



**U.S. COAST GUARD WITNESS STATEMENT FORM**

Witness Name: <u>JOSEPH ANDR</u>	<small>(Please Print Clearly)</small>	Employer Name: <u>NYC DOT</u>
Street Address: <u>[REDACTED]</u>		Employer Address: _____
City/State/Zip: <u>[REDACTED]</u>		City/State/Zip: _____
Phone No: _____		Phone No: _____
Position: <u>CAPTAIN</u>		License/Doc. # <u>[REDACTED]</u>

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

AT APPROXIMATELY 1650 DURING THE TRANSIT FROM WHITEHALL TERMINAL TO ST GEORGE TERMINAL, CHIEF MARINE ENGINEER CALLS OPERATING PILOTHOUSE TO INFORM THEM OF A FUEL LEAK ON A MAIN ENGINE. CAPTAIN IS CALLED TO PILOTHOUSE, SPEAKS WITH CME AND IS TOLD THAT VESSEL CAN CONTINUE VOYAGE TO TERMINAL. SHORTLY AFTER, CME WARNS PILOTHOUSE THAT VESSEL MAY LOSE PROPULSION AND STEERING AS A RESULT OF THE LEAK. CAPTAIN ORDERS ASSISTANT CAPTAIN TO STOP THE VESSEL AND MATE IS TOLD TO STANDBY THE NEW YORK END ANCHOR. CALLS ARE PUT OUT ON VHF RADIO TO VES ON 14, AND NEARBY TUGS FOR ASSISTANCE ON 13. WHEN VESSEL IS STOPPED, NYE ANCHOR IS DROPPED. CME INFORMS PILOTHOUSE THAT THE FUEL LEAK HAS CAUSED A MAIN ENGINE ROOM FIRE. MATE IS TOLD BY CAPTAIN TO PREPARE THE STATEN ISLAND END ANCHOR. CME INFORMS PILOTHOUSE THAT THE BELOW DECK CREW IS LEAVING THE ENGINE ROOM AND CONTROL ROOM AND SECURING FUEL TO THE MAIN ENGINES. BELOW DECK CREW MUSTERS ON MAIN DECK AND READIES FIRE HOSE FROM NEAREST FIRE STATION FOR BOUNDARY COOLING. PILOTHOUSE STARTS EMERGENCY FIRE PUMP AND SECURES VENTILATION TO THE MAIN ENGINE ROOM SPACE. STE ANCHOR IS DEPLOYED TO ASSIST KEEPING VESSEL IN MAIN

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

[REDACTED]

12/23/22  
DATE

SIGNATURE OF WITNESS (OPTIONAL)

DATE OF INTERVIEW



**U.S. COAST GUARD WITNESS / INVESTIGATOR  
STATEMENT FORM CONTINUATION PAGE**

(Please Print Clearly)

CHANNEL EMERGENCY DIESEL GENERATOR SHUT DOWN SHORTLY AFTER STARTING,  
AND CME CALLS PILOTHOUSE TO ASK CAPTAIN FOR PERMISSION TO USE  
NOVEC IN THE ENGINE ROOM. AFTER ENSURING ALL CREW MEMBERS ARE  
OUT OF THE SPACE, CME DEPLOYS NOVEC LOCALLY FROM THE BOTTLE  
ROOM IN THE AUXILIARY MACHINE SPACE CME THEN WENT TO INVESTIGATE  
THE EDG ON THE HURRICANE DECK TO GET POWER BACK TO THE VESSEL.  
DURING THIS TIME, THE MATES ON DECK COORDINATED WITH THE  
PILOTHOUSE TEAM AND ASSIST TUGS TO SAFELY TRANSFER PASSENGERS  
TO FAST FERRIES FROM THE MAIN DECK. DUE TO THE TUGS PUSHING  
AND AN INCREASE IN WIND FROM THE NORTH, THE FERRY BEGAN  
TO DRAG ANCHOR AND WAS ULTIMATELY ASSISTED INTO 4 SLIP IN  
ST GEORGE WITH A SMALL AMOUNT OF PASSENGERS REMAINING  
ON BOARD. THESE PASSENGERS DISEMBARKEED AFTER THE VESSEL  
WAS MOORED

[REDACTED SIGNATURE]

12/23/22  
DATE

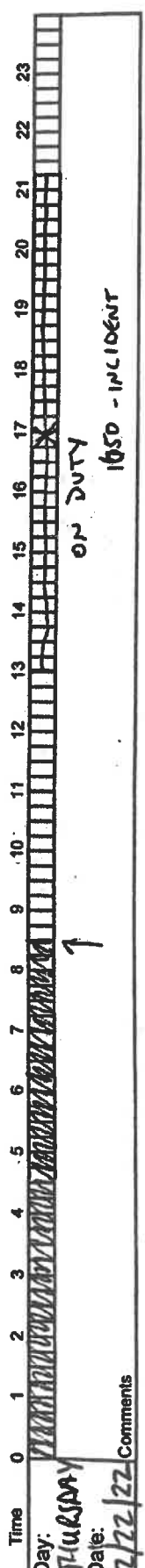
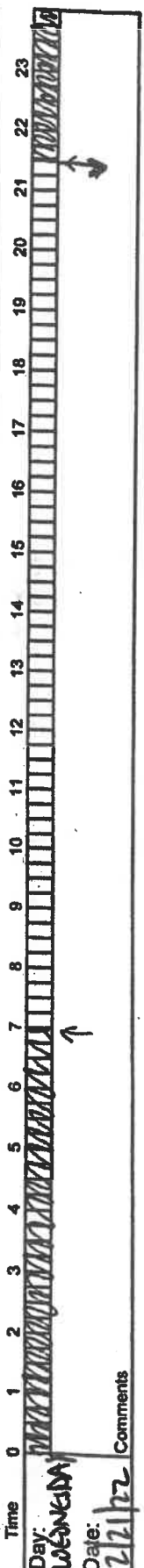
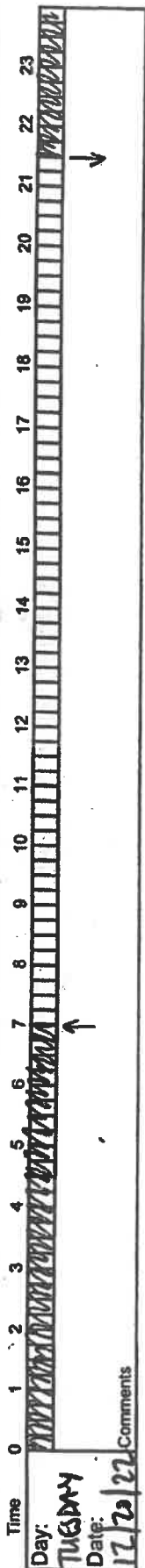
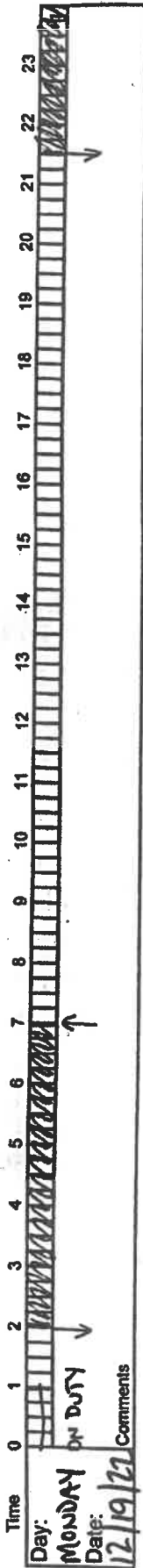
SIGNATURE OF WITNESS (OPTIONAL)

DATE OF INTERVIEW

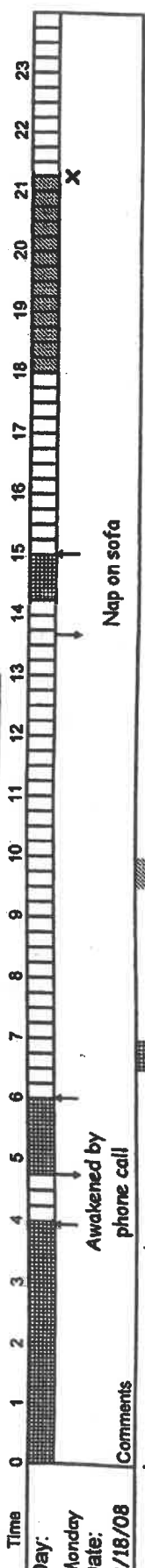
## Sleep/Activity Log

Use the key at the bottom of the page to depict the time of the event and the sleep/wake/duty times for the operator in the days leading to the event. Start with the day/date of the crash fill in the 3 preceding days along the left. Then, interview the operator about the time he/she began and ended each duty period and sleep period for each day before the crash. Include naps as well as main sleeps. Enter any comments in the space below the timeline.

Accident Number: \_\_\_\_\_ Accident Date: 12/23/22  
 Operator Name: JOSEPH AYAL Investigator Name: \_\_\_\_\_



### EXAMPLE



KEY: ↑ = went to bed    ↓ = woke up    [hatched] = asleep    [solid] = on duty    X = crash