

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF ADMINISTRATIVE LAW JUDGES  
-QC-

\* \* \* \* \*  
Investigation of: \*  
\*  
THE AXEL SPIRIT'S ALLISION WITH \*  
THE AMBROSE LIGHT AT THE \*  
ENTRANCE OF NEW YORK HARBOR \* Docket No.: DCA0FM002  
NOVEMBER 3, 2007 \*  
\*  
\* \* \* \* \*

Interview of: RENANTE MAGNO

On board M/T AXEL SPIRIT  
Perth Amboy, New Jersey

The above-captioned matter convened, pursuant to Notice,  
at 6:50 p.m. on November 5, 2007

BEFORE: BILL WOODY  
National Transportation Safety Board

## APPEARANCES:

BILL WOODY  
National Transportation Safety Board

Larry Bowling  
National Transportation Safety Board

CWO JIM PRITCHARD  
U.S. Coast Guard

PO Thomas Bremer  
U.S. Coast Guard

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I N T E R V I E W

(6:50 p.m.)

1  
2  
3 MR. WOODY: We're on the record. The time is 1850 and  
4 we have an interview with Mr. R-e-n-a-n-t-e --

5 MR. MAGNO: Renante.

6 MR. WOODY: -- M-a-g-n-o.

7 MR. MAGNO: Yes.

8 MR. WOODY: Magno or Magno.

9 MR. MAGNO: Magno.

## INTERVIEW OF RENANTE MAGNO

10  
11 BY MR. WOODY:

12 Q. What is your position on the ship?

13 A. AB.

14 Q. AB.

15 A. Yes.

16 Q. How long have you been on the ship?

17 A. Four months.

18 Q. Pardon.

19 A. Four months.

20 Q. And can you give us a brief explanation of your maritime  
21 background, just two or three minutes, tell us what you've done to  
22 become a mariner and how long you've been in the -- been going to  
23 sea?

24 A. I (indiscernible) --

25 Q. Uh-huh.

1           A.    -- and then when I finished three years, then I start  
2 apprenticeship --

3           Q.    Uh-huh.

4           A.    -- apprenticeship for one year.

5           Q.    Okay.

6           A.    I do this 1997 and I finish 1998 and board the ship.

7           Q.    Okay.

8           A.    Then after that I find a job in the Philippines.  I was  
9 hired in AB.

10          Q.    AB.

11          A.    Yeah, (indiscernible) a ship.

12          Q.    How many ships have you been on?

13          A.    Since when?

14          Q.    Since you started.

15          A.    Up to now?

16          Q.    Uh-huh.  Let's put it this way.  How long have you been  
17 going to sea?

18          A.    I start 1998.

19          Q.    19 what, sir?

20          A.    1998.

21          Q.    1980.  Okay.

22          A.    1998.

23               MR. PRITCHARD:  1998.

24               THE WITNESS:  Yeah.

25               BY MR. WOODY:

1 Q. 1998. So like nine years?

2 A. Yeah.

3 Q. And your age?

4 A. Now?

5 Q. Yes.

6 A. Thirty.

7 Q. Thirty. Okay. Now I heard the term watchman. Are you  
8 a watchman or an AB on the ship?

9 A. My position is AB.

10 Q. AB.

11 A. And (indiscernible) watchman.

12 Q. Called watchman.

13 A. Yeah.

14 Q. Okay. Can you tell us what happened on the day of the  
15 accident? Just tell us your story and what you did, where you  
16 were working, if you were on the bridge and what you did and tell  
17 us what you did?

18 A. About the incident?

19 Q. Right.

20 A. On November 2, at 0330, he called me (indiscernible) for  
21 the Pilot for embark.

22 Q. Okay.

23 A. Then (indiscernible) --

24 Q. Uh-huh.

25 A. -- several hundred (indiscernible).

1 Q. All right.

2 A. Then we finish 0100 hours and then we (indiscernible).  
3 Then the Officer went to the bridge, calling me, that they need an  
4 AB on the bridge for a double watch. So I went up to the bridge.  
5 I look after the other guys in the (indiscernible) room.

6 Q. Now I heard current. Did you say they ordered you for  
7 the lookout or did you say double watch?

8 A. We call it a double watch.

9 Q. Double watch.

10 A. That's when another guy is also on watch.

11 Q. So, when there's two men on the bridge it means a double  
12 watch?

13 A. Right. So when I arrive on the bridge, my eyes not  
14 adjusted. So I wait for a few minutes to make my eyes adjust to,  
15 adjust to the dark and I must look around. I use binoculars.  
16 (indiscernible). So when they (indiscernible) on the starboard  
17 bow (indiscernible) starboard bow(indiscernible) I saw this pilot  
18 boat on starboard bow. Then I reported. I just needed  
19 (indiscernible), I said, yes, and then after (indiscernible) I  
20 looking outside, and I notice this light for me, a light house.

21 Q. And the bearing?

22 A. It was one point on starboard bow.

23 Q. One point starboard bow. Okay.

24 A. Then I reported.....

25 Q. I'm sorry. Would you say that one more time? I didn't

1 understand that.

2 A. I said that is a lighthouse.

3 Q. Right.

4 A. This light.

5 Q. Okay.

6 A. I tell the Second Mate about it.

7 Q. The Second Mate.

8 A. Yes, the Second Mate. And I ask him what is that, the  
9 lighthouse, and he said yes.

10 Q. Okay.

11 A. So then he said yes, and thinking that they are aware of  
12 what they're doing, he knows about it, and I'm thinking that that  
13 would be a good -- I mean we have an understanding (indiscernible)  
14 the Captain and Second Officer and Second Mate. So I keep on  
15 watching it and I watch it from the starboard bow and I notice  
16 this light is getting closer --

17 Q. Uh-huh.

18 A. -- on the starboard bow and I say to Second Mate, hey,  
19 look, this light is getting closer to starboard bow.

20 Q. When you first saw the light, can you tell us how far  
21 away it was?

22 A. I couldn't tell you.

23 Q. Was it over a mile away? Was it less than a mile when  
24 you saw it the first time?

25 A. The first time, I couldn't say the distance. I just see

1 the light.

2 Q. Okay. Is it a very bright light?

3 A. Yeah, it's a white light.

4 Q. It was white?

5 A. Yeah, a white light.

6 Q. Is it very bright?

7 A. Yeah, I could see it.

8 Q. Right.

9 A. Yeah, it's bright.

10 Q. Did it blind you, the light?

11 A. It's far for me. So I could see it. When it become  
12 closer I notice that it become closer.

13 Q. Uh-huh.

14 A. So I said to the Second Mate and we were getting closer  
15 to starboard bow, and I keep on looking at this light, and it's  
16 like we are very much closer on starboard side. I cannot really  
17 see if that's what is touching or not but I, I very much was  
18 seeing this light when the light was passing by, passing on the  
19 side.

20 Q. On which side?

21 A. Starboard side.

22 Q. Starboard side.

23 A. And then I watch the pilot boat because we are  
24 approaching the pilot boat.

25 Q. Okay. Now where was the pilot boat approaching from?

1 What was the bearing of the pilot boat?

2 A. After we -- the pilot boat is on our portside.

3 Q. Portside?

4 A. Yeah, after we pass by the light tower. And then I --

5 Q. How long after you passed the light was the pilot boat  
6 alongside you?

7 A. I don't know. I have no idea.

8 Q. Was it like a half hour or was it a few minutes or was  
9 it like an hour?

10 A. No, it's only a few minutes.

11 Q. Fifteen minutes?

12 A. Yeah, yeah. And then I tell them that the pilot boat is  
13 approaching on our portside, and then they send me down to pick up  
14 the Pilot.

15 Q. Okay. Now where was the pilot boat coming from? It was  
16 on your portside you say.

17 A. Yeah.

18 Q. Was it astern of you or ahead of you?

19 A. On the port bow.

20 Q. On the port bow?

21 A. Yeah. And when the pilot boat is approaching on our  
22 port bow, I tell them and then they said, okay, and then they send  
23 me down to pick up the pilot from the gangway.

24 Q. Uh-huh.

25 A. -- to pick up the Pilot from the gangway.

1 Q. Okay.

2 A. And I bring up the Pilot to the bridge.

3 Q. Okay. Were you by yourself when you brought the Pilot  
4 up? Were you by yourself when you brought the Pilot up?

5 A. With the officer.

6 Q. With the officer.

7 A. Yeah.

8 Q. Which officer was that?

9 A. Second Officer.

10 Q. Second Officer. So you and the Second officer got the  
11 Pilot and brought him up.

12 A. Yeah.

13 Q. Now the first time -- going back to the light --

14 A. Yeah.

15 Q. -- the first time you saw the light, you said it was at  
16 one point on the starboard bow.

17 A. Yeah.

18 Q. Okay. Did the light ever -- did the bearing of the  
19 light change very much as the ship approached it?

20 A. No, I think no.

21 Q. You think not. The bearing stayed about the same.

22 A. Yeah, yeah.

23 Q. Okay. Now when you reported to the Second Mate about  
24 the light --

25 A. Yeah.

1 Q. -- did you make two reports?

2 A. Yes.

3 Q. Did the second mate -- did the Captain hear your first  
4 report?

5 A. First report?

6 Q. Yes, the first report you made about the light --

7 A. Yeah.

8 Q. -- did the Captain hear it?

9 A. I don't know. I was telling the Second Mate about it.

10 Q. The Second Mate?

11 A. Yeah.

12 Q. Did the Second Mate tell the Captain?

13 A. Yes.

14 Q. He did?

15 A. Yes.

16 Q. Okay. Now the second time you seen the light and  
17 reported it that it was closer --

18 A. Yeah.

19 Q. -- did he report that to the Captain also?

20 A. Yeah, he did.

21 Q. He reported two reports to the Captain?

22 A. Yeah.

23 Q. Was it one or two?

24 A. Yeah. (indiscernible).

25 Q. I may have confused you. You made two reports?

1 A. Yeah.

2 Q. Okay. Did the Second Mate report both of your reports  
3 to the Captain?

4 A. Yeah.

5 Q. Okay. Did the Captain -- did you hear the Captain say  
6 anything?

7 A. I don't remember. I was very much concerned about the  
8 light

9 Q. Okay.

10 A. I remember myself saying about the light getting closer  
11 on the starboard side.

12 Q. Okay.

13 MR. WOODY: I have no further questions.

14 BY MR. BOWLING:

15 Q. I want to follow up. I'm with the NTSB as well. When  
16 Bill was asking you questions, do you recall, can you give me a  
17 guess, an estimate, of what time you think it was when you first  
18 saw the light at that one point off the starboard bow? Do you  
19 know what time it was?

20 A. When I (indiscernible) --

21 Q. Uh-huh.

22 A. -- I started at 0130. When I started to have a look  
23 around, it was 0130.

24 Q. Okay. And that was when you made your first  
25 notification to the Second Officer?

1 A. No, first notification when I saw the pilot boat.

2 Q. You saw the pilot boat.

3 A. Yeah.

4 Q. What about the first notification about the light?

5 A. I don't remember what time it is.

6 Q. You don't remember. Do you know how much time elapsed  
7 from the time you made your first comment to the Second Officer  
8 and the Master and then followed it up with your second comment?

9 A. I don't remember.

10 Q. Do you have an estimate?

11 A. I don't remember.

12 Q. You don't remember. Okay. In your statement, you made  
13 a comment here -- did you write this?

14 A. Yeah, yeah.

15 Q. Or did someone write it for you?

16 A. Yeah, I remember writing it.

17 Q. You said then I noticed, and I'm referring to the  
18 statement --

19 A. Yeah.

20 Q. -- that you gave me this morning, "Then I noticed this  
21 light flashing on our one point starboard bow. For me it's like a  
22 lighthouse. I told the Second Mate about it and I asked him, 'Is  
23 it a lighthouse?' And he just said, 'Yes.'"

24 A. Yeah.

25 Q. What did you do after he acknowledged that, yes, it was

1 a lighthouse?

2 A. Yeah, he started talking with the captain.

3 Q. Okay. Where was the Captain at that point?

4 A. At that point he was out in the -- somewhere at the  
5 controls, the engine controls.

6 Q. Engine control.

7 A. Yeah.

8 Q. Okay.

9 A. Second mate at chart table.

10 Q. Okay. So in your opinion, did he hear that as well?

11 A. Yeah, right. That was -- he said yes.

12 Q. Okay. Can you recall any of the discussions between the  
13 Master and the Second Officer after that?

14 A. No.

15 Q. Did you hear any --

16 A. No, I didn't hear anything.

17 Q. When -- I think in your statement you mention about the  
18 light getting very close.

19 A. Yeah.

20 Q. I'm going to read from the statement. "The lighthouse  
21 was getting closer on our starboard bow and the Second Mate  
22 relayed to the Captain --

23 A. Yeah.

24 Q. -- and I kept on watching it until the ship is passing  
25 by, very much close on our starboard side. Because of the light

1 flashing, which is hitting my eye."

2 A. Yeah.

3 Q. Describe that to me. What --

4 A. What I (indiscernible) only the light was very, very  
5 close. So I couldn't see around it if something hit or touch on  
6 the ship.

7 Q. Okay.

8 A. My (indiscernible).

9 Q. Right. Looking at my arm, and if you were looking  
10 towards the flashing portion of the light --

11 A. Yeah.

12 Q. -- the navigation light itself, were you looking down,  
13 were you looking up, were you looking -- where were you, the  
14 position of your head as you were seeing that light when you  
15 really thought you were close? Was it straight out from you? Was  
16 it downward? Was it upward?

17 A. Not really -- really when it's close, it's very close,  
18 (indiscernible) --

19 Q. So you're looking straight.

20 A. When it come closer, I (indiscernible) in the eyes.

21 Q. Right.

22 A. I just (indiscernible).

23 Q. Was there any visual reference? Did you see the light  
24 flashing off the bulkhead on the bridge? Was there like a strobe  
25 effect? You see the strobe here. Was that light impacting the

1 bridge at all?

2 A. I don't remember because I'm watching also.

3 Q. Okay. Once that light got to the starboard point, when  
4 you're talking about very much close, on the starboard side, you  
5 couldn't really see if you were touching or not. That was because  
6 why?

7 A. Yeah, we are very much close and then (indiscernible)  
8 very much close, (indiscernible) like we touch or not.

9 Q. Were you on the bridge or were you on the bridge wing at  
10 that point?

11 A. I'm on the bridge.

12 Q. You're on the bridge.

13 A. Yeah.

14 Q. Where was the Captain and the Second Officer at that  
15 time?

16 A. On the, on the -- Captain is standing (indiscernible)  
17 the engine console and Second Mate was standing aft  
18 (indiscernible).

19 Q. Were they looking at the charts or were they looking at  
20 the light? What were they looking at?

21 A. When the light is very much close, Second Mate is,  
22 Second Mate is really watching it.

23 Q. Okay. Did either the Master or the Second Mate go out  
24 to the bridge wing at anytime do you recall?

25 A. No.

1 Q. No. When did you determine that the light had -- the  
2 ship had passed the light? Did you go out to the bridge wing and  
3 look back at anytime?

4 A. No.

5 Q. No.

6 A. I didn't go out. I just (indiscernible) I'm inside the  
7 bridge.

8 Q. The bridge.

9 A. Yeah.

10 Q. Did you at anytime hear or feel anything?

11 A. No, I didn't. Because by that time, we pick up the  
12 anchor and the sea condition was quite screaming.

13 Q. Okay.

14 A. Yeah.

15 Q. Now you used the term several times when Bill was asking  
16 you questions, you used the term they.

17 A. Yeah.

18 Q. They.

19 A. Yeah.

20 Q. Who are you referring to?

21 A. Both of them.

22 Q. The Captain.

23 A. Captain and Second Mate.

24 Q. Okay. So when you're saying they --

25 A. Yeah, they.

1 Q. -- here, that's who you're referring to in your  
2 statement?

3 A. Yes.

4 Q. Okay. When you saw that light the first time --

5 A. Yeah.

6 Q. -- and you brought it to the attention of the Second  
7 Mate and the Master, in your mind, who had control of the ship?  
8 Who had the control of the vessel at that time?

9 A. For me?

10 Q. In your mind.

11 A. I don't know. Because see, when they come up there,  
12 nobody said any, okay, he is in command.

13 Q. Right.

14 A. Yeah.

15 Q. And this is a multiple question. Who were you taking  
16 orders and directions from? It could be one, two. Who all were  
17 you taking orders from at that time?

18 A. Orders?

19 Q. Yes.

20 A. Both of them. If the Second Mate tell me, then I will  
21 follow.

22 Q. Okay. And that's the same with the Captain?

23 A. Yeah, yeah.

24 Q. Okay. But again, in your mind, was there -- did you  
25 know that one or the other had control of the vessel? Did you

1 know who had charge of the watch?

2 A. Since we are picking up Pilot, so the Captain is there  
3 and taking command.

4 Q. And this is not related to the incident --

5 A. Yeah.

6 Q. -- per se, but it ties in. When you're on the bridge  
7 and you're standing watch, if say the Chief Mate or the Second  
8 Mate has the watch --

9 A. Yeah.

10 Q. -- and the Captain comes to the bridge --

11 A. Uh-huh.

12 Q. -- is there a process that if he takes control, he'll  
13 let the bridge team know he has control of the vessel? Does he  
14 announce it or does he say I'm in control and --

15 A. He just talk to the officer (indiscernible) and then he  
16 will just say, okay, hand over the watch.

17 Q. Okay. Do the watch standers then acknowledge that they  
18 know the Captain has the deck and the control?

19 A. Yeah.

20 Q. So if you're doing helm watch --

21 A. Yeah.

22 Q. -- do you respond, aye, Captain, I understand you have  
23 the deck and con?

24 A. No.

25 Q. No. At what point did you learn that the vessel had

1 actually contacted the light? When did you learn that the vessel  
2 had actually struck the light?

3 A. When did I know?

4 Q. Yeah. What time did you find out that there was damage  
5 to the ship?

6 A. When we arrived (indiscernible).

7 Q. About what time on the watch?

8 A. About 8:00.

9 Q. About 8:00. What were you doing? Just walk me through  
10 from the time that you saw the light passing very close and you  
11 thought the light had just got close to the light --

12 A. Yeah.

13 Q. -- what happened? What were you doing between that  
14 point in time which is around 1:40 in the morning and 8:00? Where  
15 were you at? Did you get any rest? Did you get some sleep and  
16 then got back up or what?

17 A. 2:00 we pick up, at 2:00 we pick up pilot. Then I took  
18 over the wheel --

19 Q. Okay.

20 A. -- 2:00 to 3:00 in the morning.

21 Q. Okay.

22 A. Then 3:00 in the morning, the other guy took over the  
23 wheel and then 3:00 lookout.

24 Q. The other guy, who are you referring to?

25 A. Leo Raagas.

1 Q. Okay. And then -- you were changing basically on the  
2 double watch system?

3 A. Yeah.

4 Q. Okay. You were changing responsibilities?

5 A. Yeah.

6 Q. You used the term, you said you took over the rail.

7 A. Yeah.

8 Q. What do you mean took over the rail?

9 A. Took over the -- I just let the Officer and the Captain  
10 know that I am steering wheel.

11 Q. You said wheel. I'm sorry. My hearing is not good. I  
12 thought you said rail, like a rail?

13 A. No.

14 Q. My apologies. I don't hear so well in my right ear. So  
15 you began your watch at 12:00.

16 A. Yeah.

17 Q. Correct?

18 A. Yeah.

19 Q. To 4:00. You had the 12:00 to 4:00 watch.

20 A. 12:00 to 6:00.

21 Q. 12:00 to 6:00.

22 A. Yeah.

23 Q. So what were you doing between 6:00 and 8:00, 6:00 in  
24 the morning and 8:00 when you realized there was damage to the  
25 ship?

1 A. 6:00?

2 Q. In the morning.

3 A. When we arrive?

4 Q. When you arrived here at the facility?

5 A. Yeah, at 6:00 (indiscernible).

6 Q. You have a role in that? You had a function? You were  
7 performing duties?

8 A. Yeah, yeah.

9 Q. What were you doing?

10 A. Doing the (indiscernible) with the lines, with the  
11 mooring (indiscernible) --

12 Q. Okay.

13 A. -- and I am the (indiscernible).

14 MR. Bowling: I think that's all I have right now.

15 MR. WOODY: Okay.

16 BY MR. WOODY:

17 Q. When did you get to sleep? Did you ever get to sleep?

18 A. After, after -- yes. We (indiscernible) 8:00 in the  
19 morning.

20 Q. Uh-huh.

21 A. Yeah. Then I go to bed. I eat my breakfast, and then I  
22 go to bed. Then it be 9:00 or something, I don't remember, they  
23 call me.

24 Q. They called you?

25 A. Yeah.

1 Q. At 9:00?

2 A. Yeah, yeah. They told me get up.

3 Q. Yes.

4 A. Yeah, and they made me look, and then I asked why, what  
5 work, because there is damage to the starboard side.

6 Q. I see.

7 A. Because I'm the watchman. Then they said to me, okay,  
8 (indiscernible) the Captain telling us go in the bridge and  
9 (indiscernible) record. Then we go there. Then we -- I must talk  
10 to the Second Mate about what we are going to do.

11 Q. Uh-huh.

12 A. And just so much business.

13 Q. Uh-huh.

14 A. Captain is telling us to make on the computer, but they  
15 have no computer on the bridge, so we back down again and asked  
16 Second Mate what we will do. And Second Mate, okay, you can, you  
17 can use (indiscernible).

18 Q. Okay.

19 A. And then we make --

20 Q. And then you made (indiscernible).

21 A. Yeah.

22 Q. Okay.

23 MR. WOODY: That's all I have.

24 MR. PRITCHARD: I have a couple of questions.

25 BY MR. PRITCHARD:

1 Q. I'm Chief warrant Officer James Pritchard with the Coast  
2 Guard. When you saw the light when it was close --

3 A. Yeah.

4 Q. -- were you looking down at the light, looking up at the  
5 light or was it straight ahead?

6 A. Which one? When the --

7 Q. The light that you passed close by.

8 A. It is very close?

9 Q. The lighthouse. Yes, it was very close.

10 A. I don't remember.

11 Q. You can't remember if it was right -- looking right out  
12 or you're looking down at it or you're looking up at it?

13 A. I don't remember. (indiscernible) closer  
14 (indiscernible) on the starboard very close.

15 Q. So you spent a lot of time watching it.

16 A. Yeah, yeah.

17 Q. But you don't remember as you got close whether it  
18 was --

19 A. No.

20 Q. -- down towards the deck --

21 A. No.

22 Q. -- up towards the --

23 A. I don't remember.

24 MR. PRITCHARD: That's it.

25 BY MR. BOWLING:

1 Q. This question -- this will probably be my last question.  
2 When you first saw this, the light, when you reported it to the  
3 Captain and the Second Officer that you had contact --

4 A. Yeah.

5 Q. -- do you have an idea how far out that was from the  
6 ship at that time when you first saw the light, you reported it,  
7 do you know the distance from the bow of the ship, a guestimate?  
8 Was it half a nautical mile, a nautical mile, two nautical miles?

9 A. Quite far.

10 Q. Quite far?

11 A. Yeah.

12 Q. Then as you got closer in, and you made your second  
13 report, you told the Second Mate that you're getting close to the  
14 lighthouse --

15 A. Yeah, yeah.

16 Q. -- how far was it at that point in your guestimate, in  
17 your mind?

18 A. It's very close. It was just like --

19 Q. Okay. And this distance is how far?

20 A. Actually I don't know.

21 Q. You don't know.

22 A. No.

23 Q. Were you concerned? Were you worried that the ship  
24 would strike the object?

25 A. Yeah, yeah. It was very close. That's why I say the

1 lighthouse is getting closer. I afraid that maybe we will hit or  
2 we will touch.

3 Q. Did you tell them that, Captain, I'm afraid we'll hit  
4 the --

5 A. No, no.

6 Q. You just told them what?

7 A. Just think to myself.

8 Q. Did you talk with the other -- your team member that was  
9 on watch, that you were doing double watch --

10 A. Yeah.

11 Q. -- did you tell him about it?

12 A. No, no.

13 Q. So he was on the wheel.

14 A. He was in the steering wheel.

15 Q. He was on the wheel?

16 A. Yeah.

17 MR. BOWLING: That's all I have.

18 BY UNIDENTIFIED SPEAKER:

19 Q. The Ambrose Light, the flashing light, do you  
20 understand?

21 A. Yeah, yeah.

22 Q. How frequent does it flash? Do you know?

23 A. I don't remember, sir. It was just flashing.

24 Q. When the light was not pointing at you --

25 A. Yeah.

1 Q. -- the light was turning away, could you still see the  
2 lumens of the light as it passed by?

3 A. I don't remember.

4 Q. Do you remember how many times the light flashed as it  
5 came down the side of the ship?

6 A. I don't also remember.

7 Q. Okay.

8 A. Unless that was -- I mean what I remember is it is just  
9 flashing and it's getting closer and closer and closer to the ship  
10 on the starboard side.

11 Q. Did the light flash at anytime as it passed down the  
12 side?

13 A. Yeah, (indiscernible) it was flashing and I really --  
14 when I saw, I couldn't see any light (indiscernible) port bow now  
15 (indiscernible).

16 Q. So after the light passed abeam --

17 A. Yeah.

18 Q. -- you knew it was behind you --

19 A. Yeah.

20 Q. -- and then it flashed forward again?

21 A. I think. I don't remember, sir. I don't remember  
22 (indiscernible).

23 Q. But your best recollection is the light was about level  
24 with your eye?

25 A. On the first I (indiscernible). When it's getting

1 closer, getting closer, I don't remember.

2 Q. Okay. The gentleman from the NTSB was asking you  
3 distances.

4 A. Yeah.

5 Q. Miles and kilometers. Can you give an estimate with  
6 ship lengths?

7 A. With ship lengths?

8 Q. The first time you saw the flashing light, how many  
9 ships -- ship lengths away was it? Can you give an estimate?

10 A. I don't understand that really.

11 MR. WOODY: Coast Guard?

12 PRETTY OFFICER BREMMER: Petty Officer Bremmer, Coast  
13 Guard.

14 BY PRETTY OFFICER BREMMER:

15 Q. Between the first time you saw the light and you said it  
16 was one point off the starboard bow, do you have an estimation of  
17 how long a time span that was? Was it a fairly short time, maybe  
18 a few minutes or was it a longer time? Do you recall?

19 A. I don't remember.

20 Q. Okay.

21 MR. WOODY: Okay. I think that concludes our interview.  
22 I want to thank you very much.

23 UNIDENTIFIED SPEAKER: You might become Master someday.

24 THE WITNESS: Thank you, sir. I will.

25 UNIDENTIFIED SPEAKER: Keep working.

1                   THE WITNESS: That's my ambition in my life.

2                   (Whereupon, the interview in the above-entitled matter  
3 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:           The Axel Spirit's Allision with the  
                                  Ambrose Light at the Entrance of  
                                  New York Harbor  
                                  Interview of Renante Magno

DOCKET NUMBER:           DCA-08-FM-002

PLACE:                    New York, New York

DATE:

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been compared to  
the recording accomplished at the hearing.

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Kathryn A. Mirfin  
Transcriber