1115am
9/9/16

SA CGIS [redacted]
SA [redacted]

O[illegible] - M235

9/9/16
[redacted]

got certification

✓ waterway - began 2000 as deck hand 2000-2003
works 7 days a week as a deck hand @ $10/hr.

✓ NY waterway → DHL 7 yrs until 2010 (left DHL
bc he got a hernia from lifting) (more $)

✓ went back to waterway - started on deck
boats + he was laid off after season was
over

✓ June 2010 he was hired [redacted] after
being persistant as deck hand $11-12/hr.
worked ~~100 hrs a week~~ a "bit" 50 hrs w/
3 days off

✓ 2010 deck hand - make sure boat started, no
2010-2011 damages, every line was in place + then
he'd report to Capt - then start the run

✓ went to school to get Capt. licence
1½ yrs got certified ($19/hr) - w/in 7mo $20/h
· Capt: Same responsib. as deck hand
but had to check radiars / throttles,
sup jets (catamirand)
✓ · most boats had issues (codes would
come on showing equipment not working)
- he would document issues in log book
but they didn't fix problems right away
✓ supervisor
G (- [redacted] - port capt) it took 3-7mo
for them to fix

✓ left @ $23.50/hr
overtime $35.16/hr

✓

June 6, 2016 → accident (full time @ time-wk 3 days on - ~~3~~ 4 off + he'd work 50 hr. overtime on days off)

✓ * Some boats didn't have bathroom so he couldn't use BR 12 hrs

• One guy had to go to BR + he used a bucket bc he had to go so bad.

✓ - Capt. → he drove all boats in fleet (about 29 boats)

- typical day → arrive @ 500-515 / had to swipe 530 am

~~• never suspend~~

bid would last 6 mo

530 - 1030 - run - ↑ to 15 trips → able to come home

330p - 830p - run - then go home

#6 • deck hands choose the capt

✓ [redacted] stayed w/ me a while (6 mo until bid changed) [bids 4-6 mo based on seniority]

15 trips a day → 5 min runs (he'd stay on boat (same) ea. day)

✓ 630-230 every 5 min 7 stop → East river

• he'd choose bid + then choose runs/tours from bid.

yes/he was in union

✓ - Union SIU (seaman's union)

if complaint goes to Shop ~~Stuart~~ Steward ([redacted])

✓ Boss - [redacted] - SIU met only once he came to job

✓ he put in a greivance on same day of accident

- day of accid
  last run coming out of Pier 79 around (to Weehawken) 250p on June 6, 2016
  he was backing up + noticed Circle Line was approaching he decided to lean to give them room

✓ tried to pull back throttle + circle line collided (actually a push - no damage on either boat except sm dent on my boat → nothing on his)

✓

- Coast Guard did drug/alcohol test
  CG started investigation - union advised
  he was suspended when he came back (suspended until further notice - [redacted]) he left + never heard from [redacted] again

watched video + he went over what happened

- met w/ [redacted] - union, [redacted] - [redacted] (Shop Steward for Capt) called [redacted] + told [redacted] [redacted] was fired ([redacted]) June 11

they said he wasn't paying attention - I didn't hit the boat the boat hit me - [redacted] told him he has more problems coming w/ the Coast Guard

← * he went to Staten Island CG he turned in licence

voluntary surrender → finding was his negligence he'd have a penalty for lemo temporary suspension.

* see pic - drug lalco - test negative

· he feels the ~~decis~~ decision wasn't fair bc other capt's have caused damage & can still work & aren't suspended & the CG isn't involved.

particular

1- run of tours from pier 78 to world financial to Brooklyn → pier 11 → statue → 78

, another manager on dock inspecting → bathroom → if full they had to go back to work dock

· BR didn't work

so they'd take boat to work dock; notify mechanic - put pump in & pump sewage right into water

(did this regularly on tour boats)

* [redacted], [redacted] + ?

tour boats

toilet would be a disaster so manager would reject it & send it back to work dock

✓

✓ correct way would be to connect pipe that goes into base & pump out sewage

boat - hose - to base

✓ throw lines, tie up boat, wait for mechanic to connect correct hose → takes 15-25 min

- wrong way 10 min → still call mechanic, tie boat

- he never pumped sewage the incorrect way
✓ he didnt trust management to back him as Capt. he put the hose on himself [he wanted deck hands to respect him]

#3 he ~~brought~~ brought in boat the mechanic
✓ said it would be fixed fast (philippino mechanics)
* he thinks philippinos were instructed by management (there are camera's everywhere)

✓ · no one told him to dump in River
✓* · A few Capt's did it correct way

[redacted]

✓ majority of Capt's do it correct way

H ~~*~~ he saw it done 7-12 times → sewage being pumped into River - believes it happens more frequently

✓ · one time the boat wasn't functioning + sewage was going into Lazerette → customers were complaining b/c smell → didnt fix for about a month.

✓ * doesn't know if anyone ever reported it. Everyone is fearfed to lose job.

9/9/14
mg

✓ the mechanic wouldn't do anything w/o management's knowledge – his since mgt. knows.

#14 doesn't know (union)

✓ talked about it w/ deck hands
common knowledge – deckhands / capt's observed the mechanics were the ones that actually pumped sewage

everything happened @ work dock
he would arrive super early when he had tour boats so they could pump out BR's + clean windows

✓ OT [redacted] [redacted] tour boats + when on OT he had problems w/ manager @ pier 78 b/c it wasn't working well

✓ emp BR @ Starboard side 2 [redacted]

✓ [redacted] – no employee BR

✓ work dock is the key → everything happens there

9/9/14
mg

7

oil spills

* fuel leaks (not paying attention.) at night they have a fueling crew
once he arrived @ work early + a lot of management ([redacted] was there)
+ you could smell fuel - he thinks there was a spill

/ [redacted] (manager - doesn't wk there anymore)
LMu
+ ~~[illegible]~~ he saw a net in the water so it wouldn't spread.

✓ doesn't remember date - he never asked about it / doesn't know details

when arrived early one day + saw once

DM

~~oil~~ mechanics do PM checks the mechanics would saw once → a mechanic
✓ had a bucket of old oil + dumped it into the water
- 5 gal bucket -

✓ mechanic were changing oil often b/c so many boats

9/9/14
mg

8

Waterways isn't bad it's poor management
+ poor communications

Communications as far as history of boat
problems

Once he lost jet - he wrote it up 3 mo
+ it's ~~he~~ wasn't fixed
after he spoke up - After 1yr working
he feels like he became a target

throttle wasn't operating
+ he made a complaint that things weren't being fixed

• he was given a verbal once

complained b/c there was no bathroom + how he + nothing changed
worked 14 years

he defended deck hand that got fired at meeting - 2005

he believe [redacted] someone @ talking to meet [redacted] (rat)

every 6-7 mo. meeting w/ SIU

Union did not stand up for me
AR - [redacted] & apologized to him b/c how he was treated

* [redacted] - current deck hand
  Still in contact w/ him
* [redacted] - deck hands

he thinks Gomez would talk to us
he ~~was~~ voluntarily offered to call [redacted]
(not directed)

[thinks UC deck hand would be
all we need @ work dock
-

he believes there was an UC cop working
2003 - @ work dock 1 - ~~1½~~ 1½ mo. (fueler)
and after he left
~~he thinks~~ word of mouth

word of mouth

[redacted] has boat has BR but
doesn't a pump to take out
sewage →

- out of 29 boats all ~~cated~~ Cada merends (15)
has switch to ~~to~~ dump sewage
hear joke on radio - Capt said boat slow
someone said dump sewage...
- doesn't know where it was on what it looks like

word of mouth

(1 pm) ended