

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

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In the matter of:                   :  
  :  
ALLISION WITH STATEN ISLAND FERRY       :  
TERMINAL MAINTENANCE PIER AT           :  
ST. GEORGE, STATEN ISLAND, NEW YORK : DCA04MM001       BY THE FERRY ANDREW J.  
BARBERI                               :  
ON OCTOBER 15, 2003                   :  
  :  
2ND INTERVIEW OF:                   :  
  :  
ROBERT RUSH                           :  
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Office of Marine Safety

NTSB

October 24, 2003

The above captioned interview was conducted, pursuant to notice.

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PROCEEDINGS

CHAIRMAN TURRELL: Good morning. This is Friday, October 24th. We're at the Coast Guard Activity Center. It's ten minutes past twelve. My name is Morgan Turrell with the NTSB, Operations Group, for the Andrew Barberi ferry accident. I'll start by asking to introduce the different group members.

MR. MURRELL: Robert Murrell, New York State Department of Transportation.

MR. HARDY: Detective Anthony Hardy, NYPD.

MR. STEFANO: Nick Stefano, Coast Guard investigations.

CHRISTINE: Special ... Christine ..., Coast Guard Investigator.

MR. COBB: Charles Cobb, marine investigator, Coast Guard.

MR. RUSH: Robert Rush.

CHAIRMAN TURRELL: And you have someone here representing you today?

MR. RUSH: Yes, I do.

CHAIRMAN TURRELL: Can you introduce yourself?

MR. DUFFY: Owen Duffy. I'm an attorney for Robert Rush.

CHAIRMAN TURRELL: Okay, and Mr. Duffy, you remember the rules of the NTSB and --

MR. DUFFY: Yes, I do.

CHAIRMAN TURRELL: And do you also acknowledge this is being recorded for accuracy?

MR. DUFFY: Yes, I do.

CHAIRMAN TURRELL: Okay, Mr. Rush, do you acknowledge it is --

1 MR. RUSH: Yes, I do.

2 CHAIRMAN TURRELL: Okay. Mr. Rush, we asked you to come back to  
3 clarify a few points of your prior interview. I'll start with Mr. Murrell from the New York  
4 State, to ask any questions he may have.

5 MR. MURRELL: I have no further questions.

6 CHAIRMAN TURRELL: Anthony?

7 MR. HARDY: I have some questions for the attorney.

8 MR. DUFFY: Yes.

9 MR. HARDY: Are you privately retained, or through -- or obviously sent  
10 through the DOT, but are you privately retained?

11 MR. DUFFY: We're representing him privately, yes.

12 MR. HARDY: Prior to this, Captain Ryan was sent downstairs, was asked  
13 to leave us as he is the employer, and Mr. Rush was suspended from DOT. Captain  
14 Ryan was excused from this interview.

15 CHAIRMAN TURRELL: Any other questions? We can go back around.

16 MR. HARDY: Yes, I don't have any right now.

17 CHAIRMAN TURRELL: Okay, Nick.

18 MR. STEFANO: Okay, so I guess I'm starting off then. Bob, in the prior  
19 testimony that you gave here, indicated that you had, during the transit, you had  
20 gone up to the Staten Island pilot house.

21 MR. RUSH: That's correct.

22 MR. STEFANO: And that you were getting ready to write out some work  
23 orders for repairs that needed to be done on the --

24 MR. RUSH: That's correct.

25 MR. STEFANO: -- on the vessel. And the question that we -- that just

1 came up later on was that you recalled whether or not the windows in the pilot house  
2 were opened or closed, if you recall?

3 CHAIRMAN TURRELL: Excuse me just for a moment.

4 (Whereupon, the hearing was off the record for a brief period.)

5 CHAIRMAN TURRELL: We're back on the record, and Nick, you had a  
6 question for Mr. Rush.

7 MR. STEFANO: Yes, whether he recalls whether he recalls whether the  
8 windows were opened in the pilot house, or closed.

9 MR. RUSH: Right. To the best of my recollection, the windows were  
10 closed, and -- because of the wind conditions that day.

11 MR. STEFANO: Normally, would they be opened or closed if it wasn't  
12 windy, what's the normal --

13 MR. RUSH: Depending on the climate.

14 MR. STEFANO: Is there any company policy that you're aware of  
15 regarding windows? Any recommendations from the company that they're opened  
16 or closed?

17 MR. RUSH: Not that I'm aware of.

18 MR. STEFANO: And what would you say the temperature was like in  
19 the -- in the pilot house? Was it -- I know there was sun. It was a clear day. And there  
20 was wind. Was it uncomfortable? Cool? Too hot?

21 MR. RUSH: It was average. You know, it wasn't too hot, it wasn't too  
22 cold.

23 MR. STEFANO: And now, just to recount a little bit of your statement,  
24 where you were sitting and what you observed while you were sitting there. And I  
25 remember -- from the point where -- when you first came up and sat down in the

1 settee, as far as who was in the pilot house and what they were doing. If you would  
2 just go over that again.

3 MR. RUSH: All right. When I came into the pilot house, sat down on the  
4 settee. AC Smith was steering. Deck hand Selch was the lookout. And Smith was in  
5 the control position, Selch was near the door on the Brooklyn side, on the raised  
6 wooden platform, and he was sitting there.

7 MR. STEFANO: And so he was sitting in the ... so he would be pretty  
8 much directly in front of you?

9 MR. RUSH: Yes.

10 MR. STEFANO: Where you were sitting. And that would be towards the  
11 right of the controls.

12 MR. RUSH: Yes, sir.

13 MR. STEFANO: Again, Smith was standing or sitting?

14 MR. RUSH: I believe he was standing the entire trip. He's usually a  
15 stander.

16 MR. STEFANO: So when you -- do you recall when you first went in  
17 whether he was sitting or standing?

18 MR. RUSH: I believe he was standing.

19 MR. STEFANO: You believe -- you're not positive?

20 MR. RUSH: It wasn't something I was looking for, so I think he was  
21 standing.

22 MR. STEFANO: That's developing as a point that we're really interested  
23 in, to clarify, whether he was sitting or standing.

24 CHAIRMAN TURRELL: But you're saying he usually stands, is that  
25 correct?

1 MR. RUSH: Yes.

2 MR. STEFANO: But when you say he usually stands throughout the  
3 entire transit and the docking, or --

4 MR. RUSH: I would say, to the best of my recollection, Smith usually  
5 stands up.

6 MR. STEFANO: For both the transit and docking?

7 MR. RUSH: Yes.

8 MR. STEFANO: And if you recall again the point when Selch left to go  
9 down?

10 MR. RUSH: He left as they were getting close, usually around the KV  
11 buoy, he had requested permission to go below, and Smith acknowledged.

12 MR. STEFANO: Being that there was no back down of the engine, no  
13 backing down, after the KV, what do you think it was that signaled Selch that it was  
14 time to go down? Or did Captain Gansas tell him to go down, or did you give any  
15 directions for him to go down?

16 MR. RUSH: No, sir.

17 MR. STEFANO: So --

18 MR. RUSH: He requested --

19 MR. STEFANO: -- the evidence seems to be pretty clear that the boat  
20 just continued at full power until it impacted. Why -- what then would have been the  
21 indication for Selch to go down?

22 MR. RUSH: There's a matter of routine as the boat goes by the KV is  
23 when the lookout requests permission to go below.

24 MR. STEFANO: In other words, he may have a visual -- he had a visual  
25 of the KV?

1 MR. RUSH: Yes, sir, I would assume so.

2 MR. STEFANO: That was in the harbor, because he was sitting on the  
3 stool, right there, he was looking out. Good. And I had asked you about reading  
4 material.

5 MR. RUSH: Yes, sir.

6 MR. STEFANO: Newspapers and such, and you indicated that there  
7 was a newspaper up there, that you may have been -- glanced at it, or been reading  
8 --

9 MR. RUSH: Yes, sir.

10 MR. STEFANO: -- the newspaper during the transit. When we made a  
11 later trip out to the pilot house, after we interviewed you, and in fact, we did find a  
12 newspaper up there. It was the ~~Daily News~~ dated Wednesday, the 15th.

13 MR. RUSH: Yes, sir.

14 MR. STEFANO: Is that the paper you were -- do you recall what paper  
15 you were reading?

16 MR. RUSH: I don't recall what paper specifically, but it could have  
17 been the News.

18 MR. STEFANO: And we also then looked through the piles that were in  
19 there, the paperwork that was in the two drawers in the gyro desk.

20 MR. RUSH: Yes.

21 MR. STEFANO: I looked in both drawers and I think we also found some  
22 paperwork and forms and inside the first aid box at the base of the stairway coming  
23 up. And we found a lot of forms, but we did not find any blank work order forms in  
24 there. And so we wanted to clarify that, being that you had said that you had gone  
25 up to the pile now.

1 MR. RUSH: Yes, I was thinking about writing them when the boat got in.  
2 I didn't open the drawer and look for them. And in that case, I would have looked  
3 and then gone down the dock office to get forms.

4 MR. STEFANO: Okay, as concerning the conversation that you heard,  
5 or that you might have engaged in while you were up there, between yourself and  
6 Selch. Did you -- or between Selch and Captain Smith.

7 MR. RUSH: The one conversation that I recall was a day -- I can't put it  
8 for that trip specifically with Smith, and I'm not sure if this was the one with Selch and  
9 Smith together -- was he was talking about, like I said previously, renting a hotel room  
10 in New York around the holiday season to see the tree and things of the sort.

11 MR. STEFANO: And it was Selch who was going to rent or was it --

12 MR. RUSH: No, Smith was going to -- this is the one specific  
13 conversation I recall with him, but I can't place it, if it was at that point in the  
14 conversation with Selch.

15 MR. STEFANO: Oh, this may even have occurred on another --

16 MR. RUSH: It may have occurred previously, you know, during the  
17 watch.

18 MR. STEFANO: Okay, and that's all between them? And how about  
19 between you and Selch?

20 MR. RUSH: There was a conversation going on, but it was nothing that  
21 sticks in my memory at this stage. You know, during that trip. It might have been the  
22 hotel in New York, but I really can't recall specifically.

23 MR. STEFANO: And between you and the Captain? Did you have any  
24 exchange and conversation while you were up there? Even when you first came up?  
25 Did you say hello or tell him what you were doing there? Or did he ask you what you



1 were doing?

2 MR. RUSH: No. Well, like how you doing? Nothing specific.

3 MR. STEFANO: You didn't tell him what you were there for or he didn't  
4 ask?

5 MR. RUSH: No.

6 MR. STEFANO: And do you recall, was there any words that were  
7 exchanged when Selch got off the stool, went down? Was there any -- did he say I'll  
8 see you -- anything that -- any words exchanged at that time?

9 MR. RUSH: He asked permission to go below, and Smith  
10 acknowledged.

11 MR. STEFANO: That's routine?

12 MR. RUSH: That's the routine. They don't just walk away. They always  
13 ask whoever's steering.

14 MR. STEFANO: And Smith, you recall Smith acknowledging?

15 MR. RUSH: Yes, sir.

16 MR. STEFANO: Do you remember what -- try to recall exactly what  
17 Selch said and what Smith answered back.

18 MR. RUSH: I can't quote exactly, but I would say was "Okay to go  
19 below, Cap?" "Sure." Something along those lines.

20 MR. STEFANO: Do you think it's possible that you're thinking of this  
21 maybe from a prior occasion? Or are you sure that there really were some words  
22 exchanged between them? That Smith was actually responsive at that point?

23 MR. RUSH: I believe he was responsive at that point, to the best of my  
24 recollection, that they exchanged words. They were -- there was conversation going  
25 on during the trip, nothing to raise any form of alarm.

1 MR. STEFANO: Okay, but you don't remember the exact words, but it  
2 was something to the effect?

3 MR. RUSH: Yes.

4 CHAIRMAN TURRELL: At that moment do you recall Captain Smith  
5 turning to acknowledge, or facing Mr. Selch, or looking over in his direction when he  
6 made that acknowledgement, or was it just talking to the window?

7 MR. RUSH: I don't recall him turning around. I wasn't observing.

8 MR. STEFANO: And still recalling though, that Smith was standing?

9 MR. RUSH: Yes, sir.

10 MR. STEFANO: Were you looking at him at that time, or were you  
11 looking down, were you looking at the newspaper? At that point, were you just --  
12 where were your eyes focused?

13 MR. RUSH: I believe I was looking at the paper at the time.

14 MR. STEFANO: Okay. Okay, then now after -- Selch goes below and  
15 then it's just you and Captain Smith.

16 MR. RUSH: Yes, sir.

17 MR. STEFANO: Okay. From that point on until the collision. Just go  
18 over that again.

19 MR. RUSH: There was no conversation between us. I was just sitting  
20 back, relaxing on the settee. Nothing seemed out of the ordinary, and then whatever  
21 amount of time it was from Selch going below and the impact, I didn't see anything, or  
22 sense anything out of the ordinary.

23 MR. STEFANO: And did you -- during that time did you change your  
24 focus then from the newspaper to Captain Smith. Did you ever then look over during  
25 that -- during that period?

1 MR. RUSH: During that period of time, I was sitting back, relaxing. I had  
2 looked at the paper, and then just chilling out, not realizing anything was wrong at the  
3 time.

4 MR. STEFANO: And did not then focus on --

5 MR. RUSH: No, I wasn't really looking around. I've been with this man,  
6 you know, and just didn't think anything was amuck or amiss.

7 MR. STEFANO: And then at the point of impact, what happened then,  
8 just want to clarify that.

9 MR. RUSH: To go over it one more time?

10 MR. STEFANO: Yes. Yes.

11 MR. RUSH: At that point, there was, as I described previously, there was  
12 the loud noise and shuttering of the boat, at which point I thought we struck  
13 something in the water and it was getting into the wheel. I jump up in total shock and  
14 then see where the boat was and what was happening. I saw Smith, or I heard Smith  
15 like "Oh Jesus" or "Jesus Christ" or something of the sort. I saw his hand grab the thrust  
16 control, go full astern. The boat was still moving ahead somewhat and swinging  
17 toward the left support, and basically the Cosgrove -- the other ferry was in front of us.  
18 He started working the steering control to you know, stop the swing of the boat so it  
19 wouldn't hit the other pier and the Cosgrove.

20 MR. STEFANO: When you first then jumped up. Did you jump up on the  
21 platform, or just jump up in front of the --

22 MR. RUSH: I stood up from the settee.

23 MR. STEFANO: From the settee?

24 MR. RUSH: Yes.

25 MR. STEFANO: And at that point you were able to see where you were,

1 that you weren't --

2 MR. RUSH: I believe at one point I stepped up onto the platform as all  
3 of this is going down. I'm sure I must have at one point.

4 MR. STEFANO: Alright, and then what did you see that -- that you  
5 realized where you were, or going in the slip or --

6 MR. RUSH: As I --

7 MR. STEFANO: Any visual --

8 MR. RUSH: The visual was the pier and the Cosgrove was basically  
9 dead ahead on the opposite pier like I described and I wrote. It was basically a 45  
10 degree angle.

11 MR. STEFANO: That's called the what pier that the Cosgrove --

12 MR. RUSH: B2 North.

13 MR. STEFANO: B2 north. And so that's when you got up on the  
14 platform and you saw B2 north right in front of you.

15 MR. RUSH: I believe so.

16 MR. STEFANO: And then looked over and Smith was -- then looked  
17 over at Smith?

18 MR. RUSH: It was --

19 MR. STEFANO: Or was it all at the same --

20 MR. RUSH: It was pretty simultaneous. When I saw -- I jump up, I see  
21 him work -- doing the controls, that's probably --

22 MR. STEFANO: You actually saw him pulling the throttle back? Or just --

23 MR. RUSH: The thrust control.

24 MR. STEFANO: The thrust control.

25 MR. RUSH: Yes, they had a stern control.

1 MR. STEFANO: Right, just go ahead and bring that back.

2 MR. RUSH: Yes, sir.

3 MR. STEFANO: Okay, move his arm over to it, and that would be his  
4 right --

5 MR. RUSH: Right hand.

6 MR. STEFANO: Right hand and pull that back.

7 MR. RUSH: And start steering with his left, and then -- in other words, the  
8 exact time frame is occurring within seconds. I left him working the controls, observed  
9 where the boat was, realizing something terrible had happened at that point.

10 MR. STEFANO: Okay, so his right hand he pulls back the thrust, --

11 MR. RUSH: Right.

12 MR. STEFANO: -- and his left hand --

13 MR. RUSH: -- was operating --

14 MR. STEFANO: Since we spoke to you we went up to the pilot house, so  
15 it's those two wheels?

16 MR. RUSH: Operating the two wheels, one which controls steering with  
17 the forward unit, the other with the aft unit, depending on which way the boat's  
18 traveling.

19 MR. STEFANO: And then did you speak first or did -- did you say  
20 anything or --

21 MR. RUSH: Just what Smith said, and I don't recall saying anything at  
22 that.

23 MR. STEFANO: And basically what he said was "Jesus".

24 MR. RUSH: Yes.

25 MR. STEFANO: How many times?

1 MR. RUSH: Once to the best of my recollection.

2 MR. STEFANO: Did he say anything else?

3 MR. RUSH: I don't believe so.

4 MR. STEFANO: And you don't recall saying anything to Smith?

5 MR. RUSH: What's locked in my mind is "Jesus" or "Oh, Jesus".

6 MR. STEFANO: And when he said that, was he looking at you, or was  
7 he looking at what he was doing?

8 MR. RUSH: He was looking ahead.

9 MR. STEFANO: And then what happened and what did you do after  
10 that?

11 MR. RUSH: I was standing basically next to him, on the platform behind  
12 him. He's manipulating the controls and very shortly after that Captain Gansas came  
13 through the Brooklyn side door.

14 MR. STEFANO: And Captain Gansas comes in through the hurricane  
15 deck door.

16 MR. RUSH: Yes, sir.

17 MR. STEFANO: Which would be to your -- to the left?

18 MR. RUSH: To my left, yes.

19 MR. STEFANO: Okay, would you just go over that again?

20 MR. DUFFY: I'm sorry, just --

21 MR. RUSH: Did you clarify what you want?

22 MR. STEFANO: Yes. Tell us what happened when Gansas -- after  
23 Gansas comes through the door.

24 MR. RUSH: Oh, he comes through the door --

25 MR. DUFFY: Continue the narrative from that point.

1 MR. RUSH: Yes, yes. He comes through the door and something on  
2 the order of, "Oh, my God, what happened?" He steps in, took the controls from  
3 Smith, basically just steps in front of him and took control, and shortly after ordered me  
4 to go below and assess.

5 MR. STEFANO: And Smith was still standing working the controls when  
6 Gansas came through the door?

7 MR. RUSH: Yes, sir, to the best of my recollection.

8 MR. STEFANO: And Gansas said, "Oh, my God. What happened?"  
9 and does Smith say anything at that point?

10 MR. RUSH: I don't recall him saying anything.

11 MR. STEFANO: So he -- how does -- when he moved over to the  
12 controls, you're standing to the left of Smith on the platform?

13 MR. RUSH: I believe at that moment I was standing to the right.

14 MR. STEFANO: You had moved to the right at one point?

15 MR. RUSH: I --

16 MR. STEFANO: Behind Smith?

17 MR. RUSH: Behind Smith, to the right.

18 MR. STEFANO: How did you get over there? You have Smith, you have  
19 the seat, kind of tight there?

20 MR. RUSH: I think I stepped down and stepped back up.

21 MR. STEFANO: Okay. And then what movement did Captain Gansas  
22 make to get behind the controls?

23 MR. RUSH: Basically just side-stepped in and then --

24 MR. STEFANO: Smith moved to the right?

25 MR. RUSH: Yes.

1 MR. STEFANO: And then where did you move?

2 MR. RUSH: I stayed right there and just -- cold shock, disbelief, you  
3 name it, and Gansas, the Captain, says, Bobby, go below.

4 MR. STEFANO: So at that point then, it's Gansas taking over the  
5 controls? He's on the left of Captain Smith --

6 MR. RUSH: Stepped aside, moving to the right.

7 MR. STEFANO: Moving to the right?

8 MR. RUSH: Yes, sir.

9 MR. STEFANO: All on the platform?

10 MR. RUSH: Yes.

11 MR. STEFANO: And Rich says, "Oh, my God, what happened?" and  
12 then -- continue. I'm sorry, Mike said, "Oh my God, what happened?"

13 MR. RUSH: Yes.

14 MR. STEFANO: Well, no. He said "Oh, my God, what happened?"  
15 when he first came in through --

16 MR. RUSH: When he walked through the door.

17 MR. STEFANO: Right. And any other exchanges between him and  
18 Richie?

19 MR. RUSH: I don't recall any specific exchanges at that point. It was all  
20 happening very quickly. I don't recall conversations between the two. Other than the  
21 exclamations.

22 MR. STEFANO: You don't recall Smitty saying anything to Gansas about  
23 what occurred when he wasn't there?

24 MR. RUSH: No.

25 MR. STEFANO: Or Mike asking him specifically what happened?



1 MR. RUSH: Just the exclamation is the only thing that stand out.

2 MR. STEFANO: And then at what point -- how long -- how much went  
3 by with Captain Gansas?

4 MR. RUSH: It was seconds. It wasn't any large amount of time until he  
5 ordered me down. The boat had just about stopped and stabilized by the time he got  
6 behind the controls.

7 MR. STEFANO: And then you went down that -- the bridge deck  
8 stairway?

9 MR. RUSH: The stairway from the -- the only stairway from that pilot  
10 house to the bridge deck.

11 MR. STEFANO: And -- okay. And when you left them, they were both in  
12 those positions?

13 MR. RUSH: Yes, sir.

14 MR. STEFANO: Okay, thank you.

15 CHAIRMAN TURRELL: Chuck?

16 MR. COBB: From the settee, can you see anything around you?

17 MR. RUSH: Basically, you're lower than everything, so you really can't  
18 see your surroundings without standing up.

19 MR. COBB: So when Selch left, you were making the assumption that it  
20 was passing the KV buoy?

21 MR. RUSH: Yes, sir.

22 MR. COBB: So you really didn't see your location, you just --

23 MR. RUSH: No, I couldn't see, without standing up I couldn't have.

24 MR. COBB: So this is just -- this is when the lookout normally leaves.

25 MR. RUSH: Yes, sir, it's a matter of practice.

1 MR. COBB: Okay. The door right there, the Brooklyn side door, was  
2 that open?

3 MR. RUSH: Open as in physically opened or unlocked?

4 MR. COBB: Open, you know a lot of times they open them up and  
5 hook them open.

6 MR. RUSH: No, not with that wind, sir.

7 MR. COBB: Okay. And I just want to clarify a couple quick things. And  
8 I don't have very many. When Selch requested to go below, Smith in fact did  
9 acknowledge it -- is that?

10 MR. RUSH: Yes, sir.

11 MR. COBB: You're sure of that.

12 MR. RUSH: I'm sure of that.

13 MR. COBB: You looked up, you saw Smith open full ahead -- do you  
14 know -- it might be splitting hairs, but do you know he just went to neutral or full astern  
15 or --

16 MR. RUSH: Right to full astern.

17 MR. COBB: You're pretty sure of that?

18 MR. RUSH: I am sure of that.

19 MR. COBB: Okay. Do you know what Smith was wearing that day?

20 MR. RUSH: Usual, white shirt, black pants.

21 MR. COBB: Sweater? I mean it was getting --

22 MR. RUSH: He wears sweaters. I can't 100 percent --

23 MR. COBB: Okay. And Gansas came through the Brooklyn side door,  
24 you say this -- approximately -- I know that times kind of -- they slow down, but  
25 approximately how long after the impact?

1 MR. RUSH: It was seconds.

2 MR. COBB: Five seconds, ten seconds?

3 MR. RUSH: I mean -- I -- really can't give you a number, but it was

4 quickly.

5 MR. COBB: But if you were looking at the sequence of events real

6 quick, you saw Smith do a few actions --

7 MR. RUSH: Yes.

8 MR. COBB: You were up at this point and then Gansas came through?

9 MR. RUSH: Yes.

10 MR. COBB: The pilot house procedure -- how often do you go up to

11 the --

12 MR. RUSH: How often?

13 MR. COBB: Yes.

14 MR. RUSH: You go up on occasion for work, sometimes you go up

15 there to eat your lunch. Sometimes you go up there if it's a non-rush hour trip just to

16 show up.

17 MR. COBB: Okay, so it's not uncommon for you to be up there?

18 MR. RUSH: No, sir.

19 MR. COBB: Got to get away from the passengers or whatever.

20 MR. RUSH: Yes.

21 MR. COBB: Do you know some of the standing orders, some of the

22 standard operating procedure orders that they have for the positions of the crew

23 members?

24 MR. RUSH: By memory?

25 MR. COBB: Or just in general.

1 CHAIRMAN TURRELL: What can you tell us about the ferry standard  
2 operating procedures. Do you know about them? What can you tell us about them?

3 MR. RUSH: The ferry standard operating procedures, as I mentioned in  
4 my previous testimony, there was the white book with very few copies about it that ... I  
5 had one years ago prior to taking the terminal supervisor's test which I don't recall the  
6 year or the date. I had left it out, somebody else had grabbed it. That was the study  
7 guide for that particular examination that wasn't readily available. And that had all  
8 the memos for years back, and the SOP deck hand duties, and everybody's specific  
9 duties were was written down.

10 MR. COBB: Do you recall if in that SOP it said where you would be at  
11 certain times, or was it just a generalized duties of each person?

12 MR. RUSH: It was generalized duties.

13 MR. COBB: Now, you served with other captains with your time with  
14 the company.

15 MR. RUSH: Yes, sir.

16 MR. COBB: How would you characterize these two gentlemen against  
17 the others? Was there anything that stood out with these guys versus --

18 MR. RUSH: Could you be more specific?

19 MR. COBB: Being in the pilot house, not being in the pilot house with  
20 one another. Is that pretty common practice?

21 MR. RUSH: The -- Smith and Gansas were both well respected guys.  
22 They were well liked by everyone. Respected. And Smith was a by-the-book guy, and  
23 Gansas was pretty much by the book too. He did everything right, was well respected  
24 by the men.

25 MR. COBB: Did it surprise you that they both were not in the pilot house

1 that trip?

2 MR. RUSH: Not specifically.

3 MR. COBB: Or was that a common enough occurrence that it did not  
4 surprise you?

5 MR. RUSH: In general, it did not surprise me this time. It was not rush  
6 hour. But Gansas doesn't make a total habit, or a habit, I should say, of not being  
7 there. He wasn't -- for the record, he wasn't the regular captain on that boat. He was  
8 doing two weeks relief and then Covella -- Andy Covella, because there's a bunch of  
9 Covellas -- was not -- took a few days off after his vacation.

10 INVESTIGATOR: Can I ask you a question?

11 MR. RUSH: Yes.

12 INVESTIGATOR: But are you --

13 MR. COBB: No, I'm done. That's all I have.

14 INVESTIGATOR: If Captain Covella had been on board, understanding  
15 what you're saying, would he have been in the pilot house during the docking? Or  
16 during the transit? What would have been his habit that you would have expected --

17 MR. RUSH: Covella's habit? Covella was usually there.

18 INVESTIGATOR: And it didn't surprise you, though, that Gansas was not  
19 there?

20 MR. RUSH: Not to that one trip.

21 INVESTIGATOR: That one trip. And to the docking, it didn't surprise you  
22 that he was -- wouldn't come in to oversee that?

23 MR. RUSH: It didn't surprise me, but it wasn't a matter of routine.  
24 Sometimes they're there, and sometimes they're not. I'm not --

25 INVESTIGATOR: Just one other question. Do you recall if Captain Smith

1 was wearing his eye glasses?

2 MR. RUSH: I believe so. He always wore them.

3 INVESTIGATOR: I don't have any more questions.

4 CHAIRMAN TURRELL: Can you tell us how many captains you've  
5 worked with, just from your experience? How many of the different Captains -- there's  
6 19 I think.

7 PARTICIPANT: 19 captains, 16 ACs.

8 CHAIRMAN TURRELL: Of the ... how many have you worked with? Or  
9 can you name the captains you've worked with say in the last year?

10 MR. RUSH: In the last year?

11 CHAIRMAN TURRELL: Or the last two years. Whatever is easier.

12 MR. RUSH: If you had a seniority list, I could give that to you.

13 CHAIRMAN TURRELL: Just from your knowledge, who you have worked  
14 with?

15 MR. RUSH: I work all the time, probably on the average of once or  
16 twice a month. My last bid was vacations prior to this one. So up until roughly July of  
17 this year, I was bouncing around. And I would say I worked with probably 50 to 75  
18 percent of the captains over the course of the last two years because I was a  
19 vacation man for an entire bid.

20 CHAIRMAN TURRELL: Okay, good. So I'm trying to get an idea of how  
21 the fleet operates, from a safety point of view, what the common practice is. Is this a  
22 common practice that the captain and the assistant captain are together on the  
23 bridge in a routine matter of fact, or is this something that's -- are there occasions  
24 when the captain is not there normally? I'm trying to get a sense of if it's a normal  
25 thing for captains to be on the bridge or not to be on the bridge?

1 MR. RUSH: Each captain is different. Some of them are there from  
2 point A to point B, the entire trip. Some come up for the docking. Some trust their AC  
3 and sometimes aren't there. It's like every man is different.

4 CHAIRMAN TURRELL: In those say ten or so that you've worked with,  
5 would you characterize a percentage -- how many --

6 MR. RUSH: Not their names -- or whatever makes it easier for you. I'm  
7 trying to figure out -- I'm not trying to get --

8 MR. RUSH: Let me put it this way. Some captains are totally by the  
9 book, others aren't as much by the book.

10 CHAIRMAN TURRELL: I'm trying also to get a sense of where this "by the  
11 book" comes from. What book it is that they're reading, because only you can tell us  
12 that.

13 MR. RUSH: Yes, I doubt that most of them have copies. One -- the one  
14 I borrowed for the FTS test was from one captain and he wasn't too thrilled that I lost it  
15 on him.

16 CHAIRMAN TURRELL: Okay.

17 MR. RUSH: But when I say by the book, I mean just acting in a strictly  
18 professional --

19 CHAIRMAN TURRELL: Okay, from an industry best practices point of  
20 view.

21 MR. RUSH: Thank you.

22 CHAIRMAN TURRELL: So in your experience, it's not uncommon for a  
23 captain and an assistant captain to be separated in the pilot house while operating, is  
24 that correct?

25 MR. RUSH: That's correct, sir.

1 CHAIRMAN TURRELL: Can you tell me from your experience what, if  
2 the captain was not on the bridge, and the assistant captain was operating, from your  
3 experience, what was that captain be doing? Is there a practice of hanging out near  
4 the pilot house? Doing rounds? From your experience, what are they doing if they're  
5 not in the pilot house? Have you ever seen -- you make rounds, have you ever seen  
6 captains making rounds during the ship --

7 MR. RUSH: I have, sir.

8 CHAIRMAN TURRELL: To be --

9 MR. RUSH: ... after 9/11.

10 CHAIRMAN TURRELL: Okay. So after 9/11 they started making rounds,  
11 or they're making more rounds?

12 MR. RUSH: I have seen, particularly one individual making lots of  
13 rounds.

14 CHAIRMAN TURRELL: Okay.

15 INVESTIGATOR 3: Excuse me, who was that?

16 MR. RUSH: You want me to name the gentleman?

17 INVESTIGATOR 3: Yes, go ahead.

18 MR. RUSH: He's basically infamous for it now, it's Clifford Clark.

19 CHAIRMAN TURRELL: So Captain Clark would make frequent rounds  
20 around the vessel? Or he would be physically not in the pilot house?

21 MR. RUSH: Alright. During transit from New York to Staten Island, he's  
22 been observed making the rounds. I believe he comes up for docking.

23 CHAIRMAN TURRELL: Okay.

24 MR. RUSH: That, you can ask his crew if it comes down to that, but --

25 CHAIRMAN TURRELL: We're really only trying to get an idea of the



1 culture, and that's kind of the point of the questioning. Do you know if there's any sort  
2 of television or any sort of entertainment device in either wheel house that may have -  
3 - crew members may have been using as a routine on that vessel?

4 MR. RUSH: As a routine?

5 CHAIRMAN TURRELL: Or do you know of entertainment devices that  
6 may be on either pilot house?

7 MR. RUSH: Lots of the captains and ACs have radios.

8 CHAIRMAN TURRELL: These would be like AM radios or FM radios?

9 MR. RUSH: Yes.

10 CHAIRMAN TURRELL: And when would they be operating? Would they  
11 allow ball games, say, to be listened to under way, or do they listen to new 1010 WINS,  
12 or what are they listening to on these radios? Are they operating? Have you seen  
13 them operate?

14 MR. RUSH: I've seen them operate and ball games, especially.

15 CHAIRMAN TURRELL: In your opinion, do they use good judgement --  
16 at night time, fog, do they turn them off, or turn them down?

17 MR. RUSH: I've never seen poor judgement like you describe.

18 CHAIRMAN TURRELL: So -- that basically answers my question. I won't  
19 belabor that point too much.

20 Can you remember what you were wearing that day?

21 MR. RUSH: My white shirt, black pants, black shoes. I didn't have my  
22 shoulder boards on, because I was wearing a wind breaker for the most part of the  
23 day.

24 CHAIRMAN TURRELL: Do you still have that wind breaker?

25 MR. RUSH: No, sir.

1 CHAIRMAN TURRELL: Can you describe it for us?

2 MR. RUSH: Black, shiny material, cotton liner, with Staten Island Ferry.

3 INVESTIGATOR 3: What size?

4 MR. RUSH: What size? I think a large.

5 INVESTIGATOR 3: Do you remember where you left it?

6 MR. RUSH: Sure. Pilot house.

7 INVESTIGATOR 3: That's where we identified the jacket. We did find  
8 the jacket. You'll be getting it back. Sounds like your jacket.

9 MR. RUSH: Was it well worn?

10 INVESTIGATOR 3: Yes, fairly well worn.

11 CHAIRMAN TURRELL: So Captain Gansas walked into the pilot house  
12 and you saw him. How did he acknowledge your presence? He obviously went to  
13 the controls. Did he have any sense at that moment of your presence? Because you  
14 said you were standing on the platform. Captain Gansas -- or he would have to walk  
15 past you, is that correct?

16 MR. RUSH: Yes.

17 CHAIRMAN TURRELL: Did he acknowledge you in any way when he  
18 came into the wheel house that acknowledged your presence?

19 MR. RUSH: He burst through, you know, making the exclamation that I  
20 described, and I think by that time I was on the right, because otherwise he would  
21 have basically barrelled past me.

22 CHAIRMAN TURRELL: So he's taking control, and he turns to you -- I  
23 guess I'm trying to figure out at what point did he recognize that you were on the  
24 bridge before he instructed you to go down?

25 MR. RUSH: I think basically either coming through the door or --

1 CHAIRMAN TURRELL: Was he surprised to see you?

2 MR. RUSH: In his state I couldn't tell if he was surprised, for obvious  
3 reasons.

4 CHAIRMAN TURRELL: You mentioned that Captain Smith was using the  
5 throttle and all for steering.

6 MR. RUSH: Yes.

7 CHAIRMAN TURRELL: And I asked you once before in your previous  
8 interview whether you had experience driving that particular vessel and you said you  
9 had some experience out in the harbor, you tried it a few times, is that correct?

10 MR. RUSH: Yes.

11 CHAIRMAN TURRELL: Captain Smith's actions right after the accident,  
12 you said he was steering, were the commands he was steering consistent with his  
13 intention to keep the vessel away from the Cosgrove? From what you could tell, were  
14 his actions erratic or were they controlled? Were they consistent with what he was  
15 trying to do?

16 MR. RUSH: With the situation the way it was, I told you, I definitely saw  
17 him backing to stop it, and he was manipulating -- I believe it was the ballast control.

18 CHAIRMAN TURRELL: Ballast control.

19 MR. RUSH: And the boat, the swing, was slowing down and stopping,  
20 so I believe he was acting in a proper manner to swing the bow of the boat or stop  
21 the swing.

22 CHAIRMAN TURRELL: So in other words, he wasn't just randomly ... and  
23 just grabbing whatever he could do?

24 MR. RUSH: I don't believe so.

25 CHAIRMAN TURRELL: I also want you to acknowledge that you've

1 given the Coast Guard a statement.

2 MR. RUSH: Yes, sir.

3 CHAIRMAN TURRELL: And you've given Mr. Cobb a statement, and  
4 would you object to the NTSB obtaining a copy of that statement?

5 MR. RUSH: No, sir.

6 CHAIRMAN TURRELL: Okay. And -- I'm going to go back around.  
7 Robert, do you have any more questions?

8 MR. MURRELL: Yes, I just have a couple questions.

9 CHAIRMAN TURRELL: Okay.

10 MR. MURRELL: Do you recall if you asked Captain Smith what  
11 happened at the time of the collision?

12 MR. RUSH: If I?

13 MR. MURRELL: Specifically asked him what happened?

14 MR. RUSH: No.

15 MR. MURRELL: That's fine. Do you know if there was a TV in any of the  
16 pilot houses?

17 MR. RUSH: Not to my knowledge. There definitely wasn't one in the  
18 Staten Island.

19 MR. MURRELL: Which came first, the collision and the noise of the  
20 impact to you, or Captain Smith yelling "Jesus"?

21 MR. RUSH: Collision.

22 MR. MURRELL: Thank you. No further questions.

23 INVESTIGATOR 2: SOP?

24 INVESTIGATOR 3: Actually not, just use my copy.

25 INVESTIGATOR 2: I just want to show you something. Do you recognize

1 that? Or have you ever seen that in the pilot house or distributed to ACs or captains?

2 MR. RUSH: Okay, that's the new one that came out, not the old book.

3 INVESTIGATOR 2: When do you think this one came out?

4 MR. RUSH: After 9/11.

5 INVESTIGATOR 2: So this is revised after 9/11?

6 MR. RUSH: I believe so.

7 INVESTIGATOR 2: Do you recall the first time you saw that -- this revised  
8 after 9/11, can you remember the circumstances in which the ferries made this  
9 available to you? Did they say, okay guys, get in the meeting hall and we've got  
10 something to show you? Or did they put it in the mailbox for you? Can you describe  
11 that?

12 MR. RUSH: I don't recall.

13 INVESTIGATOR 2: What makes you think this came after 9/11?

14 MR. RUSH: Just --

15 INVESTIGATOR 2: You have seen this before?

16 MR. RUSH: Yes.

17 INVESTIGATOR 2: Okay.

18 MR. RUSH: I had forgotten all about it.

19 MR. STEFANO: You have seen where? In the pilot house or around the  
20 office?

21 MR. RUSH: To be very honest with you, I think they handed them out to  
22 us, and I haven't seen them around and about.

23 MR. STEFANO: Do you remember when after 9/11?

24 MR. RUSH: No, sir.

25 MR. STEFANO: A month after?

1 MR. RUSH: I don't recall.

2 MR. STEFANO: A year after?

3 MR. RUSH: I honestly cannot --

4 INVESTIGATOR 2: How do they normally distribute something like this at  
5 Staten Island? Would they distribute it through -- through your watch -- your shift  
6 supervisor, or how does that -- how do you normally get memorandums from the  
7 office?

8 MR. RUSH: Normally? They either put it in an envelope with your name  
9 on it and it's picked up by the time clocks.

10 INVESTIGATOR 2: And then this is addressed to you individually, or it's  
11 addressed to the Barberi and then the Captain distributes it out?

12 MR. RUSH: Depends on the memorandum. ... going to the boat will  
13 have Ferry Boat Barberi, other they'll bunch envelopes together with your name on it, it  
14 goes to the boat, sometimes it goes to the dock office.

15 CHAIRMAN TURRELL: Can you perhaps describe a correspondence  
16 you received lately, just from your knowledge, from the ferries? What's the last thing  
17 you received from them in that fashion? An envelope to you. Do you recall a pension  
18 statement, maybe, or do you recall an announcement? Can you recall the last time  
19 you received some sort of correspondence from them?

20 MR. RUSH: Underneath my door in my apartment, the letters by hand  
21 from the ferry was the last I received.

22 CHAIRMAN TURRELL: But apart from that, in normal circumstances,  
23 memorandums of this sort, do you remember any sort --

24 MR. RUSH: With my name on it?

25 CHAIRMAN TURRELL: That you received in any fashion, whether

1 through the vessel, through the captain, individually?

2 MR. RUSH: The last one I received was the overtime -- not the  
3 overtime, I take that back -- the white sheet deficiency list.

4 CHAIRMAN TURRELL: I saw that on the bridge.

5 MR. RUSH: Yes, FD Barberi, and then I distribute on the boat. That's  
6 SOP. But it's not specifically me. The captain might grab it, the chief engineer might  
7 grab it and the engine gets their part, I get mine.

8 CHAIRMAN TURRELL: So who -- how does mail actually get delivered to  
9 vessel -- you're in these hot swaps, these hot shifts?

10 MR. RUSH: Generally the mail goes to the Staten Island dock office. If  
11 it's going to Whitehall, the terminal supervisor will generally hand the mail off to the  
12 mate or give it to the bridge man to give to the mate to deliver it to the Whitehall side.  
13 I mean some things, code of conduct, sexual harassment, --

14 CHAIRMAN TURRELL: Right, these are --

15 MR. RUSH: -- things that were distributed, those you actually had to  
16 sign for.

17 CHAIRMAN TURRELL: You did. Now were they coming from an Equal  
18 Opportunity Department or are they coming from the city or are they coming from the  
19 ferry's DOT?

20 MR. RUSH: I believe it was from the DOT, 40 ... Street.

21 CHAIRMAN TURRELL: So, let me --

22 MR. RUSH: You may have personnel department people, but it was  
23 Angela Bonjournio or one of the assignment officer types had to sign for it.

24 CHAIRMAN TURRELL: Okay. So let me back up a second. Certain  
25 things, like sexual harassment policies and other policies you did have to sign for.

1 MR. RUSH: Yes.

2 CHAIRMAN TURRELL: You don't recall ever signing for this document?

3 MR. RUSH: I don't recall.

4 MR. STEFANO: Do you recall ever having received any policies,  
5 statements, from upper management regarding ferry boat operations?

6 MR. RUSH: They were -- after 9/11, there was a policy in the event of a  
7 bomb scare, review of emergency procedures.

8 MR. STEFANO: Did you have to sign for them?

9 MR. RUSH: I don't recall, sir.

10 MR. STEFANO: Duties and responsibilities -- any changes in the policy  
11 or restatement of policy to what everyone's duties and responsibilities were in ferry  
12 operations for the crew members -- last time you received any written -- or verbal -- do  
13 you recall anything?

14 MR. RUSH: Verbal instructions?

15 MR. STEFANO: Not specific instructions -- policy --

16 MR. RUSH: I have been advised by port captains with specific  
17 instructions as far as, like considering the situation, like when it went code orange. Yes,  
18 received specific instructions, having the crew members check in, making sure  
19 everything is locked.

20 MR. STEFANO: But not in general -- general verbal or written  
21 instructions regarding company policies?

22 MR. RUSH: They come out periodically. You know, the sheets of  
23 paper.

24 MR. STEFANO: And it would have like duties and responsibilities?

25 MR. RUSH: To a certain degree, like they send notices to the boats to



1 be posted in the pilot house. They post memorandums on bulletin boards.  
2 Commissioner Alabano (ph) writes a lot of memos about parking, things of this sort. So  
3 I mean it's stuff that periodically --

4 MR. STEFANO: What I'm getting at is duties and responsibilities on the  
5 vessel of the crew members -- where and what they're supposed to be doing and at  
6 what time?

7 MR. RUSH: Yes, post 9/11 there's been an increase.

8 MR. STEFANO: But related to 9/11 emergencies.

9 MR. RUSH: Related to security.

10 MR. STEFANO: Related to emergencies, not related to every day  
11 normal operations?

12 MR. RUSH: I would say yes, related more to security.

13 MR. STEFANO: And when you were studying the operations manual  
14 that you were studying for the terminal supervisor --

15 MR. RUSH: Yes.

16 MR. STEFANO: -- position. Do you remember, when you were studying,  
17 just what it said, what that manual said about where the captain and the AC should  
18 be during the operation of the ferry? Was there something in that book?

19 MR. RUSH: To the best of my recollection, it's they're supposed to be  
20 together.

21 MR. STEFANO: Supposed to be together. And that's what that --

22 MR. RUSH: This is something that I read years ago.

23 MR. STEFANO: Years ago, and so to be by the book, as you said, by  
24 the book, they would be together, and if they weren't together, then they were  
25 contrary -- from what you were saying -- they would be contrary to what the book

1 said.

2 MR. RUSH: Yes.

3 CHRISTINE: Just a quick question. In regards to postings, have you  
4 ever seen this to be posted in any of the pilot houses?

5 MR. RUSH: When it first came out, I'm sure it was. I haven't seen it  
6 recently?

7 CHRISTINE: Are you sure?

8 MR. RUSH: I'm not -- I don't -- I'm quite sure, when something new  
9 comes out, it comes out and it lasts for a certain amount of time and then gets filed in  
10 a drawer or -

11 CHRISTINE: And do you understand that this exact SOP ... with  
12 everything worded just as is, or it could have been a more generalized job description  
13 list?

14 MR. RUSH: Uhm --

15 CHRISTINE: You want to take a look at it?

16 MR. RUSH: Sure. Would you rephrase the question or just repeat it  
17 please?

18 CHRISTINE: Do you understand that exactly the way it's written with  
19 that heading, or could it have been a more generalized job description list, a duty list  
20 of some sort? Or do you remember seeing that just as it is?

21 MR. RUSH: What you're saying is could this have been changed?

22 CHRISTINE: Yes.

23 MR. DUFFY: Does that look familiar to you? That you've seen it before  
24 or -- this document or something like it?

25 MR. RUSH: Yes, it came out after 9/11. Yes, I don't recall signing for

1 this. But it very well may have.

2 CHRISTINE: My second question is do you ever recall any port captains  
3 coming to the pilot houses at any time when you were under way? Either supervising  
4 or --

5 MR. RUSH: I distinctly recall, as I testified previously, that Captain Ecock  
6 had been -- they were changing the loading patterns in Whitehall, they were starting  
7 to allow lower level boarding and -- because of the construction, and he basically  
8 was going across every day to the evening rush hour, and he rode in the pilot house  
9 going across.

10 INVESTIGATOR 2: Did you ever see a port official riding at night, say at  
11 three in the morning?

12 MR. RUSH: When I worked the night boat? No, sir.

13 INVESTIGATOR 2: So the port officials only rode during day time?

14 MR. RUSH: Their working hours are during -- you know, reasonably  
15 normal working hours, not nine to five.

16 INVESTIGATOR 2: So the whole time you've been with the ferries, any  
17 time you've been on during off watch hours, let's say non-business hours, do you ever  
18 recall seeing a port official routinely riding the ferries?

19 MR. RUSH: Not routinely.

20 INVESTIGATOR 2: The civil service book that you referred to that you  
21 were studying, can you help us in any way or know where the title of book -- who may  
22 have had copies of this civil service study book, the study guide?

23 MR. RUSH: No, sir. It wasn't a study book, it was a compilation of  
24 department memorandum establishing procedures, job descriptions, another one  
25 had cold weather watch procedures, another one -- it was basically day to day

1 operations, year to -- some to the boat, but almost more to the port operations where  
2 they security -- pre 9/11 security, obviously -- cold weather watch procedures,  
3 manning scales for boats that put out passengers, and that was what that FTS test was  
4 based on.

5 INVESTIGATOR 2: Can you describe what it looked like? There was a  
6 table of contents perhaps, and then each one of these memos had a section number  
7 or something --

8 MR. RUSH: To the best of my knowledge, we're talking years ago, the  
9 book was -- had a white cover and you basically flipped through it. Maybe it was  
10 arranged by chronological order -- you know, we're going back I can't remember, but  
11 that was like the bible for the FTS's.

12 INVESTIGATOR 2: And when was the last time you think you may have  
13 seen that or some book like it?

14 MR. RUSH: Just prior to the FTS test.

15 INVESTIGATOR 2: Which was roughly how long ago?

16 MR. RUSH: Uh --

17 INVESTIGATOR 2: More than the last five years?

18 MR. RUSH: I think it was five years or better. But I can't be specific.

19 MR. STEFANO: Do you recall if there were any other similar study  
20 guides around that might have applied to the AC civil service test or the captain's civil  
21 service test?

22 MR. RUSH: Study guides?

23 MR. STEFANO: Yes, similar books that would be compiled, things that  
24 would apply to the AC exam or the Captain's exam?

25 MR. RUSH: No, sir.

1 CHAIRMAN TURRELL: Any more? Charles?

2 MR. COBB: Just one little quick thing. You have union meetings,  
3 correct?

4 MR. RUSH: Periodically.

5 MR. COBB: And how about company meetings, where it's mandatory  
6 that all off-duty mates or all off-duty captains or ACs attend?

7 MR. RUSH: No, sir.

8 MR. COBB: Nothing where they get everybody together officially and  
9 talk to you guys?

10 MR. RUSH: As far as?

11 MR. COBB: Just a general state of how things are going. Here's the  
12 response, just clarify positions, responsibility --

13 MR. RUSH: No, sir. They've had their sensitivity training --

14 MR. COBB: Is that where everybody gets together --

15 MR. RUSH: It's not everybody that's off duty. They call you in for  
16 overtime or replace you on your shift. When I say the CPR -- the defibrillator  
17 recertification was the most recent. They had the HazWhopper, which is the oil spill  
18 control team, which I think was last Friday. But that's people together for either  
19 overtime or you get replaced on your regular job.

20 MR. COBB: Okay, so they do have where the whole unit -- and those  
21 groups, are they usually like ten 12, 15 people?

22 MR. RUSH: Depending on the -- yes, the size of the group.

23 MR. COBB: Small groups or large groups? What is the norm?

24 MR. RUSH: The HazWhopper is large, maybe 20 people. The  
25 recertifying, everybody in that. The CPR one was the smaller because of the

1 limitations of what one instructor can do.

2 MR. COBB: Okay, that's all I have.

3 CHAIRMAN TURRELL: Do the ferries or the vessels have a safety  
4 meeting? Specifically whole announced safety meetings?

5 MR. RUSH: Whole announced?

6 CHAIRMAN TURRELL: Well, whoever will conduct a safety meeting with  
7 prior notice saying that at 1500 the crew of the Barberi or Staten Island ferry personnel  
8 will meet for a safety meeting, officially?

9 MR. RUSH: Officially, no. It's part of regular practice during the course  
10 of fire and boat drills. After they do the drill themselves, specifically on the Barberi, we  
11 have had safety meetings where everybody in the crew got together and discussed  
12 potential hazards, response --

13 CHAIRMAN TURRELL: So they do conduct safety meetings? On the  
14 vessel ... if you have safety meetings occasionally.

15 MR. RUSH: Yes, but as far as a safety meeting scheduled for -- we just  
16 incorporate them into our fire and boat drills.

17 CHAIRMAN TURRELL: So the people who were not there for the drill  
18 that day -

19 MR. RUSH: Miss it.

20 CHAIRMAN TURRELL: I have no other questions right now, Mr. Rush.  
21 Anyone else? I know you have an appointment now. Thank you. Acknowledge all  
22 this has been recorded.

23 MR. RUSH: I acknowledge.

24 CHAIRMAN TURRELL: And Mr. Duffy.

25 MR. DUFFY: Acknowledged.

1 CHAIRMAN TURRELL: Thank you.  
2 (Whereupon, the second interview of Mr. Robert Rush in the above  
3 captioned matter was adjourned.)