

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
NOVEMBER 3, 2007

Docket No.: DCA08FM002

* * * * *

Interview of: ZIENKO KRZYSZOF

On board M/T AXEL SPIRIT
PERTH AMBOY, NEW JERSEY

The above-captioned matter convened, pursuant to Notice,
at 8:50 p.m. on November 5, 2007

BEFORE: BILL WOODY
National Transportation Safety Board

APPEARANCES:

BILL WOODY
National Transportation Safety Board

CWO JIM PRICHARD
U.S. Coast Guard

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Zienko Krzyszof, Chief Officer, Axel Spirit	
By Mr. Woody	4
By Mr. Pritchard	6
By Mr. Woody	6
By Mr. Pritchard	9

I N T E R V I E W

(8:50 p.m.)

1
2
3 MR. WOODY: We're on the record. The time is 2050, 5
4 November. We have with us the Chief Officer of the vessel, Axel
5 Spirit.

INTERVIEW OF ZIENKO KRZYSZOF

BY MR. WOODY:

8 Q. Would you state your name for the record please?

9 A. Zienko Krzyszof.

10 Q. And Zienko.

11 A. First name, Zienko. Zienko Krzyszof.

12 Q. And the last name?

13 A. Krzyszof.

14 Q. It's V-r --

15 A. K -- it is K.

16 Q. K.

17 A. Yes, K.

18 Q. Okay. K-r-z-y-s or Z?

19 A. S-z-o-f.

20 Q. O-e -- O-f.

21 A. Yes.

22 Q. And your age, sir?

23 A. Thirty-one.

24 Q. And your position is the Chief Officer on the ship?

25 A. Yes.

1 Q. When did you become aware that the ship had been
2 involved in an allision with a light -- with a lighthouse?

3 A. When the Captain call me on the bridge and he told me
4 what happened after all the maneuvering, we came to
5 (indiscernible), this was the situation.

6 Q. Uh-huh.

7 A. And we decide (indiscernible) and then I start checking
8 everything was okay, was not any signs water ingress, anything.

9 Q. All right. And what time in the morning? Was this in
10 the morning? What time of day was this? Or was it after you tied
11 up?

12 A. We came down with the, with the Captain after, after all
13 fast.

14 Q. After you tied up?

15 A. Yes. We came down assess the situation.

16 Q. Okay.

17 A. The Captain was -- no, (indiscernible).

18 Q. Now what I think I understood you to say is that during
19 the maneuvering of the ship, coming along side, you were unaware
20 of any damage.

21 A. No.

22 Q. Okay. It was after the ship tied up that you became
23 aware of it? I'm trying to find out what time the Captain told
24 you.

25 A. I cannot tell you the time (indiscernible).

1 BY MR. PRITCHARD:

2 Q. Did he tell you there was an issue before you moored or
3 after you moored?

4 A. Before the mooring. Before the mooring.

5 Q. Did he talk to you before the mooring?

6 A. Yeah, just because -- for the, for the maneuvering I
7 came on the bridge.

8 Q. Okay. So when you were coming up to the berth?

9 A. Yes.

10 Q. That's when he told you that there had been an incident?

11 A. That's -- they don't say exactly happen. They said
12 maybe. We expect something. So follow all (indiscernible) so
13 nothing goes (indiscernible) so we have some real damage.

14 BY MR. WOODY:

15 Q. Did he say that the ship had come close to a lighthouse
16 or light?

17 A. Just what he said, I just can't tell you exactly what he
18 said. Everything was just so hurry, hurry, just the tugboats, the
19 mooring --

20 Q. I see. When did you actually find out what the damage
21 to the ship was?

22 A. We came together with the Captain. After mooring, I
23 order the guys to prepare the starboard gangway.

24 Q. Uh-huh.

25 A. So -- and then from the starboard gangway we notice what

1 happened.

2 Q. You lowered the gangway and went down to look.

3 A. We swing the gangway outside, the gangway position
4 (indiscernible) swing the gangway to the horizontal position.

5 Q. Uh-huh.

6 A. When the guys secure the railings, we check, we notice
7 (indiscernible).

8 Q. I see. So you had the gangway sticking out straight
9 ahead, out from the side of the ship?

10 A. Sorry.

11 Q. Was the gangway sticking out the side of the ship or was
12 it parallel to the ship?

13 A. No, the ship's gangway, the ship's gangway --

14 Q. Yes.

15 A. -- is on the position on the, on the vertical position.

16 Q. Right.

17 A. So we have to swing the gangway --

18 Q. Right.

19 A. -- outside and after is going up and down.

20 Q. All right. Okay.

21 A. So -- because from when you are (indiscernible) out of
22 the railing, half of the boat, the (indiscernible) is not safe and
23 the second you cannot see.

24 Q. Right. I see.

25 A. So we decide to -- even when you are half a meter out of

1 the ship's side, you can see even that.

2 Q. Okay.

3 A. So we noticed and we started process.

4 Q. And what did you see down there?

5 A. We notice scratches on the paint and indents near the
6 number five and four ballast tanks.

7 Q. There was no indication of any oil in the water?

8 A. No.

9 Q. There was no indication of any oil in the water?

10 A. No. First all, we have double, double steel skin.

11 Q. Double skin?

12 A. Yes. And we have a fixed (indiscernible) system. Any
13 oil ingress to the ballast tanks during voyage --

14 Q. Uh-huh.

15 A. -- will be detected by the system. The system is fully
16 operational. We've got it service in the Pascagoula, when captain
17 arrived.

18 Q. Okay. When the Captain arrived.

19 A. Sorry.

20 Q. When the Captain came on board?

21 A. Yes.

22 Q. Okay.

23 A. We've got some false alarms and we call the service.
24 This is (indiscernible) for Pascagoula was fully informed about
25 this problem with this system.

1 Q. Uh-huh.

2 A. So we inform port and they say, okay, you can enter and
3 how long it will take them to fix it.

4 Q. Do you have a system that will also check for water
5 coming into the ballast tanks?

6 A. And the same, the same system --

7 Q. Uh-huh.

8 A. -- this is a pneumatic system. So increase -- when the
9 water ingress, the end of the pipe is 30 centimeters above the
10 ballast tanks level.

11 Q. Uh-huh.

12 A. So in case any water ingress, it will block the sensor
13 and then we will have CCR from the bridge, no-flow alarm.

14 Q. Okay. I think that --

15 MR. PRITCHARD: I have some questions to ask the Chief.

16 BY MR. PRITCHARD:

17 Q. You talked to the Captain before mooring and he said
18 something, something occurred, you don't remember what. Then you
19 moored and then after that you went down and rigged the gangway on
20 the starboard side.

21 A. I called, I called by the radio from the bridge because
22 the gangway is not job for the one man. They have to wear work
23 vests, harness, it's an over-side job.

24 Q. So before you moored --

25 A. After, after mooring, yes.

1 Q. So you lower it down and then you went down on the
2 gangway to --

3 A. We just swing out only. We are not lower down. Only
4 swing out.

5 Q. You didn't lower it?

6 A. No, we're not lowering just to the water level as we
7 were expecting two days to go with DNV. It just swing out.

8 Q. So you could walk out on it.

9 A. Yes.

10 MR. JONES: You flip it out.

11 THE WITNESS: Yes.

12 Q. BY MR. PRITCHARD: Was it light or dark then?

13 A. That was, that was after sunrise.

14 Q. It was after sunrise.

15 A. That was after sunrise, yeah.

16 Q. And you moored right around 6:00, a little before 6:00.
17 So it took you an hour and a half to put the gangway --

18 A. The gangway with this crew is maybe 15 minute but the
19 mooring, the mooring took a long time because of one wire was
20 stuck on the fender after the aft lines. They were
21 (indiscernible) because they collect everything on the storage
22 drum. They don't shift from tension drum. So after they were
23 working to (indiscernible) Captain must be on the bridge because
24 that's a part of the maneuvering.

25 Q. Okay. So when you went down, is there -- as part of the

1 SMS, does it have a requirement if you think there's been an
2 incident, is there a checklist that the ship has to go through
3 to -- if there's been -- if you think that there's damage to the
4 vessel?

5 A. No, every, every (indiscernible) strict procedures, I'm
6 thinking because something happens, there is not (indiscernible).
7 The procedures, if something happen, what supposed to be the
8 action.

9 Q. You do have that. You do have a process that tells you
10 that if this happens, do this, this and this?

11 A. Yes. We have the procedures if happens what to do.

12 Q. Okay.

13 A. And we were follow -- just follow.

14 Q. So did you pull those procedures out after you spoke
15 with the Captain?

16 A. It's -- the procedures -- how to say -- the procedures
17 is as a drill form. The procedures is the form of the drill. So
18 every period of time we have some kind of drill, for example, hull
19 damage and there is drill form, hull damage and couple of points,
20 what we are supposed to cover in case. And fortunately we make
21 this drill 30th or 31st of October, hull damage and flooding.

22 Q. Okay.

23 A. So we finish this drill. So when this -- when it
24 happens something like this, that was, you know, memory fresh
25 notification (indiscernible) identification, inform all parties

1 involved, me check the ships condition, if everything is okay and
2 that was done and there's nothing more.

3 Q. Thank you.

4 MR. WOODY: Thank you very much. We appreciate your
5 coming by and talking to us about this.

6 (Whereupon, at 9:03 p.m., the interview in the above-
7 entitled matter was concluded.)

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

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 Zienko Krzyszof

DOCKET NUMBER: DCA-08-FM-002

PLACE: New York, New York

DATE: November 5, 2007

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.

Kathryn A. Mirfin
Transcriber