

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

-----x

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 :

:

INTERVIEW OF: :

:

JIM PARESE :

-----x

Office of Marine Safety  
NTSB

October 23, 2003

The above captioned interview was conducted, pursuant to notice.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

PROCEEDINGS

CHAIRMAN TURRELL: Good morning. This is Morgan Turrell. It's October 23rd. We're in the ferry office. It's 1:30. We're conducting an interview union representative, Jimmy Parese, and we'll start on my left introducing the group members.

MR. WOODY: I'm Bill Woody with the NTSB.

CHAIRMAN TURRELL: Christine.

CHRISTINE: Christine ..., Coast Guard Investigator.

MR. STEFANO: Nick Stefano, Special Agent, Coast Guard investigations.

MR. COBB: I'm Charles Cobb, marine investigations.

CAPTAIN RYAN: ... Staten Island Ferry.

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

MR. HARDY: Detective Anthony Hardy, NYPD.

CHAIRMAN TURRELL: And you, sir, Mr. Parese?

CAPTAIN PARESE: Jim Parese, Captain with the Staten Island ferry.

CHAIRMAN TURRELL: Spell your last name, please?

CAPTAIN PARESE: P-A-R-E-S-E.

CHAIRMAN TURRELL: And hold old are you, sir?

CAPTAIN PARESE: Forty-nine.

CHAIRMAN TURRELL: And you have a representative with you today, I would ask you to introduce yourself.

JIM: I am Jim ... from District Number 1, MEBA. I negotiate the Staten

1 Island ferry boat contract, and most of the inland harbor contracts in the New York  
2 area.

3 CHAIRMAN TURRELL: Do you know the rules of the NTSB and how we  
4 operate in the role of representing a person in an interview?

5 JIM: Yes, I do. I'm not representing him. I'm here to be with him as a  
6 union official, not a lawyer.

7 CHAIRMAN TURRELL: Okay, great. Thank you.

8 Okay, how long you have been an employee of the Staten Island  
9 ferry, sir?

10 CAPTAIN PARESE: I guess it's about 17 years. CHAIRMAN  
11 TURRELL: Where did you work before the ferries?

12 CAPTAIN PARESE: Governor's Island ferry.

13 CHAIRMAN TURRELL: And how long did you work there?

14 CAPTAIN PARESE: I worked there intermittently up until they closed, but  
15 I worked there permanently, like full time, I guess maybe two years, something like  
16 that. And prior to the permanent, I worked also intermittent. You know, I started  
17 intermittent, went permanent, then stayed intermittent.

18 CHAIRMAN TURRELL: And how did you enter the maritime business?  
19 What was your --

20 CAPTAIN PARESE: I went through a school down in Maryland called  
21 Harry Lumbard (ph) School. Then I started FIU school, and you go there three months  
22 and you get all the training you need to get started. You take your test for tank, then  
23 you take your test for life boat, and all you have to do is get the sea time and the load  
24 and unload and stuff like that.

25 They sent me down to Louisiana. I started working down there. I

1 worked for Four Gulf Transportation. I worked for National Marine Center. A few little  
2 in between -- I think I worked down there for approximately three years, something like  
3 that.

4 CHAIRMAN TURRELL: And you characterize that work in Louisiana as  
5 barge work or --

6 CAPTAIN PARESE: We did barge work, we also went to -- I'm trying to  
7 think -- A... Bay, and Corpus Christi.

8 CHAIRMAN TURRELL: And would you please describe from your time at  
9 the FIU School, your progress through the license ...

10 CAPTAIN PARESE: Well, when I got that sea time. I'm sorry -- you have  
11 to establish a program, and you go back to Harry Lomburg School, and you get paid  
12 \$125 a week -- you don't need money there because everything's self-sufficient.  
13 They've got a laundry, dinner, and they train you and you go for your license. That's  
14 when I got my first two licenses. I got a second class vessel operator, and inland and  
15 western rivers. And when I came home, I went to the Coast Guard here and I sat for  
16 my AB ticket.

17 CHAIRMAN TURRELL: I'm sorry, will you also recognize that you're being  
18 recorded. I'm sorry I forgot -- thank you.

19 Okay, so now you have your AB ticket, you're in New York, and --

20 CAPTAIN PARESE: I went back to work down there and they were  
21 supposed to start me steering but it never came about, but somebody told me to put  
22 in up here. So eventually I put in up here, but it was hard to get in the union. You  
23 have to do a thing called "ham and egging it". Like you went there and you worked,  
24 but they didn't pay you. They fed you. That's why they call "ham and egging". They  
25 wanted to see if you had experience.

1                   So I went on a barge. They needed a guy from before Christmas to  
2 after New Years, you know, nobody really wanted to work the holidays, so I jumped on  
3 it, and that's how I got in. I started working on the barge Rhode Island, and then the  
4 barge Connecticut, then I got laid off. Then they put me on their tug boat, and that  
5 was ...

6                   CHAIRMAN TURRELL: Okay.

7                   CAPTAIN PARESE: And I worked with them -- I don't really remember -- I  
8 think I worked with them for maybe two, two and a half years. I worked for other  
9 companies in between, like Staten Bush, Ride Now, just little things with the union, and  
10 then I worked some shore type job, then the Governor's Island job came up and I put  
11 in for that, and they called me as a deck hand. And you had an interview. The  
12 woman gave it to me because I was sick with pneumonia and I came in for the  
13 interview. She said anybody that wanted it that bad, she was glad. So I started as a  
14 deck hand and I worked up.

15                   There was an oiler job came up. And I put in for that because I had  
16 my tankerman's ticket. Then I was a tankerman deck hand. I worked full time as a  
17 tankerman -- I mean as an oiler, then I got called -- no, I was working intermittent there  
18 -- I got called for the Morgan as a deck hand, but my wife was pregnant at the time  
19 so I didn't have any job security so I was worried about it, so I worked there for two  
20 weeks, then I went back as a permanent oiler with Governor's Island.

21                   CHAIRMAN TURRELL: And at this point you're with the FIU still at this  
22 point?

23                   CAPTAIN PARESE: No. No.

24                   CHAIRMAN TURRELL: What point did you change -- which job required  
25 that change?

1 CAPTAIN PARESE: The Governor's Island.

2 CHAIRMAN TURRELL: Governor's Island.

3 CAPTAIN PARESE: The Moran one was 333. Then while I was there I  
4 had enough sea time to sit for my pilot's license, so I started taking all my pilot's and  
5 then there was a job opening with the ferry, and I came back as an Assistant Captain.  
6 That was in '86, I think.

7 CHAIRMAN TURRELL: Can you describe the Governor's Island ferry run,  
8 how different, how similar to Staten Island ferry?

9 CAPTAIN PARESE: It's pretty similar. It's just shorter. It's a shorter run. It's  
10 similar, you bring cars, it's a car-carrying passenger boat. You deal with the same  
11 currents over there, because you're on the East River. And that's actually where I  
12 learned how to steer. There was a retired captain from here, Lenny Tizzel (ph), and as I  
13 was an oiler and a deck hand there, I would go up there and steer it, and he would --  
14 he's the one who taught me how to dock.

15 CHAIRMAN TURRELL: Was that a formal training process or more of a  
16 mentor process.

17 CAPTAIN PARESE: No, it's just like you go up there --

18 CHAIRMAN TURRELL: You're interested and he shows you?

19 CAPTAIN PARESE: Yes.

20 CHAIRMAN TURRELL: What kind of a propulsion or steering system was  
21 that?

22 CAPTAIN PARESE: The same as the diesel boats here. They have a lot  
23 of diesel electrics.

24 CHAIRMAN TURRELL: Describe when you first started with the Staten  
25 Island ferry.

1 CAPTAIN PARESE: As far as what?

2 CHAIRMAN TURRELL: When you first started with the Staten Island ferry,  
3 the position you started out, the year.

4 CAPTAIN PARESE: I came here in December -- I'm pretty sure it's '86, or  
5 '85, one of the two. I think it was '86. I'm not sure.

6 CHAIRMAN TURRELL: Close enough.

7 CAPTAIN PARESE: But anyway, when I came here I was an outsider so  
8 nobody showed me anything, you know, I had to go with what I got from Governor's  
9 Island.

10 CHAIRMAN TURRELL: You started as a deck hand?

11 CAPTAIN PARESE: No, no. Here?

12 CHAIRMAN TURRELL: Yes.

13 CAPTAIN PARESE: No, I started as Assistant Captain. I came here for  
14 two weeks as a deck hand, prior to going to Governor's Island.

15 CHAIRMAN TURRELL: Okay, so you have your pilot's and they hired you  
16 as Assistant Captain?

17 CAPTAIN PARESE: Yes.

18 CHAIRMAN TURRELL: And you said basically you were an outsider and  
19 you were just sort of learning the ropes on your own.

20 CAPTAIN PARESE: Yes, there was one or two guys might give you a little  
21 input, but ... it's like they felt not being on the deck here I didn't work my way up. You  
22 know, I can't see the connection, but -- but there were a few guys who did give me a  
23 little inside into the -- what went on here. I learned things from watching people, and  
24 that's basically how you learn anything.

25 CHAIRMAN TURRELL: And how would you describe your current

1 position now? Now you've been here since '86 or so, what position do you hold now?

2 CAPTAIN PARESE: Captain. I'm a Captain. I became a Captain, I  
3 don't know, nine or ten years ago.

4 CHAIRMAN TURRELL: And what is your typical duty location? What is  
5 your job responsibilities?

6 CAPTAIN PARESE: My duty, 5:30 to 1:30, Monday to Thursday -- well,  
7 actually it's Monday to Wednesday, because Thursday is my union day.

8 CHAIRMAN TURRELL: 5:30 to 1:30?

9 CAPTAIN PARESE: Yes.

10 CHAIRMAN TURRELL: And that's weekdays?

11 CAPTAIN PARESE: Monday to Wednesday.

12 CHAIRMAN TURRELL: Monday to Wednesday. Any overtime?

13 CAPTAIN PARESE: They have a built-in overtime, where the Captain will  
14 come in a half hour early, so it's actually two o'clock. The deck hands come in six to  
15 two, I come in 5:30 to two.

16 CHAIRMAN TURRELL: And you also represent the other persons as a  
17 shop steward?

18 CAPTAIN PARESE: Yes, I represent the Captains, the Assistant Captains,  
19 Mates -- and we represent the engine room too, but there's also a shop steward for  
20 that, whoever is available.

21 CHAIRMAN TURRELL: As a shop steward, what would you describe  
22 would be your duties? What services do you provide to your colleagues?

23 CAPTAIN PARESE: I'm sort of like the go-between between them and  
24 management. I try to get, like I try to get training. I try to get better working  
25 conditions, stuff like that.



1 CHAIRMAN TURRELL: How long have you been shop steward?

2 CAPTAIN PARESE: Two years? Two years.

3 CHAIRMAN TURRELL: In those two years, would you consider yourself to  
4 be one of the senior Captains in the ferry?

5 CAPTAIN PARESE: I don't think so.

6 CHAIRMAN TURRELL: Middle? Do you feel you have a pretty good  
7 working relationship and conversation with all the different deck officers and mates --  
8 people that you represent?

9 CAPTAIN PARESE: Yes, pretty much.

10 CHAIRMAN TURRELL: Is there anyone perhaps that you're closer to, or -  
11 - not names, but you just have people that you're closer to than others?

12 CAPTAIN PARESE: What like groups? Yes, I have some friends that are  
13 deck hands, some friends that are Assistant Captains, some friends who are Captains.  
14 People in the engine room, I get along with.

15 CHAIRMAN TURRELL: And Captain Smith, when did you first meet him?

16 CAPTAIN PARESE: When I first came here. He was steering before I  
17 was.

18 CHAIRMAN TURRELL: And what was your impression of Captain Smith  
19 at that time?

20 CAPTAIN PARESE: He's a nice guy.

21 CHAIRMAN TURRELL: Do you recall the last time you saw Captain Smith  
22 prior to the accident?

23 CAPTAIN PARESE: Probably -- I don't know. He relieved us, but I can't  
24 remember when it was. It must have been -- because he wasn't on vacation, it had to  
25 be the week before. He comes up and relieves us.

1 CHAIRMAN TURRELL: You were working the Barberi that morning?

2 CAPTAIN PARESE: I was supposed to, but I was on a union day  
3 because ... that was a Wednesday, normally I take it on Thursday but you know, I can  
4 take it any day I want.

5 CHAIRMAN TURRELL: When was the first time you met Captain  
6 Gansas?

7 CAPTAIN PARESE: I don't know, he was a deck hand. I don't  
8 remember. It was on -- I can't remember. When he first came here, it had to be --  
9 how long has he been here -- Mike -- seven, 12 years?

10 CHAIRMAN TURRELL: Do you remember the last time you saw Captain  
11 Gansas prior to the accident?

12 CAPTAIN PARESE: It probably would have to be the same time I seen  
13 Smitty, because he was with -- he was working for Andy Covella -- he was his -- Andy  
14 was on vacation.

15 CHAIRMAN TURRELL: What was your impression of Captain Gansas?  
16 Working with him and being close to him?

17 CAPTAIN PARESE: He's like -- he's a clean cut person. You know, he  
18 don't curse, he don't go out getting drunk. He's very quiet, very family-oriented. He's  
19 talented as a boatman, very responsible, punctual. He's the kind of guy anybody  
20 would want to work with, under, or have work under you. You know, he's very  
21 responsible.

22 CHAIRMAN TURRELL: You have a social moment with Captain Gansas  
23 that you may have had -- just tell us a story about him that would tell us who he was?  
24 Birthday or baptism or anything like that.

25 CAPTAIN PARESE: The only thing I remember is that his wife used to

1 always -- before he got married, she would always cook for him, and he used to get  
2 these big plates and I used to always tease him, I said, just watch, when you get  
3 married that stuff's going to come to a screeching halt.

4 CHAIRMAN TURRELL: Did it?

5 CAPTAIN PARESE: Yes. Yes. One day after that, after he was married,  
6 he came out with a McDonald's bag, and I said, oh, where's all the gnocchi? And he  
7 just laughed.

8 CHAIRMAN TURRELL: He was a pretty good natured guy, then?

9 CAPTAIN PARESE: Yes.

10 CHAIRMAN TURRELL: Do you know if he had any hobbies?

11 CAPTAIN PARESE: He's a musician. He plays base. He plays guitar. I  
12 think he -- he plays a lot of instruments. He's a weight lifter.

13 CHAIRMAN TURRELL: Would you say he's in good physical shape?

14 CAPTAIN PARESE: Yes. I think his nickname is the "moose", some  
15 people call him that. He's a big guy.

16 CHAIRMAN TURRELL: How tall is he?

17 CAPTAIN PARESE: Oh, I don't know. He's taller than me, so has to be  
18 six-something. Maybe five, six-four.

19 CHAIRMAN TURRELL: Good physical condition, no medical complaints  
20 that you know of?

21 CAPTAIN RYAN: No. He's very, like health conscious. I know like he  
22 always took care of himself, watched what he ate.

23 CHAIRMAN TURRELL: Good shipmate?

24 CAPTAIN PARESE: Yes.

25 CHAIRMAN TURRELL: Now going back to Captain Smith. Do you recall

1 how tall Captain Smith is?

2 CAPTAIN PARESE: He's taller than me too, but I don't know.

3 CHAIRMAN TURRELL: Is he as tall as Captain Gansas?

4 CAPTAIN PARESE: I don't know. Maybe tall and skinny so he appears  
5 tall. But I think maybe Mike is taller. I guess he's five-eleven, maybe six foot, something  
6 like that.

7 CHAIRMAN TURRELL: Do you recall if he wears glasses?

8 CAPTAIN PARESE: Yes.

9 CHAIRMAN TURRELL: Can you tell us any story like you told us about  
10 Captain Gansas about Captain Smith?

11 CAPTAIN PARESE: I just bought a new motorcycle and Smitty had  
12 been interested in getting one, so he would always talk to me about that, but that's  
13 the only -- we never really talked that much about personal stuff, but that was one  
14 thing we always got together on. You know, we had gone to the same motorcycle --  
15 there's a course upstate. It's in Queens too. You don't have to take the road test. You  
16 go there for three days, you get the license. So he had gone and he kept -- in fact, he  
17 had gone before me, but he never bought a bike, so he kept hitting me up for a ride  
18 and stuff. But I know he's interested in riding.

19 I know he worked for -- I think he worked for Poling because we used  
20 to talk about like working outside when we used to work other places. In fact, he  
21 knew a Captain on Governor's Island, this guy -- what's his name? Mark. Mark Hanson  
22 -- he knew him. But Smitty was a nice guy, just pleasant. He kept to himself a little bit.

23 CHAIRMAN TURRELL: A Harley guy?

24 CAPTAIN PARESE: Yes, he wanted a Harley.

25 INVESTIGATOR 2: He worked for Poling?

1 CAPTAIN PARESE: Yes, I'm pretty sure he worked for Poling, on the  
2 tankers.

3 CHAIRMAN TURRELL: So how did the other crew members relate to  
4 Captain Smith?

5 CAPTAIN PARESE: They thought he was a nice guy. People bid with  
6 people, depending on their -- how they are, and Smitty would be somebody they  
7 would like to bid with. You know, in fact, he had people that bid there on a regular  
8 basis.

9 CHAIRMAN TURRELL: Did either Captain Gansas or Captain Smith ever  
10 relate a medical problem or condition to you?

11 CAPTAIN PARESE: No. Never. In fact I didn't even know he had -- you  
12 know, what the papers say, high blood pressure or whatever.

13 CHAIRMAN TURRELL: If a crew member had a mental problem or  
14 some sort of issue that wanted to talk to eventually get taken care of, do you recall of  
15 anything that the ferries operate to handle that?

16 CAPTAIN PARESE: They have a thing called EAP, but nobody really  
17 knows about it. It's something that you really have to be exposed to it to know about  
18 it. I think it's Employee's Assistance Program, something like that.

19 CHAIRMAN TURRELL: Then to your knowledge it's not really common  
20 knowledge in the fleet?

21 CAPTAIN PARESE: It's not that well known, no.

22 CHAIRMAN TURRELL: What about the MEBA (ph) -- is there an  
23 assistance program that provides confidential substance counseling?

24 CAPTAIN PARESE: I don't know of any. Jimmy might. Know of any?  
25 Not talking.

1 CHAIRMAN TURRELL: After the -- I'll just go to the day of the accident,  
2 just give a narrative of what you experienced that day.

3 CAPTAIN PARESE: I was actually at the dentist and I got a call that  
4 something happened. My wife called. Her friend's husband was on the boat. And  
5 she's calling me and she's hysterical, saying the boat's ... the boat's in the water,  
6 people are in the water and her husband .. in the water, and he's calling her on the  
7 cell phone. So you know, I'm saying how could he be caught in the water if he's  
8 talking on the cell phone? So I said let me call down there and try to find out.

9 So I called down, and I think I talked to Joey Ecock (ph) and he said  
10 the boat crashed and it's pretty bad, but it's in the slip. And as soon as I got finished at  
11 the dentist, I came down here, and on the way I got a call that the Captain had tried  
12 to kill himself. So that was my main reason for coming, I just wanted to be with the  
13 people, not that I thought someone was going to try to kill himself, but I just wanted to  
14 be there for the people. Because, you know, you get in an accident, you feel alone.

15 So when I got here, Mike -- Mike was on the boat and I asked Pat if he  
16 could get me on the boat so I could be with him, because then I found out that it was  
17 Smitty who had gone home and tried to kill himself. So Pat said, no, it's out of my  
18 hands, so me and somebody else went up to the upper deck on the ferry -- we call it  
19 the saloon deck -- and I seen Joey Ecock (ph) and the pilot, and I yelled to him, could  
20 I come up, and he brought me up. So from that time on, I was with Mike.

21 CHAIRMAN TURRELL: So do you recall roughly what time that was?

22 CAPTAIN PARESE: No. I don't even remember. It had to be -- had to  
23 be after four o'clock, something like that. My appointment was like 4:20, it had to be  
24 around five o'clock.

25 CHAIRMAN TURRELL: So you arrived just before five o'clock?

1                   CAPTAIN PARESE: I don't even know the time. I was just trying to guess,  
2 because I know my appointment was at 4:20, I got a cleaning, and I told them I had  
3 to get out of there.

4                   CHAIRMAN TURRELL: At the time when you first saw Mike Gansas, was  
5 the Coast Guard there?

6                   CAPTAIN PARESE: Yes, the Coast Guard was there, the cops were  
7 there, the port captain was there. There was a lot of people. In fact, I think it was the  
8 Coast Guard -- was the Coast Guard already ...

9                   CAPTAIN RYAN: When they ... was that when you came on board?

10                  CAPTAIN PARESE: No, it was after they had cleaned up all the stuff.  
11 What time was that? It was after that, though, because the guy was outside and he  
12 was putting a lot of his stuff away.

13                  CHAIRMAN TURRELL: When you first heard about Captain Smith, the  
14 news about him, did that take you by surprise?

15                  CAPTAIN PARESE: Yes.

16                  CHAIRMAN TURRELL: He's never talked about anything like that  
17 before?

18                  CAPTAIN PARESE: No. That's the thing that got me, you know. And  
19 when they said the Captain, I thought it was Mike, because the report was the  
20 Captain, and that would be the last person -- then I came down and they said it was  
21 the Assistant Captain. I could see him being distraught over something like that, but I  
22 can't figure trying to kill yourself. But understand, I was never in that position.

23                  CHAIRMAN TURRELL: Did you have the opportunity to be on the bridge  
24 with Captain Smith and with Captain Gansas and observe their boat handling  
25 capabilities?

1 CAPTAIN PARESE: Oh -- together or at any time?

2 CHAIRMAN TURRELL: Individually?

3 CAPTAIN PARESE: Oh, yes. Yes, plenty of times. Mike is ...

4 CHAIRMAN TURRELL: Can you describe his boat handling abilities?

5 CAPTAIN PARESE: He started -- he's probably one of the few AC's who  
6 could bring the boat in without touching on a consistent basis. You know, several get  
7 it, especially the Barberi class -- the Barberi class you can do it, but you have to be on  
8 top of it, and he, like, kind of prided himself on being able to do that. You know, he's  
9 very conscientious and he likes to sail her the best he could.

10 CHAIRMAN TURRELL: And Captain Smith?

11 CAPTAIN PARESE: Smitty was steering before I was, so he was good on  
12 the car boats, he was good on the Barberi class. He's had more time than me, so --  
13 and as far as his boat handling, I don't know of really any actions he had, as far as  
14 boat mishaps.

15 CHAIRMAN TURRELL: Do you recall if Captain Gansas preferred the  
16 Barberi class over others?

17 CAPTAIN PARESE: I -- he liked the Barberi, you know, because it's a  
18 maneuverable boat, but he also liked the car boat because it was like a real boat. I  
19 mean steering it, like with the Barberi, it doesn't matter what the tide's doing stuff like  
20 that. You could put it in no matter what. The car boat you have to be on top of it all  
21 the time. So he liked that because it takes more to be better on the car boat than on  
22 the Barberi, so he liked that. He became good on it.

23 CHAIRMAN TURRELL: And Captain Smith, did he express a preference?

24 CAPTAIN PARESE: He preferred a lot, like he would bid boats for the  
25 time he wanted off, and that's basically what most people do.



1                   CHAIRMAN TURRELL: You said the Barberi class could be put in the slip  
2 regardless of conditions.

3                   CAPTAIN PARESE: Yes.

4                   CHAIRMAN TURRELL: Have you ever had a moment where the wind or  
5 tide caused a problem for you.

6                   CAPTAIN PARESE: With the Barberi class?

7                   CHAIRMAN TURRELL: In the Barberi class.

8                   CAPTAIN PARESE: The wind -- it has a big sail area, so you really have  
9 to be on top of it, as far as the wind, more so than -- I think the wind affects it more  
10 than the car boat. But the car boat you could only steer the stern. But if you shaped it  
11 up properly, you still could get in. The Barberi, you have the forward -- you could steer  
12 with all ends, so you could walk into anything, but you have to be on top of it.

13                  CHAIRMAN TURRELL: Was there ever an instance where you made an  
14 approach and had to stop and make another approach on the Barberi class?

15                  CAPTAIN PARESE: (Inaudible)

16                  CHAIRMAN TURRELL: Do you recall anyone else making a missed  
17 approach on the Barberi class?

18                  CAPTAIN PARESE: I guess you could. I think usually it's people when  
19 they're first getting used to the boat. A lot of people try not to use that boat -- like  
20 older people, when I first went there, tried not to use the bow, they continued as on a  
21 car boat, so they tried to steer that boat, but you can't. It doesn't steer like a car boat.  
22 The way that the boat ... that it actually pivots in the middle rather than like a  
23 conventional boat, so you have to use the bow. But when people are learning on  
24 those boats, I could see, yes, they could miss the approach.

25                  CHAIRMAN TURRELL: Do you know if Captain Smith ever made a

1 missed approach?

2 CAPTAIN PARESE: Not that I know of.

3 CHAIRMAN TURRELL: Now, can you take us through the process -- here  
4 you're a Captain with a lot of experience, and you're arriving here. Your experience  
5 here, coming to Staten Island, can you tell us the process -- you're in the middle of  
6 transit, coming in. What do you do in real life? What happens? If you're the  
7 commanding officer.

8 CAPTAIN PARESE: If I'm scared?

9 CHAIRMAN TURRELL: Not scared, nothing's happened.

10 CAPTAIN PARESE: Okay, when you're getting ready to dock?

11 CHAIRMAN TURRELL: Just the approach, the whole -- start out at the  
12 KV buoy.

13 CAPTAIN PARESE: Okay, you would -- first you pull your off your hand a  
14 little bit, because if you pull back you pitch -- you'll overspeed. A lot of boats used to  
15 be able to overspeed if you pulled it back too fast or something, so you'd pull back  
16 the RPMs. So when you pull back the pitch, they'll come back up again. So I would  
17 normally bring it back to 100. As I got off the ... bring it back to 50, and then you  
18 would just judge your current, your wind, your speed. If you're going too fast, you  
19 bring it back to 25. And then if you need a bow wheel, you would put it on. And then  
20 you would work it with the stern wheel. But on that boat you could actually walk the  
21 boat sideways, you know. So if there's current, you could put the bow into the current  
22 and then just steer with your stern and then you won't fall off -- you could walk it -- it  
23 would actually be moving like this, but going on a straight line.

24 And then as you get closer, you take your bow wheel off, you take  
25 your stern wheel off, and you stop and put it back when you have to.

1 CHAIRMAN TURRELL: Now going back to the KV buoy, how many  
2 people are on the bridge at this point?

3 CAPTAIN PARESE: It all depends. If it's zero visibility, there'll probably be  
4 three. In clear weather, and if you have a good AC, it could be the AC and the  
5 lookout, after the lookout goes down, it could be the AC.

6 CHAIRMAN TURRELL: So it's not uncommon for the AC to be observed  
7 driving the approach by himself?

8 CAPTAIN PARESE: No.

9 CHAIRMAN TURRELL: At what point does the AV go down there?

10 CAPTAIN PARESE: The lookout? He's supposed to wait, technically, for  
11 the bridge deck hand to come up and make the announcement. The bridge deck  
12 hand comes up, makes the announcement, and then he's there for the AC. And  
13 there when the boat docks, then he goes down, cleans the deck.

14 CHAIRMAN TURRELL: So the bridge AV goes down when the other AV  
15 has to make the announcement.

16 CAPTAIN PARESE: Right. Not the bridge -- the lookout. The lookout  
17 could be any deck hand on the boat. Actually we rotate them. Because they kind of  
18 complain because sitting there for an hour, it's torture.

19 CHAIRMAN TURRELL: So they rotate each trip, they do it, each one  
20 does a different lookout.

21 CAPTAIN PARESE: Yes.

22 CHAIRMAN TURRELL: So the lookout goes down when the other AV  
23 comes up to make an announcement.

24 CAPTAIN PARESE: It's supposed to be that way. It's not always done. I  
25 can't say that's a standard procedure. It's supposed to be that way.

1                   CHAIRMAN TURRELL: Can you just, in your own words, say what that  
2 announcement would be that he would make?

3                   CAPTAIN PARESE: It tells the approach to Staten Island, what slip you're  
4 going in, to throw all your garbage in the receptacles, stay off all ramps and stairways  
5 when the boat is docking, because that kind of covers us. Because people stand up  
6 on the stairs, the boat bounces, they fall down the stairs, and then they say you didn't  
7 make an announcement. So you've got to tell everybody not to go on -- you also tell  
8 them what slip because blind people come on and they've got to know which way to  
9 turn when they get off the boat.

10                  CHAIRMAN TURRELL: So around this time, you throttle back and you  
11 make your approach. And when you're actually between the racks and you're  
12 hooking up, what type of propulsion are you adding to the vessel? Are you pushing  
13 in?

14                  CAPTAIN PARESE: Yes, you're working in. You can put some rudder on  
15 too because the boat sometimes tends to cut, depending on the tide, depending on  
16 the wind, so you have to be on top of it. Especially windy conditions, it will keep  
17 setting in and if it sets too much you'll pop the hook.

18                  CHAIRMAN TURRELL: So if you're underway in your transit and the wind  
19 and the current, in this case, is out of the west, and that day it sounds like it was pretty  
20 heavy, how much, in your experience, how much counter rudder, if you will, or  
21 counter force, have you ever had -- what's the most you've ever had to use?

22                  CAPTAIN PARESE: I can't -- I don't know. I wouldn't know an exact  
23 amount of rudder. Because normally --

24                  CHAIRMAN TURRELL: Not only the rudder of course, but the pitch.

25                  CAPTAIN PARESE: Yes, but normally you don't -- like when you're going

1 up and down, it's not always like you pay attention to a course, like degrees or stuff  
2 like that. You know, especially in clear weather. When you're in fog, yes, because  
3 you've got to know if you're going off, if your radar is giving you true reading. So in  
4 clear weather, you're just doing it by dead reckoning. You see you get south, you  
5 come over a little bit. Once you get you're where you're supposed to be, you'll take a  
6 little off. But generally, on that boat, it tends to walk, you know, based on the location  
7 of the blade, it'll tend to walk -- I believe to the right.

8 CHAIRMAN TURRELL: The boat's normal tendency is to the right?

9 CAPTAIN PARESE: I'm pretty sure it's to the right, right?

10 CAPTAIN RYAN: Going to New York.

11 CAPTAIN PARESE: Yes.

12 CHAIRMAN TURRELL: Oh, going to Staten Island, which direction would  
13 it go then? The right too?

14 CAPTAIN PARESE: I would guess it would be the opposite. I'm just been  
15 steering here in New York so long that I know I've got to put the pitch up. But it's got to  
16 do with the rotation of the blade.

17 CHAIRMAN TURRELL: So it would tend to go towards the -- and this is  
18 just the natural counter forces due to the propulsion system?

19 CAPTAIN PARESE: Yes, I forget what they call it.

20 CAPTAIN RYAN: ... somewhere between 20 and 25 degrees with the  
21 steering sideways.

22 CAPTAIN PARESE: Actually, on the orphan class, which is a similar  
23 propulsion, they have like a little -- what is that, like a little plaque, and it has like a  
24 needle indicator. They suggest you keep like a little bit of pitch on the bow wheel in  
25 order to keep it straight. But we don't tend to do it on the bigger boats.

1 CHAIRMAN TURRELL: In your experience, how much -- I guess this is  
2 really ... if left alone, without that counter rudder, I get the impression you're sort of -- it's  
3 so automatic, the operator, you really don't pay much attention.

4 CAPTAIN PARESE: No, only in bad weather you do because you don't  
5 want to keep steering right and left, and right and left, and right and left.

6 CHAIRMAN TURRELL: You're automatically factoring that --

7 CAPTAIN PARESE: When you see it, yes.

8 CHAIRMAN TURRELL: So if you weren't -- if for some reason you were  
9 incapacitated and you weren't making that correction, the boat when heading into  
10 Staten Island, would move to the Brooklyn --

11 CAPTAIN PARESE: Yes, because on the little boat it has that needle,  
12 and they want you to put bow wheel to the right.

13 CHAIRMAN TURRELL: Have you ever had a chance to see what that is,  
14 and just kind of leave the vessel and let it travel a little bit and see what it'll do?

15 CAPTAIN PARESE: We steer it -- what the big boat?

16 CHAIRMAN TURRELL: Yes.

17 CAPTAIN PARESE: Yes, it doesn't do it that much on the big boat. That  
18 big boat wasn't specifically designed for that propulsion, I believe. I think that was like  
19 an afterthought. The little boats have the hulls designed for that propulsion. So they  
20 steer a little better.

21 CHAIRMAN TURRELL: The counter rotation force, do you recall would it  
22 be greater when at full RPMs -- at 700 RPMs or 750?

23 CAPTAIN PARESE: Yes. Because those blades fit on a giant table, and  
24 it's constantly spinning. It has that -- I can't think of that word for it -- what's like it, it's like  
25 a -- something you spin. I know it happens on a car too -- but it does walk. In fact,

1 even when you lose power, it tends to fall off to one side.

2 CHAIRMAN TURRELL: In calm conditions.

3 CAPTAIN PARESE: Oh, yes, no matter what. If you lose power, it goes.  
4 But I think that's because the blade stops.

5 CAPTAIN RYAN: A neutral pitch, it's -- there's no pitch on the blade,  
6 they're still counter rotating, make the boat want twist.

7 CAPTAIN PARESE: Yes, the tables are always there unless they  
8 disengage a coupling -- a coupling that will take that rotation out.

9 CHAIRMAN TURRELL: I'll give the members a chance to ask some  
10 questions.

11 MR. WOODY: I understand -- you were saying the -- I want to say  
12 policy -- about the Captain and the Assistant Captain being together in the pilot  
13 house or --

14 CAPTAIN PARESE: Well, until recently, until this accident, we really  
15 didn't have -- the policy normally was -- the official policy or what we normally do?

16 MR. WOODY: I'd like to have them both, please.

17 CAPTAIN PARESE: Okay, the official policy we weren't really sure of,  
18 because we were just taught by other people, and you normally, if you were a  
19 Captain, and there was an AC on the other side that was inexperienced, you would  
20 go over there and you would be with him. But once you felt confident -- felt that he  
21 was competent and you could trust him, you -- if there was a reason for you to go, like  
22 down for some reason or to do something, you could trust him. But you had to assure  
23 yourself that he was competent to dock. It was like a personal preference.

24 Like some people feel comfortable with other people, some people  
25 don't. And Smitty was a Captain, so he was competent in both ends. So if you had a

1 Captain working with you, you felt more confident because you know, this guy could  
2 do both jobs, and he was well competent as far as docking.

3 MR. WOODY: What about fog?

4 CAPTAIN PARESE: Fog, yes, there's two people. You have to, because  
5 you're in the radar. But, I've learned -- when I first came here I was an AC and there  
6 was times I didn't have a Captain, but that was the old times. Some guys just didn't ...  
7 the Captain's say that, you know, there were some people that were like that, like you  
8 were strictly on your own.

9 But you know, fog, snow, screen squall, he would be there, because  
10 you have to -- especially due to the fact you can't -- it's hard to keep looking up at the  
11 radar and keeping your course straight. It can be done but it makes the job very  
12 difficult. So it's easier to have somebody watch the radar, somebody watch the  
13 steering. One guy would answer the radio -- especially on those boats. Because if  
14 you're steering a straight course on a Barberi class, you pick up the radio for a minute,  
15 you start talking, and all of a sudden you're walking and you've got to get it back, and  
16 it's hard.

17 MR. WOODY: But as far as the official policy, that would be something  
18 you've learned from somebody else?

19 CAPTAIN PARESE: Yes, whatever people teach you, and basically it  
20 was like that. Until they could trust you, they would be there with you.

21 MR. WOODY: And is there any kind of a standard operating  
22 procedure, any instructions, book of instructions that would contain this, let you know --

23 CAPTAIN PARESE: Well, we weren't aware -- we just got one two days  
24 ago, but -- a standard operating procedure -- but I had never seen that before. We  
25 would get some directives as far as job descriptions, but that was mainly put out



1 because -- like it was for the union's benefit, because the deck hands used to come  
2 on and then they'd go on a different boat and they'd complain, oh, I don't have to  
3 clean the bathrooms. No, he does. So it would prevent like squabbles, basically. It  
4 was more for the deck hands and the crew.

5 But as far as having anything say that I, as a Captain, have to be in  
6 the pilot house, I've never seen it, and I've been here 17 years. In fact, two people  
7 came up to me yesterday and said, this is the first time I've seen this, that standard  
8 operating procedure. You know, one guy was there seven years, and the other guy  
9 was there 12 years.

10 MR. WOODY: Seen it, you mean a piece of paper came in a book  
11 that --

12 CAPTAIN PARESE: A little thing, a little pamphlet -- no, like a couple  
13 pages put together. There was one guy was there 12 years, he said, that's the first time  
14 I see it, and another guy was there seven years. And I'm there 17 years.

15 MR. WOODY: Now, when you bid the job, when you've got a job with  
16 the Staten Island ferries, you had experience with the Governor's Island ferry, when you  
17 came on to the boat, did you get anyone to give you a check ride to make sure you  
18 knew how to steer the boat, or procedures were -- or did you have some rides or --

19 CAPTAIN PARESE: It depends. When I came here, being as I was an  
20 outsider, they stuck me on the boat with -- actually it was Smitty and this guy Joe ...,  
21 and I think I had a day there, and then I had a day on another boat and that was it, I  
22 was free. And that was it. But that's not always given to you.

23 MR. WOODY: Was that all the runs that one day that you were under --

24 CAPTAIN PARESE: They just let you dock -- you're just docking.

25 CAPTAIN RYAN: Jim's unusual in that. I mean he's -- like he came from

1 Governor's Island over to the Staten Island ferry. Most guys, especially in the deck  
2 department, they work their way up. In the engine department they had ... chief  
3 engineers for a while, but even now, even the engineers are kind of working their way  
4 up too. So Jim -- he's not the exception, but he's definitely wasn't the usual way of  
5 working his way up.

6 CAPTAIN PARESE: As far as the usual way, like a deck hand would get  
7 his license, and he would come up and like in between his watch and something like  
8 that, and when there was an opening, they would use him. They had times when in  
9 an emergency, they'll just jump him up to AC. Same thing with the mates. And you  
10 know, a lot of times you, as Captain, would be doing the teaching while he's working.  
11 But there's no formal tutoring or -- you wing it.

12 MR. WOODY: I see. I think that's all the questions I have. Later I'd like  
13 to ask about health, but later.

14 CHAIRMAN TURRELL: Christine?

15 CHRISTINE: No questions.

16 CHAIRMAN TURRELL: Nick?

17 MR. STEFANO: Yes, Jim, if we were to speak to all the other Captains  
18 and ACs, would they basically agree with this -- you're saying the Captain has the  
19 discretion, once he feels he can trust the performance of the AC, that he could leave  
20 him alone in the pilot house?

21 CAPTAIN PARESE: Well, I don't want to speak for everybody, but I  
22 would say -- I don't want to be the one that speaks for them, but I would say if you  
23 asked them -

24 MR. STEFANO: I understand, but what do you think -- do you think  
25 would they be in agreement with you? Would they agree with what you just said?

1 CAPTAIN PARESE: I think so, yes.

2 MR. STEFANO: ... since you started out as an AC and then a Captain.

3 CAPTAIN PARESE: Yes.

4 MR. STEFANO: So you've been around long enough to --

5 CAPTAIN PARESE: I would say so. But you'd have to ask them  
6 personally, because I can't speak for everybody, but I know as I came up, that's what  
7 I've seen.

8 MR. STEFANO: And another question I had, if the deck hands -- the  
9 deck hands and the lookout, and the other one who makes the announcement, in  
10 the event that something happens to the AC or the Captain, would they -- would you  
11 allow them to jump in and steer the boat?

12 CAPTAIN PARESE: They -- most of them don't have any like formal  
13 training. There are some people who are interested and yes, you will let them steer  
14 once in a while. Maybe just for markers, but I don't think they -- I think it would be hard  
15 for them to cross that line because, you know, it's outside their realm. You know, they  
16 cross it, they're making a big thing. If you've seen the guy passed out, I guess they  
17 would have to make that choice, but it's like a big jump for them. They're not -- won't  
18 be qualified, I think they would maybe try to pick up the phone and call somebody, to  
19 get somebody there.

20 Because what I -- when I broke in here, I was only told the lookout is  
21 there because of a Coast Guard law, and -- but it was also in case something  
22 happened to the Captain, they could call somebody. That's what I learned. And  
23 that's what I was told through the years.

24 MR. STEFANO: That's about all they could do was call for help? You  
25 couldn't rely on them to jump in in the Captain's or AC's place?

1 CAPTAIN PARESE: Right. No, I don't think so. I don't think they've ever  
2 been told they would have to, and I don't -- it's a big thing, you know.

3 MR. STEFANO: But right now, with what happened, with the accident,  
4 what would you say now.

5 CAPTAIN PARESE: Oh, I think they should. I think they should be  
6 trained. I mean somebody -- if they were there they could have pulled the throttles  
7 back or -- but you've got to actually know how to handle the boat. You know, it's not  
8 just something, in case of accidents pull this back. I mean there's a lot to do with that  
9 boat. You've got to actually know how to maneuver that boat in order, if there was  
10 an accident. It's not just going to take pull this back and everything will be fine. Know  
11 what I mean. You'd have to train them almost like an AC. They'd have to be trained  
12 to fully handle that boat.

13 MR. STEFANO: Or just have both Captains in the pilot house.

14 CAPTAIN PARESE: If that was the policy, yes.

15 MR. STEFANO: What else would the Captain be doing on the transit?

16 CAPTAIN PARESE: There's times when the Captain has to leave the  
17 pilot house. There were times when we would -- there was a Captain suspended here,  
18 without leaving the pilot house to take a drug test while the boat was underway. So  
19 does that go along with the two having to be there? There are times when we're  
20 called down from the pilot house to go move our cars in the terminal. In order to do  
21 that, you have to leave the pilot house early because of all the people, go down, go  
22 run off the boat, and go move your car.

23 MR. STEFANO: That's when the boat's tied up by then.

24 CAPTAIN PARESE: No, no, it ain't. No.

25 MR. STEFANO: No?

1                   CAPTAIN PARESE: No, it ain't. You have to go down early, because  
2 you have to go three decks down, two people and get to the dock, get to the deck,  
3 and when the boat hits the dock, you go run to your car and go move it. Or you have  
4 to go out and -- like the port office wanted to talk to you. And if you go late, the  
5 boat's going to be late. There's times they call you, knowing you have to move your  
6 car. How are you going to move your car?

7                   There's times people knock on the door. There's nobody down below,  
8 there's a fight down there. I would go down and look to see where the crew was, see  
9 what the problem was. There's plenty of things.

10                  There was a Coast Guard officer came on once, there was somebody  
11 smoking on the car deck. And he came up to the Captain and told him, there's  
12 somebody smoking on the deck. The Captain said, look, I navigate the boat. He said,  
13 you're responsible for everything that goes on on this boat. And isn't that true?

14                  MR. STEFANO: Well, wouldn't the mate handle situation like that so the  
15 Captain --

16                  CAPTAIN PARESE: Sometimes, sometimes no. He may be busy  
17 somewhere else. And you being responsible for everything going on there, you should  
18 make rounds through the boat. There's a lot of things that go on on those boats. It's  
19 not just -- there's shootings, there's stabbings, there's riots -- there's everything going on  
20 there. And it's not always -- it's actually a judgement call. It's actually a judgement  
21 call by the Captain.

22                  There's times on the car boat you have to go to the bathroom. The  
23 bathroom is in the center house. What are you supposed to do? You know, as you're  
24 getting older you can't always wait until you get there. I mean you know yourself as  
25 the Coast Guard, the Coast Guard doesn't prescribe that the Captain has to be there.

1 If there's a competent officer there, and he was a Captain, you wouldn't feel safe to  
2 go down and just take care of some other business if it was necessary? He's  
3 accountable for everything that happens on the boat.

4 You know, there's a lot of responsibility put on him and we get held  
5 accountable for everything that happens. Sure, there was a major accident, but you  
6 know, it could have happened to anybody. Could have happened to anybody. And  
7 right now, we don't know if the Captain wasn't there. We just assume that. I saw Mike  
8 --

9 JIM: He's just asking the question.

10 CAPTAIN PARESE: Okay. I know both of these people, they're very  
11 responsible, and I know I've left the pilot house for certain reasons, for reasons that I  
12 felt necessary, and I would only leave if I felt it was safe to leave the pilot. I wouldn't  
13 leave an inexperienced AC that can't steer the boat or can't dock the boat to go do  
14 something else, because that would be more important. But if I felt he was there and I  
15 felt he was competent, I would go do whatever I had to do.

16 MR. STEFANO: Will you take one more question?

17 CAPTAIN PARESE: Sure.

18 MR. STEFANO: When was the first time you saw this?

19 CAPTAIN PARESE: This is it -- yesterday.

20 MR. STEFANO: Yesterday?

21 CAPTAIN PARESE: Yes. Not yesterday, day before -- day before  
22 yesterday.

23 MR. STEFANO: When -- October -- what's today?

24 CHRISTINE: Twenty second.

25 MR. STEFANO: So that would be the 21st. Today's the 23rd.

1                   CAPTAIN PARESE: Actually they say that's based on some other stuff,  
2 like taken from those directives that were job descriptions or something, is that where it  
3 came from? I don't know.

4                   CAPTAIN RYAN: The 1987 directives that you said -- several years ...  
5 constructing that SOP, you've had for several years?

6                   CAPTAIN PARESE: Right, you said. But it wasn't a standard operating  
7 procedure, and it wasn't all these job descriptions.

8                   CAPTAIN RYAN: Read it again.

9                   CAPTAIN PARESE: I told you. It was never called standard operating  
10 procedures, it was job descriptions.

11                  CAPTAIN RYAN: What was it called?

12                  CAPTAIN PARESE: Job descriptions.

13                  CAPTAIN RYAN: Who's responsibility? The Captain's, the Assistant  
14 Captains --

15                  CAPTAIN PARESE: Job descriptions.

16                  CAPTAIN RYAN: -- the deck hands? While the boat is underway,  
17 preparing to dock, docking, how do you do it?

18                  CAPTAIN PARESE: And I show you that that directive said the Captain  
19 never had to be in there at all times. It said when docking, and you said yourself that  
20 you know there was times you left the pilot house when you were Captain. Is that not  
21 right?

22                  CAPTAIN RYAN: ... don't say it wasn't a policy.

23                  CAPTAIN PARESE: It was never a policy. Was it ever enforced?

24                  CAPTAIN RYAN: Yes.

25                  CAPTAIN PARESE: When? When was somebody penalized for leaving

1 the pilot house?

2 CAPTAIN RYAN: We're not going there now.

3 JIM: I just don't want to --

4 CAPTAIN PARESE: Yeah. This thing was put out two days ago as a  
5 standard operating procedure. You could ask anybody down here. In fact, some of  
6 it was incorrect because they had the job and the job description for the wrong --

7 JIM: They're just trying to find how it was.

8 CAPTAIN PARESE: Yes, I know, but he's trying to say it was -- it's not all of  
9 that. And the directive was just put out as job descriptions because of people were  
10 complaining about what was their specific job. It wasn't as far as where the Captain  
11 has to be. That was never a problem, Pat. It was never an issue.

12 MR. STEFANO: Oh, I'm done.

13 CHAIRMAN TURRELL: You want to take a break for a minute?

14 CAPTAIN PARESE: I'm okay.

15 CHAIRMAN TURRELL: Okay, Chuck, go ahead.

16 MR. COBB: The only thing that I really want to know is your relationship,  
17 in incidents like this, that the union has with the people. We know we had a little bit of  
18 a difficulty down there, like the bridge incident and is that a normal type, that the  
19 union representative would be there advising the people that the Coast Guard and  
20 the police department is trying to ask, and they go I think this is what happened and  
21 not say anything?

22 CAPTAIN PARESE: We didn't -- we didn't advise him to stop answering.  
23 We kept telling you that his lawyer was coming and the guy was in an emotional  
24 moment. He had just got into a serious accident, and you even said to him, do you  
25 know if this was the first time a casualty was down there and people got killed? And



1 you seen his reaction, and you seen me going like this to you. But that's why I didn't  
2 want him answering.

3 I even told you, I said, we're not trying to hamper nothing. We're not  
4 trying to make you get the truth. We're worried about this guy's well being. You just --  
5 there was an AC went home and tried to kill himself. All we were worried about was  
6 he getting medical attention and having someone there so that he felt competent to  
7 answer your questions. We didn't do anything to affect you or the police. The police  
8 were with us at all times. The police took this guy to that hospital. We didn't. We had  
9 no influence.

10 MR. COBB: With not even talking about Gansas, talking about some of  
11 the mates that we were trying to talk to initially and the other union representative was  
12 advising them that you don't have to talk to these people, we can get you a lawyer.  
13 Our lawyer's on the way from -- from New Orleans. Don't talk to these people. And  
14 you know, that's not --

15 CAPTAIN PARESE: But that wasn't me, right?

16 MR. COBB: No, I'm not -- I'm just saying -- not you. And you are correct  
17 in that. It was apparent that Mr. Gansas was getting upset, we did say -- and actually  
18 at that point we just backed off.

19 CAPTAIN PARESE: Yes.

20 MR. COBB: But it was talking six, seven hours into this by this point.

21 CAPTAIN PARESE: But when I got there, my concern was his welfare,  
22 and that's all I did, was try to get him help. I never tried to hamper you or the police.

23 MR. COBB: It's generally not the union's --

24 CAPTAIN PARESE: No. No.

25 MR. COBB: -- to give them any type of legal advice like that?

1 MR. COBB: I didn't give him legal advice.

2 MR. COBB: No, or advise him that it's not in his best interest to speak to  
3 us.

4 CAPTAIN PARESE: I didn't give him that. I never did. I only suggested  
5 to you that his lawyer was on the way, remember? That's all I said.

6 MR. COBB: Okay, so for you. But generally that would be -- the union  
7 would not be coaching a member -- the mariners to not?

8 CAPTAIN PARESE: I don't know if they did. You're saying that they did.  
9 I didn't say that.

10 MR. COBB: No. Good point. Generally.

11 CAPTAIN PARESE: I was there as a union member and his friend. That's  
12 what I was there for. And I was worried about his welfare. And you could see that's all  
13 I did.

14 MR. COBB: Okay. Yes.

15 CAPTAIN PARESE: I even tried to protect him from knowing that 15 -- at  
16 that time -- 15 people died. And when he was told that, that's when he got really  
17 upset and that's when a bunch of people said this guy's got to go to the hospital. And  
18 I asked the detective, he said alright if he could go to the hospital, and they said sure,  
19 we'll even get an ambulance. And they said no, we'll take him. I don't remember  
20 seeing you when we were walking down the steps out. I didn't even know you were  
21 there.

22 MR. COBB: That was the first time I had seen you when you went out  
23 the back.

24 CAPTAIN PARESE: That's right. I said we're going to the hospital. We'll  
25 be back. I didn't even know you were there. So it wasn't like I was trying to pull him

1 away from you. I knew he was urine tested, so I knew he was okay, it wasn't like we  
2 were trying to prevent him from tests -- no he was alcohol testing. And all the time he  
3 was in the hospital he had to pee, and he waited 'til we got back to the police station,  
4 and I kept calling -- I called the Port Office. I said, Mike is kind of -- is the drug test guy  
5 coming because he -- they want to take him to the hospital. And so, he's got to go to  
6 the hospital, take him. And that's what we did. I don't remember ever doing anything  
7 to interfere with anybody.

8 MR. COBB: Generally, I guess, just so you know it's not directed at you.  
9 It's while you were gone with Mr. Gansas that we were trying to talk to -- at the drug  
10 testers, and we were being pretty much steered clear of trying to talk to the folks.

11 CAPTAIN PARESE: I thought the guys got interviewed.

12 MR. COBB: Every guy did not get interviewed that night by the Coast  
13 Guard. The NYPD, they were able to take and put as many detectives as they saw  
14 that; the union rep said they could leave after the urinalysis and --

15 CAPTAIN PARESE: I didn't see it that way. I was there. I didn't see it  
16 that way at all.

17 MR. COBB: Well, I'm not going to argue with you here.

18 CAPTAIN PARESE: No, it's just I was there and I saw every guy get  
19 interviewed that the guy was sitting in the chair and they'd talk to him -- I don't know  
20 who was going in the chair, but he was talking to them.

21 CHAIRMAN TURRELL: Detective?

22 MR. HARDY: Are you okay?

23 CAPTAIN PARESE: Go ahead, I'm okay.

24 MR. HARDY: Getting back to the SOP, that's the first time you've seen  
25 that in 17 years?

1 CAPTAIN PARESE: In this form.

2 MR. HARDY: In that form.

3 CAPTAIN PARESE: And I only said that I believe that that was made up  
4 from some of the directives. So, you know, he's saying that I --

5 MR. HARDY: Since the accident.

6 CAPTAIN PARESE: No, that's the first time that came out. The last thing  
7 that we had was a directive in '87, but it wasn't set up as a standard operating  
8 procedure. It was just a directive as far as job descriptions.

9 MR. HARDY: But in that form, you think it was made up after the  
10 accident?

11 CAPTAIN PARESE: I seen it -- it must have, if that's the first time I ever  
12 seen it. Did you ever see it go out before?

13 MR. HARDY: To your knowledge. After the accident.

14 CAPTAIN PARESE: Right. And I'm telling you, there were two guys that  
15 came up to me that have been here seven years and 12 years, and that was the first  
16 time they ever seen them.

17 MR. HARDY: That's it.

18 CHAIRMAN TURRELL: Thanks. I do want to tell you we appreciate NVA  
19 (ph) and information you're giving us. It's important.

20 Going back to the controls of the -- the propulsion controls, one  
21 comment you made which struck me was that the boat requires constant attention. If  
22 you're the conning officer, and you're making an approach, it would require constant  
23 -- your hands would have to be making continual movements --

24 CAPTAIN PARESE: Yes, exactly.

25 CHAIRMAN TURRELL: There's no -- the ship just doesn't settle in to light

1 control?

2 CAPTAIN PARESE: No. That's the bad thing about the boat, because it  
3 wanders. The car boat is good, you steer it, it goes, and you can relax. That boat you  
4 have to be on top of it.

5 CHAIRMAN TURRELL: So assuming that someone was making an  
6 approach and for some reason stopped making those constant adjustments. The  
7 wind and the currents --

8 CAPTAIN PARESE: Well, it's hard -- unless you're actually steering it, it's  
9 hard to actually realize that.

10 CHAIRMAN TURRELL: But your hands are always making little  
11 adjustments coming in?

12 CAPTAIN PARESE: To keep it straight. But if you're just riding on the  
13 boat, you're not going to feel the boat going this way and going that way. It's minor  
14 changes, but you're keeping the boat straight.

15 CHAIRMAN TURRELL: So it's constant.

16 CAPTAIN PARESE: Pretty much. So if somebody's not actually working  
17 the pointer, they wouldn't know the boat is going back and forth. You know, if you're  
18 riding down below, you wouldn't even have an idea that somebody's going right,  
19 going left, going right. The little boat, you would know, because it lays over. The big  
20 boat, no.

21 CHAIRMAN TURRELL: So you're completely going off the visual cues ...  
22 for your linear forward motion.

23 CAPTAIN PARESE: Right.

24 CHAIRMAN TURRELL: But as far as your track sideways one way or the  
25 other, you're completely relying on visual cues.

1                   CAPTAIN PARESE: Yes. Yes, you judge like -- you judge like your  
2 distance from a buoy or wherever you are. It's reckoning all the time. You're a pilot.  
3 You just know that dial over and over and over. And you just go on it. You know,  
4 there's one place coming north-bound, you look right up Broadway I think it is, if  
5 you've got that lined up you can see you're pretty much on course. You just rely on  
6 little things that you see all the time. That's why, when you're trying to teach  
7 somebody, it's so -- you can't understand they don't see that. You get little visual cues  
8 all the time, but they don't, until they get the hang of it.

9                   Just like docking. Like when you're docking, and somebody's  
10 beginning, when that boat's getting set down, it takes them a while to realize that.  
11 You see it and you like wondering when are they going to make the adjustment? And  
12 it takes -- I guess it's something acquired, you know.

13                   CHAIRMAN TURRELL: Coming in to Staten Island, can you tell if these  
14 little visual cues -- what things you're looking for?

15                   CAPTAIN PARESE: Coming in to Staten Island, you're usually following  
16 the buoy lines. That's all you usually steer for. Years ago, there used to be that clock  
17 on top of St. George. You used to steer for that. But -- other than that, you just feel like  
18 St. George -- we don't set up any ranges or anything like that.

19                   CHAIRMAN TURRELL: At night time, or fog, what do you use?

20                   CAPTAIN PARESE: Radar.

21                   CHAIRMAN TURRELL: On the radar, is the image pretty good for boats  
22 coming in?

23                   CAPTAIN PARESE: Yes, you just -- you've got to keep it down, you do it  
24 to your range when you get closer. But you could bring that boat right into the slip  
25 with the radar. We've done it -- I don't know how many years they've had radar, but --

1                   CHAIRMAN TURRELL: I'm just going to follow this a little bit more -- on  
2 the control. If someone had passed out on the bridge, and they stopped making the  
3 small adjustments, and the wind and current were pushing the vessel, in your  
4 experience, if you had been up there and you just were inattentive for just a moment  
5 or two, someone came up with a cup of coffee or -- in your experience, would the  
6 vessel take a dramatic -- does it --

7                   CAPTAIN PARESE: No, it's a gradual thing.

8                   CHAIRMAN TURRELL: Gradual.

9                   CAPTAIN PARESE: That's why -- eventually -- eventually it'll become a  
10 drastic movement. But it's small, but you're watching the buoys or you're trying to steer  
11 a straight course, you constantly keep on top of it. So it's not noticeable down below  
12 that you're going back and forth -- and plus, you know, it keeps a regular schedule.  
13 You know, you stand back, go back and forth, you do lose some time with stuff like  
14 that.

15                  CHAIRMAN TURRELL: So after say, a minute, and you stopped making  
16 those adjustments, is the vessel going to be considerably off course? In your  
17 experience? I mean I'm trying to get a picture of how responsive it is and how quickly  
18 it gets out of the groove, if you will.

19                  CAPTAIN PARESE: I don't know. I would taper, because it starts to  
20 gradually go like this. It would eventually alter from its course, but over a period of  
21 time. You really wouldn't notice it for a while.

22                  CHAIRMAN TURRELL: You wouldn't notice it.

23                  CAPTAIN PARESE: No, and like I was thinking, like just where they hit. I  
24 was thinking too, you could be on that boat and see, like if you're on -- say you're on  
25 the other side for some reason, or say you're sitting on the settee, you cannot see

1 good out of that window. You couldn't see like Staten Island and everything else,  
2 you'd have to keep getting up.

3                   But if you're sitting there, and the AC is sitting in the chair with his feet  
4 up and he blacked out, you wouldn't even know it. And if you're the Captain, sitting  
5 on that settee, and I don't know what happened that day, but if you see that boat  
6 going that way, you could be going around the stern of an inbound ship or an  
7 inbound tug and barge, we do it all the time, and when you come around it, you  
8 keep your ... end up because you've got to come back up and make your approach.  
9 We see it plenty of times. So that wouldn't really ring a bell to you. It really wouldn't  
10 set you off if you just see it going. You wouldn't really key on that. The only time you'd  
11 key on it is like, as you're getting closer, and you didn't hear the RPMs come down.  
12 And some people dock with the RPMs up. So there's a lot of things.

13                   It's not like something -- the only thing that would really start you to see  
14 that there was something wrong, is let's say the guy collapsed completely, and then  
15 you would jump into action. But just an alter of course, and you know, that wouldn't  
16 immediately strike you. You know, not there, not coming -- because when you come  
17 from the KV buoy, if there's a tug and barge coming in, you want to sail -- you go  
18 around the stern, you're going to head way down and then you're going to head way  
19 back up.

20                   CHAIRMAN TURRELL: Is there any occasion where you send the  
21 Assistant Captain down to deal with a problem rather than yourself?

22                   CAPTAIN PARESE: Yes, sometimes, but like -- it's not like -- because  
23 they're not -- there's a thing with the ferry. The AC is a pilot, so they -- they're not the  
24 immediate supervisor of the deck hand or the mate. I am. So if they're not  
25 considered a deck officer, they're considered a navigation officer, the pilot, so if they



1 don't have the authority, I do. And some, some of the crew take kind of offense when  
2 the AC tells them something. You know what I mean?

3 So if the AC wants the windows cleaned, he's got to ask me, and I got  
4 to tell them, because, oh, he's the AC, he's not my boss. That's the kind -- if something  
5 goes on. So, it's better that I go, if I want something done.

6 CHAIRMAN TURRELL: How often do mates ride on the bridge or how  
7 often are mates seen on the bridge?

8 CAPTAIN PARESE: They come up occasionally. That's not their station.  
9 They're not supposed to be there, but they will come up like to report something.  
10 They'll come up like to get reports, like if there's a work order that's got to filled out, if  
11 there's an accident report, like people fall on the deck, they'll come up and get the  
12 accident report. Then they've got to bring it to me and I got to fill out a 2692. Then  
13 I've got to put it in the log.

14 CHAIRMAN TURRELL: Have you ever worked with Bobby Rush?

15 CAPTAIN PARESE: Yes.

16 CHAIRMAN TURRELL: What kind of person is he?

17 CAPTAIN PARESE: He's a -- he's a reliable mate.

18 CHAIRMAN TURRELL: And David Hyde?

19 CAPTAIN PARESE: Yes. Yes, I was with Dave probably a year. Dave's  
20 good. You know, in the beginning he had to learn the job and everything else, and  
21 then he -- he's got it down. He was with me on 9/11, Dave Hyde.

22 CHAIRMAN TURRELL: I have nothing further. Bill.

23 MR. WOODY: Okay. Can you steer the Barberi class -- talk about his  
24 boat in particular, the Andrew J. -- could you steer it sitting down or do you have to be  
25 standing?

1 CAPTAIN PARESE: Yes, you could sit there.

2 MR. WOODY: And still make all those corrections?

3 CAPTAIN PARESE: Oh, yes.

4 MR. WOODY: You would be able to make all those corrections?

5 CAPTAIN PARESE: Yes, not when you're docking.

6 MR. WOODY: Docking then you have to stand.

7 CAPTAIN PARESE: Yes, but some guys do it, but we kind of -- we don't  
8 like it.

9 MR. WOODY: But in transit and in making these changes to the course,  
10 you could do that from a sitting position?

11 CAPTAIN PARESE: In fact, most people sit with their feet up on the  
12 console, steering. So, it's as you get comfortable with the boat and you know what  
13 you've got to do. You don't have to -- okay, the off hands are over here. The picture's  
14 right here. And your wheels are right here. Most of the time you're just sitting there,  
15 you're turning the wheel back and forth, back and forth.

16 During the transit, you don't have to change off hand, and you don't  
17 have to change the pitch. So, of course, you're going to sit. In fact, that's -- that's the  
18 benefit of it, you can just sit there and steer. When you've got to dock, being the  
19 winds are so frigging high, you have to get up and the last few feet, you have to get  
20 back to see the bow. So that's why we like people to stand up. Because it's a  
21 judgment.

22 But like that boat was a bad design, because without them boards,  
23 you can't even -- you can't even see out because you're so low. So as you know,  
24 there's a board out -- But the bad thing is the settee is all the way down here, and  
25 that's why most people don't like that boat, because on the car boat -- if you go on

1 both boats, try it.

2 Sit on the settee on the car boat, you can see everything because the  
3 windows go, like they're down around here. And if you're sitting on the settee, you can  
4 see the whole harbor. You can see traffic, you can see everything. The Barberi, it's like  
5 sitting in a hallway, you're constantly got to -- if for some reason you've got to look up,  
6 or you've got to stand up, so it's a very limited visibility boat.

7 Another problem with that boat is the columns in the windows. Like if  
8 you're just sitting there and you don't move your head every once in a while, you  
9 could miss the harbor, and that's another problem with that boat, which most people  
10 complain about. We tried not to get that put on these new boats. You know the  
11 stanchions in the windows? They're so wide. Look at the windows on the car boat  
12 and look at the ones on the Barberi. And that's why most people like the car boat as  
13 far as visibility and comfort.

14 This is a full watch, too. You know, like we say you're sitting down and  
15 stuff like that. But you're up there and they do an eight hour toss, you know, they don't  
16 break an hour for lunch and stuff like that. We have no lunch, so that's why there's  
17 seats up there. Like we eat underway. We eat when you can. Unless you've got a  
18 watch that -- sometimes you get like a half hour layover. Not all watches. But you  
19 don't have like a formal lunch time. So, you've got to grab it when you can.

20 MR. WOODY: You think some Captains, ACs and Captains can  
21 operate the boat sitting down, resting their feet up on the console?

22 CAPTAIN PARESE: Sure.

23 MR. WOODY: Is that your style?

24 CAPTAIN PARESE: No, not necessarily. I find it hurts my back.

25 MR. WOODY: Have you ever seen Captain Smith operate the boat

1 from that position?

2 CAPTAIN PARESE: No. Smitty likes his feet -- he's kind of likes the older  
3 seats, but the newer seats were very restrictive, so most people took the arm rests off,  
4 because you couldn't steer. But Smitty would alternate between standing and sitting.

5 MR. WOODY: That's all I have, thank you.

6 INVESTIGATOR: In the absence of the SOP, the accepted behavior  
7 amongst the Captains, what is that? Once you felt comfortable, I just want to clear  
8 this -- once you felt comfortable with it, it would be acceptable amongst the Captains  
9 that one might stay in the wheel house and one might come over. That was the  
10 accepted practice?

11 CAPTAIN PARESE: To the best of my knowledge, yes.

12 INVESTIGATOR: That's in the absence of the SOP, before it came out.

13 CAPTAIN PARESE: Well, it only came out. Right now, everybody's  
14 going back and forth, right now, everybody's there. There's a lookout. There's the  
15 Captain there. But prior to it, you'd have to ask everybody and get their personal ...  
16 but as I came up and as I was an AC, and as I was a Captain, that's how it was  
17 conducted.

18 INVESTIGATOR: Generally, even if the AC was not there or the Captain  
19 was not there, depending which way you're going, there would generally always be a  
20 lookout, and the lookout wasn't supposed to go until the other deck hand came up to  
21 make the announcement, which would still be ...

22 CAPTAIN PARESE: Right, because that would prevent a lapse there.  
23 But like I said, all this stuff was learned by talking to each other. So it's just word of  
24 mouth.

25 INVESTIGATOR: That's all I have. Bill?

1 MR. WOODY: It's just an interest, a thing we do, every time we get a  
2 chance to talk to a mariner, we always ask a few personal questions. For example,  
3 you said that you're in good health.

4 CAPTAIN PARESE: Yes.

5 MR. WOODY: Are you under a doctor's care for any condition?

6 CAPTAIN PARESE: A doctor's care? No.

7 MR. WOODY: But are you taking any prescribed medications?

8 CAPTAIN PARESE: No, not at all.

9 MR. WOODY: Anything like for blood pressure or anything like that?

10 CAPTAIN PARESE: No. I don't have high blood pressure.

11 MR. WOODY: Okay. What days do you work? Let me go back, what  
12 was the last day you worked?

13 CAPTAIN PARESE: Yesterday.

14 MR. WOODY: That would have been Wednesday, wouldn't it? What  
15 days did you work before that?

16 CAPTAIN PARESE: Monday and Tuesday.

17 MR. WOODY: Monday, Tuesday, okay. Let's go back to starting  
18 Sunday night, and ask what's your rest. What time did you go to sleep -- go to bed  
19 Sunday night.

20 CAPTAIN PARESE: Usually it's about like -- I don't know, I tend to nod  
21 out on the couch before I go to bed, so until my wife and my kids wake me up, I fall  
22 asleep not knowing, and then I'll wake up and then I'll go to bed like a little while later,  
23 probably around ten, 10:30. But I tend to nod out early. You know, we get up, we've  
24 got to be in at 5:30, so it's hard to have a life.

25 MR. WOODY: When you go to bed, about what time?

1 CAPTAIN PARESE: About ten, 10:30.

2 MR. WOODY: About ten. I'm sorry, ten?

3 CAPTAIN PARESE: Ten, 10:30.

4 MR. WOODY: And does that take into account like the Yankee  
5 playoffs?

6 CAPTAIN PARESE: Oh, you would ask. No, that doesn't.

7 MR. WOODY: I try to get your normal thing. And so then, Monday  
8 morning, what time did you get up?

9 CAPTAIN PARESE: Four o'clock. Four, 4:15.

10 MR. WOODY: Okay. Alright, then coming to Monday night, after you  
11 quit your shift that day.

12 CAPTAIN PARESE: I don't know. It's probably about the same time.

13 MR. WOODY: The same time.

14 CAPTAIN PARESE: Yes. I don't sleep that much. If I get six hours, I'm  
15 pretty good. But then I take a nap when I go home. I like to get like an hour and a  
16 half, something like that.

17 MR. WOODY: Alright, that's -- that was one of the questions. Good. So  
18 about the same time, ten, 10:30.

19 CAPTAIN PARESE: Yes.

20 MR. WOODY: You get home and then you take a nap?

21 CAPTAIN PARESE: Yes, if I get home -- if I get right home and I lay  
22 down, I'll go out. So I'll get like an hour, hour and a half in.

23 MR. WOODY: What time of the afternoon or night does this occur?

24 CAPTAIN PARESE: Well, I get off at home, so by the time I get home,  
25 2:30.

1 MR. WOODY: 2:30. Alright. Let's see, Monday you get home, take a  
2 nap, and then what time did you go to bed that night, Monday night?

3 CAPTAIN PARESE: Monday night? I don't remember.

4 MR. WOODY: We've got you -- we have you nodding off so far on the  
5 couch, and then you're going to bed at ten, 10:30 on Sunday. We have Monday up  
6 at 0415, and then coming home from your first shift, you took a nap, and then Monday  
7 night?

8 CAPTAIN PARESE: Probably about the same thing, about ten, 10:30.

9 MR. WOODY: Do you stay up for games?

10 CAPTAIN PARESE: No.

11 MR. WOODY: So then Tuesday you'd be getting up at what time,  
12 then?

13 CAPTAIN PARESE: The same time.

14 MR. WOODY: Same time 0415. And then Tuesday night after your  
15 shift? Just 72 hours, so we're coming to an end.

16 CAPTAIN PARESE: Well, some nights, you know, if I do things, like if I go  
17 to a meeting or something like that, I'll stay up later. Sometimes I'll go to bed 9:30 -- it's  
18 usually between 9:30 and 10:30 I go to sleep. Towards the end of my workweek I go to  
19 sleep earlier because I tend to nod out earlier.

20 MR. WOODY: Does that mean you're having a sleep deficit during the  
21 week?

22 CAPTAIN PARESE: Yeah.

23 MR. WOODY: And then Wednesday morning you'd be getting up like -  
24 -

25 CAPTAIN PARESE: Four, 4:15.

1 MR. WOODY: 4:15. Okay, I think that's it, thanks. Do you take any aids  
2 to help you sleep?

3 CAPTAIN PARESE: No.

4 MR. WOODY: No, you sleep all right. Do you take any of the over-the-  
5 counter medications, such as Dristan, --

6 CAPTAIN PARESE: No.

7 MR. WOODY: Do you consider yourself --

8 CAPTAIN PARESE: The only thing I take is like supplements, like for  
9 health stuff. Like whey protein, creatine, stuff like that, after I work out or I exercise.

10 MR. WOODY: Are you involved in an exercise program?

11 CAPTAIN PARESE: Yes, I work out.

12 MR. WOODY: What do you do? Do you do machines or --

13 CAPTAIN PARESE: Yes, I've got a machine in my shed.

14 MR. WOODY: Multi-programmed or -- what do you do?

15 CAPTAIN PARESE: Yes, and free weights.

16 MR. WOODY: And free weights. Okay. And would this be -- legs and  
17 arms and -

18 CAPTAIN PARESE: Yes, pretty much everything. It's just like it takes your  
19 mind off things, and you don't get much exercise on the boat.

20 MR. WOODY: I think that does it. I think we'll let you go.

21 CAPTAIN PARESE: Thank you.

22 CHAIRMAN TURRELL: Would you again acknowledge that you were  
23 recorded.

24 CAPTAIN PARESE: Yes.

25 MR. WOODY: Yes, we're just going to acknowledge that this has been



1 a recording of you.

2 CAPTAIN PARESE: Okay.

3 (Whereupon, the interview of Captain Parese in the above captioned

4 matter was adjourned.)