

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY

ANDREW J. BARBERI
DCA 04 MM 001

INTERVIEW OF WILLIAM VOGEL

Department of Transportation Office
Staten Island Ferry
New York City, New York

Friday, November 7, 2003

APPEARANCES:

On behalf of the National Transportation
Safety Board:

MORGAN J. TURRELL
Marine Accident Investigator, MS-10
Office of Marine Safety

On behalf of the U.S. Coast Guard:

CHARLES KOMP
U.S. Coast Guard Activities, New York

CHRISTINE JUDIA
Special Agent
Coast Guard Investigative Service

NICK DI STEFANO
Coast Guard Investigative Service

On behalf of the New York Police Department:

CAPTAIN ANTHONY HODY

On behalf of Mr. Vogel:

JIM LAVERI
Union Official

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11:00 a.m.

MR. TURRELL: Good morning. It's November 7th, 11:00. It's Morgan Turrell, NTSB. I'm the operations group chairman. We're interviewing some City DOT employees.

With me today to my right is?

MR. KOMP: Charles Komp, Coast Guard Marine Investigations, New York.

DETECTIVE HODY: Detective Anthony Hody, NYPD.

MR. DI STEFANO: Nick Di Stefano, Coast Guard Investigative Service.

SPECIAL AGENT JUDIA: Christine Judia, Coast Guard Investigative Service.

MR. VOGEL: I'm William Vogel. I'm a mate on the Staten Island Ferry. V-O-G-E-L.

MR. TURRELL: V-O-G-E-L?

MR. VOGEL: Yes.

MR. TURRELL: And, Mr. Vogel, I understand you have a representative here today?

MR. VOGEL: Yes.

MR. LAVERI: Yeah, Jim Laveri (ph). I'm his union official.

MR. TURRELL: Okay. And Mr. Laveri, you

1 understand the NTSB rules, that you're allowed to be
2 here to represent and not -- not participate?

3 MR. LAVERI: (Inaudible)

4 MR. TURRELL: Okay. Thank you.

5 Would you, Mr. Vogel, please acknowledge this
6 is being recorded for accuracy?

7 MR. VOGEL: This is being recorded for
8 accuracy.

9 MR. TURRELL: Thank you.

10 Okay. Mr. Vogel, how old are you?

11 MR. VOGEL: Forty-five years old.

12 MR. TURRELL: Forty-five. And how long have
13 you worked at the City DOT?

14 MR. VOGEL: Nineteen years.

15 MR. TURRELL: And where have you worked
16 before this?

17 MR. VOGEL: I sailed with the Seafarers
18 International Union.

19 MR. TURRELL: Okay. And with the SIU, what
20 -- what ships were you on? Tell us your background
21 there at the SIU, how long you worked there?

22 MR. VOGEL: I worked with the SIU about eight
23 years. Attended their Harry Lundenberg School of
24 Seamanship prior to sailing. Worked with contractor
25 companies, Sea-Land, Delta Line, Titan Navigation, on

1 the various vessels.

2 MR. TURRELL: Okay. And when you came to the
3 Staten Island Ferries, what made that change for you?
4 What -- what led you to this career change?

5 MR. VOGEL: The decline of the American
6 merchant marine, lack of jobs, foreign-flag vessels.

7 MR. TURRELL: And how were you informed of
8 the job opening?

9 MR. VOGEL: I live in Staten Island.

10 MR. TURRELL: Okay. And what was the process
11 for applying for the job?

12 MR. VOGEL: I put an application in with the
13 Department of Personnel, 40 Water Street.

14 MR. TURRELL: Okay. How long was it before
15 you started after you applied?

16 MR. VOGEL: Approximately two years.

17 MR. TURRELL: Okay. And so that was 20 years
18 ago, so roughly 1983? Somewhere --

19 MR. VOGEL: 1985, in May.

20 MR. TURRELL: '85. And you joined as a deck
21 hand, is that correct?

22 MR. VOGEL: Correct.

23 MR. TURRELL: If you'd just take us through
24 your 19 years here at the Ferries. Just tell us how
25 you progressed.

1 MR. VOGEL: In 1987, I received my --
2 obtained my mate's license from the United States Coast
3 Guard and became a working mate for the Staten Island
4 Ferry.

5 MR. TURRELL: Okay. And what was the first
6 boat that you worked on, the first ferry?

7 MR. VOGEL: As a mate or as a --

8 MR. TURRELL: As a mate, as a mate. To your
9 recollection.

10 MR. VOGEL: Yeah, I believe the Barberi.

11 MR. TURRELL: Have you worked on all of the
12 ferries?

13 MR. VOGEL: Yes.

14 MR. TURRELL: Have you worked on one class
15 perhaps more than others?

16 MR. VOGEL: I spent a lot of time on the
17 Barberi.

18 MR. TURRELL: And as a mate now, are you a
19 senior mate in the organization or would you be a
20 junior mate?

21 MR. VOGEL: Out of the pecking order?

22 MR. TURRELL: Out of the pecking order.

23 MR. VOGEL: I believe I'm number five out of
24 22.

25 MR. TURRELL: So when you come on and you bid

1 for a job, you're bidding at the senior mate typically
2 as the number one man?

3 MR. VOGEL: Well, the seniority is just at
4 the big board, to pick your vacation. Once you get on
5 the vessel, if there's two mates, there's two mates.

6 MR. TURRELL: So, do you choose which end you
7 --

8 MR. VOGEL: Yeah, I can choose which end I
9 want to work on, on the Barberi class. On the Kennedy
10 class, there's one mate, so you're the mate.

11 MR. TURRELL: Okay. Now, Mr. Vogel, what's
12 your understanding of the Ferries' standard operating
13 procedures?

14 Can I just see this?

15 This is a memorandum put out in 1988. Does
16 this look familiar to you?

17 MR. VOGEL: (Pause) I'm not sure of this
18 exact one, but yeah, I've seen job descriptions of the
19 crew members. I think -- I'm not sure if mine
20 specifically said what the duties were of all the deck
21 hands.

22 MR. TURRELL: Okay.

23 MR. VOGEL: If it was this exact one.

24 MR. TURRELL: Okay. Would you mind just on
25 this looking at the -- the mate's position to see if

1 it's consistent with -- with the general job
2 description to your knowledge?

3 MR. VOGEL: (Pause)

4 MR. TURRELL: Does that seem pretty
5 consistent with your knowledge of the job?

6 MR. VOGEL: (Pause) Yes.

7 MR. TURRELL: Have you seen any other
8 documents recently that would either confirm or change
9 --

10 MR. VOGEL: Similar to this, there was one
11 that we were issued last week we had to sign for.
12 Sometime this week. I believe it was Monday.

13 MR. TURRELL: Okay. So that would be
14 November 3rd?

15 MR. VOGEL: Yes.

16 MR. TURRELL: Okay. To your understanding
17 prior to October 15th, prior to this accident, the
18 Ferries' operating rules regarding captains and
19 assistant captains being in the pilothouse at the same
20 time. To your recollection, was that a hard and fast
21 rule or was that rumor? What -- what is your
22 understanding of that rule?

23 MR. VOGEL: I really am not sure what the --
24 what the requirement of the captain and the pilot,
25 their whereabouts. I would always think it's under the

1 discretion of the master.

2 MR. TURRELL: Okay. And when was the last
3 time you worked on the Barberi, to your knowledge?

4 MR. VOGEL: Sometime in May 2003.

5 MR. TURRELL: Okay. And what's your current
6 assignment, your current bid?

7 MR. VOGEL: John F. Kennedy.

8 MR. TURRELL: Okay. And as a mate, have you
9 had the opportunity to try driving these ships or using
10 -- being in the wheelhouse actually navigating,
11 conning?

12 MR. VOGEL: I've steered the -- the boat
13 before. Never -- never docked it. I've steered it
14 with the master there.

15 MR. TURRELL: Mm-hmm.

16 MR. VOGEL: Which I've done also like in the
17 SIU. I was (inaudible) so I steered the ships, took
18 commands from pilots and all.

19 MR. TURRELL: Okay. When you worked on the
20 Barberi and you're -- you're a mate, have you ever had
21 occasion to go to the pilothouse and do paperwork?

22 MR. VOGEL: Yes.

23 MR. TURRELL: What type of paperwork would
24 you normally --

25 MR. VOGEL: It could be a work order; it

1 could be an accident report. At times in the past it
2 could have been to do time cards. Signing in and
3 signing out, but that's usually the beginning and the
4 end of the day, that part.

5 MR. TURRELL: Okay. And if you were just
6 taking a break and you wanted to socialize and, you
7 know, was it uncommon for you to go to the bridge and
8 just say, hey, Captain, and spend a few minutes talking
9 to the captain and assistant captain?

10 MR. VOGEL: Yeah, I've gone up there before.
11 Also, if I needed to take a breather, I could sit
12 right on the deck or go up. If I had something on my
13 mind, I would walk up and speak to them and, yeah,
14 that'd be all right.

15 MR. TURRELL: Mm-hmm. And so is that unusual
16 for -- when you do go on the bridge, to see just the
17 assistant captain up there, or just the captain?

18 MR. VOGEL: At times. At times I see both.

19 MR. TURRELL: Okay. Now, you've -- you're an
20 unusual employee we've spoken to since you've worked in
21 Sea-Land and some other major operations, unlike other
22 employees who've been just with the ferries.

23 When you first came here from the deep sea
24 merchant marine, what was your impression of the
25 Ferries' operation and experience level of other

1 employees in your -- similar position?

2 MR. VOGEL: My experience is the people from
3 the Ferries here come from all walks in the maritime
4 industry and that anybody's got a little something to
5 offer, you know. Some guys might know different things
6 about like the ships I worked on. Other guys are more
7 familiar with boat handling wherever they came from.
8 Tugboats, fishing boats, military.

9 MR. TURRELL: Okay. As -- you probably had
10 more wheel time than your fellow deck hands, is that --

11 MR. VOGEL: Well, when I was on the ship,
12 then I steered the ship. I stood my watch under the
13 mate.

14 MR. TURRELL: Okay. So which -- what is your
15 current U.S. Coast Guard license?

16 MR. VOGEL: Inland mate. Non-navigating.
17 Unlimited tonnage. Any -- any motor: speed, diesel.

18 MR. TURRELL: Okay. Any pilotage
19 endorsement?

20 MR. VOGEL: No.

21 MR. TURRELL: All right. And what medical
22 requirements or physical examination requirements?

23 MR. VOGEL: The same as all the other
24 officers that come with the Coast Guard requirements:
25 the eye test, the hearing test. They'll check you out:

1 heart, blood pressure. Same one on the physical
2 sheets.

3 MR. TURRELL: Okay. Does the Ferries have
4 any other physical requirements?

5 MR. VOGEL: I haven't had any.

6 MR. TURRELL: Okay. And does the union have
7 any requirements for annual physicals?

8 MR. VOGEL: No.

9 MR. TURRELL: I'll start with Charles.

10 MR. KOMP: I don't have any.

11 MR. TURRELL: Detective Hody.

12 DETECTIVE HODY: (Inaudible)

13 MR. TURRELL: Nick.

14 MR. DI STEFANO: Yes. Bill, you said that
15 pretty much you were familiar with that?

16 MR. VOGEL: I've seen things similar to this
17 describing duties. Like I said, I'm not sure if mine
18 had all these or just the description of the deck hands
19 because there's different stations and each man has
20 different assignments. So if someone would say, is
21 that my job, then I'd say, yeah, that's your job.

22 MR. DI STEFANO: But that particular document

23 --

24 MR. VOGEL: I can't recall -- I can't recall
25 from 1987.

1 MR. DI STEFANO: Because if you look at the
2 captain and the assistant captain, first two duties
3 there, it seems to be from reading that -- my
4 interpretation on reading it, anyway, is that while
5 underway and while docking both should be in the
6 pilothouse at the same time. Looking at that.

7 So -- but you're saying that was prior to
8 October 15th that you -- you weren't -- you're not sure
9 about --

10 MR. VOGEL: No, I don't know about what was
11 written in stone for the people above my rating because
12 my concern was my rating, communicating with them, and
13 taking care of the guys on the deck and the passengers.

14 MR. DI STEFANO: But in your experience --

15 MR. VOGEL: I've had both. I've had captains
16 I can remember that are there in seconds. That's what
17 they do. And other captains that might not come right
18 up right away. And I'm not even up there when they're
19 docking. You know, I'm docking, I'm on the deck.
20 That's where I'm stationed.

21 MR. DI STEFANO: Okay. And this -- the other
22 document --

23 MR. VOGEL: This one here?

24 MR. DI STEFANO: Yeah. This one there.

25 What's your knowledge of that? That SOP. That -- have

1 you seen that?

2 MR. VOGEL: I've seen a lot of papers in 20
3 years similar to this, so I'm not sure if this is the
4 exact one. But I have seen outlines of the duties of
5 the crew members.

6 MR. DI STEFANO: Have you had -- recently,
7 have you been given any new procedures to -- that you
8 --

9 MR. VOGEL: Just --

10 MR. DI STEFANO: -- had to sign for?

11 MR. VOGEL: They gave us the paper this week,
12 I said, on the 3rd that they had us sign for that gave
13 the descriptions I assume similar to these. I read the
14 new ones. I didn't read these. I don't recall these
15 exact ones.

16 MR. DI STEFANO: And what's your
17 understanding now from what's coming down from above as
18 to what -- where the assistant captain and the captain
19 --

20 MR. VOGEL: They --

21 MR. DI STEFANO: (Inaudible)

22 MR. VOGEL: Oh, yeah. I think it's embedded
23 in everybody's head that the master's going to take the
24 vessel out of the slip, the pilot's going to be on the
25 in-shore end, and then the pilot's going to join the

1 master on the operating end. And during the journey
2 they'll be there.

3 MR. DI STEFANO: And remain there?

4 MR. VOGEL: And remain there. And also with
5 the lookout there. Always someone up there who'll be
6 the bridge man or the lookout.

7 MR. DI STEFANO: And is the lookout still
8 going to remain there until it's docked or does it
9 still --

10 MR. VOGEL: Well, he's going to -- he's going
11 to make the initial part of the journey. The bridge
12 man will go up there. He's going to be the initial
13 lookout for the first five minutes or so while the
14 person who would be reporting up there, he's going to
15 wait to be relieved by the person because they rotate
16 the lookouts.

17 So while they're waiting for the actual
18 person to report there, the bridge man will be there.
19 And then the person that's going to report there is
20 going to remain there until the bridge comes back when
21 they get on the other side. And if he doesn't come
22 back, then the person up there is not going to leave.
23 So if you're short somebody on the deck, you're going
24 to -- it's all going to travel back to possibly did the
25 bridge man relieve that man.

1 So no one -- you know, there'll always be
2 someone there. No one will ever say, well, I left
3 because the bridge man didn't come up and I had to hook
4 up, because you don't leave.

5 MR. DI STEFANO: That's the understanding?

6 MR. VOGEL: Yes.

7 MR. DI STEFANO: Basically, that's what you
8 signed for?

9 MR. VOGEL: Yes. This way there's always a
10 third party.

11 MR. DI STEFANO: Okay. Thanks.

12 MR. TURRELL: Christine.

13 SPECIAL AGENT JUDIA: No questions.

14 MR. TURRELL: Okay. Mr. Vogel, just a few
15 more questions here.

16 What prompted you to go to your station prior
17 to the accident? What was the cue that you -- underway
18 that --

19 MR. VOGEL: Yeah. I'm always looking around.
20 I'm always looking outside or looking at my watch.
21 Like when I heard this, if the vessel doesn't slow down
22 I have no idea it's time to go. Myself, I don't agree
23 with that because I'm looking out. I can see the
24 landmarks. I can look at my clock if I was in the
25 bathroom and see we're going to arrive, you know, it's

1 time to move down that way. So like a 22-minute
2 voyage, 25 minutes, so 16, 17 minutes and you know it's
3 coming soon. Even with them making the announcements
4 now, all crew members report to your docking stations,
5 I don't need to hear that to know we're going to start
6 to make the approach.

7 MR. TURRELL: From your experience with the
8 passengers and let's say other crew members prior to
9 this accident, would they use that slowdown as a cue?

10 MR. VOGEL: Oh, the passengers are robots.
11 When you get to the Statue of Liberty, they walk
12 forward. I mean, they're looking at -- they have it
13 down to a science and programmed.

14 MR. TURRELL: Okay.

15 MR. VOGEL: The crew members, I guess, you
16 know, everyone's an individual. Maybe the
17 announcements alert them to it. Maybe what I just
18 said, looking around alerts them to it.

19 MR. TURRELL: Have you ever had the occasion
20 to work with Captain Richie Smith?

21 MR. VOGEL: Yes.

22 MR. TURRELL: Can you just tell us a little
23 bit about him?

24 MR. VOGEL: Yeah. He was a responsible,
25 serious captain. Held his title and knew the -- I

1 believe he knows the responsibility that comes with it.

2 MR. TURRELL: And would he be a stickler for
3 details or would he be a strict person?

4 MR. VOGEL: Yeah, I think he was very
5 concerned about following by the rules.

6 MR. TURRELL: Okay. And do you recall ever
7 having a -- when was the last time you spoke to Richie
8 Smith or had occasion --

9 MR. VOGEL: Most of the time it would just be
10 a "hello" because we worked different watches.

11 MR. TURRELL: Do you recall the last time you
12 may have --

13 MR. VOGEL: Maybe -- probably right around
14 that time, that week.

15 MR. TURRELL: Okay.

16 MR. VOGEL: Around the beginning of October.
17 Passed him on the way. I was punching out, he was
18 coming in.

19 MR. TURRELL: And did you ever have any
20 social --

21 MR. VOGEL: No social.

22 MR. TURRELL: And --

23 MR. VOGEL: He was an assistant captain on my
24 crew one year, so the crew -- we had a Christmas
25 gathering. That's the only social thing I can think I

1 ever did. We went to his basement for two hours. We
2 had cake and all. And then that was it.

3 MR. TURRELL: Did he seem like a pretty happy
4 person?

5 MR. VOGEL: Yeah. Seemed fine.

6 MR. TURRELL: And Captain Mike Gansas. When
7 was the last time you had an occasion to see Mike
8 Gansas prior to the accident?

9 MR. VOGEL: Same -- same situations.

10 MR. TURRELL: Shift change?

11 MR. VOGEL: Passing through the shift changes
12 and all.

13 MR. TURRELL: Did you know Mike Gansas
14 socially?

15 MR. VOGEL: No. Socially, no. From the job.

16 MR. TURRELL: And from the job, what was his
17 -- Mike's reputation?

18 MR. VOGEL: I think he had a good reputation
19 and a clean-cut guy. You know, seemed to me good-
20 rooted, you know.

21 MR. TURRELL: Okay.

22 MR. VOGEL: Like I would tell anybody who
23 would ask me, I'd say, well, you'd proud to be having
24 him as your son, your son-in-law, your brother. Seems
25 like a good person. Good quality, and what I would

1 call, you know, kind of neighbor.

2 MR. TURRELL: Okay. And Robert Rush. Have
3 you had occasion to work with Robert Rush?

4 MR. VOGEL: Yes. Down here at the Ferries,
5 also.

6 MR. TURRELL: Okay. And when was the last
7 time prior to the accident you had --

8 MR. VOGEL: Probably when I was on that -- in
9 the last six months. He might have worked with me a
10 few days on the afternoon on the Barberi.

11 MR. TURRELL: Okay. And what was Robert Rush
12 like?

13 MR. VOGEL: A professional. I knew him from
14 the job. I believed that he sailed second mate for
15 many years, and I think he's very knowledgeable.

16 MR. TURRELL: Credible person?

17 MR. VOGEL: Yes, I would say, yes.

18 MR. TURRELL: And he would always seem to be
19 on time and --

20 MR. VOGEL: Yes.

21 MR. TURRELL: Mr. Vogel, we're going to ask
22 you a few questions about, since you're an operating
23 manual, the NTSB sort of does a long-term look at
24 mariners and their state of fatigue or how much
25 overtime they work. And could you just tell us your

1 basic day-to-day routine as an employee? What time you
2 get up, what time you go to work, and --

3 MR. VOGEL: I wake up every day approximately
4 3:40, and I punch in here at the Ferries at five a.m.
5 I check the sheet in the office to see the -- who the
6 crew is going to be for that day. It takes a second.
7 Then I report to the vessel, unlock the doors, and do a
8 walk-around of whatever you can look at --

9 MR. TURRELL: Okay.

10 MR. VOGEL: -- in the first half-hour before
11 the crew comes. The captain and the mate come on in
12 the morning. So I can't obviously inspect all the
13 safety gear on there because there's a lot. And -- but
14 I do a walk-around. I unlock the doors. I count the
15 four boats. I look to see the lifeboat falls are
16 there. I'm glancing around if I see any spills or, you
17 know, emergency lights out.

18 Just things that register. Through the whole
19 day this is going on.

20 MR. TURRELL: Right.

21 MR. VOGEL: You're looking at the -- you're
22 looking at this, you're looking at that. And the
23 reason you're looking all day also repeatedly is
24 because it's all in the public's -- they touch
25 everything. You know, you might do something in the

1 morning and four hours later there's a knot inside the
2 lifeboat fall. So I have a habit; I just bounce around
3 looking at the stuff. And the guys all inform me. I
4 always ask them to inform me if they see anything
5 that's not right.

6 And basically, I think my duties are from the
7 locked pilothouse to the locked engine room. You know,
8 that's where I work. That's where the guys are, the
9 people are.

10 MR. TURRELL: Okay. And so you -- you get
11 off at work at -- in the afternoon, and then what do
12 you do?

13 MR. VOGEL: I go home and relax.

14 MR. TURRELL: Okay. And that's -- what time
15 do you --

16 MR. VOGEL: Go to bed early.

17 MR. TURRELL: -- get home?

18 MR. VOGEL: Sometime in the afternoon. I get
19 out of here anywhere from 1:30 to 4:00, and I guess I'm
20 home within an hour.

21 MR. TURRELL: Okay. And what time do you go
22 to bed?

23 MR. VOGEL: 9:00.

24 MR. TURRELL: How much overtime do you
25 typically work at the Ferries?

1 MR. VOGEL: Maybe a day as far as a full day
2 would go every other week, possibly. And maybe --
3 whatever they -- whatever you have to work on a day
4 that you come in. The last few weeks we've been
5 staying a couple extra hours because they're short a
6 boat. We're picking up the slack for that. We're --

7 MR. TURRELL: Normally --

8 MR. VOGEL: I'm guessing every two weeks, 20
9 hours. Maybe less. That even seems to be a lot for
10 the overall amount of years I'm here. That's a lot,
11 but right now at this time it's about 20 hours
12 currently.

13 MR. TURRELL: That's all I have.

14 Anyone else have any questions?

15 PARTICIPANT: That announcement, crew members
16 report to your docking stations, is that something
17 after the accident happened?

18 MR. VOGEL: Yes.

19 PARTICIPANT: Just one. Who was making that
20 announcement?

21 MR. VOGEL: The bridge man.

22 PARTICIPANT: The bridge man is making the
23 announcement?

24 MR. VOGEL: Right.

25 MR. TURRELL: Before we go there --

1 MR. VOGEL: Actually, I think that's the
2 lookout, and he's making that announcement, and
3 approximately two or three minutes later, the bridge
4 man is coming up to relieve the lookout there. Like
5 it's right very close to -- you know, or the bridge man
6 on his own, when he realizes it's time anyway, then if
7 he goes up, then he'll make that also.

8 It seems to me on my boat that the bridge man
9 is going up and making that announcement, but it could
10 be that just prior to the bridge man coming up the
11 captain would tell the lookout just make the
12 announcement, crew members report to your docking
13 stations, and then the bridge man would come up. But
14 that'll be either way there.

15 PARTICIPANT: Is it the -- the captain who's
16 giving the order to make the announcement, or is that
17 part of the --

18 MR. VOGEL: It's part of the procedure now,
19 and --

20 PARTICIPANT: Captain -- the captain -- so
21 the bridge man or the --

22 MR. VOGEL: Well, if he doesn't automatically
23 do it, then he'll be reminded. I would think that it
24 would become like -- you know, you would -- you would
25 know it's time to do it. But if somebody was standing

1 there or didn't decide to do it for whatever reason,
2 then they would say, you know, you have to make the
3 announcement.

4 PARTICIPANT: What's the point of making the
5 announcement? Is it the KV Buoy?

6 MR. VOGEL: It's a little bit north of the KV
7 Buoy. It's right out of the -- off the Bayonne, abeam
8 of Bayonne of Jersey there, by the military sea lift or
9 something over there.

10 PARTICIPANT: Oh --

11 MR. VOGEL: Just a couple minutes. It's
12 still north of the KV. They want everybody in position
13 by the KV.

14 MR. TURRELL: Mr. Vogel, before we conclude,
15 is there anything you'd like to tell the National
16 Transportation Safety Board about anything you see at
17 the Ferries that you'd like to see addressed? One of
18 our goals here is not just finding the probable cause
19 but contributing factors that might lead to a
20 recommendation.

21 Is there anything that you'd like to see
22 improved, any training, any equipment, anything?

23 MR. VOGEL: Well, anything they want to offer
24 for training can never hurt. That's always good.

25 MR. TURRELL: Do you have a specific type of

1 training or improvements you'd like to see --

2 MR. VOGEL: We're doing our fire and lifeboat
3 drills and they -- a couple of times a year, I guess,
4 they offer us certain courses. You know, they put out
5 something there for the guys there. Whether everybody
6 gets into that course, if they all get calls for it or
7 not, I'm not sure of that. You know, I mean, they give
8 you a first aid course, they give you a CPR course,
9 they give you the AED course. They don't give you any
10 firefighting training, but we're doing the drills and
11 you're familiarizing yourself with that gear.

12 MR. TURRELL: Okay.

13 MR. VOGEL: And --

14 MR. TURRELL: And as far as any equipment,
15 like radios or anything --

16 MR. VOGEL: We have the radios now. I've
17 always had a radio. I've had my own, you know, through
18 the department. I've always had the VHF radio from the
19 day I became a mate. And since 9/11, I guess, they
20 gave the mates the walkie-talkie, and a few of the men.
21 And now, since the accident, everybody's got the UHF
22 radio so they can communicate.

23 MR. TURRELL: Okay. I have nothing --
24 nothing further. If you'd like to acknowledge you're
25 being recorded one last time, and we'll end the

1 interview.

2 MR. VOGEL: Okay. I believe the interview is
3 over and the recording is done.

4 MR. TURRELL: Thank you.

5 (Whereupon, the proceedings were concluded.)

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