

## NATIONAL TRANSPORTATION SAFETY BOARD

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INTERVIEW OF:  
ED NARIZZANO

+ + + +

MARCH 7 AND 8, 2004

+ + + +

(Transcript produced from audio CD provided by the

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National Transportation Safety Board.)

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P-R-O-C-E-E-D-I-N-G-S

4:07 p.m.

MR. ROTH-ROFFY: It's now about seven minutes after 4:00 and the date is the 7th of -- of March 2004 and -- and we're here to -- to interview Ed --

MR. NARIZZANO: Narizzano.

MR. ROTH-ROFFY: -- Narizzano.

MR. NARIZZANO: It's N A R I Z Z A N O.

MR. ROTH-ROFFY: Okay. And you are with the vessel operator. Is that correct?

MR. NARIZZANO: That's right. My title's Director of Seaport Taxi.

MR. ROTH-ROFFY: Okay. Any my name is Tom ROTH-ROFFY (phonetic sp.) and I'm an investigator with the National Transportation Safety Board Office of Marine Safety and we are here investigating the action that occurred aboard the Lady D.

MR. NARIZZANO: Yes.

MR. ROTH-ROFFY: That occurred yesterday afternoon about 4:00 in the evening and joining me here today are other investigators and what I'd like to do is everybody in the -- in the room sitting at the table please introduce themselves for the

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1 transcriptionist. So, we'll go this way.

2 MR. MURRAY: My name is Andrew Murray  
3 (phonetic sp.). I'm Director of the National  
4 Historic Seaport of Baltimore.

5 MR. ROTH-ROFFY: Okay.

6 MR. SILVA: Ron Silva, Seaport Taxi Fleet  
7 Captain.

8 MR. ROTH-ROFFY: And you're again, Ed?

9 MR. NARIZZANO: Ed Narizzano, Seaport  
10 Taxi Director.

11 LIEUTENANT COMMANDER HAMMON: Lieutenant  
12 Command Mark Hammon (phonetic sp.), Coast Guard  
13 Sector, Baltimore.

14 CORPORAL SHOCKLEY: Corporal Shockley  
15 (phonetic sp.), Maryland National Resource Police.

16 LIEUTENANT DUFRESNE: Lieutenant Joe  
17 Dufresne (phonetic sp.), Coast Guard Sector,  
18 Baltimore.

19 MR. TURRELL: Morgan TURRELL (phonetic  
20 sp.), NTSB Operations and Human Performance Group  
21 Chairman.

22 MR. ROTH-ROFFY: Okay. And once again,  
23 my name is Tom ROTH-ROFFY. I'm the -- the  
24 Engineering Group Chairman as we call it.

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1           Just to start off Ed if you could just  
2 tell us what your -- your -- the -- the duties of  
3 your current position are with the company.

4           MR. NARIZZANO:     Well, I oversee the  
5 operation pretty much in its entirety from fiscal,  
6 you know, issues, marketing issues, operations and  
7 maintenance, you know, delegating maintenance as  
8 required and the scheduling, reviewing who's hired  
9 and overseeing performance.

10          MR. ROTH-ROFFY:    Okay. And who is your  
11 superior? Who do you -- who do you report to?

12          MR. NARIZZANO:     My direct superior is  
13 Andrew Murray.

14          MR. ROTH-ROFFY:    Okay. And who are your  
15 subordinates? Who works for you? Who reports to  
16 you?

17          MR. NARIZZANO:     Ron Silva and Kathy  
18 Goshal (phonetic sp.). She's the officer person and  
19 all the crews that are on the schedule and that  
20 varies from season to season.

21          MR. ROTH-ROFFY:    Okay. And how many  
22 boats does -- do you oversee usually?

23          MR. NARIZZANO:     Currently we have 11  
24 vessels right now.

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1 MR. ROTH-ROFFY: And we did get some  
2 information about how many boats are operated in the  
3 various seasons. Could you describe that please?  
4 During the winter months how many you run and -- and  
5 during the summer months.

6 MR. NARIZZANO: Well, it's a flexible  
7 schedule based on weather. This -- this particular  
8 season, we had six that were operational. We didn't  
9 utilize six, you know, in any one occasion to my  
10 memory. We would just operate the vessels where it  
11 would provide a decent service level and make fiscal  
12 sense.

13 MR. ROTH-ROFFY: Okay. Could you tell us  
14 about your education and training you've received and  
15 -- and your employment background before your current  
16 position?

17 MR. NARIZZANO: Okay. I was a sales  
18 representative for R.J. Reynolds Tobacco Company for  
19 almost 15 years. The last two of those years, I was  
20 the training development manager here in Baltimore.  
21 There I -- I got out of the sales in the tobacco  
22 industry and went into being a service manager for a  
23 truck dealership and then automobile dealership after  
24 -- after that.

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1           Between those two service manager  
2 positions, I was working part-time with the Harbor  
3 Shuttle and I was an owner/operator. I owned two  
4 vessels of the Harbor Shuttle operations for a brief  
5 period. I sold them and just operated as a -- as a  
6 captain from time to time.

7           After leaving the -- the Heritage Auto  
8 Group which was the last service department, service  
9 manager position, I was working as a captain -- deck  
10 hand captain with Local 25 and then from there, I  
11 came here.

12           MR. ROTH-ROFFY: Okay. Local 25, could  
13 you describe that? What that means.

14           MR. NARIZZANO: That's the Marine  
15 Division of the Operating Engineers.

16           MR. ROTH-ROFFY: Okay. And your  
17 educational background, Ed? Could you describe that  
18 a little bit?

19           MR. NARIZZANO: I've got a four-year  
20 degree from Hofstra University. Major is fine arts  
21 and minor in (inaudible) management.

22           MR. ROTH-ROFFY: And could you again go  
23 back to your -- when you first became involved in  
24 marine -- in the marine field? What -- what year

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1 that was and -- and --

2 MR. NARIZZANO: Well, I -- I have been  
3 operating boats since I was ten/12 years old and did  
4 a lot of my own work working on outboard motors and  
5 read service manuals and got an education that way  
6 and ultimately, got involved with other mechanical  
7 aspects and, you know, then I got some -- some  
8 training through Peterbuilt and GMC training,  
9 programs they had that deal with ships. Dodge,  
10 Chrysler programs. To, you know, to a certain extent  
11 warranty training. Things that would be appropriate  
12 for a service manager to be -- be cognizant of, aware  
13 of.

14 MR. ROTH-ROFFY: Okay. So, since you're  
15 about ten years old, you've been working on boats of  
16 various types. Right?

17 MR. NARIZZANO: Yes.

18 MR. ROTH-ROFFY: Your own personal boats.  
19 Right?

20 MR. NARIZZANO: Yes.

21 MR. ROTH-ROFFY: When did you actually  
22 start, you know, working in the marine industry for -  
23 - for money?

24 MR. NARIZZANO: Well, I -- I had gotten

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1 my license originally on Long Island to just take  
2 six-passenger charters out and, you know, do that as  
3 -- as means of additional income. That was 1986 I  
4 believe and that didn't go too well and then I got  
5 transferred down here and the opportunity came up to  
6 operate harbor shuttles as a captain. That's when I  
7 -- I did that from time to time.

8 MR. ROTH-ROFFY: Okay. So, 1986, you --  
9 was -- did you get a license in 1986?

10 MR. NARIZZANO: Yes.

11  
12 MR. ROTH-ROFFY: What license was that?

13 MR. NARIZZANO: At the time, it was --  
14 was a 25 ton and it's been upgraded since to 100 ton.  
15 That's inland master and yes, coastal.

16 MR. ROTH-ROFFY: Okay. And when did you  
17 start working with Harbor Shuttle. What year? Do  
18 you recall?

19 MR. NARIZZANO: I think it was -- I think  
20 it was '91 or '92.

21 MR. ROTH-ROFFY: And you started out as a  
22 part-time master or how did you become involved?

23 MR. NARIZZANO: I -- I had a full-time  
24 job. So, just occasionally fill in.

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1 MR. ROTH-ROFFY: Like during the  
2 summertime or -- primarily?

3 MR. NARIZZANO: Yes.

4 MR. ROTH-ROFFY: Okay. And then when did  
5 you first buy your two vessels that you -- you had  
6 with Harbor Shuttle?

7 MR. NARIZZANO: It was '93 and '94 and I  
8 believe I operated them until I'm going to say '95 --  
9 mid-'95. This was a relatively brief period.

10 MR. ROTH-ROFFY: And then subsequent to  
11 1995, you continued to work with Harbor Shuttle?

12 MR. NARIZZANO: To -- to a lesser extent.  
13 It -- it became more occasional at that point.

14 MR. ROTH-ROFFY: Okay. So, from '95  
15 until when was that occasional work that you did with  
16 Harbor Shuttle?

17 MR. NARIZZANO: Until I came here and I  
18 really didn't go there full-time. I came -- came  
19 back here worked -- worked when it was -- Harbor  
20 Shuttle was purchased by Living Classrooms. I worked  
21 a little bit here, too, but it wasn't a -- it wasn't  
22 a great amount because of my other job  
23 responsibilities.

24 MR. ROTH-ROFFY: Okay. So, you were --

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1 you still had your full-time job as a service manager  
2 and you were doing the -- the marine stuff kind of  
3 part-time.

4 MR. NARIZZANO: Yes.

5 MR. ROTH-ROFFY: When did you actually --

6 MR. NARIZZANO: Yes. Okay. Then I went  
7 -- it was Local 25. It was, you know --

8 MR. ROTH-ROFFY: When -- about what year  
9 was that? Do you recall?

10 MR. NARIZZANO: I believe it was -- I  
11 believe it was 1998. I started off in Local 37.  
12 Then I went -- I transferred to 25 because it was  
13 more marine work. Thirty-seven is a land-base  
14 operation.

15 MR. ROTH-ROFFY: Okay. So, about 1998 is  
16 when you -- you left your service manager position  
17 and -- and --

18 MR. NARIZZANO: I believe that was it.  
19 That's correct.

20 MR. ROTH-ROFFY: And -- and you came  
21 sailing or doing the marine stuff full-time as a  
22 captain with -- with the local which means that you  
23 were working with different companies.

24 MR. NARIZZANO: I worked -- I worked for

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1 various companies.

2 MR. ROTH-ROFFY: And what kind of  
3 companies were those?

4 MR. NARIZZANO: Well, the first one was  
5 Key Wit (phonetic sp.) and then --

6 MR. ROTH-ROFFY: What -- what type of  
7 operation was that?

8 MR. NARIZZANO: That's pretty much a land  
9 company. They were trying to do Popular Island  
10 reconstruction and I was -- I was operating one of  
11 the tugs that they had there.

12 MR. ROTH-ROFFY: Okay. So, you operated  
13 a tug with -- for that company and then what? What  
14 other type of work did you do?

15 MR. NARIZZANO: And that -- that finally  
16 came to a -- to an end and then I was -- I -- I  
17 briefly tried a -- a stint as a -- a Mack tools  
18 salesman. That didn't -- that didn't work out and  
19 then I from there went onto Local 25. Was -- I -- I  
20 forget the time frame, how long it was. It might  
21 have been two/three months. It's been awhile since --  
22 -- since that occurred. I don't recall specifically.

23 MR. ROTH-ROFFY: So, are you saying two  
24 or three months with Local 37 or with Local 25?

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1 MR. NARIZZANO: Two or three months with  
2 the Local 37. Then it might have been a month or two  
3 layoff until I went to work with 25.

4 MR. ROTH-ROFFY: And how long did you  
5 work with 25?

6 MR. NARIZZANO: Until 2001.

7 MR. ROTH-ROFFY: And with Local 25, what  
8 sort of work were you doing?

9 MR. NARIZZANO: It varied from being a  
10 deck hand, jumping on -- on floating pontoons, and  
11 making and breaking pipe joints because they wanted  
12 me to know what was going on there before I -- I  
13 started operating the -- the vessels that were making  
14 and breaking these joints and then I slowly got into  
15 the responsible position of operating the tug and it  
16 was -- it was a small tug. It was a 30-foot/40-foot.  
17 It was single diesel typically. You know, you --  
18 basically, it's bump and run.

19 MR. ROTH-ROFFY: And what company was  
20 that with?

21 MR. NARIZZANO: Most of it was with Weeks  
22 (phonetic sp.).

23 MR. ROTH-ROFFY: And that's the local  
24 company here in Baltimore Harbor or where were you

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1 running?

2 MR. NARIZZANO: Weeks Marine is out there  
3 -- based out of -- at that time, they were Camden,  
4 but I believe they're a New York based operation.

5 MR. ROTH-ROFFY: But, you were working in  
6 -- in the harbor here or where were you working?

7 MR. NARIZZANO: I was working Delaware  
8 River. Sometimes up in Long Island. Cape -- you  
9 know, off Cape Penelton (phonetic sp.). The -- the  
10 Delaware Bay.

11 MR. ROTH-ROFFY: Um-hum.

12 MR. NARIZZANO: In around there. C -- it  
13 was the mouth of the C&D Canal.

14 MR. ROTH-ROFFY: Okay. And that -- you  
15 say they're small tugs. They're making and breaking  
16 pipes. So, what -- what do you mean by that?

17 MR. NARIZZANO: Well, they have those  
18 hydraulic dredges and they have big tubes that  
19 connected to go to the -- the landfill and you'd have  
20 to break and, you know, assemble and disassemble the  
21 sectors as the dredge progressed forward.

22 MR. ROTH-ROFFY: So, it's -- it's  
23 primarily a -- a dredging operation.

24 MR. NARIZZANO: Pump dredge operation.

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1 MR. ROTH-ROFFY: All right. And then in  
2 2001 is -- is when you started with Seaport Taxi?

3 MR. NARIZZANO: Yes.

4 MR. ROTH-ROFFY: And what was your  
5 position when you started?

6 MR. NARIZZANO: I started as a Fleet  
7 Captain.

8 MR. ROTH-ROFFY: And how long did you do  
9 that?

10 MR. NARIZZANO: It was about I'd say two  
11 months.

12 MR. ROTH-ROFFY: Okay. And then what  
13 were your duties as a Fleet Captain?

14 MR. NARIZZANO: Well, we -- we had a  
15 fleet that was in need of some attention. It was --  
16 it had a -- the breakdown rate was -- was pretty  
17 significant. The equipment running was the first  
18 order of priority and then -- and crewing them up  
19 with the second issue because the equipment wasn't  
20 reliable. It just wasn't a viable operation from any  
21 aspect.

22 MR. ROTH-ROFFY: So, you kind of came up  
23 and cleaned up their -- their crewing and the  
24 equipment problems?

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1 MR. NARIZZANO: I -- yes, I had to do a  
2 lot of work to get, you know, get -- get things where  
3 they were -- they were consistent.

4 MR. ROTH-ROFFY: And who was your  
5 supervisor at that time? Do you recall?

6 MR. NARIZZANO: It was Mr. Murray.

7 MR. ROTH-ROFFY: Was there a -- a person  
8 in the director position at that time that you  
9 recall?

10 MR. NARIZZANO: You had a -- we had an  
11 individual -- we had an individual that was in that  
12 position. Was Dan -- was Dan director? Jamie was --  
13 Jamie was the director. Jamie Burhman (phonetic sp.)  
14 and we -- we were -- at that point we were -- we were  
15 -- we were -- we were co-managing the operation.

16 MR. ROTH-ROFFY: Okay. So, you're a  
17 Fleet Captain for about two months and then you were  
18 made the Director. Is that correct or did you have  
19 something else after that?

20 MR. NARIZZANO: I think it was -- it was  
21 right pretty much to be the Director.

22 MR. ROTH-ROFFY: So, that was also  
23 sometime in 2001?

24 MR. NARIZZANO: Yes.

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1 MR. ROTH-ROFFY: Okay. So, you've been  
2 Director about four years or so? Three years?

3 MR. NARIZZANO: About three.

4 MR. ROTH-ROFFY: Okay. Okay. Tell me  
5 about the -- the operating history of -- of the Lady  
6 D. Have you had any problems with the Lady D since  
7 you've been associated with the company?

8 MR. NARIZZANO: We've -- we have some  
9 issues with cracks on, you know, motor -- motor mount  
10 cracks constantly need to be, you know, attended to.

11 Front bumper contact points for -- for front-loading  
12 boats. It's -- it's a -- it's a review process. You  
13 -- you look at the boat. You get feedback. You  
14 know, you personally look at the boat and you get  
15 feedback from the crews as far as any issue that may  
16 be needing attention.

17 The front bumper system, I had to develop  
18 a front bumper system that reduced front end  
19 abrasions and scuffing that was a -- a program we had  
20 to -- we had to evolve that program. We came up with  
21 a good solution.

22 MR. ROTH-ROFFY: Did you put that --

23 MR. NARIZZANO: Yes -- yes, I -- I  
24 standardized the outboard configuration. Got away

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1 from some of the mismatched items, different brands,  
2 different horsepowers that inherited. I moved  
3 towards a standard power. You know, most of them had  
4 90 horsepower Mercurys not Hondas. This was the  
5 exception this boat.

6 MR. ROTH-ROFFY: This boat had a -- a  
7 what?

8 MR. NARIZZANO: Had a Honda on it. With  
9 a number of -- number of shift cycles, we go through  
10 -- the Honda lower units were very susceptible to  
11 wearing out quickly. You'd -- you'd get a thumping  
12 in reverse and be a -- be an issue from an  
13 operational standpoint. Made -- made changes such as  
14 going from single lever controls to dual lever  
15 controls for reliability. Single lever control was  
16 wearing out too quickly and getting out of -- out of  
17 parameters and causing excessive wear issues on the  
18 rest of the power train.

19 MR. ROTH-ROFFY: Could you describe what  
20 you mean by single versus dual lever?

21 MR. NARIZZANO: Well, it's two -- it's  
22 basically two formats of engine controls. One has a  
23 single lever where in the middle is neutral idle and  
24 you -- you push it forward it engages and the further

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1 you push it forward it accelerates the boat and  
2 reverse occurs when you pull it back to the center  
3 and then you get reverse the same way with a mirror  
4 image. That's easier to operate from  
5 some standpoints until you have a -- a wear issue  
6 with the number of shift cycles we -- we have and  
7 then it can get notchy. Notchy meaning get  
8 (inaudible). Because the throttle before it engages  
9 the clutch starts banging and knocking the clutches  
10 apart and creating accelerated wear on the  
11 (inaudible).

12 So, I went with the -- the stick control  
13 where there's no -- you know, you engage it yourself  
14 and it's --

15 MR. ROTH-ROFFY: So, the clutch is  
16 separately controlled from the throttle.

17 MR. NARIZZANO: Right. Red -- red and  
18 black knobs. That's how it's set up.

19 MR. ROTH-ROFFY: And these changes were  
20 applied throughout -- across the fleet or just in --

21 MR. NARIZZANO: No, they -- they were  
22 evolved. I -- I worked them in from -- from, you  
23 know, when one was starting to get to the point where  
24 it was starting to get worn, we'd replace with a --

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1 an ungraded unit.

2 MR. ROTH-ROFFY: The Lady D, any -- any  
3 other particular problems related to the -- the Lady  
4 D?

5 MR. NARIZZANO: The engine. Yes, the  
6 engine parts, they -- they would, you know, crack.  
7 You know, you have to -- you -- you'd see the engine  
8 would be a little -- would loosen up or, you know,  
9 popped out. You'd have -- you'd have to have it  
10 welded and occasionally, you'd have contact with  
11 another, you know, dock -- edge of the dock or  
12 whatever and the (inaudible) where -- where we dock  
13 these boats might have a -- a pontoon issue and they  
14 -- you know, they get repaired and welded.

15 MR. ROTH-ROFFY: Did you have any --

16 MR. NARIZZANO: I mean it's -- it's just  
17 an ongoing -- it's an ongoing process. You have to  
18 actually look at these vessel. You put it on a piece  
19 of -- you know, on a regular schedule, you may -- may  
20 miss something because what's good right now may --  
21 may have an issue, you know, tomorrow afternoon. So,  
22 you need to -- to look at them and part of what our  
23 process is that the captains before they leave the  
24 dock or going away, they check all systems, lights,

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1 horns, steering, any -- you know, any damage to the -  
2 - visible damage to the boat and that's -- that's  
3 good practice no matter what kind of boat you have.

4 MR. ROTH-ROFFY: Okay. The Lady D was  
5 about I think 36 feet in length.

6 MR. NARIZZANO: That's -- that's correct.

7 MR. ROTH-ROFFY: Do you know -- happen to  
8 know what the -- the breadth measurement is?

9 MR. NARIZZANO: I believe she was --  
10 she's suppose to be 8 foot deep.

11 MR. ROTH-ROFFY: Is -- how does that  
12 compare with the other vessels in your fleet in -- in  
13 terms of length and breadth?

14 MR. NARIZZANO: Well, we have size -- two  
15 -- we have two others with similar configuration.  
16 Then we have two that are same length, a little bit  
17 larger diameter pontoon hulls and I believe they're -  
18 - I want to say they're 10 feet beam. Then we have  
19 another -- another two that are I believe 40 -- I'm  
20 not exactly -- they're -- they're 40-some odd feet  
21 with a 12 -- 12 foot beam.

22 MR. ROTH-ROFFY: Okay. Do you know the  
23 names of the two boats that are approximately the  
24 same dimensions as -- as the Lady D?

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1 MR. NARIZZANO: One's the W.B. Morgan.  
2 Patricia P.

3 MR. ROTH-ROFFY: Could you spell that  
4 please?

5 MR. NARIZZANO: P-A-T-R-I-C-I-A P.

6 MR. ROTH-ROFFY: And the other one was  
7 the W.B. Morgan?

8 MR. NARIZZANO: Right. They're --  
9 they're similar.

10 MR. ROTH-ROFFY: Okay. Was it the Lady D  
11 -- how long has the company owned the Lady D?

12 MR. NARIZZANO: Since -- the prior  
13 purchase was 2000.

14 MR. ROTH-ROFFY: Okay. That was when the  
15 Seaport Taxi was formed as a company?

16 MR. NARIZZANO: Yes.

17 MR. ROTH-ROFFY: And the predecessor  
18 company was called? Could you tell me that?

19 MR. NARIZZANO: It was Harbor Shuttle.

20 MR. ROTH-ROFFY: Okay. Do you have any  
21 drawings, construction arrangement drawings for the  
22 Lady D?

23 MR. NARIZZANO: I -- I didn't find any  
24 when I -- I came to the company. So, I -- I don't --

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1 I don't have any. Apparently that wasn't transferred  
2 during the transaction if they still had them. I  
3 don't -- I don't know. The district might have  
4 retained them.

5 MR. ROTH-ROFFY: Okay. And what became  
6 of the -- the Harbor Shuttle Company? Is it  
7 dissolved or is there any parts of it still  
8 remaining?

9 MR. NARIZZANO: My understanding is part  
10 of the sale was that he would refrain from operating  
11 five years of the sale and he wasn't operating in the  
12 harbor area.

13 MR. ROTH-ROFFY: Okay. We'd like -- be  
14 interested in getting copies of those drawings if  
15 possible. If you can -- if there's anyplace other  
16 you can look. I know we're trying with the Coast  
17 Guard to -- to maybe deal with the -- the boat. Do  
18 you know the name of the boat building?

19 MR. NARIZZANO: Yes, well, it's a  
20 Susquehanna Santee (phonetic sp.) Boat and Jeff  
21 Harper (phonetic sp.) is the -- is the principal up  
22 there now. I don't know if he has those on -- on  
23 file because he bought the business from somebody  
24 else and I don't know. I'll -- I'll have to find out

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1 if we can get them from him.

2 MR. ROTH-ROFFY: Okay. And where is this  
3 company located, Susquehanna Santee?

4 MR. NARIZZANO: It's in Willow Street,  
5 Pennsylvania.

6 MR. ROTH-ROFFY: Okay. Could you  
7 describe your -- your maintenance program for the --  
8 for your fleet? Is it -- is it paper based, computer  
9 based or -- or how do you keep track of -- of your  
10 maintenance program?

11 MR. NARIZZANO: It's -- it's -- it's -- I  
12 call it -- it's a feedback system. We look at the  
13 vessels. They are very simple. Very few systems on  
14 the vessels. The steering system, the -- the engine  
15 itself which if it's a two stroke you -- you grease  
16 it. You add -- you know, inject oil and change the  
17 plugs -- the spark. Occasionally, if you have a -- a  
18 rough idle scenario. The four strokes, you -- you  
19 change oil every month, six weeks depending on the  
20 use of the vessel. Sometimes a little bit more.  
21 Sometimes a little less. Depends on the -- the hours  
22 and the condition of the oil.

23 You know, go around and check, you know,  
24 check the fittings and if there any increase, we

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1 increase them. Hydraulic steering system is self  
2 lubricating and the oil it took if you have a --  
3 develop a leak. We -- we -- we replace the seals or  
4 whatever needs to be -- needs to be attended to.

5 MR. ROTH-ROFFY: Okay.

6 MR. NARIZZANO: Everything else is pretty  
7 much a visual check. I mean things like propellers  
8 get knocked around in the harbor. Little dings  
9 engine and -- and -- and bits and, you know, knock --  
10 knocks in them. So, that's -- as long as it's not  
11 excessive we're not going to replace them on a -- on  
12 a regular basis unless it becomes a -- an operating  
13 issue like I said.

14 MR. ROTH-ROFFY: Okay. You mentioned  
15 something like changing oil every six or eight weeks  
16 in -- in the --

17 MR. NARIZZANO: In the -- in the -- in  
18 the -- the four stroke Hondas.

19 MR. ROTH-ROFFY: How do you keep track of  
20 that? Do you have a -- a record system of any kind  
21 or how do you know when -- when their --

22 MR. NARIZZANO: No, I -- I -- I know when  
23 I did the oil change last. I look -- I -- I pull a  
24 dipstick occasionally and look at it.

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1 MR. ROTH-ROFFY: Okay. So, are you  
2 saying --

3 MR. NARIZZANO: I only -- I only have one  
4 engine like -- like that and we just got the -- some  
5 deals and I'm changing that every, you know, 300  
6 hours -- 250/300 hours --

7 MR. ROTH-ROFFY: So, you don't have any -  
8 -

9 MR. NARIZZANO: -- on the clock.

10 MR. ROTH-ROFFY: Do you have any  
11 maintenance records for the boats?

12 MR. NARIZZANO: I don't -- I don't -- I  
13 don't have any.

14 MR. ROTH-ROFFY: You don't keep any  
15 records.

16 MR. NARIZZANO: I don't keep any records  
17 of maintenance.

18 MR. ROTH-ROFFY: Okay. What about  
19 repairs? Do you have anywhere document the -- the  
20 repairs that you do on a boat?

21 MR. NARIZZANO: Well, any kind of welding  
22 or structural work, I -- I don't do that. So, that  
23 gets done by Anchor Bay or any structural work, a  
24 couple of times I farmed it out to a -- to a local

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1 welder. So, I can -- I can produce those if  
2 necessary as far as, you know, welding the pontoon.  
3 If there's a -- a ding in the pontoon or a crack in  
4 the pontoon or outboard racket welding, repair,  
5 things like that. MR. MURRAY: Am I allowed  
6 to --

7 MR. ROTH-ROFFY: Yes, please identify  
8 yourself though.

9 MR. MURRAY: Yes, Andy -- Andy Murray.  
10 Just to follow that comment. Our accounting  
11 department would have any structural work that  
12 involves an invoice. Our accounting department would  
13 have a record of it.

14 MR. ROTH-ROFFY: Okay. Do you recall any  
15 structural work having been done on the Lady D since  
16 you've been associated it?

17 MR. NARIZZANO: We had some welding done  
18 I believe on the -- the back pontoon area I think  
19 last year or maybe a little longer, more than a year  
20 ago. Front deck was in need of a total  
21 reconstruction. So, I authorized that to be -- to be  
22 redone and reenforced and strengthened.

23 The engine part had some -- had some  
24 crack bolts and it was -- it was loose and sagging

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1 and -- and we replaced that and repaired that. It  
2 was a piece now weld as you can -- I think you can  
3 see when we flip side down. That was -- that was a  
4 repair to it.

5 MR. ROTH-ROFFY: And was the Coast Guard  
6 involved in -- in -- in the -- seeing the results of  
7 that repair after it was done or -- or not?

8 MR. NARIZZANO: I don't believe so. The  
9 -- it was -- it was a repair that -- it was not, but  
10 I -- I understand the needed to -- to report it as  
11 repairing and maintaining it to the condition at  
12 which it was suppose to be.

13 MR. ROTH-ROFFY: Any problems with the --  
14 the steering system on the Lady D recently, you know,  
15 reported by the captains that they were having  
16 trouble with the steering or have you had done any  
17 major work on the steering system?

18 MR. NARIZZANO: Sometime back there was a  
19 little problem. Concern about it being a little  
20 notchy, but I -- it needed some grease and I -- I --  
21 I greased all the -- all the points and that's --  
22 that seemed to be the problem.

23 I haven't had any reports back for  
24 sometime now.

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1 MR. ROTH-ROFFY: About how long ago did  
2 you have that problem?

3 MR. NARIZZANO: It was -- it was last  
4 summer.

5 MR. ROTH-ROFFY: Okay. I -- we're  
6 running out of time. So, I'm going to pass to the  
7 next interviewer. I'm not entirely finished, but I  
8 would like to give some of the other folks. Morgan,  
9 are you -- do you have some questions?

10 MR. TURRELL: I -- I -- I'll just have to  
11 continue. There's too much to really cover. So,  
12 I'll -- I'll defer mine until later.

13 MR. ROTH-ROFFY: Anybody else have some  
14 quick questions that kind of eating at you that you  
15 want to ask now or we can wait until tomorrow.

16 UNIDENTIFIED SPEAKER: I think I'd prefer  
17 to wait.

18 MR. ROTH-ROFFY: Okay. All right. Well,  
19 let's go ahead and close part one of this interview.

20 Thanks very much, Ed.

21 It's about 37 minutes after 4:00 and  
22 that'll close this session of our interview with Ed.

23 Thank you very much.

24 (Whereupon, at 4:37 the interview was

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1 adjourned.)

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(Whereupon, the interview was reconvened  
on March 8, 2004.)

9:50 a.m.

MR. ROTH-ROFFY: Okay. The time is now  
about 8 -- correction -- 0950 and the date is the 8th  
of March 2004 and we're here resuming our interview  
with Mr. Ed Narizzano.

MR. NARIZZANO: Narizzano.

MR. ROTH-ROFFY: Narizzano, the Director

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1 of Seaport Taxi. Good morning, Ed.

2 MR. NARIZZANO: Good morning.

3 MR. ROTH-ROFFY: I'd like to once again  
4 just for the record go around the room and everybody  
5 introduce themselves.

6 Again, my name is Tom ROTH-ROFFY. I'm  
7 with the National Transportation Safety Board.

8 MR. SILVA: Ron Silva, Fleet Captain,  
9 Seaport Taxi.

10 LIEUTENANT COMMANDER HAMMON: Lieutenant  
11 Commander Mark Hammon, Coast Guard Sector, Baltimore.

12 MR. MURRAY: Andrew Murray, Director,  
13 National Historic Seaport of Baltimore.

14 MR. NARIZZANO: Ed Narizzano, Director of  
15 Seaport Taxi.

16 MR. ROTH-ROFFY: Okay. Good. I'd like  
17 to kickoff where we left -- pickup where we left off  
18 last time and -- and you were talking about --  
19 probably about your maintenance program for the  
20 vessels. I think the last thing we talked about was  
21 the -- the weld repairs that had been -- been done --  
22 periodically done on the hull I guess --

23 MR. NARIZZANO: Yes.

24 MR. ROTH-ROFFY: -- as needed on not just

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1 the Lady D, but other -- other boats in the fleet?

2 MR. NARIZZANO: Yes.

3 MR. ROTH-ROFFY: And you were talking to  
4 us a little bit earlier about your -- your  
5 maintenance philosophy. Could you kind of restate  
6 some of that for the record?

7 MR. NARIZZANO: Sure. When you have a --  
8 when you have an ongoing operation such as Seaport  
9 Taxi with galley uses, cycling of equipment, and, you  
10 know, landings and debarkations as many as eight,  
11 nine, ten times a -- an hour, we do a daily review by  
12 the captains. It's called -- I -- I refer to the  
13 feedback system.

14 My fleet captain, Ron, and myself do go  
15 out and inspect, you know, periodically the engine,  
16 engine parts, landing, boarding ladders, and just go  
17 over the vessels. Because the nature of -- of  
18 machines are that you can have something one day,  
19 looks perfectly all right. Next day, you have bolt  
20 broken, falling off, et cetera.

21 And, you know, looking -- looking, you  
22 know, back reflection after yesterday, then I was --  
23 I was pretty tired yesterday. The -- but, the  
24 folder, the holder for the documentation for the --

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1 the boat in question, the Lady D, 835s were issued  
2 prior to my -- my being there for crack -- I believe  
3 cracked hold, cracked steps and those were identified  
4 by the Coast Guard and, you know, that's -- that's  
5 great that they identified it, but if you look at the  
6 current record, we're having a minimal impact and  
7 835s for structural defects (inaudible) is  
8 unacceptable to the Coast Guard inspectors on an  
9 annual evaluation.

10 I believe that's because of our proactive  
11 method of -- you know, of working on these vessels  
12 and my -- my concerns are for safety as far as  
13 equipment and operations and this is my -- is my  
14 personal philosophy. I will forego a paint job way  
15 before I'll forego any kind of operational issues.

16 MR. ROTH-ROFFY: Okay. And you mentioned  
17 you do a -- a daily inspection of -- of all the boats  
18 or some of the boats everyday or how do you -- how do  
19 you manage that?

20 MR. NARIZZANO: Well, it's -- it's --  
21 it's -- the daily operation, a day-to-day review of  
22 the vessel condition is conducted by the captain  
23 which is procedure. Before they leave the dock, they  
24 have been instructed to look the boat over, go

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1 through all the systems, horn, lights, make sure  
2 everything is -- is operating properly and to their  
3 satisfaction before they leave the dock and put it in  
4 service. We're talking about licensed masters who  
5 should have a good handle on what is right and proper  
6 for leaving the dock.

7 On top of that, on a regular ongoing  
8 basis, you know, we're regularly out there. We don't  
9 have a written schedule, but when we're out and about  
10 which is often, Ron lately has been out there. You  
11 know, more recently he's been out there and he knows  
12 -- he knows based on my -- my guidance and working  
13 with me for the past three plus years what to look  
14 for and he's done a good job of reviewing the  
15 condition of the vessel. As fleet captain, that's  
16 part of what he does. He walks -- he walks the fleet  
17 and checks the vessels out periodically depending on  
18 the time of the season and I believe that is the  
19 reason why we minimize any kind of, you know, Coast  
20 Guard identified deficiencies.

21 MR. ROTH-ROFFY: Okay. So, I understand  
22 that Ron does most of the -- the inspections as  
23 opposed to you doing them. Is that correct?

24 MR. NARIZZANO: I -- I -- I do it as well

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1 as he does. This time of the year, I'm -- it -- if  
2 you're in this, in this type of business, you have to  
3 have the ability to wear several different hats. Act  
4 as administrator. Act as -- as policy maker,  
5 marketing and this time of year being our slow  
6 season, I am more focused in what's going on as far  
7 as, you know, office marketing, things of that  
8 nature, but I'm not -- I'm not removed from  
9 operations. But, I -- I'm involved with -- with  
10 other things more this time of year.

11 As the season accelerates and the boats  
12 are cycled and used more and more often, I shift my  
13 focus from internal office issues because they're  
14 already set in place and they're doing their thing  
15 and then I shift my -- my focus more towards that.

16 Ron in the off-months and -- and in  
17 season focuses in on the -- on -- on looking at the  
18 vessels and taking the captains' reports which he  
19 gets a copy of even before I do. The captain will  
20 write on the sheet if anything needs to be done and  
21 we -- we handle it.

22 So, to answer your question, it's a  
23 variable. It's a variable response. It depends on  
24 the time of the year.

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1 MR. ROTH-ROFFY: Okay. I'm going to  
2 pause just for a second.

3 (Whereupon, off the record.)

4 MR. ROTH-ROFFY: Okay. We're back on the  
5 record after a brief pause. The time now is about --  
6 it's about four minutes to 10:00 I guess.

7 From your recollection, Ed, when was the  
8 last time you were aboard the Lady D to do a -- for  
9 any purpose I guess?

10 MR. NARIZZANO: It would be the week it  
11 was when we had Mike out there cleaning and getting  
12 the vessel prepared for its annual topside  
13 inspection, you know, counting preservers, checking  
14 the condition of the preservers, and water lights and  
15 I think that was like Tuesday.

16 MR. SILVA: Last week.

17 MR. NARIZZANO: It was last week Tuesday.

18 MR. SILVA: Tuesday or Thursday. I think  
19 it was Tuesday. Thursday we were in the yard.  
20 Tuesday.

21 MR. ROTH-ROFFY: So, that would have been  
22 like five -- four or five days before the -- the  
23 accident?

24 MR. NARIZZANO: I believe that's --

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1 that's accurate.

2 MR. ROTH-ROFFY: Has -- has the vessel --  
3 has the Lady D been in service continuously or is it  
4 coming out of lay up or tell me about its recent  
5 operating history.

6 MR. NARIZZANO: That boat is -- was in  
7 standby mode and in service weekends for the most  
8 part over the winter on -- on days it would make  
9 sense. Of course, as you realize, this is a very  
10 seasonal type of operation and if you have very cold  
11 weather, winds, I -- I would not -- I would not run  
12 boats or not run that boat or any -- anything. As  
13 far as, you know, servicing the Fort would be a call  
14 based on weather.

15 I mean because of -- if it's a sunny day,  
16 there's people going there. To justify an operation  
17 of a vessel (inaudible) to bring one person out  
18 during the course of an eight-hours shift is not --  
19 is not responsible fiscally for the operation. So,  
20 that's how those calls were made.

21 If there's any weather conditions, we've  
22 had this past winter where there's been steady winds  
23 with spray that would be a -- say a slipping hazard,  
24 for example, on the fireboat dock which is our

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1 landing right now for the Fort, I would not -- I  
2 would not put a boat out there. Mainly, the concern  
3 of -- of, you know, getting people on and off the  
4 boat safely and maneuvering the boat safely in  
5 constant wind conditions.

6 Saturday in question, that those  
7 conditions did not exist. It was a little rainy in  
8 the morning. Cleared up and it was a really nice day  
9 until the fateful moments when the event happened.

10 So, that's -- to answer your question,  
11 the boat was put in service when it made -- made  
12 sense, you know, weatherwise, safety-wise. Because  
13 I'm not going to put a boat out there if the weather  
14 is not conducive to safe operation and if it's 20  
15 degrees or 10 degrees and crystal clear and calm, I'm  
16 not putting the boat out there because it makes no  
17 fiscal sense.

18 MR. ROTH-ROFFY: And it's -- it's not  
19 just a decision for the Lady D? It's -- it's for  
20 your whole fleet.

21 MR. NARIZZANO: That's right.

22 MR. ROTH-ROFFY: The -- the number of  
23 boats you're going to put out whether it's one or  
24 zero. Right?

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1 MR. NARIZZANO: Of course.

2 MR. ROTH-ROFFY: Or four.

3 MR. NARIZZANO: Of course.

4 MR. ROTH-ROFFY: Okay.

5 MR. NARIZZANO: I mean then weather  
6 conditions. We had snow -- you know, snow, freezing  
7 rain. We have -- pier seven's a aluminum -- goes to  
8 a floating dock with an aluminum ramp. I'm not going  
9 to have people trying to climb up and down that ramp  
10 because of safety issues and I have signs all over  
11 the place, you know, don't -- don't go on the ramp,  
12 but, you know, some people just like they ignore  
13 signs and they'll slip coming down the -- down the  
14 ramp as the boat's docking and that's -- so, I -- I  
15 just -- my attitude is I'm -- I'm not going to risk  
16 having somebody be hurt or damage to the boat which  
17 is way down to the -- to the second.

18 My primary -- my primary focus is I don't  
19 want anybody to be hurt because we might sell five  
20 tickets or ten tickets even a thousand, a million  
21 tickets. It's just not worth it.

22 I've closed days that we -- it turned out  
23 that I could have -- the competition was out there  
24 and it was a very good day and I still chose not to

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1 run.

2 So, that -- that's -- that's my -- that's  
3 my -- my decision making process.

4 MR. ROTH-ROFFY: Okay. So, that's on  
5 days kind of a no go -- go, no go decision. How  
6 about your general decision on whether to run one,  
7 two or three boats or -- or I don't know if that's  
8 the right number of boats that you -- your decision  
9 process, could you describe that? Does that vary?

10 MR. NARIZZANO: That varies and it's  
11 probably the most intuitive part of management in  
12 this type of business and you -- it's funny. You'll  
13 see some days, I'll have three or four boats and the  
14 competition will have one. They did better that day.  
15 Bottom line.

16 Conversely, I have three boats out.  
17 They'll have one and we'll be doing really good, but  
18 that's -- you know, that'll be taken -- that's --  
19 that's a guttural, you know, intuitive type of  
20 decision to be made. There's -- there's no to my  
21 knowledge or my -- my -- to my ability a way to  
22 quantify that and say okay, you have this, this,  
23 this, and this element. You put out this many boats  
24 and you have a net return on your investment for a

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1 safe day's operation.

2 No, I --

3 MR. ROTH-ROFFY: There's no scientific  
4 way to -- to make that decision is there?

5 MR. NARIZZANO: No, it's -- it's --

6 MR. ROTH-ROFFY: It's more a gut type of  
7 a --

8 MR. NARIZZANO: Right.

9 MR. ROTH-ROFFY: -- decision.

10 MR. NARIZZANO: So, to answer your  
11 question, we -- I would vary -- well, the -- the  
12 first thing is we -- we plan our -- our schedule's a  
13 monthly schedule as far as personnel manpower  
14 schedule. A month -- monthly projections and we  
15 schedule people on a monthly basis and from that  
16 point, it's a rollback or Ron or I will take an  
17 additional boat out if we feel justified that we need  
18 the equipment of site.

19 So, that's -- that's sort of -- that's  
20 the median. We'll either add or subtract from that  
21 median and again, that is -- you know, that's the  
22 business aspect of it.

23 MR. ROTH-ROFFY: Okay. So, this time of  
24 the year, you have -- what is your median that you

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1 have a minimum number of boats running?

2 MR. NARIZZANO: Let's see. We have five.

3 We have five large boats and one small boat in the  
4 winter. That's -- that's a standby operation. The  
5 rest of the fleet is (inaudible). The total is six  
6 boats standing ready in the winter.

7 MR. ROTH-ROFFY: Okay. And they're all  
8 enclosed?

9 MR. NARIZZANO: Yes, they're -- they're  
10 all -- all of -- this -- this winter all of our  
11 enclosed boats were operational.

12 MR. ROTH-ROFFY: Okay.

13 MR. NARIZZANO: You know, they were  
14 available for service. Not that they were in  
15 service, you know, but they were available to be used  
16 if necessary and we rotate through to keep the -- you  
17 know, the engineer hours, you know, spread around.  
18 Keep the -- keep them working.

19 The -- the one boat, the Lady D, was  
20 typically used weekends and I used that to scoot  
21 around the harbor to attend meetings.

22 MR. ROTH-ROFFY: Okay. During your last  
23 time that you were on board the -- the Lady D, you  
24 mentioned that you were getting ready for a topside

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1 inspection from the Coast Guard, annual inspection?

2 MR. NARIZZANO: Yes. Um-hum.

3 MR. ROTH-ROFFY: When was that schedule  
4 for or -- or was it?

5 MR. NARIZZANO: The schedule was from  
6 today.

7 MR. ROTH-ROFFY: Okay. And did you find  
8 any -- any problems with the -- the condition of the  
9 boat or the equipment when you -- when you looked at  
10 it last Tuesday?

11 MR. NARIZZANO: No. No, I didn't see any  
12 and I was -- I was there briefly speaking with Ron  
13 and just getting, you know, going through and seeing  
14 what was going on on the boat. I had run the boat  
15 recently and it -- it -- as far as the operational  
16 systems, it seemed -- it seemed fine. Radio was  
17 working.

18 MR. SILVA: I brought the boat tank up  
19 there a week ago today as a utility craft to come  
20 back from Anchor Bay after I dropped another boat  
21 off.

22 So, I operated the boat a week ago today.

23 MR. ROTH-ROFFY: I'm sorry, Ron, but  
24 probably the way we like to do it is you'll be

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1 interviewed separately --

2 MR. SILVA: I got you.

3 MR. ROTH-ROFFY: -- and if -- if we can --  
4 -

5 MR. SILVA: I know. All right.

6 MR. ROTH-ROFFY: It's good information,  
7 but I'd like it to come in a different format.

8 MR. SILVA: Dawned on me as I said it.  
9 Excuse me.

10 MR. ROTH-ROFFY: Okay.

11 MR. NARIZZANO: Again, in this time of  
12 the year, Ron is more, you know --

13 MR. ROTH-ROFFY: Okay.

14 MR. NARIZZANO: -- more on the boats and  
15 supervising what's going on in the -- on the -- in  
16 this -- this -- the fleet that's here.

17 Anyway I operated the boat in -- in the  
18 harbor and I -- I take it to meetings that area here  
19 and everywhere around -- around and I don't remember  
20 specific dates, but it was recently and I -- I --

21 MR. ROTH-ROFFY: Could -- could you about  
22 say when the last time you operated it? A week or a  
23 month or --

24 MR. NARIZZANO: We had that meeting at

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1 the Constellation. I took it there. What was --  
2 when was that? A week and a half ago. Two weeks  
3 ago.

4 MR. ROTH-ROFFY: Okay. Just  
5 approximately is fine.

6 MR. NARIZZANO: Week and a half ago.

7 MR. ROTH-ROFFY: Okay. Good.

8 MR. NARIZZANO: About a week and a half  
9 ago, I operated to attend a meeting here and it -- it  
10 was fine.

11 MR. ROTH-ROFFY: And that was -- that was  
12 during the week rather than the weekend?

13 MR. NARIZZANO: Yes.

14 MR. ROTH-ROFFY: Because it's normally  
15 not in service --

16 MR. NARIZZANO: Right.

17 MR. ROTH-ROFFY: -- during the week?

18 MR. NARIZZANO: Right.

19 UNIDENTIFIED SPEAKER: The -- the date is  
20 February 25th of that meeting.

21 MR. ROTH-ROFFY: Okay. And the last time  
22 you were aboard it was last Tuesday and I'm sorry.  
23 I've wanted to get a little more detail. You said  
24 that as far as you know there was -- there was

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1 nothing wrong with it. Right?

2 MR. NARIZZANO: Correct.

3 MR. ROTH-ROFFY: Mechanically or  
4 outfitting-wise, the life preservers there.

5 MR. NARIZZANO: Everything was.

6 MR. ROTH-ROFFY: But, you didn't really  
7 do the -- the inspection. It was -- it was Ron that  
8 had more so done the inspection.

9 MR. NARIZZANO: Oh, Ron was working with  
10 Mike.

11 MR. ROTH-ROFFY: Okay. The captain.

12 MR. NARIZZANO: Who was -- no, that was  
13 the -- the mate.

14 MR. ROTH-ROFFY: Oh, the mate.

15 MR. NARIZZANO: Oh, he's -- he's got a  
16 captain's license, but he was going through a --  
17 ironically, he did -- he was working on it as mate  
18 capacity, cleaning the life jackets, counting them,  
19 and checking condition and going through the rest of  
20 the boat and make sure everything was the way it  
21 should be.

22 This is, you know, this is regulated and  
23 routine.

24 MR. ROTH-ROFFY: Do you have a -- recall

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1 any kind of history with problems with the steering  
2 system or the propulsion system, the -- the engine or  
3 the -- the drives, clutches, et cetera in the recent  
4 past?

5 MR. NARIZZANO: I said last -- well,  
6 yesterday, we had that one complaint about a little  
7 glitch in the steering, but I -- three or four weeks  
8 ago and subsequent to that I -- I put some -- some  
9 more grease in there and I found that there was some  
10 salt that had accumulated in the -- that had -- our -  
11 - our tube or what you call it. I -- I could -- I  
12 tip it in and I didn't see any problems with it.  
13 That was -- that was reported in the summer. Last  
14 time it was -- it was reported back and I didn't see  
15 any --

16 MR. ROTH-ROFFY: Okay.

17 MR. NARIZZANO: -- any evidence of it,  
18 but I -- you know, I put grease in it and, you know,  
19 just as a precaution and just -- it was needing  
20 grease and greased -- greased it up.

21 The clutch, shifting, that -- that was  
22 fine. It's unusual for a Honda frankly. It was --  
23 we had lower unit problems with them. The engine  
24 bracket had full drop down. Motor -- motor dropped

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1 down. I think that was right before Isabel. That  
2 had to be put back up in place and welded. I think  
3 the welds are evident when it was upside down. That  
4 -- that was repaired. Actually, reinforced better  
5 than it was from -- from the factory.

6 Now, like I saw, first time I saw on the  
7 evening news that they use the lower unit as a Samson  
8 post to yank it in the surging seas. So, that repair  
9 is obviously above and beyond its original  
10 configuration.

11 Other than that, you know, changed the  
12 oil on it. I think that was less than a month ago.  
13 Two -- two or three weeks.

14 MR. ROTH-ROFFY: You changed the oil in -  
15 - in the out drive or --

16 MR. NARIZZANO: In the outboard. In --  
17 in the engine. The lower units by the nature of  
18 these things, the only time I can drain the lower  
19 unit oil is when the boat is hauled out of the water.

20 Unfortunately by design, the only  
21 outboards that are available for us are  
22 recreationally oriented outboards and, you know,  
23 pulling them out of the water on a trailer or if  
24 you're running a boat 50 to 75 in an average

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1 recreational boat of the season, then you winterized  
2 it and you have it up and you -- you drain the oil  
3 out of it. We don't have the luxury of doing that.

4 I've used -- I use a high performance  
5 synthetic lower unit oil which I have had absolutely  
6 no problems with heater failure because of that.  
7 What -- what we have as a problem if you want to say  
8 or the -- or the wear factor on our lower units is  
9 strictly the interface between the clutch dog which  
10 is a hard metal piece that is slid forward and back  
11 to select forward, neutral or reverse on a sliding  
12 prop shaft with a corresponding dog set up on either  
13 the reverse gear or the forward gear. Most often,  
14 the reverse gear rounds out and the clutch dog rounds  
15 out from cycling.

16 We cycle these depending on the time of  
17 the year again anywhere from oh, 800 shifts a day,  
18 500 shifts a day up to as many as 1200 shifts a day  
19 and that -- that is what we note as failure. We do  
20 not have a lubrication failure. The only time you  
21 might have a lubrication failure is if you have a  
22 seal failure from monofilament or something at a  
23 lower, you know, the prop seal and there's no  
24 forecasting that unless you disassemble the propeller

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1 everyday and that's -- that's not something that we  
2 do.

3 Now, I don't have that many occasions to  
4 have monofilament because of harbor conditions. We  
5 have trash bags, logs, a variety of other issues that  
6 -- that as being counter -- you know, (inaudible) in  
7 the inner harbor, but as far as serving, oil,  
8 changing oil, bearing failure, that's almost  
9 nonexistent.

10 The Mercury drives which is the standard  
11 used in the fleet -- again this -- this Honda is the  
12 exception. It's the only one I have in service.  
13 That -- that lower unit is also performing well.  
14 It's got the synthetic lower unit oil in it and it  
15 worked -- it works in this application. We did have  
16 some problems with those engines and twin engine, you  
17 know, applications. For some reason, the lower units  
18 lasted less than a month.

19 The Mercurys in the same application last  
20 over a year and they start to thunk and then get them  
21 -- you know, get them rebuilt.

22 Hope that helps you as far as --

23 MR. ROTH-ROFFY: Yes.

24 MR. NARIZZANO: -- you know, it's -- if I

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1 had any kind of issue with bearing failure due to  
2 lubrication problems, I would come up with a -- with  
3 a program for that, but it's -- it's really not an  
4 issue. The synthetic oil comes out and its -- you  
5 know, its clutch -- clutch chunks of metal at -- on a  
6 failure. The magnetic picks them up, keeps them out  
7 of the bearings and --

8 MR. ROTH-ROFFY: Okay. And do you recall  
9 when the last time the -- the boat was out of the  
10 water for inspection or repair?

11 MR. NARIZZANO: It was probably right  
12 after Isabel when I had the -- the engine brackets  
13 welded up.

14 MR. ROTH-ROFFY: And about when was that?

15 MR. NARIZZANO: Isabel was late  
16 September.

17 MR. ROTH-ROFFY: Okay. And where was  
18 that -- that work done?

19 MR. NARIZZANO: At Anchor Bay.

20 MR. ROTH-ROFFY: Okay. I think what I'd  
21 like to do now is shift a little bit and go to the  
22 day of the accident and if you could tell me about,  
23 you know, your -- kind of your routine for that day  
24 and -- and how you -- what you did that day and how

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1 you came to -- to know about the accident and -- and  
2 what you did subsequently.

3 MR. NARIZZANO: Okay. Well, I came to  
4 the office. I guess it was something like  
5 8:30/quarter to 9:00. Looked at the schedule. Got a  
6 report from Kathy in my office in person that Nate  
7 Whitaker (phonetic sp.) was not going to be able to  
8 report for duty. He's one of our mates and the mate  
9 that was assigned to a boat that I was scheduled to  
10 run was, in fact, coming in.

11 The weather was -- at that point, was  
12 just clearing up. It was wet. It was -- now, it was  
13 -- I didn't know it was going to brighten up as nice  
14 as it did.

15 But, I -- I made a decision at that point  
16 to take that time to do some -- you know, some work  
17 up-fitting the Revenge which is over at the bay. I'm  
18 doing -- I'm getting that back into service. That  
19 was -- that's been out of service for a few years.

20 Anyway, I made a decision at that point  
21 to assign the mate, my mate to work with one of the  
22 other captains that was scheduled. I had John Glenn  
23 out there as a senior captain and the man -- the  
24 equipment need at that point seemed to be well met

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1 with the little boats taking people out to the Fort  
2 and the typical early March day. It's more than  
3 enough boat capacity to adequately handle the traffic  
4 or anticipated traffic. Again, it's a guttural, you  
5 know, guttural feeling on how you assign manpower and  
6 equipment use.

7 Had an adequate number of boats servicing  
8 the inner harbor and I touched bases with the office.

9 Told them if they need anything to give me -- give  
10 me a call. Put the tools in my van -- in my truck.  
11 Went down to Anchor Bay and started to wire the boat.

12 Rewiring the boat for the Coast Guard gauge  
13 requirements of -- to upgrade it to 12 gauge. They  
14 had just said that it had been done with improper  
15 gauge wire. So, I -- I was fixing that.

16 And I guess it was shortly after  
17 4:00/4:15, I was -- I was -- I was at a point where I  
18 was bagging up my tools because a storm was coming in  
19 and I could see the wind was picking up and looked --  
20 I looked over the tree line. It's dark over there.  
21 Dark clouds. There's a squall -- a squall coming in  
22 which is not unusual for this time of year. It  
23 happens, you know, periodically.

24 Shortly after the storm blew through

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1 Dundalk which is where Anchor Bay is, I get a call  
2 from the office saying that we had a boat flip. I  
3 said who -- who's this? You're kidding me. I didn't  
4 recognize. I was what?

5 And at that point, immediately, of  
6 course, I threw everything in the truck, took off,  
7 and went -- went to the office.

8 At the office, I found that my fleet  
9 captain had come in and was given the day off. He  
10 was notified. He's -- he's close to the -- he lives  
11 close to the waterfront actually on a boat right  
12 there in -- in Fells Point. He was already on the  
13 water at the scene on the -- the Patrick Duffy and,  
14 you know, running assistance.

15 I stayed by -- I stood by the office at  
16 that point to coordinate what was going on there. Of  
17 course, a lot of inquiring phone -- incoming phone  
18 calls and that was when my marathon started which  
19 basically ended yesterday afternoon.

20 I was involved working with all the  
21 authorities and fielding questions.

22 MR. ROTH-ROFFY: Okay.

23 MR. NARIZZANO: That's -- that's how I --  
24 I called into the situation.

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1 MR. ROTH-ROFFY: I'm not sure we talked  
2 about this yesterday, but we're trying to get some  
3 plans for -- for the boat. I think I asked you that  
4 and you said you probably did not have any in the  
5 office.

6 MR. NARIZZANO: Correct.

7 MR. ROTH-ROFFY: Drawing -- construction  
8 drawings or layout arrangement. I'm not sure I asked  
9 you this though. Do you have any knowledge of any  
10 sister vessels? Perhaps the same or similar design  
11 that might exist?

12 MR. NARIZZANO: I -- ironically, the  
13 vessel Lady D is -- is a clone or a sister ship that  
14 Mr. Ron Morgan had built based on Raven which was my  
15 boat.

16 That boat was used in exactly the same  
17 area for years by Mr. Morgan and -- and I was  
18 owner/operator. It was used as a commuter boat in  
19 that area.

20 So, that -- that is the -- that's what  
21 the stability letter was based on. It was based on  
22 the sister ship relationship between Raven and that  
23 boat. Of course, in '96, I was not involved with the  
24 operation off a shuttle and I would occasionally be

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1 there, but it was not -- I -- I wasn't really  
2 involved after I dissolved my relationship as an  
3 owner/operator I -- I was a little scarce for awhile.

4 So, those plans ironically, I just  
5 through away about maybe six months ago that I had a  
6 copy of. What I did this morning, sir,  
7 was I placed a call into Jeff Harper, Susquehanna  
8 Santee who has extended full cooperation. He also  
9 mentioned that Joe Dufresne -- Joe Dufresne, he had  
10 a -- he has a voice, you know, message for him  
11 requesting the same data. I urged him to put a very  
12 high sense of urgency on trying to research his  
13 database to try to procure those documents.

14 MR. ROTH-ROFFY: Did he think that he had  
15 -- had the documents?

16 MR. NARIZZANO: He didn't specifically  
17 say, but he said he was going to -- going to do the  
18 research on it.

19 My -- I -- my -- my boat, Raven, was  
20 built with the plans and the blueprints and it was  
21 approved by Philadelphia. They -- I would assume  
22 they would have Raven's blueprints. They should have  
23 Lady D's blueprints being as they were built in the  
24 same -- but -- but, this is a speculation on my part

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1 and I -- I don't know.

2 But, I wanted to let you know that I made  
3 an effort this morning to have those -- those plans  
4 produced for you.

5 MR. ROTH-ROFFY: Good. Any other sister  
6 boats besides the Raven that you -- that may have  
7 been built at Susquehanna?

8 MR. NARIZZANO: No, not -- not that I'm -  
9 - well, I -- I could ask Jeff. I -- I could ask  
10 Jeff.

11 MR. ROTH-ROFFY: Okay. Next time you  
12 talk to him.

13 MR. NARIZZANO: After this interview,  
14 I'll call him right away.

15 MR. ROTH-ROFFY: Okay.

16 MR. NARIZZANO: And we can -- I can ask  
17 him right if he has any other vessels that are sister  
18 to it.

19 The two -- the two boat -- I -- I get  
20 these -- that's why the numbers.

21 MR. ROTH-ROFFY: Yes.

22 MR. NARIZZANO: It's all inherited from  
23 Ron Morgan. It's like gosh a little silly. I think  
24 they're name after his girlfriends, but the two boat

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1 I believe has the same pontoons and I don't know if  
2 the standard simplified stability test wind profile  
3 of that one matches up with Lady D. It might. I  
4 don't know.

5 That is one of the boats that is pickled.  
6 It's -- it's not -- it's not in service.

7 MR. ROTH-ROFFY: Where is it presently  
8 located?

9 MR. NARIZZANO: It's at (inaudible)  
10 Marina Center.

11 MR. ROTH-ROFFY: You call it the two  
12 boat?

13 MR. NARIZZANO: Yes.

14 MR. ROTH-ROFFY: Could you spell that?

15 UNIDENTIFIED SPEAKER: That's just the --  
16 the number two.

17 MR. NARIZZANO: Number two. We number  
18 them.

19 MR. ROTH-ROFFY: Oh, I got you.

20 MR. NARIZZANO: So, for radio  
21 communications, it simplifies things.

22 MR. ROTH-ROFFY: Oh, I got you.

23 MR. NARIZZANO: And also for clarity, you  
24 know.

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1 MR. ROTH-ROFFY: Does it have a name?

2 MR. NARIZZANO: Yes, it does. I'm trying  
3 to remember what it is.

4 MR. ROTH-ROFFY: Okay.

5 MR. NARIZZANO: W -- is it W Morgan?

6 UNIDENTIFIED SPEAKER: The W Morgan.  
7 W.B. Morgan.

8 MR. NARIZZANO: W.B. Morgan is the two  
9 boat. The P is the --

10 UNIDENTIFIED SPEAKER: Four boat.

11 MR. NARIZZANO: -- the four boat. Which  
12 also might be -- say it's similar, but that is a  
13 very, very old boat. That used to be the big boat  
14 when we first started. It would haul the shutter.  
15 Bay cap --bay taxi shuttle or water rails or whatever  
16 they were called in the early days. They changed the  
17 names to protect the innocent or something. I don't  
18 know. I was not a principal at that point.

19 MR. ROTH-ROFFY: Okay. Tell me about the  
20 Raven. Did you have that boat built?

21 MR. NARIZZANO: Yes.

22 MR. ROTH-ROFFY: To your specifications?

23 MR. NARIZZANO: It was --

24 MR. ROTH-ROFFY: Or --

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1 MR. NARIZZANO: -- it was a standard  
2 design that they had there, but I made improvements  
3 to it. Previous to my building Raven, every boat in  
4 this fleet that Ron Morgan was operating had cable  
5 steering which had a very short life span. It would  
6 break and chafe. Again, cycling, hard over to  
7 maneuver in and out of tight places, docking, and  
8 turning around. So, I went to Sea Star (inaudible)  
9 hydraulics steering system. I did not use single  
10 lever controls. I had two lever controls because of  
11 the ability to -- to separately address -- address  
12 cable throw on the -- on the shift cycle.

13 Because with a Mercury -- I used a  
14 Mariner. I had a 75 horsepower Mariner on the back  
15 which was -- it's a gray Mercury. You can -- the  
16 lower units are pre-loaded, spring pre-loaded to  
17 drive into forward if you have a cable failure. They  
18 -- they pop into forward and they're spring loaded in  
19 that position.

20 Well, with a 36 foot or a 34 -- 34/36  
21 foot long cable, you have some wear that accumulates  
22 inside the cable and casing after shifting and  
23 cycling so many times.

24 With a single lever control, you have to

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1 have that integrated and coordinated to catch the  
2 detends (phonetic sp.) just right when you're moving  
3 the shift portion of the can -- the shift can inside  
4 and then you engage the throttle advanced. Well, if  
5 you over adjust the cable, you start to jam the --  
6 the shifter. It doesn't work properly. It can lock  
7 up and it be an issue.

8 I did not like that and, of course, I  
9 modified to a twin stick system which allows you to  
10 over adjust the cable so you can over adjust revert  
11 and pre-load that and the spring will throw it and --  
12 and keep it forward. So, that -- that was an  
13 improvement.

14 I came up with little round things that  
15 go on the corners of the boat that prevent the decks  
16 from being destroyed when you came up to a dock and  
17 you came in. You can come either heavy or light. If  
18 you came in heavy, the boat's sitting down in the  
19 water, whatever it is, four or five inches of extra  
20 displacement and you go under the dock and when you -  
21 - everyone disembarks, you get hung up and then you  
22 back off and tear cleats off, tear the front of the  
23 boat up and that wasn't a good thing.

24 So, I initiated the -- that improvement.

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1 I also specified additional sub-deck -- sub-decking  
2 reenforcing structures to put diagonal braces into  
3 the -- the deck so when you're maneuvering the boat -  
4 - when you're maneuvering the boat, you're pushing  
5 against the bulkhead to -- to skir out and then Fells  
6 Point is some tight quarters. The maneuvering  
7 routine is to keep it in forward, fend off a corner  
8 to orient the vessel in a -- in a better angle and  
9 back out to make your turn.

10 So, catching that corner, you needed to  
11 have some structural integrity by way of stringer  
12 system that was -- that was tied into the structure  
13 of the vessel.

14 Ron's boats didn't have that. They would  
15 be constantly broken and decks torn up, et cetera.

16 The hydraulics -- hydraulics steering was  
17 --was an improvement. I also had oil injection and I  
18 had a Mercury outboard. It was the first one of --  
19 it was my boat and I had it built and I used a -- I  
20 used a Mercury Mariner because I liked the oil  
21 injection system which minimized maintenance in that  
22 you didn't have to worry about the ability of the  
23 crew to premix the oil and gas properly when you have  
24 what's in the tank now. It's a -- it's a moving

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1 target. You really don't know.

2 So, the oil injection system there  
3 basically made it, you know, foolproof. Fill the oil  
4 tank up. Fill the gas up and you run the boat.

5 And that boat ran and ran and ran and  
6 ran. Where the -- the other boats in that -- in that  
7 fleet had -- had more down time than up time.

8 MR. ROTH-ROFFY: Okay. You also had a  
9 second boat. Was it similar to the Raven or not?

10 MR. NARIZZANO: No, the second boat was  
11 Falcon. Falcon was built with extra supports,  
12 hydraulic steering and very similar -- very similar  
13 equipment. Had the same 75 horsepower Mariner which  
14 is the same as a 90 horse that we have right now  
15 except that they have a different carburation and  
16 port timing to get the extra horsepower. They're --  
17 they're basically the same engines. I had that one  
18 built.

19 That is more similar to the Lady D as in  
20 delta. I guess that's the -- the five boat which is  
21 -- Lady D as in delta.

22 UNIDENTIFIED SPEAKER: Lady bravo.

23 MR. NARIZZANO: Lady B. Lady -- oh, I'm  
24 -- I'm sorry. That's why I number them.

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1 MR. ROTH-ROFFY: The Lady D is the -- the  
2 accident boat.

3 MR. NARIZZANO: Okay. I'm sorry. Yes.

4 MR. ROTH-ROFFY: Okay.

5 MR. NARIZZANO: You're right. That's --  
6 that's why I number them.

7 The five boat is similar in deck  
8 configuration. Meaning that the pontoons and the --  
9 the, you know, the pontoons and the -- and the beam  
10 are the same as -- as Falcon. Falcon was sister  
11 shipped off of Ron Morgan's Phoenix. Not the -- not  
12 the Phoenix we have right now. It would be the first  
13 Phoenix. The single outboard. I believe -- I  
14 believe it was 36 -- I -- I don't know if it's ten or  
15 12 beam. I -- I forget.

16 All right. But, that also, like I said,  
17 had the hydraulic steering and, you know, twin  
18 sticks. That had two fuel tanks. I believe -- I  
19 forget if Raven had one or two fuel tanks. I think  
20 it had two.

21 MR. ROTH-ROFFY: Okay. What became of  
22 the Raven? Where is the Raven now?

23 MR. NARIZZANO: Raven and Falcon both  
24 were sold. It's kind of a -- kind of a long story,

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1 but I'll -- I'll make it as abbreviated as I can.

2 Ron Morgan was involved with Susquehanna  
3 Santee as a sale representative of sorts and when it  
4 got to the point where I was working for Heritage  
5 Automotive Group as a service manager and I didn't  
6 feel comfortable having the mechanic that was working  
7 on Mr. Morgan's equipment touch my equipment,  
8 especially after he reported a power head failure. I  
9 removed the power head only to find out the lower  
10 unit had seized up and I had to put the engine back  
11 on and I'm thinking just take the five bolts out and  
12 put my spare loader unit on it.

13 I was involved with a new -- new position  
14 that was providing for my family as a service manager  
15 for Heritage Dodge in Ownings Mills. I decided and I  
16 told him look I'm looking to you to liquidate these.

17 He didn't want to buy them, but he said I'll help  
18 you out and -- and in his sales representative  
19 capacity, I would sell them either -- I believe -- I  
20 don't know if I sold them back -- I sold them back to  
21 Susquehanna Santee Boat Company and they resold them.

22 My understanding and I -- I -- I don't --  
23 I don't know being as I was really out of the loop  
24 once I turned them over to -- turned Raven over to

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1 Santee. It was a long time ago. I'm trying to  
2 remember what the paperwork -- paper trail was and it  
3 went to some -- I think it was a yacht. I think  
4 Raven went to some yacht club in Cape May or -- or  
5 Southern Jersey.

6 I did -- I did sell the Falcon through  
7 Santee Boat Company but directly. I met the people  
8 that bought the Falcon. They were going to use it as  
9 a birdwatching boat in Cape May Flats. Does that  
10 make sense? I don't remember of any salt flats. I  
11 guess it's salt flats behind the (inaudible), but  
12 Cape May. He was going to use it as birdwatching,  
13 take picture type of thing in Cape May and the date  
14 on that I believe would be '95 May/April.

15 MR. ROTH-ROFFY: Okay. Really --

16 MR. NARIZZANO: So, that's -- that's what  
17 my last understanding of where those boats were --

18 MR. ROTH-ROFFY: Really interested in the  
19 Raven which is a sister boat for the Lady D.

20 MR. NARIZZANO: Right. Yes. I'm sorry.  
21 I'm just trying, you know --

22 MR. ROTH-ROFFY: Sure.

23 MR. NARIZZANO: -- sort two events out.  
24 Yes, Raven was -- I believe was sold to be used as a

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1 -- an enclosed now launch for -- for a yacht club.

2 MR. ROTH-ROFFY: In Cape May, you think?

3 MR. NARIZZANO: I believe it was Cape  
4 May.

5 MR. ROTH-ROFFY: Okay.

6 MR. NARIZZANO: Southern Jersey  
7 someplace. It may -- it may have been -- in that --  
8 it's in that area.

9 MR. ROTH-ROFFY: Perhaps when you talk to  
10 -- to Jeff. Is that Jeff at Susquehanna?

11 MR. NARIZZANO: I'll see. They had quite  
12 a shake-up over there because the Morgans and -- Ron  
13 Morgan and them had a major blowout. They -- no,  
14 that's -- it's all hearsay. I don't know --

15 MR. ROTH-ROFFY: Right.

16 MR. NARIZZANO: -- the facts for sure. I  
17 just hear the -- hear what happen and it wasn't  
18 pretty. So, I don't know if there was a lot of  
19 record keeping on that. I can -- I can ask him  
20 though. I will -- I will do that. Make a note of  
21 that.

22 MR. ROTH-ROFFY: While you're making  
23 notes, sir, if -- I would be interested if you could  
24 draw or -- or Ron if you could draw a sketch of the -

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1 - of the boat, the arrangement, how the seats were,  
2 where the life jackets were, showing the steering  
3 console, any other details, you know, because, you  
4 know, looking at it -- looking --

5 MR. SILVA: How much detail do you want?

6 MR. ROTH-ROFFY: As much as you can  
7 recall?

8 MR. SILVA: I mean as far as dimensions  
9 and everything?

10 MR. ROTH-ROFFY: Dimensions not so  
11 critical because we can get those from -- from the  
12 boat itself, but, you know, right now the -- the way  
13 the boat exists there's --

14 MR. NARIZZANO: Well, we -- the floor  
15 plan -- basically, what you have right there is  
16 pretty much -- it -- you got the benches. Yes.

17 MR. ROTH-ROFFY: Okay. If you want to do  
18 that now, we'll --

19 MR. NARIZZANO: It -- they'll be -- the  
20 captain console was starward side forward. The bench  
21 seats on the starboard side probably started two foot  
22 back from the pedestal of the helm seat.

23 MR. ROTH-ROFFY: Okay.

24 MR. NARIZZANO: That -- that all the way

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1 straight back and on the other side, the seats went  
2 all the way forward to the rear. There was a door on  
3 the starboard side aft and a glass sliding door on  
4 the front which was the main entrance and exit.

5 MR. ROTH-ROFFY: Okay.

6 MR. NARIZZANO: And the life preservers  
7 were right under the seats in plain sight.

8 MR. ROTH-ROFFY: Now, did they have to  
9 lift a lid or something or were they just in open  
10 view?

11 MR. NARIZZANO: Right there. I mean they  
12 -- they were right there.

13 MR. ROTH-ROFFY: Okay. Okay.

14 MR. NARIZZANO: You want to look at that  
15 first?

16 MR. ROTH-ROFFY: Okay.

17 MR. NARIZZANO: This may not have gone  
18 all the way up to the bulkhead, but I think you're  
19 spot the garbage pail there.

20 MR. ROTH-ROFFY: Maybe. Yes, I think  
21 you're right.

22 MR. NARIZZANO: Maybe. Yes, and that's -  
23 - this might be -- might be to here.

24 MR. ROTH-ROFFY: Okay.

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1 MR. NARIZZANO: Yes, trash can.

2 MR. ROTH-ROFFY: I see. That's -- see  
3 this one still in place.

4 MR. NARIZZANO: I mean that's -- that  
5 basic way out is very, you know --

6 MR. ROTH-ROFFY: Okay. Could you just --  
7 just date and initial that? I know you didn't create  
8 the whole thing, but you're approving the -- the  
9 arrangement just for --

10 MR. NARIZZANO: I just threw that  
11 together.

12 MR. ROTH-ROFFY: Yes, that's fine.  
13 That's fine. Yes.

14 MR. NARIZZANO: 3/8 -- 8th.

15 MR. ROTH-ROFFY: Okay. And hopefully, we  
16 can get some better drawings from -- from the  
17 builders.

18 MR. NARIZZANO: Yes.

19 MR. ROTH-ROFFY: Tell me about your --  
20 your bad weather reporting system, how that works,  
21 and how that worked on the day of the accident. I  
22 heard something about it and I -- I didn't catch all  
23 the details. If you could describe that to us.

24 MR. NARIZZANO: Typically, we have --

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1 there's two -- two resources we use. Obviously,  
2 there's -- and that's probably the most important is  
3 the ability of captains to have -- to have a sense  
4 of, an awareness of what's going on around them  
5 weatherwise.

6 We have a lot of -- a lot experience out  
7 there as far as sea time and that's required to  
8 receive a license anyway. Anybody that comes to us,  
9 you know, with a -- with a captain's license, a  
10 master's license we assume competence level to be  
11 observant of weather conditions.

12 If there's any questionable conditions, I  
13 typically have somebody in the office that will pull  
14 up weather website and I believe that was the case  
15 that day. Kathy was in the office. She -- she told  
16 me that she had the weather on there and according to  
17 the Doppler, the -- the weather patterns were north  
18 of the city. She gave the fleet -- senior captain  
19 out there a heads up just to -- you know, we have  
20 some weather coming in and there's -- apparently,  
21 there was some evidence beforehand, you know, he may  
22 have -- he may have contacted her. I don't know how  
23 -- how the sequence of events went.

24 But, routine is again using feedback from

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1 the people out on the water and then we'll use any  
2 support that we have available to us and radar site  
3 and the National Weather Service is what we're using  
4 I believe and we go to that website and we -- we look  
5 at it.

6 I don't -- I don't -- I don't know what  
7 happened that day as far as having that -- that --  
8 that louve come in, but say they were watching --  
9 they were watching the weather.

10 MR. ROTH-ROFFY: Okay. Heard from  
11 somebody that there were a couple of reports to the  
12 captain about weather conditions. You weren't in the  
13 office. So, you probably --

14 MR. NARIZZANO: I -- I wasn't there  
15 witnessing it. So --

16 MR. ROTH-ROFFY: Okay. So, it would be  
17 hard for you to really to say.

18 MR. NARIZZANO: I'd only be -- I only  
19 restating what I -- what I heard.

20 MR. ROTH-ROFFY: Right. So, we'd rather  
21 maybe talk to the -- maybe to Kathy or whoever might  
22 have made that weather report to the Lady D.

23 MR. NARIZZANO: I believe John Glenn was  
24 the actual -- he's -- he's Captain Glenn and I

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1 believe he was the individual who relayed the  
2 message.

3 MR. ROTH-ROFFY: Okay. So, might want to  
4 talk to --

5 MR. NARIZZANO: Yes, he was -- he was  
6 senior captain on the water and he's probably a  
7 source of other -- he may answer other questions you  
8 may have.

9 MR. ROTH-ROFFY: Okay. What is his  
10 availability? Do you know? Is he working?

11 MR. NARIZZANO: He's a (inaudible).

12 MR. ROTH-ROFFY: Do you think we could  
13 schedule a interview?

14 MR. NARIZZANO: He can make him -- he  
15 generally makes himself available for --

16 MR. ROTH-ROFFY: Well -- okay.

17 MR. NARIZZANO: Why don't you just tell  
18 us when you need him, I'll see if I -- or give us a  
19 few -- few dates and I'll --

20 MR. ROTH-ROFFY: Yes.

21 MR. NARIZZANO: I don't -- I don't know  
22 what his schedule is because he'll be court, but I'm  
23 sure he'll make himself available.

24 MR. ROTH-ROFFY: Okay. Yes, we probably

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1 would like to talk to him.

2 MR. NARIZZANO: He's -- he's a long --  
3 he's a long time Sea Port and Harbor Shuttle  
4 employee. He's -- I've known John for a long time.  
5 He's got a lot of experience in this type of  
6 operation.

7 MR. ROTH-ROFFY: And you call him a  
8 senior captain or --

9 MR. NARIZZANO: He's -- he's one of our  
10 senior -- senior captains.

11 MR. ROTH-ROFFY: And he was on the water  
12 at the time?

13 MR. NARIZZANO: Yes, that's one of the  
14 reasons I feel comfortable, you know, (inaudible)  
15 being off site, the man (inaudible). No, he is a --  
16 you know, captain with licensing experience. He also  
17 has years of experience in that specific operation  
18 and knows what to look for. He had -- he had been  
19 very, you know, very helpful in as far as being out  
20 there and making command decisions.

21 MR. ROTH-ROFFY: Do you know if there was  
22 a -- a report made from the office about bad weather  
23 conditions? Did this only come from -- from Mr.  
24 Glenn?

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1 MR. NARIZZANO: As I said, I wasn't  
2 there. My understanding is that somewhere -- at some  
3 point in time, the office was on the website. Again,  
4 my understanding is that the bad weather that was  
5 indicated on the radar showed it being north of the  
6 city which would be out of our affected area and that  
7 was being monitored.

8 MR. ROTH-ROFFY: And that was Kathy that  
9 was doing that?

10 MR. NARIZZANO: Yes.

11 MR. MURRAY: Can I add in if I know  
12 something?

13 MR. ROTH-ROFFY: Yes. Go ahead and  
14 identify yourself.

15 MR. MURRAY: Yes, this is Andy Murray.  
16 My understanding of a conversation with Kathy is she  
17 relayed the storm as it approached to at least John  
18 and -- and then John relayed the fleet and I -- so,  
19 that's -- but, it's probably worth talking to Kathy.

20 MR. NARIZZANO: Yes, my understanding is  
21 that John then because number one boat is the  
22 furthest away and going to confirm that he heard the  
23 message, he -- he made a specific radio call to that  
24 boat and got a return that he was heading toward the

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1 bulkhead.

2 MR. ROTH-ROFFY: Okay. And what -- what  
3 frequencies do the boats operate on? They have a  
4 standard marine radio?

5 MR. NARIZZANO: We have a standard VHF  
6 and we have these little, you know, the UHF, the  
7 Motorolas. The -- you can change the frequency.  
8 They're not a private -- they're not a private  
9 frequency, but we use that for boat to boat  
10 communications.

11 Sometimes we use channel 71 as our -- as  
12 our frequency and the -- this time of year is not so  
13 much of an issue, but in the spring, summer, and fall  
14 with all the recreational boaters out there, channel  
15 71 is close to useless. So, we -- we use the channel  
16 71 or the light box as we call it, the light radio  
17 and other times we use the black radio if we can't  
18 get through with that.

19 This has a range restriction of -- I  
20 don't know. It's suppose to go four to five miles,  
21 but that's optimistic, but it does -- it does work.  
22 It does work for our purposes.

23 We -- we monitor 71.

24 MR. ROTH-ROFFY: Okay. So, for general

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1 intercompany communications, you would use the -- the  
2 Motorola walkie-talkies?

3 MR. NARIZZANO: I'd -- I'd say the first  
4 line would be the -- the -- the VHF. We use 71  
5 first.

6 MR. ROTH-ROFFY: Okay.

7 MR. NARIZZANO: Yes, that would be the  
8 primary communication link. The office has both  
9 frequencies and so do the boats.

10 MR. ROTH-ROFFY: Okay. Do you have like  
11 an antenna on top of your -- your --

12 MR. NARIZZANO: It's stuck. It's stuck  
13 to a pole. Yes.

14 MR. ROTH-ROFFY: All right. Tell me  
15 about your office. You call it the office where  
16 Kathy sits. What is her -- actually, is she like a  
17 dispatcher or what is her function?

18 MR. NARIZZANO: No, Kathy is the -- the  
19 office manager and she's working on our marketing  
20 package right now, too. She does, you know,  
21 reconciliation of the daily receipts. Again, like I  
22 said earlier, you have to wear lots of hats in this --  
23 -- in this type of business. It's a -- it's a small --  
24 -- small operation on a scale of, you know, having --

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1 you don't have a -- somebody that just does tickets  
2 and somebody that just does marketing in the office.

3 So, she was -- she'd be there answering phones.

4 We would -- we don't have a dispatcher.  
5 Maybe the -- I think it's -- the term water taxi is  
6 one of those misnomers. We operate the system much  
7 like a bus service. It's not a call, pick up, drop  
8 off type of service.

9 MR. ROTH-ROFFY: Um-hum.

10 MR. NARIZZANO: There are other service  
11 that are like that, you know. Fire Island back home  
12 -- back home on Long Island, that's sort of like that  
13 call, pickup, and drop you off specific.

14 So, she would get calls. I'm over here  
15 at such and such. Well, typically we will -- will  
16 try to, you know, use the -- the VHF to make sure the  
17 boats there to pick them up and make sure the, you  
18 know, the customers are taken care of, but we do have  
19 direct boat phone number. So, one of the boats in  
20 harbor, usually one of the inner harbor boats, has  
21 the -- the company cell phone which -- which is the  
22 contact point for that. So.

23 But, she answers the phone. If there's  
24 any additional tickets or change needs to be put out

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1 there during the course of a busy day when they run  
2 out of singles or tickets are running low. That --  
3 that sort of thing. You need to have somebody in the  
4 office to -- to support what's going on around the  
5 harbor.

6           Again, this -- the level of activity  
7 would vary based on the time of the year. During the  
8 week, we had, you know -- this past winter we had one  
9 boat in operation and they never ran out of tickets  
10 and weekends be no problems at all with the initial  
11 load of tickets or it could be you need to resupply.

12  
13           I -- again, this particular fateful  
14 Saturday, I -- I don't know what the -- what the  
15 situation was there. I -- frankly, I haven't even  
16 looked at the sales that day. It's not important.

17           Yes, so that -- yes.

18           MR. ROTH-ROFFY: Okay. So, Kathy -- and  
19 where is that office? At -- it's at Fells Point?

20           MR. NARIZZANO: No, it's up -- it's up  
21 in front of the (inaudible) Foundation.

22           MR. ROTH-ROFFY: Okay. Is there anybody  
23 else that kind of manages the -- the day-to-day or  
24 not day-to-day but the ongoing operation during the

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1 day besides Kathy?

2 MR. NARIZZANO: Other than Ron and  
3 myself. Again --

4 MR. ROTH-ROFFY: Right.

5 MR. NARIZZANO: -- we'll -- I'll go in  
6 the office and I'll be doing purchase order approvals  
7 and I'll be going and doing marketing strategy and  
8 flipping over --

9 MR. ROTH-ROFFY: I was actually more  
10 thinking about the operational stuff. If there's a -  
11 - you know, the boat calls in for -- with a question  
12 or a customer calls in, it's -- it's mainly Kathy who  
13 would handle that operational stuff?

14 MR. NARIZZANO: That would be -- yes, you  
15 know, that would be -- that would be accurate. I  
16 mean a day that she's not there, there may be --  
17 there may be nobody in the office. Those are usually  
18 low volume days. So, that's --

19 MR. ROTH-ROFFY: If you can recall on the  
20 day of the accident, the Lady D, what was her  
21 routine? When did she start running and where did  
22 she start from?

23 MR. NARIZZANO: A typical -- a typical  
24 day going -- sir, I believe that boat was scheduled

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1 to start in service at 10:00 in the morning and run  
2 until 7:00. It was the designated Fort -- you know,  
3 Fort boat which it had been conferred. Yes, we've  
4 used that boat at the Fort for years.

5 They would -- typically, the crew is  
6 instructed to report for duty a half hour before  
7 scheduled of being in service. The mate would go  
8 down -- would come in. Should receive his -- his or  
9 her bank. We have a freshly charged battery for the  
10 little black radios, tickets, any schedules or any --  
11 if you have a charter, you know, general -- they  
12 check -- they go through their entire packet of what  
13 they're suppose to have.

14 At that point, they go down to the boat.

15 The captain should be down there doing his -- his  
16 pre -- you know pre-departure checking of horn. You  
17 hear horns honking and people checking lights and  
18 filling up the injector tanks and the -- you know,  
19 the oil injector tanks. Checking the oil on the  
20 Honda. You pull the cover and make sure it's got  
21 proper oil level and they're looking this boat over.

22 At that point, they would get the engine  
23 started, depart, and typically go over to primary  
24 fuel stop at the Tide Water Marina, put fuel on the

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1 boat, and then from there go into service.

2 The one boat by virtue of being the --  
3 the Fort boat most likely would have gone from the  
4 Tide Water Marina down to our first stop. Now, they  
5 may have hit the other intermediary stops on the way  
6 in depending on where the stating of the -- if  
7 there's any boats in front of it or not.

8 The initial starting point typically is  
9 Harbor Place. They would stay there either until  
10 they had passengers aboard or were bumped out by a  
11 subsequent boat and proceed express to Fells Point.

12 If there were no reports of any Fort  
13 traffic, I believe on Saturday we would have had two  
14 boats in operation at that time of day --

15 MR. SILVA: Two or three would have been  
16 scheduled. We just started a new schedule this  
17 Saturday. That's why.

18 MR. ROTH-ROFFY: Okay.

19 MR. NARIZZANO: So, they would either  
20 proceed to go to the Fort if there was Fort traffic  
21 and then stay on the outer loop or they may take  
22 another -- they might take another trip in to Harbor  
23 Place to see if they can generate any sales and  
24 issuing any, you know, again, if there's any Fort

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1 traffic go out. I'm not going to send a boat out  
2 there just to go back and forth.

3 I don't know what -- you know, if they  
4 stay out there for -- you know, immediately or came  
5 back in for a second loop. That I -- I don't know.

6 Okay. 10:00, I would have had three  
7 boats. Three boats would have started at 10:00. So,  
8 that -- you know, that would be the case. You'd have  
9 three boats running the inside loop until (inaudible)  
10 was -- was picked up and then that boat would go  
11 outside and the -- the eight and the nine in this  
12 case were feeding -- would be going to Fells Point.

13 Most -- the majority of our traffic is  
14 between Fells Point and Hollow Place anyway. The --  
15 the Fort is -- it depends on the time of the year and  
16 the weather conditions. In the summer, it's pretty  
17 good, but it's not -- it's not a primary destination.

18 MR. ROTH-ROFFY: Okay. We'd be  
19 interested in getting a copy of that schedule. Has  
20 it already been provided to us or do you know?

21 MR. NARIZZANO: Don't know. I know --  
22 know we can get a copy of that, you know.

23 MR. ROTH-ROFFY: Yes, that would be great  
24 if we could get that -- that Saturday schedule.

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1 MR. NARIZZANO: That's it.

2 MR. ROTH-ROFFY: All right.

3 MR. NARIZZANO: This is the whole -- this  
4 is the first through the 15th of March. It's -- it's  
5 the -- it's the start scheduling. This particular  
6 one also lists maintenance mates.

7 MR. ROTH-ROFFY: Can I have this or do  
8 you want to -- do you have a copy for yourself?

9 MR. NARIZZANO: I can get one in the  
10 office.

11 MR. ROTH-ROFFY: All right. That's fine.

12 MR. SILVA: The only thing you might want  
13 to clarify on it is this section right here.  
14 Originally it said 1 through 15 and it's -- it's  
15 actually one through 31 with an addendum to it. The  
16 addendum listed 15 through 30, but it was only the  
17 addendum that confused people.

18 MR. NARIZZANO: We're -- we're ramping  
19 up. That's what it -- we don't --

20 MR. SILVA: Yes.

21 MR. NARIZZANO: Because we split the  
22 month. Instead of doing a full month, at the -- at a  
23 full ramped up because of the weather the way it's  
24 been, again, guttural feeling. Okay. We'll look at

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1 it. Just see what we have. We're ramped up. This  
2 is -- this is a staged position. The first -- the  
3 first stage as leaner than the second stage.

4 I did not run. Jason was working with  
5 Jim that day. Nate was the one who was caught in  
6 Jersey. Car breakdown.

7 MR. ROTH-ROFFY: Okay. All right.

8 MR. NARIZZANO: Bill Thompson's at the  
9 Fort. Ken was -- Ken Wiley's our Harbor Place dock  
10 guy. Bill Thompson is the Fort gentleman. He -- he  
11 does the count. There's a -- the recap sheet for how  
12 many people get on and off the boat. We do that to  
13 make sure that we don't have anybody left at the Fort  
14 when we shutdown at the last boat returning and the  
15 Fort likes to know how many people we bring out  
16 there. So, we do a monthly report for them and  
17 everything else, I believe -- this is John Glenn on  
18 the ten boat.

19 MR. ROTH-ROFFY: Okay. The Lady D is  
20 which boat?

21 MR. NARIZZANO: The number one.

22 MR. ROTH-ROFFY: Okay.

23 MR. NARIZZANO: So, this -- this was the  
24 representative schedule other than those changes.

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1 MR. ROTH-ROFFY: Okay.

2 MR. NARIZZANO: So, Jason would have  
3 worked with Jim Nichols (phonetic sp.). That was the  
4 boat you were on, Ron, with Jim?

5 MR. SILVA: Yes.

6 MR. NARIZZANO: You -- oh, you were with  
7 John Glenn.

8 MR. SILVA: Um-hum.

9 MR. ROTH-ROFFY: Okay. Thank you.

10 MR. NARIZZANO: Um-hum.

11 MR. ROTH-ROFFY: So, which of these boats  
12 are on the inner loop and which are on the outer loop  
13 if you -- if you know?

14 MR. NARIZZANO: Right now, it would be  
15 that one on the outside loop. Everybody else would  
16 be inside. Okay. So, this -- like this -- actually,  
17 this boat wasn't running. So, that day we had four  
18 boats inside and one boat outside.

19 MR. ROTH-ROFFY: Okay.

20 MR. NARIZZANO: Which was adequate --  
21 adequate to provide the level of service that I felt  
22 was appropriate for the time of the year.

23 MR. ROTH-ROFFY: Okay. Okay. We've been  
24 going at it for a few minutes -- over an hour. Would

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1 you need to take a break or anybody need to take a  
2 break?

3 UNIDENTIFIED SPEAKER: I wouldn't mind  
4 taking a brief recess just to --

5 MR. ROTH-ROFFY: Okay. So, we're go  
6 ahead and -- we'll go ahead and take a break.

7 MR. NARIZZANO: Okay.

8 (Whereupon, off the record.)

9 MR. ROTH-ROFFY: Okay. We're back on the  
10 record now. It's about 15 minutes after 11:00 and  
11 we're resuming our interview.

12 Sorry, Ed. Could you start all over?

13 MR. NARIZZANO: Okay. Yes, you were  
14 asking about how the system operates as far as the --

15 MR. ROTH-ROFFY: Your schedule.

16 MR. NARIZZANO: -- Seaport -- Seaport  
17 Taxi operation. Our best way to describe it is  
18 having a system consisting of two loops, an inner  
19 loop which operates from Harbor Place out to Fells  
20 Point and an outer loop that operates from Fells  
21 Point to Fort McHenry.

22 Typically, all of our equipment would  
23 start the day by going to Harbor Place. That's the  
24 kickoff spot so to speak as -- right by the

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1 Constellation down at the conveyance.

2 At that point, they would stand by until  
3 they got some passengers or were bumped out by a  
4 subsequent boat that was going into service and they  
5 proceed from Harbor Place directly to Fells Point at  
6 an express mode. That would take anywhere from 12 to  
7 15 minutes.

8 At Fells Point, people that were  
9 interested in going on to outer loop attractions,  
10 there's several restaurants and marinas we service as  
11 well as Fort McHenry, would then change boats or  
12 transfer to an outer loop boat.

13 The outer loop boat would go from Fells  
14 Point out to Fort McHenry servicing the other stops  
15 in Canton on a request basis. There no regular hard  
16 stop at other points. The hard stop is Fells Point,  
17 Fort McHenry, and back.

18 The inner loop boats after they get to  
19 Fells Point would then board any passengers  
20 interested in returning to the Inner Harbor or any  
21 Inner Harbor stops which includes several which I'll  
22 describe. We then load the vessel, depart. The  
23 first hard stop would be Marriott Waterfront Hotel.

24 There are two request stops between those

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1 points. There's Tide Point or the Museum of Industry  
2 that would be -- that would be serviced again by  
3 request only. Request would come from either a  
4 passenger aboard looking to get taken to those places  
5 or by either telephone or radio call from people at  
6 the places looking for a pickup.

7 After a hard stop is achieved at the  
8 Marriott Waterfront Pier 7, the boat then goes into  
9 Pier 5. Makes a hard stop there. Checks the  
10 passengers needs on or off. After that accomplished,  
11 the boat then crosses the river over to the Rusty  
12 Scupper (phonetic sp.) which is part of the Inner  
13 Harbor Marina complex. After those customers are  
14 either debarked or taken on new passengers there, the  
15 boat then goes over to the science center.

16 Our stop is as you're looking -- coming  
17 into the -- approaching the landing is on the right-  
18 hand side. It would then land there and then radio  
19 to our Harbor Place coordinator that he's at the  
20 science center standing by.

21 The Harbor Place coordinator at that  
22 point would let the boat that was on location at  
23 Harbor Place board its last passengers, gives him a  
24 heads-up call. Calls the science center boat to come

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1 on over. After that boat gets  
2 approximately halfway between the science center and  
3 the Harbor Place landing, the other boat should have  
4 been off the dock, turned around, and starting its  
5 route express back to Fells Point and that goes  
6 continuously.

7 So, we have a situation the inner loop,  
8 express from Harbor Place to Fells Point and what I  
9 do in my training sessions is tell them it's a local  
10 on the way back and that's how I describe it to the  
11 customers.

12 So, everyone gets on a boat at Harbor  
13 Place and they take a boat ride to Fells Point and  
14 they return and go to the various stops on the way  
15 back in.

16 The outer loop as I said before is Fells  
17 Point to Fort McHenry and the other stops Henderson's  
18 Warf, Captain James, Harris Creek, Lighthouse Point,  
19 Tindecko (phonetic sp.) Warf, and the Canton  
20 (phonetic sp.) Waterfront Park are all serviced as  
21 request stops.

22 MR. ROTH-ROFFY: Would you service those  
23 request stops on the outer loop in both directions or  
24 in one direction only?

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1 MR. NARIZZANO: That -- that is a -- a  
2 capacity haul. I mean this -- these stops are  
3 handled based on capacity. This -- there's very  
4 little demand for this time of the year, but in  
5 season, we have more than one boat out there. We  
6 have -- we have up to four boats servicing the outer  
7 loop and whichever boat has room on board and is in  
8 near proximity to the pickup would be the one that  
9 would handle the pickup.

10 This is -- this is a -- there's no hard  
11 and fast rules out here as far as pickup. The thing  
12 is it's a matter of opportunity and capacity and  
13 position of the vessel.

14 MR. ROTH-ROFFY: Okay. I'm just kind of  
15 looking the way you've drawn this route on the map.  
16 You show them coming down kind of do south at Fells  
17 Point going closer to this set of shoreline. Is that  
18 a routine or -- or is that just --

19 MR. NARIZZANO: I suggest that to the  
20 captains. Again, their -- you know, their expertise.  
21 They're in charge of the vessel. My primary concern  
22 as indicated, you know, before off -- off tape was  
23 trying to keep the boats away from them -- there was  
24 a couple of small marinas there and the -- the

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1 inhabitants of the marina are concerned about wave  
2 action. So, we keep the boats a little bit more, you  
3 know, off those marinas.

4 It minimizes any wave action which is  
5 minimal on pontoon boats, but, you know, the -- you  
6 know, the tug go by, they get banged around, they  
7 come up, they -- they see us going by. We're  
8 obviously the culprits, but I've learned to be a good  
9 neighbor and try to placate them as best I can.

10 So, my recommendation is to come out a  
11 little bit. Now, that's going to be contingent on  
12 boat traffic because as far as crossing the river  
13 often in summertime can be dangerous trying to --  
14 trying to do it to a T crossing with traffic going  
15 back and forth. So, we go with the flow.

16 So, my recommendations are to stand off a  
17 bit, but that's going to be a judgment call based on  
18 the captain's situation and his -- he -- he's  
19 ultimately caught on the wall there.

20 MR. ROTH-ROFFY: Okay. And the -- the  
21 transit time between Fells Point and -- and Fort  
22 McHenry is about?

23 MR. NARIZZANO: Anywhere from 12 to 14  
24 minutes.

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1 MR. ROTH-ROFFY: Okay.

2 MR. NARIZZANO: That's at -- that's at  
3 six or seven knots. We're in a six-knot zone. So,  
4 keeping at the -- the speed limit.

5 MR. ROTH-ROFFY: The number one boat, the  
6 Lady D --

7 MR. NARIZZANO: Um-hum.

8 MR. ROTH-ROFFY: -- what was -- how did  
9 you normally have the captains run that? At full  
10 power, half power or what kind of speed --

11 MR. NARIZZANO: Oh --

12 MR. ROTH-ROFFY: -- would they -- they  
13 normally transit on?

14 MR. NARIZZANO: -- no. We're within a  
15 six-mile an hour zone. So, we -- we try to stay  
16 close to that. We don't have speedometers on the  
17 vessels and, you know, there's a judgment. You look  
18 at your -- and you -- you know, I'd say it varies  
19 from boat to boat, but I'd say we're probably six,  
20 seven, you know, knots. We're not -- you know, we're  
21 not -- we're not opening up. It's just not -- if you  
22 -- you -- you could go faster. The boats, I don't  
23 know what the top speed of that boat is. Probably  
24 somewhere around 14, but I'm just guessing.

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1 MR. ROTH-ROFFY: So, is it -- the speed  
2 restriction of six knots through the whole Inner  
3 Harbor for all boats?

4 MR. NARIZZANO: Right here is six -- six  
5 knots.

6 MR. ROTH-ROFFY: Okay.

7 MR. NARIZZANO: The sign is actually  
8 right on poles right in front of Fort McHenry. Right  
9 off the stonewall.

10 MR. ROTH-ROFFY: Okay. Is that -- is six  
11 knots speed restriction or -- sorry. Do you -- I  
12 forgot the -- the number. Six or is it seven knots?

13 MR. NARIZZANO: Six.

14 MR. ROTH-ROFFY: Six knots.

15 MR. NARIZZANO: It's six.

16 MR. ROTH-ROFFY: Okay.

17 MR. NARIZZANO: Yes, again, we don't have  
18 speedometers.

19 MR. ROTH-ROFFY: Right.

20 MR. NARIZZANO: It's an approximation.

21 MR. ROTH-ROFFY: Sure.

22 MR. NARIZZANO: And we're -- we're  
23 looking at wave -- you know, weight control.

24 MR. ROTH-ROFFY: Would it be possible to

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1 get a list of all the boats in your fleet, you know,  
2 with their dimensions and passenger capacity and  
3 stuff like that? Do you have such a list already  
4 that -- I don't want you to go to too much effort to  
5 --

6 MR. NARIZZANO: Actually, it's easy  
7 enough to generate. I think I gave one though to the  
8 marketing people for charter bookings. I don't know.  
9 But, I can --

10 MR. ROTH-ROFFY: If you could come up  
11 with that, we'd appreciate it. Just to get an idea  
12 of the -- the -- the different boats that you do  
13 operate in this area.

14 MR. NARIZZANO: What was the specifics?

15 MR. ROTH-ROFFY: Characteristics of the  
16 boat, you know, length, width, passenger capacity.

17 MR. SILVA: Yes, I don't have length,  
18 width so.

19 MR. NARIZZANO: Well, let's pull the  
20 files. You might call Kathy. She can compile it.  
21 That's --

22 MR. SILVA: Okay.

23 MR. NARIZZANO: -- that's in our boat  
24 files.

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1 MR. SILVA: Use the cover sheet on the  
2 COR.

3 MR. ROTH-ROFFY: Okay. Yes, if you --

4 MR. NARIZZANO: That's got all of that  
5 right on it.

6 MR. ROTH-ROFFY: That's all available.  
7 That's fine.

8 Now, some of your boats are -- are  
9 certificated -- actively certificated and some are  
10 not?

11 MR. NARIZZANO: Clarify certificated.

12 MR. ROTH-ROFFY: Yes, active COI. Are  
13 there some boats that you --

14 MR. NARIZZANO: There's one boat --  
15 there's one boat that does not have a current COI and  
16 that's the one I was working on.

17 MR. ROTH-ROFFY: Okay.

18 MR. NARIZZANO: That's the number three  
19 boat Revenge.

20 MR. ROTH-ROFFY: Okay.

21 MR. NARIZZANO: That's suspended COI.

22 MR. ROTH-ROFFY: So, all other boats have  
23 a current COI with them?

24 MR. NARIZZANO: Yes.

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1 MR. ROTH-ROFFY: Okay. Some of your  
2 boats and we saw some yesterday are located at your  
3 headquarters area?

4 MR. NARIZZANO: Um-hum.

5 MR. ROTH-ROFFY: What do you call that  
6 pier?

7 MR. NARIZZANO: That's Center Dock.

8 MR. ROTH-ROFFY: Center Dock.

9 MR. NARIZZANO: Center Dock Marina.  
10 That's part of the -- that's attached to the Living  
11 Classroom Foundation Campus.

12 MR. ROTH-ROFFY: Could you spell that  
13 Center? I'm not sure I --

14 UNIDENTIFIED SPEAKER: Center.

15 MR. ROTH-ROFFY: Center. Okay. Center  
16 Dock and --

17 MR. NARIZZANO: With my alleged accent.

18 MR. ROTH-ROFFY: I saw about five boats  
19 there. Is that -- how do you --

20 MR. NARIZZANO: Yes.

21 MR. ROTH-ROFFY: Okay. Do you have  
22 another area where you -- you dock your --

23 MR. NARIZZANO: We have some out at  
24 Marine Center. That is White House Point. They're

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1 out here.

2 MR. ROTH-ROFFY: Okay. And is that a  
3 rented dock area you have there?

4 MR. NARIZZANO: Yes. Um-hum. Yes.

5 MR. ROTH-ROFFY: So, do you have -- do  
6 you normally dock certain boats at certain areas or --  
7 -

8 MR. NARIZZANO: Again, this is a flexible  
9 system. In season, we would -- we would moor -- the  
10 Raven and Donovan's Reef are the vessels that are  
11 suppose to be docked out there because they're the  
12 largest ones of the fleet. Donovan's Reef is a 22-  
13 foot beam and the other one, the Raven is 54-feet  
14 long I believe and it's -- in order to get the  
15 majority of the boats in the -- you know, in the  
16 marina, for getting the mates and the crews on,  
17 they're quicker and most expeditious way of doing it.

18 We keep the one  
19 -- there's more active boats in the -- the marina --  
20 in our -- in our marina.

21 This time of the year, however, we have  
22 boats out there that are mothballed. Donovan's Reef  
23 is a large -- like I say is a -- is a demi open boat  
24 that's being -- being worked on. It's got some, you

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1 know, some -- some cosmetic and some things we're  
2 going to be fixing on it. I was -- it was scheduled  
3 to be hauled out to have some work done on it, but  
4 unfortunately Bear Creek froze solid. Couldn't get  
5 the boats -- we couldn't get the boats there. So,  
6 that's a little bit behind schedule.

7 The other boats that are out there should  
8 be the Morgan and the Lady P. So, there's one --  
9 there should be three boats out there and the five  
10 boat and the --

11 MR. ROTH-ROFFY: Okay. And -- and the  
12 one boat, where would that normally be docked or  
13 moored?

14 MR. NARIZZANO: That would have been in  
15 the Center Dock Marina.

16 MR. ROTH-ROFFY: Okay. And is that where  
17 that left on the day of the accident from?

18 MR. NARIZZANO: Yes, it left -- yes, it  
19 left from --

20 MR. ROTH-ROFFY: Okay.

21 MR. NARIZZANO: -- Center Dock.

22 MR. ROTH-ROFFY: Okay. I'm going to let  
23 some other folks ask some questions. I don't know if  
24 -- if you all need to ask any questions. You want to

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1 clarify anything or bring other issues open. If not,  
2 then I'll just let Commander Hammon asked some  
3 questions.

4 UNIDENTIFIED SPEAKER: No, I -- I don't  
5 have any.

6 MR. ROTH-ROFFY: Okay.

7 LIEUTENANT COMMANDER HAMMON: I just  
8 jotted down questions as he went through his  
9 questions that I might have not to interrupt his --

10 MR. ROTH-ROFFY: Sure.

11 LIEUTENANT COMMANDER HAMMON: I may go  
12 back to the beginning. So, hopefully, it doesn't  
13 confuse things too much.

14 Okay. How long has the -- the Lady D  
15 been used for the Fort -- for the Fort McHenry/Fells  
16 Point run, the outer loop so to speak?

17 MR. NARIZZANO: I'd say probably two and  
18 a half/three years. Actually, longer than that. I'm  
19 sure it was used for outer loop service by the  
20 previous operators as well.

21 LIEUTENANT COMMANDER HAMMON: Okay.

22 MR. NARIZZANO: That's -- that's a --  
23 that's an assumption at this, you know, at this  
24 point.

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1                   LIEUTENANT COMMANDER HAMMON: So, pretty  
2 much the whole time it's been in operation, it's been  
3 used --

4                   MR. NARIZZANO: Well, the previous owner  
5 was based in Tindecko. All of his boats were in  
6 Tindecko which is part of the -- the route  
7 limitations of the vessel. The -- that was where he  
8 kept them and that's where they started from.

9                   So, any way he went, he was in that same  
10 area of operation. So.

11                   LIEUTENANT COMMANDER HAMMON: Okay.  
12 Referring back to the daily checks that are conducted  
13 on the boat, you say that's primarily yourself during  
14 the busy season and primarily Ron during this season  
15 now. How were the discrepancies reported? Is there  
16 log sheets that are filled out? How would that  
17 discrepancy resolve? Let's say you go out and you do  
18 a daily check. You find that -- a specific  
19 discrepancy that you want to take action on. Can you  
20 explain the process by which you complete that?

21                   MR. NARIZZANO: Well, if I -- if I see  
22 something that's in need of attention, most often I  
23 fix it.

24                   LIEUTENANT COMMANDER HAMMON: Okay.

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1 MR. NARIZZANO: Because I'm -- I'm not a  
2 -- I'm not a believer in lists. I think lists are  
3 interesting, but I think you need to fix what's  
4 broken and I have -- I have developed a -- a parts --  
5 a parts supply of spare parts that are commonly  
6 failed items and I have them right there. I don't --  
7 typically don't have to order anything. I -- I fix  
8 them.

9 If something's getting marginal and I  
10 don't have the part, I -- I just -- I fix it.

11 LIEUTENANT COMMANDER HAMMON: Okay.

12 MR. NARIZZANO: Captain's feedback. They  
13 -- they'll have it on -- on a -- on a captain's sheet  
14 anything that's -- that needs to be repaired. The  
15 system right now is that Ron gets it and then he --  
16 then he fixes it.

17 LIEUTENANT COMMANDER HAMMON: Okay. Are  
18 those captain's feedback sheets, is that daily sheet  
19 that's filled out?

20 MR. NARIZZANO: That's part of the -- the  
21 captain's -- the captain's reports. There's time  
22 sheet for his time in the boat and that's the -- the  
23 vessel's log.

24 LIEUTENANT COMMANDER HAMMON: Okay.

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1 MR. NARIZZANO: So.

2 LIEUTENANT COMMANDER HAMMON: So, any  
3 discrepancies get reported through that and then  
4 they're resolved at that point.

5 MR. NARIZZANO: Right. Right.

6 LIEUTENANT COMMANDER HAMMON: Are there  
7 records kept of discrepancies found and resolution I  
8 mean for all of them? I know for 835 actual items  
9 there are, but I mean I'm talking for daily stuff  
10 that you might find out there.

11 MR. NARIZZANO: You know, I -- I wouldn't  
12 write. Anything I found, I wouldn't write down. I  
13 know a few -- a few notes on the thing that has been  
14 repaired.

15 LIEUTENANT COMMANDER HAMMON: Um-hum.

16 MR. NARIZZANO: If it -- if it's  
17 something like -- something minor like a -- a  
18 bracket's loose, I'll look -- we'll look at it and  
19 maybe we don't have the right screw or the bolt and  
20 it's nothing -- there's nothing that's really a major  
21 issue.

22 My approach is let's not wait until the  
23 thing is a total wreck and have to fix ten things.  
24 Let's work on them as -- as they occur.

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1 LIEUTENANT COMMANDER HAMMON: Um-hum.

2 MR. NARIZZANO: And I find that you have  
3 less stress level built up and the boats are  
4 maintained at a higher -- at higher, you know, state.

5 Captains, you know -- when I see -- you  
6 know, when I see a -- an issue that comes back more  
7 than once or twice, we know that it hasn't been fixed  
8 and I'll -- and what are we doing about it?

9 LIEUTENANT COMMANDER HAMMON: Um-hum.

10 MR. NARIZZANO: So, to answer your  
11 question, I -- I look at the captain's responsibility  
12 to look at the vessel and get feedback on -- on the  
13 condition of the boat.

14 LIEUTENANT COMMANDER HAMMON: Okay.

15 MR. NARIZZANO: So, I -- when I -- when I  
16 stop seeing -- when I stop seeing something, I -- or  
17 if I see something more than two times, either I'll  
18 go down and look at it, fix it, make -- make a  
19 determination or I'll say Ron, what are we doing with  
20 it? Oh, I -- I fixed that. That was yesterday's  
21 report or something. We have a -- we have a good  
22 verbal communication system, you know, set up here  
23 and we also have feedback from the captains.

24 LIEUTENANT COMMANDER HAMMON: Okay.

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1 MR. NARIZZANO: Then I'll -- I'll be  
2 looking at the vessels.

3 LIEUTENANT COMMANDER HAMMON: Are there  
4 records maintained of these captain feedback reports?

5 MR. NARIZZANO: As part of the -- the log  
6 -- the logbook.

7 LIEUTENANT COMMANDER HAMMON: Okay. And  
8 they're back at the office?

9 MR. NARIZZANO: Yes, I have them. What  
10 I've done is because of the paperwork, generated a  
11 lot of -- a lot of papers, instead of having a single  
12 book per boat, we have multiple boats and the way the  
13 agreement is with IMS our inspector is -- we have --  
14 we have the sheets and we keep the current month, the  
15 original sheets, and then the other ones are -- are --  
16 -- are burned on the CD-ROM and we get rid of the  
17 originals when we have the CD-ROMs as electronic  
18 evidence of those sheets. So, we -- much -- much --  
19 it's easier to find and far less confusion.

20 LIEUTENANT COMMANDER HAMMON: Right.

21 MR. NARIZZANO: We also make redundant  
22 copies of it so we have -- they're backup.

23 LIEUTENANT COMMANDER HAMMON: Okay.

24 MR. NARIZZANO: So, to answer your

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1 question, they -- they are in the office and I -- I  
2 don't recollect anything on the Lady D that was an  
3 issue, but we can -- we can look at it.

4 Again, these boats are very, very simple.

5 The systems are very, very simple on these boats.  
6 Two -- two cables and a -- and a hydraulic helm and  
7 an outboard motor.

8 LIEUTENANT COMMANDER HAMMON: Right.

9 MR. NARIZZANO: And, you know, there's --

10 LIEUTENANT COMMANDER HAMMON: Other than  
11 yourself, is there anyone that reviews those records  
12 at a higher than you pretty much once it's done,  
13 completed? You were --

14 MR. NARIZZANO: I -- Ron and I share that  
15 responsibility. It's -- nobody else reviews it.

16 LIEUTENANT COMMANDER HAMMON: Okay.

17 MR. NARIZZANO: I mean when -- when your  
18 inspectors come down, we will show them the log  
19 sheets as part of their review. They want to see --  
20 they want to see several issues. The vessel's logs  
21 are one of them. They review and make sure we have,  
22 you know, information on there and they haven't had  
23 any issues with it by now which they haven't told me  
24 about it.

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1                   LIEUTENANT COMMANDER HAMMON: Okay.

2                   MR. NARIZZANO: So, I mean three years  
3 they -- they were fine with them.

4                   LIEUTENANT COMMANDER HAMMON: All right.

5                   We talked a little bit about the Raven before. What  
6 was the -- for the previous operation, what was that  
7 vessel's operating route?

8                   MR. NARIZZANO: Pretty much the same.  
9 When I was involved with Harbor Shuttle as an  
10 owner/operator, that was my boat and Ron Morgan would  
11 also have authority to crew it and -- and operate it.

12                   It was -- we did not land at Fort  
13 McHenry.

14                   LIEUTENANT COMMANDER HAMMON: Um-hum.

15                   MR. NARIZZANO: Which is right across  
16 from Tindecko. We did not land there. However, my  
17 boat as a part of our point of friction was the only  
18 boat used for the commuter service in the morning  
19 with no mate which is within its COI. You can  
20 operate that vessel 24 and -- one master and 24  
21 passengers.

22                   You operate that thing -- you know, my  
23 boat -- which I contributed, but he use -- he used it  
24 pretty exclusively as -- as one -- several points in

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1 time for the commuter run which was starting I  
2 believe at 6:00 or 6:30 in the morning and run -- and  
3 run folks in and out around and that was a year-round  
4 operation.

5 So, the route of Raven was similar. My  
6 understanding of its COI was Lazarato (phonetic sp.)  
7 Point Light to Locust Point Fort McHenry which you  
8 need a chart, but that's -- that -- right by that  
9 elevator. You know, the (inaudible) of the ships.  
10 There's a little -- little lighthouse right across.  
11 That was it's demarkation line so to speak. That was  
12 it's -- it's route restriction.

13 LIEUTENANT COMMANDER HAMMON: Lazarato  
14 Point straight across to Fort McHenry?

15 MR. NARIZZANO: Right. That's --

16 LIEUTENANT COMMANDER HAMMON: Okay.

17 MR. NARIZZANO: Actually, it was a  
18 further route. If you -- if you -- if you look at  
19 from the regional -- from a logistical standpoint,  
20 Lazarato Point Light was out this way, you know. The  
21 other one is in here. Tindecko Point is, you know,  
22 it's -- it's -- it's routing should have been the  
23 same. I don't know why they had different verbiage  
24 on the Lady D's, but it's virtually the same routing.

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1 Slight difference.

2 LIEUTENANT COMMANDER HAMMON: What is the  
3 verbiage on the Lady D's right now? I don't have it  
4 handy.

5 MR. NARIZZANO: We should really verify  
6 it, but I believe it's -- I think it's Tindecko to  
7 Locust Point. Which is unusual because Tindecko  
8 really is not a -- a point. Lazarato Point Light is  
9 a map point. So, I don't know why it was even  
10 written that way.

11 UNIDENTIFIED SPEAKER: Does that -- can I  
12 ask?

13 MR. ROTH-ROFFY: Sure. Go ahead.

14 UNIDENTIFIED SPEAKER: I mean that sounds  
15 like it's not even -- it's not allowed to go in the  
16 inner loop?

17 MR. NARIZZANO: No.

18 UNIDENTIFIED SPEAKER: No.

19 MR. NARIZZANO: That was --

20 UNIDENTIFIED SPEAKER: Okay. So, it's --

21 MR. NARIZZANO: That was its restriction.

22 It's --

23 UNIDENTIFIED SPEAKER: Okay.

24 MR. NARIZZANO: They -- they just -- it's

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1 an arbitrary point right there. So, it's -- it's  
2 virtually the same area.

3 UNIDENTIFIED SPEAKER: Okay. I guess we  
4 can review that and get the exact verbiage on it.

5 MR. NARIZZANO: Yes.

6 LIEUTENANT COMMANDER HAMMON: Okay. Like  
7 I said, I developed these questions as we were going  
8 through. So, it might appear that we're going back.

9 MR. ROTH-ROFFY: Yes.

10 MR. NARIZZANO: Yes.

11 LIEUTENANT COMMANDER HAMMON: The  
12 pontoons on the Lady D, are they foam-filled pontoons  
13 or are they hollow?

14 MR. NARIZZANO: Those are hollow yet.

15 LIEUTENANT COMMANDER HAMMON: Okay.

16 MR. NARIZZANO: I say yet because some --  
17 I -- I think there might have been one. I don't  
18 think we have any that are foam. I -- I inherited a  
19 lot of these things and I wasn't directly involved  
20 with Harbor Shuttle for some period of time, but at  
21 this point yet, I don't believe any we have are foam  
22 filled.

23 LIEUTENANT COMMANDER HAMMON: Okay.

24 MR. NARIZZANO: That prohibits any kind

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1 of, you know, maintenance on them.

2 LIEUTENANT COMMANDER HAMMON: All right.

3 Could you explain to me the -- the setup with  
4 windows and doors on the Lady D?

5 MR. NARIZZANO: Sure.

6 LIEUTENANT COMMANDER HAMMON: And how  
7 they're operated.

8 MR. NARIZZANO: Okay. Coming -- starting  
9 at the bow of the boat heading towards to the stern,  
10 you're going to encounter a -- I believe it's a five-  
11 foot wide patio sliding door. It's two glass panels,  
12 one fixed, one sliding.

13 LIEUTENANT COMMANDER HAMMON: Are they  
14 glass or plexiglass?

15 MR. NARIZZANO: They are glass.

16 MR. SILVA: Tempered I think.

17 MR. NARIZZANO: Yes, they're tempered  
18 glass.

19 LIEUTENANT COMMANDER HAMMON: Okay.

20 MR. NARIZZANO: And then you proceed into  
21 the vessel and I believe they had a fixed panel of  
22 glass in front of the helm and then the siding -- the  
23 fixed portion of the front slider was the front glass  
24 on the port side.

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1                   LIEUTENANT COMMANDER HAMMON: Okay.

2                   MR. NARIZZANO: From there, we had  
3 sliding glass windows with a fixed and a sliding  
4 panel that progressed on either side going towards  
5 the rear.

6                   LIEUTENANT COMMANDER HAMMON: These are  
7 sliding horizontally? It's not a vertical slide?

8                   MR. NARIZZANO: They -- horizontally.  
9 They -- you -- you're moving left to right not up and  
10 down.

11                   LIEUTENANT COMMANDER HAMMON: Okay.

12                   MR. NARIZZANO: And that was a redundant  
13 setup window to window until you got to the back of  
14 the boat at which point there was another fixed  
15 panel. I believe that was on the port side with a --  
16 an RV-type of door that opened on the -- on the  
17 starward side going out to the motor deck.

18                   LIEUTENANT COMMANDER HAMMON: Okay. When  
19 you're operating is it typical to have windows -- I  
20 mean I know it's probably dependent on the  
21 environment you're operating in at that, but -- but  
22 for Saturday for instance, he probably would have had  
23 -- would he have had the windows closed, doors  
24 closed? I know it was nicer during the day, but --

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1 MR. NARIZZANO: Not -- yes, not being  
2 there, I'm speculating, but the way that the  
3 temperature was before the incident, I would think  
4 the windows would have been in the open position.  
5 The front door may or may not have been open. I mean  
6 the wind affect, but a square box going through the  
7 air, the -- the wind blowing through might be a  
8 little bit prohibitive, but it could have -- it could  
9 have been open or it could have been closed. I  
10 really couldn't say. It depends on preference of the  
11 people on the board -- aboard the boat at the time.

12 LIEUTENANT COMMANDER HAMMON: Okay.

13 MR. NARIZZANO: Like people where it's  
14 beautiful -- you know, a beautiful sunny day and they  
15 please close the window. So.

16 LIEUTENANT COMMANDER HAMMON: Um-hum.

17 MR. NARIZZANO: We're -- we go -- we go  
18 with what the customer is looking for them to do, but  
19 typically, this time of the year, I would think the -  
20 - the -- the door at least would be closed.

21 LIEUTENANT COMMANDER HAMMON: Okay. Are  
22 there locking mechanisms on the windows or are they  
23 just --

24 MR. NARIZZANO: There -- there's no locks

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1 on the windows.

2 LIEUTENANT COMMANDER HAMMON: Okay.

3 MR. NARIZZANO: There -- there originally  
4 were, but they quickly don't work. Just take them  
5 off. They just -- they're RV -- they're RV grade  
6 windows.

7 LIEUTENANT COMMANDER HAMMON: Like the  
8 slide up.

9 MR. NARIZZANO: Well, it's the -- the  
10 cantilever lock and the -- the rivet after cycling so  
11 many times is -- comes off. So, you know, when  
12 they're new, they're on there, but they -- they  
13 typically don't -- don't last very long and there's  
14 no issue the door -- the window stays where you put  
15 it anyway.

16 LIEUTENANT COMMANDER HAMMON: Okay.

17 MR. NARIZZANO: And there's a handle if  
18 it helps. There's a -- there's a -- a lip handle  
19 that is pretty much the entire pane. So, you can  
20 just grab it and you'll -- no matter where, you'll  
21 catch -- you'll catch the slide. You'll be able to  
22 grip a sliding portion. So, it's --

23 LIEUTENANT COMMANDER HAMMON:  
24 Approximately what size are you talking about? How

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1 big of a pane of glass?

2 MR. NARIZZANO: Guessing it's about 20 by  
3 26. Something like that.

4 LIEUTENANT COMMANDER HAMMON: Okay. So,  
5 it's a fairly good size opening.

6 MR. NARIZZANO: Yes.

7 MR. SILVA: And every other one would be  
8 operative.

9 LIEUTENANT COMMANDER HAMMON: Okay.  
10 Okay. We talked a little bit about Kathy's duties in  
11 the office and we said that she wasn't really a  
12 dispatch per se. That --

13 MR. NARIZZANO: Correct.

14 LIEUTENANT COMMANDER HAMMON: --  
15 sometimes she's in the office, but there would be  
16 occasions when she would be out of the office.

17 MR. NARIZZANO: Um-hum.

18 LIEUTENANT COMMANDER HAMMON: That being  
19 said, who monitors the movements of the vessels at  
20 all times? Is there someone that knows where every  
21 vessel is at every time? How many --

22 MR. NARIZZANO: They's in -- they're in  
23 constant contact with each other. Yes, and I said  
24 between the two radio types, they -- they know and

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1 again, looking at our routing, it's -- it's like a --  
2 it's a caravan. They -- they keep on going around in  
3 circles. The outside boat just goes back and forth.

4 And typically, Frank and most captains  
5 out there especially when you have a single, you  
6 know, two -- two stops and no side stops, he will say  
7 I'm -- I'm leaving Fort McHenry with 23 or 22 or  
8 whatever, you know. He'll say I'm leaving with a  
9 full boat or I'm leaving -- departing Fells Point --  
10 Fort McHenry now and the reason for that is basically  
11 so the boats coming out of the harbor know that he's  
12 coming back and answer people's questions well,  
13 when's the Fort boat going to get there and --

14 LIEUTENANT COMMANDER HAMMON: Okay.

15 MR. NARIZZANO: -- they're in constant --  
16 they're in constant communication with each other.

17 LIEUTENANT COMMANDER HAMMON: Okay. So,  
18 he's not reporting that information specifically to  
19 an individual. It's broadcast out --

20 MR. NARIZZANO: Correct.

21 LIEUTENANT COMMANDER HAMMON: -- to all  
22 your operators --

23 MR. NARIZZANO: Um-hum.

24 LIEUTENANT COMMANDER HAMMON: -- so they

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1 kind of know --

2 MR. NARIZZANO: Right.

3 LIEUTENANT COMMANDER HAMMON: -- who's  
4 moving who.

5 How about passenger count? We had talked  
6 about -- we knew how many passengers were on the Lady  
7 D at the time because it reported picking up -- they  
8 had 23 and two.

9 MR. NARIZZANO: Um-hum.

10 LIEUTENANT COMMANDER HAMMON: Does that  
11 information get reported to an individual and is that  
12 maintained?

13 MR. NARIZZANO: With the situation --  
14 with the system right now, the only time that it  
15 would occur we have a -- a -- a manifest so to speak  
16 would be at the Fort which is a Fort log.

17 LIEUTENANT COMMANDER HAMMON: Okay.

18 MR. NARIZZANO: By nature of this  
19 operation when people get -- getting on and off the  
20 vessels, we discussed this, you know, with -- with  
21 inspectors and -- and others with the Coast Guard.  
22 We can't come up with a -- a workable system to  
23 constantly monitor how many people are on a specific  
24 boat. We have a log out here for the -- for this

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1 situation, for the Fort, that somebody at -- at the  
2 landing --

3 LIEUTENANT COMMANDER HAMMON: Okay. Now,  
4 who maintains that log?

5 MR. NARIZZANO: We have copies of that in  
6 the office.

7 LIEUTENANT COMMANDER HAMMON: Okay.

8 MR. NARIZZANO: I provided the one for  
9 the current -- for the -- the day the event.

10 LIEUTENANT COMMANDER HAMMON: Okay. Is  
11 that a Fort employee that does that or is that a --

12 MR. NARIZZANO: No, that's one of our --  
13 that's one of our employees. A Seaport Taxi  
14 employee. And a log is turned in at the end of the --  
15 end of the shift and we -- yes, we -- we do a lot of  
16 -- get information. The Fort is interested in how  
17 many people we bring out here in a given month and --

18 LIEUTENANT COMMANDER HAMMON: Um-hum.

19 MR. NARIZZANO: -- we let them know and  
20 that's part of what they make a report to the --

21 LIEUTENANT COMMANDER HAMMON: They  
22 probably maintain visitor records and whatnot?

23 MR. NARIZZANO: Yes, and the -- the  
24 reason we do that -- the second -- another reason we

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1 do that is we don't want to strand anybody out there,  
2 but it's knowing how many people you drop off and how  
3 many people coming back. It's less inconvenient for  
4 them to be locked into the parking lot.

5  
6 LIEUTENANT COMMANDER HAMMON: Sure.

7 MR. NARIZZANO: So, rangers don't think  
8 much of it either. So.

9 LIEUTENANT COMMANDER HAMMON: Right. I  
10 can imagine.

11 MR. NARIZZANO: So, that's -- that's how  
12 we get a, you know, plus or minus, you know, on and  
13 off the point. So, that's -- that's how -- that's  
14 why we coordinate that at that point. We have a  
15 coordinator to escort people safely, you know, to and  
16 from the boat as well as keep track of who's going  
17 on. You know, what's going on there and also to stop  
18 unauthorized people from getting, you know, going  
19 where they shouldn't be.

20 LIEUTENANT COMMANDER HAMMON: Right.  
21 Okay. On Saturday leading up to the time of this  
22 accident, what other vessels did you have operating?  
23 Were out on the schedule?

24 MR. NARIZZANO: We would have had the

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1 eight boat which is My Genie, the nine boat which is  
2 the Patrick Duffy, the ten boat which was the Eagle,  
3 and the 11 boat which was Phoenix. They were  
4 operating on the inner loop.

5 LIEUTENANT COMMANDER HAMMON: Do you have  
6 a listing of captains operating those boats?

7 MR. NARIZZANO: Yes, George Bliss  
8 (phonetic sp.) was operating My Genie. Jim Nichols  
9 operating Patrick Duffy. John Glenn operating the  
10 Eagle and Dick Hein operating the Phoenix.

11 LIEUTENANT COMMANDER HAMMON: That is H-  
12 I-N-E-S?

13 MR. SILVA: H-I-N-S.

14 MR. NARIZZANO: H-E-I-N -- H -- H-E-I-N.  
15 Dick Hein.

16 LIEUTENANT COMMANDER HAMMON: Okay.  
17 Would you know offhand where they were located when  
18 the storm came through?

19 MR. NARIZZANO: No, I wouldn't know, but  
20 they'd be -- it would be some -- somewhere within the  
21 -- the inner loop.

22 LIEUTENANT COMMANDER HAMMON: Right.  
23 Okay.

24 MR. NARIZZANO: Based -- basically with -

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1 - with four boats I would think that one of them was  
2 at or near Fells Point.

3 MR. SILVA: Typically, they would have  
4 been spread over the whole route.

5 LIEUTENANT COMMANDER HAMMON: Could you  
6 explain the duties of the Harbor Place coordinator?  
7 Who that is and the first time I ever heard of that.

8 MR. NARIZZANO: It's -- it's a position  
9 that is -- it's -- it's twofolded. First, it's a  
10 point of contact person for people passing by. Much  
11 -- much of our business is generated by people just  
12 walking around looking for something to do. What do  
13 you do? You know, how does your boats work? How  
14 much is it? Answering questions. Things of that  
15 nature.

16 And then they -- or they have a handheld  
17 radio typically and they -- they -- they keep the  
18 pacing for the boats coming in and rotating through.

19 Try to keep them evenly spaced so we don't have  
20 boats bunching up because as -- as I said, it's a  
21 caravan. One boat -- one boat slows down, you have  
22 them bunched up. So, that's -- it's a pacing --  
23 pacing job.

24 And they also assist people getting on

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1 and off the boat with the mate that's on the boat.  
2 So, it's -- it's an assistant. So, it's an extra --  
3 extra mate available to assist in answering questions  
4 and getting people on and off the boat and we have  
5 brochures which you have -- we're pretty much out of  
6 them. You would -- if people wanted to know about  
7 how the operation, you know, how it -- how it  
8 functions. It would, you know, provide them with the  
9 information.

10 LIEUTENANT COMMANDER HAMMON: Okay. Do  
11 you have a Harbor Place coordinator on -- on duty at  
12 all times when you're operating --

13 MR. NARIZZANO: In -- in cold weather in  
14 the winter, no. That's -- that's a -- again, that's  
15 -- that's something that's slowly ramped up based on  
16 the -- contingent on weather conditions and -- and  
17 seasonality.

18 LIEUTENANT COMMANDER HAMMON: Okay. And  
19 do they have one of these Motorolas as well so  
20 they're in communications with --

21 MR. NARIZZANO: I believe they're only --  
22 they're only given the VHF.

23 LIEUTENANT COMMANDER HAMMON: VHF. Okay.  
24 Who is -- who was the Harbor Place coordinator on

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1 Saturday?

2 MR. NARIZZANO: It was Ken Wiley.

3 LIEUTENANT COMMANDER HAMMON: Is that W-  
4 Y-L-I-E?

5 MR. NARIZZANO: W-I-O -- I think there's  
6 a Y in there. Is it W-I-L-L-I-E or W-I-L-E-Y? W-I-  
7 L-E-Y.

8 LIEUTENANT COMMANDER HAMMON: Does that  
9 individual also coordinate the request stops as well?

10 MR. NARIZZANO: No. No, the -- the  
11 request stops are handled on the boat. The people on  
12 the boat looking to go to specific locations.

13  
14 LIEUTENANT COMMANDER HAMMON: Okay. So,  
15 they would --

16 MR. NARIZZANO: They just ask the mate.  
17 I -- I want to go to Tide Point or I want to go to  
18 Museum of Industry and after making the  
19 announcements, part of the little speeches, anybody  
20 going to, you know, such and such, such and such,  
21 such and such. That was -- that's part of the  
22 routine and then he reports back to the captain if he  
23 has a request stop.

24 LIEUTENANT COMMANDER HAMMON: Okay. How

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1 well do you know -- what's your relation with Captain  
2 Depner (phonetic sp.) -- Frank Depner?

3 MR. NARIZZANO: I know him as an employee  
4 and -- and not on a personal level as -- as far --  
5 you know, I -- I know the man. He's a -- I like him.  
6 I get along. He gets along with me. I get a long  
7 with very well. He's very, very -- like military.

8 LIEUTENANT COMMANDER HAMMON: Um-hum.

9 MR. NARIZZANO: He's -- you'll -- you'll  
10 -- you'll ask him a question and he'll give you three  
11 paragraphs instead of a yes or no. It's a -- it's a  
12 little bit cumbersome sometimes on the radio, but we  
13 work -- we're working on it. But, no, he's a very  
14 responsible individual. Very -- very calm. Very  
15 straight line and like I said military comes to mind  
16 because it just shows that he -- he was a retired  
17 Army officer and he just has that way about him.

18 LIEUTENANT COMMANDER HAMMON: Um-hum.

19 MR. NARIZZANO: I think he has a very  
20 calming affect on -- on people. I never seen him get  
21 animated or excited. He seemed to have -- you know,  
22 very level-headed individual.

23 LIEUTENANT COMMANDER HAMMON: Have you  
24 been on the vessel before when he's operating the

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1 vessel?

2 MR. NARIZZANO: Yes.

3 LIEUTENANT COMMANDER HAMMON: Running the  
4 vessel?

5 MR. NARIZZANO: Sure.

6 LIEUTENANT COMMANDER HAMMON: How would  
7 you describe his abilities for navigating the vessel?

8 MR. NARIZZANO: He's -- he's very, very  
9 good at handling that -- that size vessel. Bigger  
10 vessels, he's not -- he's not up to that level yet  
11 because there's a lot of distances involved and they  
12 -- they -- they really respond a little bit  
13 differently.

14 But, that -- that boat there, he -- he  
15 can maneuver that very well. He's, you know -- the  
16 way he -- he lands it -- he lands it consistently  
17 well which is -- in some -- in many respects, small  
18 boats are a little bit more fickle than big boats,  
19 you know.

20 Has he banged into things? Yes. Have I  
21 banged into things? Yes.

22 LIEUTENANT COMMANDER HAMMON: Um-hum.

23 MR. NARIZZANO: I mean it just -- it just  
24 happens. You -- you're trying to maneuver in tight

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1 quarters. Like recently, he was maneuvering right --  
2 right next to where the boat is kept. It's in a dock  
3 and it was vortex in there. The wind got it and it  
4 (inaudible) in space and the boat banged and hit the  
5 outboard motor. Just, you know, cracked the cover a  
6 little bit. No -- not a big deal. It was, you know,  
7 minimize the damage. Could have been a lot worse,  
8 but, you know, these things do happen.

9 That's why we monitor the boats for --  
10 for condition, but it -- I've been in the same  
11 situation with the same boat and I've -- I've had  
12 difficult times maneuvering that boat in tight  
13 quarters. So, it's -- tight meaning you're looking  
14 at a 20 foot fairway and the wind's blowing you  
15 sideways. So,  
16 it's --

17 LIEUTENANT COMMANDER HAMMON: Um-hum.

18 MR. NARIZZANO: -- it can be very  
19 challenging not running into the other boat in front  
20 of you or whatever. So, I -- I've -- you know, his  
21 skill level is more than -- more than adequate for,  
22 you know, for that type of vessel.

23 And he does a fantastic job pulling it in  
24 -- into a, you know, the (inaudible) dock. That's a

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1 little bit of a challenge there because of the way  
2 the dolphins are in the -- in the -- in the wind and  
3 catching that -- that small was it eight or ten-foot  
4 wide floating dock. So, he does -- he does well  
5 there.

6 LIEUTENANT COMMANDER HAMMON: He works  
7 primarily weekends only?

8 MR. NARIZZANO: This time of the year.  
9 During the -- during the season, he tries to put in a  
10 full work week.

11 LIEUTENANT COMMANDER HAMMON: Okay. Do  
12 you have any interaction with him outside of the  
13 working environment?

14 MR. NARIZZANO: Outside, I don't know him  
15 in social level.

16 LIEUTENANT COMMANDER HAMMON: Okay.  
17 That's all I have right now, Tom.

18 MR. ROTH-ROFFY: Okay. Just maybe a  
19 couple of follow-up and maybe a couple of new areas.

20 Could you describe any type of training  
21 program you might have for your employees?

22 MR. NARIZZANO: Sure.

23 MR. ROTH-ROFFY: Your -- your captains  
24 and mates.

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1 MR. NARIZZANO: Sure. We have -- the  
2 training program consists basically of two aspects.  
3 The -- when we ramp up in the spring, we have a lot  
4 of new people that come in and we -- we have a -- an  
5 orientation day that consists of -- of an overview of  
6 what Living Classroom's about, what the sights and  
7 attractions around the Inner Harbor are, and then  
8 there's some -- there's time spent basic knot tying  
9 skills, what's expected of the individuals as far as,  
10 you know, what our procedures are, what our policies  
11 are, our routing, questioning questions. It's a  
12 full-day orientation that -- that goes for the whole  
13 day.

14 I brought you a sample of what -- our  
15 orientation packet. What we've done recently. This  
16 is our -- this is our original. So, you need copies  
17 of it that's -- you know, we'll have to get copies  
18 for you.

19 This is a -- an itinerary. It -- this --  
20 this one here, this day here, we -- we just did in  
21 the -- in the office. Yes, in the -- the great room  
22 on a Saturday. It goes over -- familiarizes with the  
23 operations. Show a film about the Living Classroom,  
24 relation to all the other Inner Harbor and Seaport --

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1 Seaport operations. Type of services gone over by  
2 Ron. Mate trainers. People that actually work --  
3 mentor the -- the -- the new mates and even  
4 experienced mates going over procedures. Handling  
5 customer requests and paperwork. About -- about  
6 tests.

7 You know, about work -- work skill, job  
8 skills, and how the -- I had an incentive last --  
9 this is last year's package. You know, to do the  
10 job, we -- we check. You either get more money or  
11 less money in your paycheck.

12 Again, Living Classroom Foundations,  
13 oriented towards, motivating, and giving job training  
14 skills to -- to young people in the harbor and for  
15 most of these kids, it's a summer which the other  
16 operations around the harbor do the same thing.

17 So, that's -- we -- we give them this  
18 sort of -- you know, this is either outlined -- this  
19 is a -- a packet which indicates, you know, what may  
20 be -- responsibility as a whole, a guide. Part of  
21 seamanship. Mate responsibilities. Man overboard  
22 drills. Able to assist overboard victim. Includes  
23 handing of life, bring in the line, fire control  
24 skill. Able to assist the captain and extinguish an

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1 on board fire and assisting passengers to safety as  
2 directed. Must be able to -- to impeccably operate a  
3 handheld fire extinguisher. Anchor. Helping anchor  
4 the boat in case there was need to -- to drop the  
5 hook. Knots that we practice and that was part of  
6 this -- this package. Tie the bow and half hitch, a  
7 clove hitch, and cleave bend.

8 Radio operation, if the captain is  
9 incapacitated, how to operate the radio in times of  
10 emergency. Boat handling. Boat handling. The mate  
11 should be able to safely get the boat to the nearest  
12 dock, secure it. Assure that the passengers debark  
13 safely.

14 Line storage on decks. Tripping hazards.  
15 Things of that nature.

16 Passenger safety. Passenger head count.  
17 Mate must verify and control the number of  
18 passengers that are on the boat per the COI of the  
19 boat. We show them where to find it on the COI.

20 There are more than -- if there are more  
21 kids aboard, the child life jackets. The mate  
22 advises the captain and then take the correct action.

23 You know, to verify that, we carry -- we, you know,  
24 regs say 10 percent. But, we probably carry, I don't

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1 know 30 percent more.

2 MR. SILVA: In the high season, 30  
3 percent.

4 MR. NARIZZANO: Thirty/40 percent. We,  
5 you know, we had many more child life jackets than  
6 are required.

7 Life jacket location. The mates shall  
8 inform the passengers of location of PFDs on the  
9 boat. Lookout. The mate must watch  
10 forward and aft while the boat is leaving the stop  
11 and/or back up. For example, backing out of Harbor  
12 Place. Watch the people jumping onto the boat as it  
13 is leaving the dock. Have that happen a lot.

14 Other areas as directed by the captain.  
15 As the -- the Harbor coordinator.

16 LIEUTENANT COMMANDER HAMMON: Um-hum.

17 MR. NARIZZANO: While the -- while the on  
18 board mate is watching out back, the dock coordinator  
19 is stopping kamikaze pilots --

20 LIEUTENANT COMMANDER HAMMON: Right.

21 MR. NARIZZANO: -- jump on the boat.

22 MR. SILVA: It sounds silly, but you  
23 can't imagine how often it happens.

24 MR. NARIZZANO: I think we've had all

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1 kind of, you know, people standing there talking,  
2 beep the horn, do our three -- making a stern  
3 repulsion and we're about five feet from the dock and  
4 he turns around and steps where the boat was. Oh. I  
5 mean this -- and this is -- this does, in fact,  
6 happen. It's -- it's -- it's laughable at the time,  
7 but it's -- it's the lack of cognizance level some  
8 people have and we're dealing with the public.

9 Also, we have situations to request  
10 stops. You'd be -- you'd be -- you'd be very  
11 surprised I'm sure about how many people want to know  
12 when they're going to get to Fort McHenry as you're  
13 going back into the harbor after we announced three  
14 or four times. I've been -- I've done it.

15 You have to get off here. Go to the  
16 right. Get off here. Go to the right to the Fort  
17 and when are we getting to the Fort? I'm passing  
18 Inner Harbor East. Not on this boat, you know. They  
19 -- they're in their own world. They're not paying  
20 attention. They're chit chatting and, you know,  
21 that's -- that's the nature of the -- dealing with  
22 the public.

23 Seating while docking, mate must make  
24 sure that the passengers remain seating while the

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1 captain is leaving and approaching every landing.

2 Assisting passengers, the mate must stand at  
3 the ladder ready to assist customers getting on and  
4 off the boat. Answering questions is not as  
5 important as safely boarding passengers.

6 Then I go over company policies and  
7 customer relations, paperwork, tickets, and banks.  
8 Mate -- mate will be able to complete require company  
9 forms and this is the administrative aspect of what -  
10 - what they're suppose to do.

11 Customer relations. The mate should be  
12 able to handle all types of customer concerns. It is  
13 very important that the mate be courteous at all  
14 times. If the customer becomes nasty, the situation  
15 should be directed to the captain or the office. A  
16 mate should never argue with the customer. If the  
17 customer's actions are a danger to him or the vessel,  
18 the captain will approve appropriate action and I've  
19 always put people off my boat.

20 Okay. But, this is part of our  
21 orientation. Also have another one here. I believe  
22 this might have been from the year before. Goes  
23 over, you know, you know, what we expect from Seaport  
24 Taxi mates. Being on time. Report to the ship in

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1 proper attire. Ship in the proper -- proper place.  
2 Not pick me up at Harbor Place.

3 MR. ROTH-ROFFY: Okay. If we could maybe  
4 just get a copy of that.

5 MR. NARIZZANO: Sure.

6 MR. ROTH-ROFFY: We could look through  
7 that.

8 MR. NARIZZANO: Mate training checklist.  
9 Like I said, there's two parts. We had mate  
10 trainers. So, if we had a new mate that wasn't able  
11 to attend the orientation, they would work with a  
12 mate trainer and go through all -- all these -- these  
13 pieces. Okay. All right. And this would be a  
14 checklist.

15 We had an orientation exam which would,  
16 you know, make sure that they retained. This is a --  
17 this is a orientation session with 20 --15/20 people  
18 in it.

19 You see the number one question here is  
20 what is the number one priority in the operation of  
21 Seaport Taxi? Making money? Having a good time?  
22 Passenger and crew safety? Providing quick and  
23 courteous service to commuters and tourists?

24 I'll let you tell me which is the right

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1 answer.

2 MR. ROTH-ROFFY: Passenger safety.

3 MR. NARIZZANO: That's it. If a  
4 passenger should fall overboard, the crew should jump  
5 in the water immediately. Keep a watch on the  
6 passenger's position. Maneuver the boat nearby and  
7 toss a life ring to the person or proceed to the  
8 nearest landing and summons assistance. Excuse me.  
9 That would be C, proceed to the nearest landing and  
10 summons assistance or immediately reverse the vessel  
11 and maneuver so the passenger can climb onto  
12 the stern deck.

13 Guess which is the right answer there.  
14 Watch where he is and maneuver the boat nearby, throw  
15 a life ring. That -- this is -- this is our -- in  
16 our training guide. Okay.

17 Each passenger -- the passenger capacity  
18 of each boat is determined by number of seats  
19 available, nautical distance the vessel must travel  
20 between stops, the U.S. Coast Guard Certificate of  
21 Inspection or how busy we are that day?

22 I mean -- so, they -- they're aware of  
23 what's expected and you can, you know, view the whole  
24 thing here, but --

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1 MR. SILVA: Can I interject a point on  
2 that part?

3 MR. ROTH-ROFFY: Sure. Go ahead.

4 MR. SILVA: Typically, we invite some  
5 small passenger vessel inspecting officer that's  
6 assigned to us to join us when we do the man  
7 overboard drill, fire inspection drills, and safety  
8 inspection and it's not unusual -- more often than  
9 not, we have one of your people with us when we do  
10 that.

11 MR. ROTH-ROFFY: Okay. Thank you, Ron.

12 MR. NARIZZANO: Sheets about knot tying.  
13 That's all part of the packet.

14 I brought this as well. This is a recent  
15 man overboard and fire drill that I conducted a  
16 couple of weeks ago, 21st of February. I -- in  
17 deference to going out on the water on a Saturday  
18 morning and starting to -- to run the boats, I  
19 deferred it to a later time. You know, operating  
20 start time and I took these people out and had them  
21 do a man overboard drill. The captain had executed  
22 the Williamson Turn, keeping the props away from the  
23 victim. Mate announces man overboard port to  
24 starward. Mate maintain visual contact with the

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1 victim until captain states he is solid siding and  
2 position fix on the victim.

3 Mate puts on his PFD. Mate prepares to  
4 throw life ring. Attaches the end of the line to the  
5 boat, untangles the line, make sure it's free to go.

6 Mate throws life ring within reach of the victim and  
7 retrieves the ring. The victim is a-boat.

8 As a big (inaudible) is our fire drill.  
9 Is inform the captain of the fire. The captain and  
10 mate instructs to don PFDs and move away from the  
11 fire. Captain orients boat to minimize affect on the  
12 vessel. Captain radios situation to other boats and  
13 the -- and the Coast Guard. Mate uses extinguishers  
14 to control and extinguish fire and shut off -- shut  
15 fuel off if instructed to do so by captain.  
16 Depending on where the first is, you may need the  
17 engines to maneuver to a point of safety and this was  
18 done -- this -- this a copy. You can have that.  
19 It's already done.

20 MR. ROTH-ROFFY: Okay. What about the  
21 captains? Do you have any type of training program  
22 for ship handling for captains? Boat handling I  
23 should say.

24 MR. NARIZZANO: We -- what we do is when

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1 they -- when a person comes to us and present his  
2 Master's License, we evaluate the individual's skill  
3 levels by taking them out on -- on the vessel. We  
4 explain to them what the job consists of. We -- we  
5 expect a certain level of competence by holding the  
6 certificate. Of course, they had to pass screening  
7 by the Coast Guard and satisfy them as being  
8 qualified to hold that -- that license.

9 We talk to them a little bit about what  
10 kind of experience they have and, you know, get a --  
11 get a feel for, you know, where -- where their head  
12 is.

13 At that point, Ron or I would take them  
14 out on a -- on a boat test. No passengers obviously.  
15 We just take a boat. Okay. Let's go see what you  
16 can do.

17 And I've had all levels of skill  
18 presented to me on, you know, going into the  
19 situation. All levels of license holders. I have  
20 had 25 ton people that have had boats -- you know,  
21 have a license for three -- three days or three weeks  
22 able to maneuver a boat and gently kiss the bulkhead  
23 and I've have 500 ton masters who are tug captain who  
24 want to moonlight crash into the dock screaming

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1 eagle.

2 So, with that in mind, I evaluate each  
3 individual's skills level based on -- on what -- what  
4 I do is I'll go out with them. I'll show them how --  
5 how we maneuver the boats, how we handle them. Let  
6 them get familiar with it in open waters. You know,  
7 get -- get the handle in, you know, and get a -- get  
8 a feel for it and then we'll do practice docking and  
9 maneuvering and typically I take them over to Fells  
10 Point Basin and I push against the Broadway Pier  
11 side. It's frankly not as forgiving as where we  
12 land. I want to see whether -- you know, how  
13 cognizant they are of submerged objects, things of  
14 that nature.

15 And at that point, we'll probably bring  
16 them -- bring them in, give them policy. Company,  
17 you know, company information skills. We send them  
18 out the first -- the first time because they --  
19 again, they have -- they have captain's license, but  
20 I put an experienced mate with them typically who  
21 knows the routing and frankly, they let me know how  
22 the guy's doing. Of course, you know, they -- they  
23 know what a -- what a captain's suppose to do.

24 And after they -- and we -- we usually

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1 start them out on small -- you know, small boats.  
2 It's a rare exception where somebody's got a skill  
3 level which puts them at a higher level than -- than  
4 the small, the small boats and some people just --  
5 just love the small boats and -- and do absolutely  
6 fine with them and they don't want to progress or  
7 they try. They don't feel comfortable and I -- I  
8 don't put anybody in a position where they're  
9 uncomfortable.

10 And if they say they can do it and they -  
11 - they don't prove it to me, it doesn't happen. I  
12 mean that's just -- that's just not going to occur.  
13 You know, like I said I don't care what the license  
14 says. I want to see what the hand/eye coordination  
15 tells me about how you're maneuvering the vessel and  
16 I -- I also -- I'll sit there on a boat, take rides  
17 and I'll be quiet and I'll see how the -- the vessel  
18 is being operated. A spot check in -- you know,  
19 during the course of the day or, you know, during the  
20 operation period.

21 I also watch from afar and see -- when  
22 they don't see that I'm watching them, you know, how  
23 that is. How they're doing and if I have any issues  
24 or concerns, I'll -- I'll -- I'll talk to them. So.

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1 But, we -- we do -- we do monitor skill  
2 level.

3 MR. ROTH-ROFFY: Okay. So, you have an  
4 initial assessment of -- of the candidate before he's  
5 hired and if he does -- demonstrates boat handling  
6 skills, then -- then you -- you know, he -- he may  
7 get a job with you.

8 MR. NARIZZANO: Um-hum.

9 MR. ROTH-ROFFY: Do you -- and during  
10 that assessment, do you show him how you expect him  
11 to handle the boat? Right? Kind of training --  
12 initial training.

13 MR. NARIZZANO: Sure. I -- I take --  
14 yes, I take them out. I maneuver the boat and -- and  
15 (inaudible). Show them how to (inaudible).

16 The -- the biggest -- the biggest culture  
17 shock for most people coming into this operation,  
18 unless you're a -- a tug operator, is the contact  
19 sport nature of it. It's -- it's a really tough mind  
20 set for most people that come from recreational boats  
21 to push the front of their boat into the dock and --  
22 and, you know, and -- and cantilever -- cantilever  
23 off due to, you know, to positioning.

24 Just -- just having a controlled crash

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1 into the dock is a -- is -- is a shocked and in my --  
2 in my case, when I -- when I went to work on the --  
3 the pump dredges, I had reverse shock. I was coming  
4 in to easy on the pipe. I wasn't breaking the joint  
5 and I got yelled at and I finally knocked the captain  
6 in the water and he said -- I'm saying sorry,  
7 captain. No, I wasn't ready. You did what you were  
8 suppose to do. Keep it up.

9 But, you know, that's -- but, that's a  
10 reverse -- reverse culture shock. I mean you --  
11 maybe that's why the other tug captains thought me a  
12 little bit -- a little bit heavy. But, anyway --

13 MR. ROTH-ROFFY: Okay.

14 MR. NARIZZANO: Yes.

15 MR. ROTH-ROFFY: What about wind  
16 conditions? What sort of policy or instructions do  
17 you give the captains regarding weather -- well, say  
18 generally weather and maybe specifically wind? What  
19 sort of -- how they're suppose to operate the boat  
20 under those conditions.

21 MR. NARIZZANO: Well, it starts off from  
22 the introductory period. When you -- when we take  
23 them out to maneuver the boat, typically there's a  
24 breeze going and we indicate to them during the

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1 course of the pre-screening or whatever -- whatever  
2 you want to use as a word that windage on these boats  
3 significantly is -- is significantly greater than --  
4 than a conventional hull vessel.

5 And they learn quickly that windage is a  
6 big factor because you're not going to -- you're not  
7 going to be able to land a vessel not understanding  
8 that this -- these boats have a high degree of  
9 profile in the wind.

10 Progressing from there, we also have our  
11 standing -- our standing instruction which is in any  
12 kind of electrical storm, restricted visibility, fog,  
13 any -- any -- any conditions that in your experience  
14 as a licensed captain dictates to you that you need  
15 to find safe harbor, you know, you're -- you're going  
16 to be told that is our policy.

17 It's not a wait until you're told to get  
18 off the water. It's if you're -- if -- if you're in  
19 a position where you're not -- you don't feel as  
20 comfortable being in -- in the -- in -- where you  
21 are, don't be there and this is a part of good  
22 seamanship and common sense and again, you know, you  
23 -- every situation can vary and be different.

24 So, you know, I -- I leave that up to --

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1 if they -- if a captain says I'm not going to take  
2 this boat here because I don't feel comfortable.  
3 There's two -- the waves are too high or it's raining  
4 so bad I can't see or whatever the reason is, I  
5 respect their call. It's -- it's their judgment.  
6 It's their license and I -- I would expect the  
7 courtesy if I'm -- when I'm running the boat, I'm  
8 running the boat and that's the same courtesy I give  
9 them.

10 I don't say no, you got to go there.  
11 I've -- I've -- I've worked for people like that and  
12 I refuse to be that way.

13 So, that in mind, that's -- it's -- it's  
14 a -- you know, as far maneuvering the boat in windy  
15 conditions, you -- you get -- you get a feel for each  
16 boat. Again, they're -- they're all unique in their  
17 own little characteristics. They do have high  
18 windage, the side drift and it's just going to be  
19 what -- what's happening when you're there  
20 experiencing what's going on.

21 MR. ROTH-ROFFY: Okay. So, you don't  
22 have any specific policy on if the wind exceeds a  
23 certain speed that you can't operate the boat or do  
24 you?

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1 MR. NARIZZANO: Wind is excessive and I  
2 don't give a -- a speed indicated because, you know,  
3 wind, it is -- if the wind or electrical storm or  
4 whatever, if it's excessive, you're not comfortable  
5 with it, you make the call and I -- I think --  
6 because my -- my concerns about -- you know, about  
7 calling everybody up would be that I might be too  
8 late.

9 If -- if I wait -- if I wait -- you know,  
10 I have them wait until I think or whoever is calling  
11 the shots thinks that it's prudent not to be on the  
12 water, now, I think it -- it maybe too late.

13 Now, we do call and tell people when we  
14 feel that it's a problem to get off the water or  
15 something's coming and that -- that apparently was  
16 what happened the other day, but I -- I -- I work  
17 from the experience and the -- and the person on the  
18 scene has first -- first call to say I don't like it  
19 out here.

20 We reserve the right and we will tell  
21 them. Hull boats severe. Go to bulkhead. We have a  
22 front coming in. Wings, you know, wind or lightning,  
23 electrical storms, secure the boat. Get the people  
24 off the boat. We do that. But, I do not want to

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1 hamper independent decisions out there because of  
2 what's happening in the Inner Harbor may be totally  
3 different than what's happening out in -- at Fort  
4 McHenry or conversely.

5 I've already had, you know, torrential  
6 downpours. I'm saying, you know, horrors. It's  
7 raining it's -- it's -- it's butt off. I'm getting  
8 soaked and I call out there and said it's raining  
9 really, you know, it's -- it's miserable in here.  
10 Why don't you guys hit the bulkhead and the guy would  
11 be out there in Canton said what rain?

12 And, you know, but at that point I'll say  
13 well, it's probably coming -- it's coming your way.  
14 Just secure the boat, but that -- that sort of thing.

15 So, it's a double feedback system. I  
16 respect the -- the -- the master of the vessel to --  
17 to make the -- he's ultimately making the decision,  
18 but we do give instructions if we find that there's  
19 an event coming that we can give them a heads up on.

20 So, that -- that's our system and so, if  
21 the radios go out and the guy is waiting for a radio  
22 call, we don't have them saying well, you didn't tell  
23 me to go to the bulkhead. You call the ball.

24 MR. ROTH-ROFFY: Do you have any written

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1 company policy manuals or instructions or anything  
2 like that that might layout procedures -- company  
3 procedures or policies?

4 MR. NARIZZANO: No, pretty much what I  
5 have is in our orientation.

6 MR. ROTH-ROFFY: Okay. So, you don't  
7 have a policy book for new employees or --

8 MR. NARIZZANO: There -- there's one.  
9 It's -- it's very old. I -- I don't use it. It's --  
10 it's -- it's -- it's just really not -- it's not  
11 usable. No, we don't have something like that.

12 We -- we look at training pretty much  
13 one-on-one and using these guidelines here which I --  
14 I feel are very, very, very good.

15 MR. ROTH-ROFFY: Okay. Do you have any -  
16 -any policy guidelines that guide you in doing your  
17 job? Anything written?

18 MR. NARIZZANO: Other than a job  
19 description telling me that, you know --

20 MR. ROTH-ROFFY: What your -- what your  
21 duties are. Basically lays that out.

22 MR. NARIZZANO: Yes.

23 MR. ROTH-ROFFY: Okay. But, nothing  
24 really written beyond that that you know of.

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1 MR. NARIZZANO: No.

2 MR. ROTH-ROFFY: Okay.

3 MR. MURRAY: Well, can I enter? I mean  
4 we set goals each year.

5 MR. ROTH-ROFFY: Okay. Well, maybe go  
6 ahead and -- and just identify yourself and -- and  
7 talk about your goals.

8 MR. MURRAY: Yes, this is Andy Murray  
9 again. Director, National Historic Seaport.

10 We do set goals each year.

11 MR. ROTH-ROFFY: Yes. What sort of goals  
12 might they be, Andy?

13 MR. MURRAY: All aspects of the business.  
14 Financial, customer service, safety, all the key  
15 aspects that we monitor.

16 MR. ROTH-ROFFY: Okay. Could you  
17 describe your safety goals? Current safety goals?

18 MR. MURRAY: Our safety goals are really  
19 to have no incidents at all. No -- no, significant  
20 incidents. Really not -- not more than that. I mean  
21 we talk them through, but, you know, the object is to  
22 not have any -- any major accidents at all.

23 MR. ROTH-ROFFY: Okay.

24 MR. NARIZZANO: I think you'll agree that

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1 we have achieved that for the past two years. You  
2 know, incidents -- incidents were -- were not  
3 prolific, but they were --most of them were people  
4 getting on and off the boats, slipping and, you know,  
5 falling down on the boat, cameras dropping, that sort  
6 of thing, but that goes to having control of what's  
7 going on on the vessel and I've addressed that.  
8 Insure that the crews of cognizant of going on in and  
9 outside of the vessel and that has reduced the number  
10 of those type of incidents.

11 MR. ROTH-ROFFY: Okay. I'm going to ask  
12 Commander Hammon if he has any other questions?

13 LIEUTENANT COMMANDER HAMMON: I just have  
14 a couple.

15 Where was the anchor located on the Lady  
16 D? Did she have one?

17 MR. NARIZZANO: I believe it was under  
18 the forward steps and the bitter end should have been  
19 tied to the -- I believe there -- I don't know if  
20 there's a cleat there or a -- or a part of the steps  
21 which are bolted to the deck plate. So, that --  
22 that's where the anchor would be.

23 MR. SILVA: If I can interject, it's  
24 still on the boat in position.

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1 LIEUTENANT COMMANDER HAMMON: Okay.

2 MR. SILVA: They threw it back in  
3 yesterday when they lifted it. It's still secured to  
4 the boat.

5 LIEUTENANT COMMANDER HAMMON: The Lady D  
6 is not certificated or doesn't require a mate on its  
7 COI and I understand that Mike Holman (phonetic sp.)  
8 was on board because he was in a kind of training  
9 mode.

10 MR. NARIZZANO: Not -- not entirely  
11 correct. Mike Holman is -- was there as the mate. I  
12 -- I don't run boats without mates unless I have a  
13 shortage of personnel and then it stays with the COI,  
14 but --

15 LIEUTENANT COMMANDER HAMMON: Okay.

16 MR. NARIZZANO: -- any kind of -- any  
17 kind of weather that would be of any kind of concern  
18 specifically winter, I -- I don't run boats without  
19 mates.

20 LIEUTENANT COMMANDER HAMMON: Okay. So,  
21 the typical arrangement for the Lady D is you have an  
22 operator --

23 MR. NARIZZANO: Yes.

24 LIEUTENANT COMMANDER HAMMON: -- and --

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1 MR. NARIZZANO: Yes, sir.

2 LIEUTENANT COMMANDER HAMMON: Okay.

3 MR. SILVA: If I could interject there,  
4 the significant difference is the fact that Mike also  
5 has a license.

6 LIEUTENANT COMMANDER HAMMON: Okay.

7 MR. SILVA: And -- and him being assigned  
8 to that boat in the future was why he was  
9 specifically assigned and not --

10 MR. NARIZZANO: Yes, he was a new  
11 licensee and he demonstrated skill levels to operate  
12 that boat and when the season was ramping up, he was  
13 slated or penciled in to operate one of the small  
14 boats out there.

15 LIEUTENANT COMMANDER HAMMON: Okay.

16 MR. NARIZZANO: So, he was going -- he  
17 going to change -- yes, he was -- he was changing his  
18 job position, but he was -- he was acting mate, but  
19 it worked out that he was going to -- almost  
20 operating the boat to get a little bit more operating  
21 time on the boat.

22 LIEUTENANT COMMANDER HAMMON: Okay.

23 MR. NARIZZANO: As a new licensee.

24 LIEUTENANT COMMANDER HAMMON: You mention

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1 at some point that either Kathy or someone in the  
2 office had reviewed a website for weather that day.  
3 Do you know offhand what the -- the link was? What  
4 particular site was being monitored?

5 MR. NARIZZANO: I think it's NOAA. I  
6 believe it's the NOAA -- I think it's the NOAA site.

7 LIEUTENANT COMMANDER HAMMON: And that's  
8 a standard daily function?

9 MR. NARIZZANO: It -- it -- it's not a  
10 daily function. What it is is if the weather looks  
11 suspicious, it'll either happen one of two ways. The  
12 office will look out the window and say the sky's  
13 gray. Something's going on. Wind shifted. We'll  
14 pop up Doppler or -- or the captain will -- will pop  
15 the question to the office. Pop up the radar. Let's  
16 see what's going on.

17 Many of our captains also again working  
18 from a -- from the captain's perspective back take  
19 the initiative -- initiative to switch the weather  
20 channel on the radio. VHF's got weather channel.  
21 They'll announce I'm going off 71. I'll be on  
22 weather channel if you need me.

23 LIEUTENANT COMMANDER HAMMON: Okay.

24 MR. NARIZZANO: And they -- they will

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1 take the initiative. So, again, the feedback system  
2 I like because they're -- they're out there. They're  
3 responsible and they -- they -- they really take  
4 their job seriously and they will, you know, they  
5 will -- they will find a way to get the information  
6 they need and if they hear something on the weather  
7 channel, they will call the office. But, Kathy may -  
8 - may or may not be in the office.

9 LIEUTENANT COMMANDER HAMMON: Okay.

10 MR. NARIZZANO: Because of the -- you  
11 know, wearing several hats and that's just -- that's  
12 a -- you know, the nature of the -- of the business.

13 LIEUTENANT COMMANDER HAMMON: Right.

14 MR. NARIZZANO: It's not uncommon if some  
15 of the sky's darkening that the captain will  
16 announce, I'm switching to the weather channel. I  
17 mean Val does that all the time and I know John does  
18 and -- well, John, JG, he has his handheld.

19 MR. SILVA: A lot of the captains bring  
20 the boat handheld.

21 MR. NARIZZANO: He -- he has his  
22 handheld. He's got the weather channel on one and,  
23 you know, they -- they'll monitor that way.

24 LIEUTENANT COMMANDER HAMMON: I think

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1 that's all I had, Tom.

2 MR. ROTH-ROFFY: Okay. Just a couple  
3 more and I think we're almost finished.

4 Just following up a little bit more on  
5 this weather monitoring, so, you're saying that Kathy  
6 does -- does not routinely monitor the weather  
7 channel?

8 MR. NARIZZANO: No, that's not a standard  
9 procedure. That's based on apparent weather  
10 conditions.

11 MR. ROTH-ROFFY: All right.

12 MR. NARIZZANO: If it's a bright sunny  
13 day, it's -- you know, we don't have the weather --  
14 the weather Doppler on.

15 MR. ROTH-ROFFY: Okay. I was referring  
16 to that -- that VHF channel? The --

17 MR. NARIZZANO: Weather channel?

18 MR. ROTH-ROFFY: Yes, do you know what --  
19 what the number is on that?

20 MR. NARIZZANO: Two.

21 MR. ROTH-ROFFY: Channel two is the  
22 weather channel?

23 MR. NARIZZANO: That's our channel here.  
24 Weather two.

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1 MR. ROTH-ROFFY: Okay. So, Kathy in the  
2 office does not keep the -- the radio on on channel  
3 two?

4 MR. NARIZZANO: No, she has it on the --  
5 on the -- on 71.

6 MR. ROTH-ROFFY: On 71.

7 MR. NARIZZANO: Our working channel.

8 MR. ROTH-ROFFY: And the upper part of  
9 the -- of the Lady D with the windows and the doors  
10 and the -- the roof, what -- what do you guys call  
11 that? Do you call that a cabin or a -- a what?

12 MR. NARIZZANO: Cabin, super structure.  
13 It's --

14 MR. ROTH-ROFFY: You don't --

15 MR. NARIZZANO: No.

16 MR. ROTH-ROFFY: -- general terms or just  
17 the cabin. I was just wondering if, you know, when  
18 we write -- describe the boat, I'd like to use the  
19 same kind of --

20 MR. SILVA: You could refer to them as  
21 open and closed. An open boat or a closed boat.  
22 It's a closed boat -- it's --

23 MR. ROTH-ROFFY: Okay.

24 MR. SILVA: One is a closed boat as

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1 opposed to an open boat which is the -- the ones that  
2 marked (inaudible).

3 MR. ROTH-ROFFY: But, the -- the  
4 enclosure itself you don't have a name -- special  
5 name for that? You commonly call it --

6 MR. NARIZZANO: Call it a cabin or the --  
7 or the super structure.

8 MR. ROTH-ROFFY: Okay.

9 MR. NARIZZANO: Either -- either --  
10 either term works for me.

11 MR. ROTH-ROFFY: Okay. Okay. I think  
12 unless the Commander has something else. Anybody  
13 else have anything else to add?

14 What I'd like to say is -- first off, is  
15 thank you very much for coming and taking the time to  
16 -- to talk with us.

17 If there's anything that occurs to you,  
18 you know, after we end this interview that, you know,  
19 you'd like to add to us, please I encourage you to --  
20 to give us a call. Anything comes to mind that, you  
21 know, you think might be useful to our investigation,  
22 we'd --

23 MR. NARIZZANO: Okay.

24 MR. ROTH-ROFFY: -- certainly like to

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1 hear from you and -- and in addition, we may come  
2 with some additional information we'd like to get for  
3 you -- from you. So, we may, you know, ask to -- to  
4 talk to you again. It'll probably be by phone or  
5 since we're so close to Washington, we may, you know,  
6 run up here and -- and maybe schedule another  
7 interview if there's specific information that we  
8 realize that we're lacking --

9 MR. NARIZZANO: Sure.

10 MR. ROTH-ROFFY: -- and if you're  
11 amenable to that, we -- we certainly appreciate that  
12 as well.

13 So, it's -- it's about 11 -- 12:30 in the  
14 afternoon and that'll conclude our interview with  
15 Captain Ed. Thank you very much.

16 MR. NARIZZANO: Thank you.

17 (Whereupon, at 12:30 p.m. the interview  
18 was concluded.)

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