do you know what their --
A. Oh, I have no idea. But I've had work done on the Kennedy Class where they've closed the returns and we started the engine and had that gasket come out, too. But you just shut the engine down at that point, because it was during startup. No big deal. Opened it up, replaced the filter, and we're good to go.

Q. Right.
A. But -- and that boat had no relief, nothing.
Q. Does it now?
A. It's now going to be a bar or something.
Q. Oh, okay.
MR. TORREY: The Kennedy's out of service.
MR. YOUNG: Okay.
MS. MURGOLO: It's going to be a bar or something for Pete Davidson, so --
MR. TORREY: So, no, it couldn't have (indiscernible)
MS. MURGOLO: Maybe it does, but I don't think in the same section.
MR. YOUNG: Okay.
MS. MURGOLO: But that boat was built in the '60s.
BY MR. YOUNG:
Q. Oh, okay.
A. I think '63, I think.
Q. Okay. Going back maybe a little bit about, say, standard watches and maybe what people have been instructed. When watches are turned over is there an SMS checklist that occurs between the two --
A. Yeah, it's an 05B checklist they go over. It's the same as any standard watch relief. You know, basically what machinery is running, what's going on, what work was done, if there's anything that's a problem, you know, let them know.

Q. And there's typically one changeover every day, right? It's a 12-hour shift, 12-hour shift?
A. It depends. It depends, because it could be if your watch leaves and ours comes in -- like the night boat relieving, so there can be three changeovers.
Q. Oh, okay.
A. Because you have three watches on one boat.
Q. Okay. And running around the clock?
A. Yeah.
Q. Okay.
A. But for the most part it's one changeover midday.
Q. Okay. On merchant ships the second engineer is typically the fuel person.
A. The everything person.
Q. Yeah, but typically the fuel. They always work fueling.
A. Yes.
Q. Is there one designated person on a four-person crew that might be more responsible?
A. Usually is -- the way I like to run my watches, I have one oiler that touches the valves and that's it. Unless they have a problem, then they come to me or the marine, and then we figure it out from there.
Q. What do you typically tell your oiler on your watch? Do you say I want you to maintain this level; I want you to keep it within a certain amount of each other?

A. Within a certain amount. You can never be spot on, so you want to keep it within -- where we're not going to run out of fuel going across and, you know, just keep it at a decent -- 200, within 200, 500. You know, even 500's fine by me. You know, we burn 2,000 gallons in a watch.

Q. 2,000 a watch?

A. Yeah. So -- it varies depending on how many trips we make. So it's -- it depends. And it depends on what vessel we have, what engines are running. But for the most part, it's 1500 to 2,000, I'd say.

Q. Per watch?

A. For like the Barberi Classes it's -- let me see -- it's a day for the Barberi Class. I would say 2500 -- 2,000 to 2500 for the Barberi Class. Molinari Class is 1500 a day, 1500 to 2,000 a day. I'm trying to think. The little boat is like 500 a day, maybe. And then -- Molinari I said, Barberi, and then the *Ollis* probably around that 1500 to 2,000 number per day.

Q. And when you say a day, is that nonstop?

A. Two watches. Two watches.

Q. Two --

A. Yeah, so the A and B.

Q. Okay.

A. So like I left -- I fueled the boat yesterday morning and I put 32,000 gallons on it. This morning I came in and I -- it was 32.8 or 32.7, whatever it wound up being. This morning I came in,

I had 30,000.

Q. Okay. And then how many trips did it make yesterday?

A. Yesterday we made three, four -- anywhere to five or six a watch, and then evenings there are, what, seven or eight.

Q. Wow.

A. Yeah.

MR. TORREY: Those are roundtrips.

MS. MURGOLO: Yeah.

MR. YOUNG: Right.

MR. TORREY: So 16 --

MS. MURGOLO: So there and back.

MR. TORREY: There and back is --

BY MR. YOUNG:

Q. So that's -- is that an average amount per day, 16 trips a day?

A. Yeah, pretty much. It depends on what's going on. Like so today we had the Coast Guard and we made one or two less trips in the morning.

Q. On the -- which --

A. 3A. On the *Barberi*.

Q. The *Barberi*?

A. Yeah, but it -- you know, it's all comparable. But for the most part, like I said, it's within 2,000 to 2500 per day for that boat.

Q. And with the fuel system operating with the crossovers open

and the purifier running and the engine sucking from both tanks, do they ever gravitate that they would equalize themselves?
A. Well, because we're running all the time, it's different. You just have a fluctuation in -- it doesn't have time to gravitate until it rests overnight.
Q. Right. And then does it through the night?
A. Yeah, it will.
Q. Yeah.
A. For the most part, yeah, it should be close.
Q. And how would that get -- through the supply line?
A. Yeah. Yeah.
Q. As it's just sitting and non-burning?
A. Yeah.
Q. We were talking when we first got here, and I can't remember who were talking to, but they said that either during the shipyard or after they came out, they had added either a check valve or a stop valve to the return line. Do you know what --
A. A ball valve.
Q. A ball valve.
A. To the return line because it was it was in the drawing but it wasn't on the boat.
Q. So the drawings --
A. The original drawings had it.
Q. Okay.
A. And it wasn't --

Q. It wasn't there?
A. It wasn't there.
Q. And it was the ball valve?
A. Yes.
Q. So it was constructed with a check and a ball but they --
A. There were -- was no check. It was just a ball valve. It's in my computer definitely. I don't have it on my phone, I don't think.
Q. But something had to be added because it --
A. It wasn't on the -- it wasn't on -- it was on the drawing, it wasn't on the boat. And that was discovered during training when we were tracing systems out and then trying to figure out what was going on and the best way to run things and --
Q. Right. Right. So they had to add the ball valve?
A. Yeah. Yep.
Q. Okay. And that was in the return line?
A. In the return line.
Q. Okay. Would you say that all the -- I just have these questions -- all the pipes and valves are labeled properly and easy to read from the crew?
A. Um-hum.
Q. And the engine room is well lit?
A. Um-hum. Very well lit. You go from that boat to another boat and you're like, wow. LEDs are a miraculous thing.
Q. Yeah. It is nice and bright.

I know there are a lot of SMS procedures for a lot of different systems and operations and drills. Are there any SMS or guidance for the procedures on how to maintain fuel systems on board the vessels other than your training book?
A. Yeah. It's -- there's -- in the operational SMS it should -- it has, I know it does, it has something. I don't remember exactly 100 percent what it was, but it definitely has -- especially in like the marine oiler startup and their watchstanding procedures, it's in there, chief engineer maintains whatever. I can -- if I had the books, I could show you exactly where it is. But as far as --
Q. There is some guidance --
A. Yeah, there is some.
Q. Okay. And then when it comes to alarms, let's say on level indicators on the fuel tanks, are there alarms that indicate if the tank level is still high or low, that you would be able to be alerted in the control room?
A. Yes. Both high and low.
Q. High and low. What about the level? Is that monitored?
A. Level indicators, they're on the mark-on screens.
Q. Okay. So you have -- and they're also --
A. You also have the flag gauges out at the tanks.
Q. Okay. So there's at least two different ways, plus you could sound them if you had to -- three different ways --
A. Yeah. Correct.

Q. -- to understand the level in the tanks.
A. Correct.
Q. And would you say on the Ollis Class they're accurate?
A. Um-hum.
Q. And same with the *Sandy Ground*, no problems?
A. Yes. Yes.
Q. And if we did see the kind of clamped-on level --
A. That's a high level indicator.
Q. Indicator. And they can be adjusted, right?
A. Yeah. Depending on where they are located on the sight glass.
Q. And then if the level was to drop down, you'd get the red and green M&M alarm on --
A. Yes.
Q. -- the ECM, right?
A. If it was low. If it was high, you get it high. And it'll say high or low.
Q. Okay. And that's based on --
A. The level on that flag gauge.
Q. Flag gauge. If the valve was closed supplying the fuel to the engines, would that also close the valve to the TLIs for the alarms?
A. If the supply to the engines is closed?
Q. Yeah. Yeah. Would that --
A. So why would you close the supply to the engines?

Q. I was looking at the lineup of it.
A. Okay.
Q. And as -- the same one with the quick close valve?
A. Um-hum.
Q. If that gets closed, there's a small little, say, half-inch line that comes off the side of the valve --
A. Side of it.
Q. -- that feeds the flag gauge that has the high and low transducers on it. If that valve is closed, would that indicate --
A. I'd have to look for sure.
Q. Okay.
A. I don't remember. I'm trying to think if it's before or after that valve, because that would -- what would matter.
Q. It's after. It's downstream.
A. So it's after -- after it comes out of the tank, then you have the valve, then you have this line?
Q. Um-hum.
A. Then that would definitely, I think --
Q. Trigger a low level on --
A. Yes. I don't know if it'll trigger a low level because you still have fuel in there. Unless you --
Q. Burn it.
A. -- yeah, are burning it.
Q. So if you're burning it, you're depleting that line and you

would get a low --

A. Then you would get a low level.

MR. YOUNG: Okay. I'm going to make some notes, but I'm going to pass my -- thank you very much. I appreciate it.

MS. MURGOLO: No problem.

MR. YOUNG: You're going to need a break after that.

MS. MURGOLO: I'm going to need a drink.

(Laughter)

MS. MURGOLO: Sorry.

MR. TORREY: You're done for the day (indiscernible).

BY CWO [redacted]

Q. So thanks again. And then I just had just some follow-up to some of the questions earlier. When we were talking about a procedures manual or like these pamphlets and they were given to everybody, who specifically were those everybody? Was that just -- that's everybody like the marine engineers or --

A. Yeah. Everybody was given the same notes.

Q. Okay.

A. From chief all the way up. Like I said, a chief is just basically paperwork, learning how to write the paperwork. But once you get on any of the vessels, you still have to fill out an oil record book, you still have to fill out a logbook. Like that's all generic. You should already know -- if you're a chief on any of the vessels, you should know how to do that.

Q. Okay.

A. The only thing is, is they have to learn the systems just like a marine and just like an oiler.
Q. Okay.
A. So it's the same pamphlet. No matter which way you shake it, you're still raw on that boat, getting on that boat and still having to learn every system.
Q. Okay. So regardless of position, it's the same pamphlet?
A. Correct.
Q. Okay. And then as far as the training manuals themselves, are they still provided even today even to new --
A. Yeah. And I'm still coming up with more notes. So like, the MSC system, I'm still trying to find the best way to run these things and get information out there as far as, okay, troubleshooting, this happens, this happens; this happens, this happens.
Q. I see.
A. Boilers, I'm working on that one next.
Q. I see.
A. And just going over it and just provide as much information to everybody as we can. Now to say -- you know, and any information I come up with making, you know, a pamphlet on, okay, here's a little cheat sheet for this, I always go through Bobby, Brad, my senior port engineer, and everybody, and then say, what do you think? What do you think needs to be added? Is this too much information?

Q. I see.
A. Me, personally, I don't think too much is anything because, you know what? we're all adults here and we all have a job to do. So I think everybody should have all the information that they can get as far as how to do things.
Q. Okay. And then as far as that initial training familiarization, how about continual and progressive training? Is that scheduled, you know, throughout like a set timeframe or do you implement something, you know, to that effect as far as like just regular --
A. The continuing -- like continuing education?
Q. Yeah. Or --
A. So like the pamphlet --
Q. Yeah.
A. -- as the time goes and what we find out with the MSC and where people are having trouble understanding, I'll just throw out, you know, I'll put a -- supplemental notes, I call them.
Q. I see.
A. And it'll be, okay, you know, this is what's happened in the past 3 months. And I write -- and I'll write a little supplemental note, like additional notes for the MSC system, and shoot it out to everybody.
Q. I see.
A. Or I'll post it on the MSC itself. You know, I'll laminate a page and put it up there. That's what I'm trying -- that's my end

goal for this, what I'm doing now.
Q. I see.
A. Is to get it laminated and posted on the inside of the control door.
Q. Okay. And then as far as our refresher training, that's not necessarily something that you would usually do. So once they get like the baseline familiarization, that's it?
A. Um-hum.
Q. We -- you did it, you know, you're good, unless you need to revisit; is that how it --
A. Well, if anybody ever needed, you know, a refresher, they could just -- I'm sure they could ask personnel, Barry or Brad, and they'll throw them on the boat with somebody more experienced.
Q. Okay.
A. And they spend, you know, hours or whatever they needed to do what they had to do.
Q. Okay.
MR. TORREY: And there also is, if someone's off for 90 days, within our SMS --
MS. MURGOLO: Yeah.
MR. TORREY: -- they have to go through a refresher, the F-17. Not a full 2-week or whatever it's up to, but, you know, a refresher on all of those.
CWO [redacted] I see what you mean. Okay.
MR. TORREY: So if someone's out injured or long-term

maternity or military, if they're out more than 90 days, they're supposed to be refreshed, and then goes back with Michelle.

CWO [redacted] I see.

BY MR. YOUNG:

Q. And just to expand on what you were just saying. Barry mentioned 2 weeks. So what is the timeframe for an oiler who comes off the street to be qualified to stand a watch --

A. Ideally it would be two startups and two shutdowns on every boat, a fueling on every boat, a stint in the oil room, a stint in the night boat. So they do two startups and shutdowns on the night boat. Sometimes I give them one because it's such a small plant, it's really like -- they have one sea valve to worry about and a coalescer. You know, in the grand scheme of the boats, that's the least that they have to worry about.

And everything -- like I said, everything in the training manual is documented. It's pictures. It's like spoon fed, here's this. You know, if they have any questions -- they're not the chief on the vessel, they're the oiler. So they have somebody they can go to and say, Chief, I'm not grasping this 100 percent; can you just, you know, go over this with me? And there's -- I don't think there's not one chief on here that wouldn't go, no, you got this; you know, they'd be like, okay, let's, you know, let's go over this.

Q. So it seems like there's multi-steps.

A. Um-hum.

Q. And, ballpark, how long would that take?
A. Ideally, I like 2 weeks because it gets the job done. But if they need more time and when I go to do the assessment I'm like, ah, you need a little more time, then that's when we give them another week or whatever it takes. But for the most part, the guys that have sailed before or been on boats and ships, they're good within 2 weeks. Because you just get on the boat and now you have -- like I said, now you're working with a senior oiler, you're working with someone that's been here for a while. You're basically the guy that's going to be following him around, you know, doing the job with them.
Q. Right. Right. Okay. Thank you.
A. Um-hum.
CWO [redacted] All right. Well, thanks again. I didn't have anything else.
Did you have any other questions?
MR. YOUNG: One last question.
BY MR. YOUNG:
Q. And I don't know if this is something you would know or have to look up, but do you know the throughput of the fuel purifier on the Ollis Class? Do you know what's that capable of pumping out every day?
A. To be honest with you, I don't do numbers. I do functionality. So like I'm not --
Q. Okay.

A. I'm just -- I've never been a numbers person.
Q. Yeah, I know it's something we can look up. I just didn't know if that would be able to maintain your fuel as you're burning if you --
A. Absolutely.
Q. It could, you think?
A. Oh, absolutely.
Q. So it could keep it level based on your burn rate?
A. Absolutely. There's no doubt in my mind. Because we throttle it down.
Q. Okay.
A. Otherwise, it fills the tank too much.
Q. Too much.
A. See, functionality, we can do this.
Q. Right. There you go.
A. We can do this.
MR. YOUNG: Thank you.
CWO [redacted] So it seems like we've already gone through the questions we had.
And was there anything else from ESG were you wanting to discuss or --
MR. BRANDEN: No. Michelle's very well spoken --
MS. MURGOLO: What you got for me?
MR. BRANDEN: -- like explained, explained it (indiscernible) very well.

MR. TORREY: No, and I would just -- I'll ask her, but I don't want to ask a question I know the answer to, but --

BY MR. TORREY:

Q. Did we ever -- you know, we said -- you had said 4 days per person for the training early on.

A. Um-hum.

Q. Did management ever stop that or --

A. No.

Q. -- did people need more time?

A. If anybody needed more, we gave it to them. There are some guys that had 7 days because they didn't feel comfortable. It's to each his own. You know, different people learn at different speeds. If they didn't feel comfortable, I'd even ride the boat with them at times. So it -- but I wouldn't do their job, though. I would sit back and say, okay, you do it. You know, if they get stuck, that's why I'm there. Which I feel is more helpful. Me personally, I'd rather teach them that way because they learn from their mistakes.

CWO [redacted] Well, since there's nothing else further --

BY MR. YOUNG:

Q. Well, I got a -- the white elephant in the room. What do you think happened on the *Sandy Ground*? You're a chief engineer.

A. I don't do opinions.

Q. Okay. Well, factually -- what facts have you heard that would lead you to believe --

A. Two returns were closed and overpressurized the system and it blew out the gasket. And then it sprayed on the main engine exhaust probably, because that's the hottest part of the main engine, and flashed. And the rest is history.
Q. So would think that once the fuel blew out of the fuel filters that it starved the engine of fuel and would shut down or do you --
A. No.
Q. -- think the engine could keep running?
A. It would keep running. It doesn't need much to keep running. Think about it. You close a supply line, it runs for a good 5 minutes after that.
Q. Yeah.
A. So it doesn't take much. Because you got to realize how much of it's really going to each cylinder and how much is going to the return line. And for it to be overpressurized 120-plus it's got to be a large volume of fuel.
Q. Do you have any idea what percentage gets burned and what percentage gets sent to the return system?
A. Numbers.
Q. Okay. Does more get burned or returned?
A. I know that more gets returned than burned.
Q. Okay. More returned than burned?
A. Yeah. It -- well, in theory. Because you got to realize that the injector lines are how big, your return lines are how

big.
Q. Um-hum.
A. Path of least resistance.
Q. Typically that return line wouldn't be pressurized, right, because it's just dumping to the two day tanks?
A. Just dumps to the day tank.
Q. So there shouldn't be any --
A. Correct.
Q. -- pressure in that line.
A. Correct. Agree.
Q. So any way of telling how much is going using your fuel oil meters? Or is that just --
A. As far as how much is going back?
Q. Yeah.
A. You can guesstimate, but it's too much, there's too much -- there's too many factors. How much is the spoiler grabbing? How much is this SSTG grabbing? How much is this main engine grabbing? Now you're -- okay, we could say 3 percent, 5 percent, 60 percent. You know, like if -- it's a hard number to determine. There's no flow meters as far as, you know, what you're thinking, but -- it's a tough number. The easiest way to do it -- even then because you're going off of two tanks, two levels.
Q. Right.
A. It's -- like I said, there's too many factors. Where -- what SSTG was running, what SSTG is pulling from this side or that

side. It's too many factors, I think. It's definitely a hard determination. You can go based off of manufacturer specs, but we know that nothing in manufacturer's -- like let's be honest.

MR. YOUNG: Okay. Thank you.

MS. MURGOLO: No problem.

MR. YOUNG: I'm all set.

CWO [redacted] You're all set? I'm all set as well. I have no further questions. If no one else has anything further -- just one last thing before we conclude. If we had any further inquiries or questions at a later time, would you be willing to --

MS. MURGOLO: Absolutely.

CWO [redacted] -- answer? Okay.

So that concludes our interview. Time on deck is 1343.

(Whereupon, at 1:43 p.m., the interview was 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 Michelle Murgolo
ACCIDENT NO.:	DCA23FM010
PLACE:	Staten Island, New York
DATE:	January 18, 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.

Kay M
Trans

Interview Errata
Sandy Ground DCA23FM010
Interview of: MICHELLE MURGOLO
Position: CME

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
5	6	20008	2008
5	8	the hotdues	DAIHATSU
5	13	SYSTEM	ASSISTANT
5	15	SEAMAN AND	STEAM AND
5	16	STEEL	DIESEL
7	5	DAYTIME	BIDTIME
7	6	DAYTIME	BIDTIME
ENTIRE DOCUMENT		SSTG	SSDG
ENTIRE DOCUMENT		MSC	MSD
26	16	DOES AND	DOZEN OR
~~28~~			
40	20	MARK-ON	MARCON
52	16	SPOICER	BOILER
53	13	1343	1443

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

MICHELLE MURGOLO
Printed Name of Person providing the above information

[redacted]
Signature of Person providing the above information

3/20/23
Date