



RECEIVED

JAN 3 - 2018⁴

OFFICE OF
CITY ATTORNEY

December 29, 2017

City Clerk
Attn: Claims
200 E Wells St
Milwaukee, WI 53202-3567

Dear Sir or Madam:

The purpose of this letter is to provide notice of my intention to file a claim for damages against the City of Milwaukee in compliance with Wis. Stat. §893.80. This claim is for damage done to M/V VISTA KING on 8/31/17 by the operator of Saint Paul Avenue Vertical Lift Bridge.

Please find the following documents enclosed:

- **United States Coast Guard Form CG-2692.** Filed 9/5/17. Includes detailed description of incident.
- **Primary Contracting LLC Estimate 2584.** Itemized estimate to repair damage to VISTA KING.

Should you have any questions or concerns, please feel free to contact directly at 414.719.9450 or jake@mkeboat.com.

Respectfully,

Jake Chianelli
President
Milwaukee Boat Line

STATEMENT OF JACOB M. CHIANELLI

At approximately 14:20 CST, 8/31/17, I was operating VISTA KING ("Vessel") during a regularly scheduled sightseeing cruise. Vessel was transiting down-bound on the Milwaukee River, south of the Interstate 794 fixed bridges, north of the Saint Paul Avenue Bridge ("SPB"). When Vessel was within approximately 20-30 feet of SPB, I observed SPB had begun to close prematurely. I immediately went full astern on both engines. Vessel's bow flag pole was struck by SPB and broke off. SPB then struck Vessel's pilothouse near the top and Vessel momentarily came to a stop.

I immediately backed Vessel away from SPB, and surveyed the bow area in front of the pilot house for injured passengers and found none. I made an announcement and asked if anyone was hurt or needed help. Everyone indicated they were ok. I then made an announcement on VHF channel 16 indicating that I would be turning around and returning to our dock. Our dock is located approximately 1.5 blocks north of SPB. Immediately after securing Vessel to the dock I again asked all passengers if there were any injuries and instructed the two crew members to visually check everyone. Again, everyone said they were ok.

I then instructed everyone to stay aboard while I contacted United States Coast Guard. I called Station Milwaukee and was transferred to Sector Lake Michigan. I provided all of the information requested and was told it was alright to let passengers leave. Before disembarking passengers I requested names and contact information from those willing to provide it. This list was provide to Senior Investigating Officer Donald Snider and is attached to this report.

After disembarking passengers, I was informed that a passenger had a minor injury and was sitting on the dock. I spoke with Elizabeth Rodriguez and she indicated that her head was sore she believed she was struck by a portion of a navigation light lens. She asked for and was given a bag of ice. Ms. Rodriguez declined any further help or medical attention. Please see her statement attached.

After speaking with Ms. Rodriguez I preliminarily assessed the damage to Vessel. I found:

- The portion of the pilothouse roof forward of the superstructure folded down nearly 90 degrees.
- Part of the pilothouse roof was pushed down when interior framing buckled.
- Various parts of pilothouse superstructure and framing were bent, buckled, etc.
- The masthead & all-round lights were destroyed.
- The radar antenna was destroyed.

RECEIVED

JAN 3 - 2018

**OFFICE OF
CITY ATTORNEY**

- The searchlight was damaged and rendered inoperable.
- The lighting mast was damaged.
- 1 VHF antenna base was destroyed.
- Two pilothouse windows were broken.
- Flag pole was broken off.

Above is a preliminary list, and does not represent a comprehensive damage assessment.

I do not know why SPB closed prematurely. As I approached SPB, when I was under the Interstate 794 fixed bridges, I confirmed SPB was open, the green light was on, and there was sufficient clearance for Vessel to safely pass beneath. My focus then shifted to River traffic south of SPB. No other vessels needed or requested an opening from SPB at the time of the incident.

Bridge Supervisor Karen Forlenza indicated dockside after the incident that SPB closed prematurely due "miscommunication" between the remote operator and maintenance personnel working on SPB.

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No: 1625-0001
Exp. Date: 03/31/2019

REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY

Section I - Reporting Vessel/Facility Information

1. Vessel or Facility Name M/V VISTA KING		2. Vessel Official Number or IMO Number 593409		3. Vessel Flag U.S.	
4. Vessel Length 65.5 <input checked="" type="checkbox"/> Feet <input type="checkbox"/> Meters		5. Vessel Gross Tons 60		6. Vessel Propulsion Type DIESEL	
7. Vessel or Facility Type PASSENGER		8. Vessel or Facility Service or Occupation SIGHTSEEING			
9. FOR TOWING ONLY	9a. Arrangement:	9b. Number of Vessels Towed:		9c. Maximum Size of Tow/Tow-Boat(s):	
	<input type="checkbox"/> Pushing Ahead <input type="checkbox"/> Towing Astern <input type="checkbox"/> Towing Alongside	Empty _____ Loaded _____ Total _____		Length _____ feet Width _____ feet	
9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>(If Yes complete and attach one or more CG-2692A forms to this report)</i>					

Section II - Reason for Submitting this Report (Check all that apply)

10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):

- 1. Unintended grounding or an unintended strike of (allision with) a bridge
- 2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below
- 3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel
- 4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route
- 5. Loss of life
- 6. Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties
- 7. Occurrence causing property damage in excess of \$25,000
- 8. Occurrence involving significant harm to the environment

11. The above facility or vessel was involved in a Commercial Diving Casualty involving (46 CFR 197.484):

- 1. Loss of life
- 2. Diving-related injury to any person causing incapacitation for more than 72 hours
- 3. Diving-related injury to any person requiring hospitalization for more than 24 hours

12. The above facility or vessel was involved in an OCS Facility Casualty Resulting in (33 CFR 146.30 and 146.35):

- 1. Death
- 2. Injury to 5 or more persons in a single incident
- 3. Injury causing any person to be incapacitated for more than 72 hours
- 4. OCS Facility only - Damage affecting the usefulness of primary lifesaving or firefighting equipment
- 5. OCS Facility only - Damage to the facility exceeding \$25,000 resulting from a collision by a vessel with the facility
- 6. OCS Facility only - Damage to a floating OCS facility exceeding \$25,000

RECEIVED
JAN 3 - 2018
OFFICE OF
CITY ATTORNEY

Section III - Associated Parties Information (Fill all fields that apply)

13. Name of Owner MILWAUKEE BOAT LINE LLC		Telephone 4142949450	14. Name of Operator or Manager JAKE CHIANELLI		Telephone 4147199450
Address 101 W MICHIGAN ST MILWAUKEE, WI 53203		Email address info@mkeboat.com	Address 2050 N SUMMIT AVE MILWAUKEE, WI 53202		Email address jake@mkeboat.com
15. Name of Master or Person-In-Charge (Last, First, Middle) CHIANELLI, JACOB, MARIO		Telephone 4147199450	16. Name of Agent (Last, First, Middle)		Telephone
Address 2050 N SUMMIT AVE MILWAUKEE, WI 53202		Email address jake@mkeboat.com	Address		Email address
17. Name of Dive Supervisor (Last, First, Middle)		Telephone	18. Name of Pilot (Last, First, Middle)		Telephone
Address		Email address	Address		Email address

Section IV - Casualty Information

19. Date/Time (local) of Occurrence 14:20 (Approximately)		20. Location-Name of Body of Water or Waterway: MILWAUKEE RIVER		Latitude: 43 02.094' N	River Mile Marker: OR 1.21
21. Property Damage Estimated Damage Cost(s) to: Vessel: >\$25,000 Cargo: \$N/A Facility: \$N/A Other: \$N/A		Describe the Extent of Property Damage See statement from Jacob M. Chianelli attached			
22. Status of Involved Persons (If there are 1 or more injured, dead or missing persons complete and attach one or more CG-2692C forms to this Report) Total Number of Persons: _____ On Board the Vessel: 46 Injured: 0 Dead: _____ Missing: _____					

Section IV - Casualty Information (continued)

23. Was This Casualty a Serious Marine Incident (SMI) as Defined in 46 CFR 4.03-2?

Yes No Not at this Time, But is Likely to Become an SMI *(If Yes or Is Likely to Become an SMI complete/attach one or more CG-2692B forms to this report)*

24a. Is there any evidence of alcohol or drug use by or intoxication of individuals directly involved in the casualty?

Yes No *(If Yes, identify those individuals for whom evidence has been obtained and specify the method to obtain such evidence in block 24c)*

24b. Did any individual directly involved in a casualty refuse to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer?

Yes No *(If Yes, note the individual(s) who refused in block 24c)*

24c. Individuals with evidence of drug or alcohol use, evidence of intoxication, or who refused to submit/cooperate in a timely chemical test *(if more space is needed, continue in block 25c)*

24d. Is there evidence that alcohol use contributed to this casualty?

Yes No *(If Yes, discuss in block 25b)*

25. Nature and Circumstance of the Casualty:

25a. Activity or Operation Being Conducted at the Time of the Casualty:

M/V VISTA KING was traveling downbound on the Milwaukee River during a regularly scheduled sightseeing cruise.

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary.):

Please statement form Jacob M. Chianelli attached.

25c. Any other comments, including with respect to use of or need for emergency response equipment:

Section V - Person Making this Report

24. Name (PRINT) (Last, First, Middle) Jacob M Chianelli	25. Signature: 	26. Date 9/4/17
27. Title PRESIDENT	28. Address 101 W MICHIGAN ST MILWAUKEE WI 53203	
29. Telephone No. 4147199450	30. Email jake@mkeboat.com	

INSTRUCTIONS FOR COMPLETION OF FORM CG-2692
REPORT OF MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, OR OCS-RELATED CASUALTY

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 1 hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-INV), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503.

WHEN TO USE THIS FORM

1. This form satisfies the requirement for written reports of casualties and accidents found in the Code of Federal Regulations for vessels, commercial diving operations, and Outer Continental Shelf (OCS) facilities. Depending on the circumstances surrounding an incident, a written report may be required if it meets one or more of the conditions described in instructions 2 - 4.
2. **VESSELS.** If you are the owner, agent, master, operator, or person in charge of a vessel, other than a public vessel or an uninspected recreational or state-numbered vessel, you must submit a report if your vessel:
 - A. is involved in a marine casualty or accident that occurs upon the navigable waters of the United States, its territories or possessions and meets any of the criteria in block 10, or
 - B. is a United States vessel involved in a marine casualty or accident, wherever such casualty or accident occurs, that meets any of the criteria in block 10, or
 - C. is a foreign vessel engaged in OCS activities as defined in 33 CFR 140.10 and is involved in a marine casualty or accident that meets any of the criteria in block 10, or
 - D. is a foreign tank vessel operating in waters subject to the jurisdiction of the United States, including the Exclusive Economic Zone (EEZ), which involves significant harm to the environment or material damage affecting the seaworthiness or efficiency of the vessel.
3. **DIVING.**
 - A. **Commercial Diving.** If you are the master or person in charge of a vessel or facility from which a commercial diving operation is conducted: (1) at any deepwater port or the safety zone thereof as defined in 33 CFR Part 150; (2) from any artificial island, installation, or other device on the Outer Continental Shelf (OCS) and the waters adjacent thereto as defined in 33 CFR Part 147 or otherwise related to activities on the OCS; (3) from any vessel required to have a certificate of inspection issued by the Coast Guard, including mobile offshore drilling units, regardless of their geographic location; or (4) from any vessel connected with a deepwater port or within the deepwater port safety zone or from any vessel engaged in activities related to the OCS, you must submit a report if there is a diving casualty meeting the criteria in block 11, except if the diving operation is:
 1. performed solely for marine scientific research and development purposes by educational institutions,
 2. performed solely for research and development for the advancement of diving equipment and technology, or
 3. performed solely for search and rescue or related public safety purposes by or under the control of a governmental agency.
 - B: **All Other Diving.** Any occurrence of injury or loss of life to any person while diving from a vessel subject to instruction 2 and using underwater breathing apparatus must be reported under instruction 2.
4. **OUTER CONTINENTAL SHELF (OCS) FACILITIES.** If you are the owner, operator, or person in charge of an OCS facility engaged in OCS activities as defined in 33 CFR 140.10, you must submit a report if your facility is involved in a casualty or accident that meets any of the criteria in block 12.

COMPLETION OF THIS FORM

5. In accordance with 46 CFR §4.05-10, 46 CFR §197.486, and 33 CFR §146.35, this form shall be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of accident that has occurred. If a block is not applicable, the abbreviation "NA" should be entered in that space. If the answer is unknown and cannot be obtained before the report has to be submitted (i.e. within 5 days of the accident), the abbreviation "UNK" should be entered in that block. If "NONE" is the correct response, enter it in the block.
6. Once completed, deliver, email, or fax this form within 5 days of the casualty to the Coast Guard Sector, Marine Safety Unit, or Activity nearest the location of the casualty or, if at sea, nearest the arrival port. <http://www.uscg.mil/top/units/>
7. Tugs or towboats with tows under their control shall complete blocks 9a through 9d and, if one or more barges in their tow causes or sustains damage or meets any other reporting criteria, use the "Barge Addendum," CG-2692A to report information on the barge(s) involved.
8. If an incident involves multiple barges suffering or causing damage while moored or anchored (such as in a fleeting area), or breaking away from their moorage and causing or sustaining damage, enter the location of the moorage in Block 1 of the CG-2692 and complete the form except for blocks 2-8. Details for the barges will be entered on the CG-2692A. If a single barge is involved in a marine casualty while moored or anchored, it shall be documented as any other vessel using the CG-2692.
9. If the casualty meets the criteria for a serious marine incident as defined in 46 CFR §4.03, use the "Chemical Drug and Alcohol Testing Addendum," CG-2692B to report information on required drug and alcohol testing following a serious marine incident.
10. If one or more persons on the vessel or facility were injured, killed, or missing as a result of the casualty, use the "Personnel Casualty" Addendum," CG-2692C to report information on the extent of all personnel casualties.
11. For facilities and vessels engaged in OCS activities who are reporting a casualty in accordance with 33 CFR §146.35 or 33 CFR §146.303, use the "Involved Persons and Witnesses Addendum," CG-2692D to provide a list of all involved persons and witnesses to the casualty being reported. The CG-2692D may also be used to provide data on persons involved or witnessing a marine casualty or commercial diving casualty.
12. Block 20 - "Location": Always identify the body of water or waterway. Latitude and longitude to the nearest tenth of a minute should always be entered except in those rivers and waterways where a mile marker system is commonly used. In those cases, the mile number to the nearest tenth of a mile should be entered. If the latitude and longitude, or mile number, are unknown, reference to a known landmark or object (buoy, light, etc.) with distance and bearing to the object is permissible.

Privacy Act Notice

(CG-2692, CG-2692A, CG-2692B, CG-2692C and CG-2692D)

Authority: Title 46, United States Code (U.S.C.) §6301, Title 46, Code of Federal Regulations (CFR), Parts 4 and 197, and Title 33, CFR Part 146 authorizes the collection of this information. Specifically, 46 CFR §4.05-10 mandates that vessel owners, agents, masters, operators, or persons in charge file a written report of any marine casualty required to be reported under 46 CFR §4.05-1, 46 CFR §197.486 mandates that persons in charge of vessels or facilities file a report of any diving casualty required to be reported under 33 CFR §197.484, and 46 CFR §146.35 mandates that owners, operators, or persons in charge of an OCS facility or vessel engaged in OCS activities file a report of any OCS-related casualty required to be reported under 33 CFR §146.30. For marine casualties, diving casualties when the diving installation is on a vessel, and The written report must be provided on Form CG-2692 (Report of Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty) supplemented as necessary by appended Forms CG-2692A (Barge Addendum), CG-2692B (Chemical Drug and Alcohol Testing Addendum), CG-2692C (Personnel Casualty Addendum), and CG-2692D (Involved Persons and Witnesses Addendum). The forms may be used for diving casualties when the diving installation is on a facility or for OCS-related casualties that are not also marine casualties under 46 CFR Part 4.

Purpose: The Coast Guard uses this information in gathering facts to determine causes surrounding reportable marine casualties. This information assists in promoting the safety of life, property, and the protection of the marine environment through preventing the reoccurrence of accidents.

Routine Uses: Reportable marine casualty information is needed for Coast Guard investigations of vessel casualties involving injury, death, property damage, environmental damage and dangerous conditions and for preparation and submission of data reports mandated by Congress (see 46 U.S.C. 6301). Information gathered is also used to determine whether new or revised safety laws, regulations, and policies are necessary. Additionally, chemical testing information is needed to improve Coast Guard detection and reduction of drug use by mariners. The information contained on forms CG-2692, CG-2692A, CG-2692B, CG-2692C, and CG-2692D may be disclosed under the Freedom of Information Act (FOIA) in response to a written FOIA request.

Disclosure: Furnishing this information is mandatory per 46 CFR §4.05-10. Failure to furnish the requested information for occurrences that are reportable marine casualties, diving casualties, or OCS-related casualties may result in civil penalty sanctions as outlined in 33 CFR Part 1. Coast Guard credentialed mariners may be subject to administrative adjudication per 46 CFR Part 5 for reporting failures. Some of the casualty information collected on this form may be made available for public inspection; however, information collected is protected from use in civil litigation per 46 U.S.C. §6308. Personal privacy information will not be disclosed routinely. Social Security numbers are not mandated on this form.

Attention:

Jake Chianelli, President
 Milwaukee Boat Line LLC
 101 W Michigan St
 Milwaukee, WI 53203

Date: 9/7/17

Project Title: VISTA KING Pilot House Repair

Project Description: Repair damage to the VISTA KING pilot house damaged by the Saint Paul Municipal Lift Bridge.

Estimate Number: 2584

Description	Quantity	Unit Price	Cost
Labor: Initial removal of the hazardous damaged areas of the pilothouse and equipment to stabilize	16	\$ 145.00	\$ 2,320.00
Labor: Fabricate patterns of the existing structure	48	\$ 145.00	\$ 6,960.00
Labor: Cut out damaged areas, release stress on the structure, re-measure diagonal and compression racking apparent in the box structure	22	\$ 145.00	\$ 3,190.00
Labor: Cut out compressed 100 percent welded door frames	12	\$ 145.00	\$ 1,740.00
Labor: Fabricate bending/pulling apparatus to pull structure into appropriate position	24	\$ 145.00	\$ 3,480.00
Labor: Measure, draw, fabricate patterns of new structural components	16	\$ 145.00	\$ 2,320.00
Labor: Fabricate components	64	\$ 145.00	\$ 9,280.00
Labor: Fit/install by welding, grinding, finishing, coating all damaged areas to include roof, mast, front of house, radius shaped pillar supports, structural webbing, door openings and frames, window openings.	120	\$ 145.00	\$ 17,400.00
Labor: Fit/install equipment attachment point interior and exterior, window wiper motor mounts	20	\$ 145.00	\$ 2,900.00
Labor: Uninstall/strip PH electronics, Reinstall	32	\$ 95.00	\$ 3,040.00
Labor: Paint repaired/replaced steel, epoxy primer/protective, epoxy finish coat	20	\$ 45.00	\$ 900.00
Labor: Misc carpentry, replace ceiling header, interior trim	8	\$ 95.00	\$ 760.00
Materials: Steel plate, angle, tubing	1	\$ 2,500.00	\$ 2,500.00
Materials: Consumables (Grinding, Cutting, Welding)	1	\$ 1,500.00	\$ 1,500.00
Materials: Paint - Sherwin Williams Seaguard 6000 Epoxy (primer/protective), Acrolon HS 218 (finish)	4	\$ 75.00	\$ 300.00
Subcontractor: Replace glass, seals, trim for 2 foward windows	2	\$ 400.00	\$ 800.00
Subcontractor: Dockage & cane for loading steel (hourly)	8	\$ 100.00	\$ 800.00
Radar: Furuno (3.5' Open Array Antenna, Gear Box/Display)	1	\$ 5,500.00	\$ 5,500.00
Masthead Light, All-Round Light, Bulbs: Perko 1169-1174	2	\$ 750.00	\$ 1,500.00
Loud Hailer Horn Speakers: Standard Horizon 240SW	2	\$ 50.00	\$ 100.00
PA/Music Speakers: Atlas SM42T-WH	2	\$ 75.00	\$ 150.00
Search Light (10" Sealed PH Control): Perko 08840P1WHT & 0851000	1	\$ 2,250.00	\$ 2,250.00
VHF Antenna Mount: SHAKESPEARE 159348	1	\$ 70.00	\$ 70.00
Labor: Procure, install, test above items	15	\$ 95.00	\$ 1,425.00
		Subtotal	\$ 71,185.00
	Tax	5.60%	\$ 3,986.36
		Total	\$ 75,171.36

DISCLAIMER:

This is an estimate, not a quote. Labor costs are billed by the hour. Unless otherwise indicated in writing, estimates DO NOT include revisions. Changes or additions to the scope of work will nearly always exceed the estimate. Any revisions or additions to the project are billed as additional labor at the quoted hourly rate. Overtime fees are charged at 200%. ("Normal" working hours are 8am-5pm, Monday through Friday.)

Thank you for the opportunity to provide an estimate for this project,

Mike Giannini, Project Manager

I was looking ahead down the river, talking about a historical building. The bridge was up as we approached it. As we grew closer I saw the bridge begin to drop. We were very close at this point, and the bridge took down the bow fluy pole and began to crunch into the pilot house before the boat began to back up. One of the pilot house masts came crashing down and I did not see it hit anyone. The boat^{crew} then asked if anyone was hurt and no one said they were, and when the crew asked if everyone was okay there were a number of affirmatives. As we approached the dock, a woman asked whether or not the tour would continue on another boat. She later said that something had hit her companion and that a refund would not be enough. She later stated that she was hurt herself. One of her group carried away a piece of glass in a cup, and I observed her holding paper towels to her head, but absolutely no blood.

08/31/2017

Stig Mox

RECEIVED

JAN 3 - 2018

OFFICE OF
CITY ATTORNEY

Deckhand Statement:

Prior to the incident, I had just finished the Astern River watch to check for traffic and headed into the cabin via the astern stairs and was walking toward the bar when I heard a loud banging noise and stumbled forward from a sudden stop. I ran ~~into~~ to the pilot house and informed the captain I was checking the engines. I went into the engine room to quickly scan over the engines. Afterward, I ran up to the bow and checked the passengers to make sure that everyone was alright. Lastly, I went and prepared for docking as normal.

Sincerely,

Wallace, Jonathan

Addendum: After the sudden stop, I turned toward the astern and saw a large plume of smoke rise up.

8/31/2017

RECEIVED

JAN 3 - 2018

OFFICE OF
CITY ATTORNEY

At the time of the incident, I was behind the bar. I heard a loud crash & was simultaneously thrust forward towards the bar. I was facing the stern or back of the boat. I saw a large puff of black smoke & heard the engine labor. I said to the deckhand, Wallace, "What the hell was that?!" Wallace ran first to check the engine room but then decided to go to the pilot house first. He returned and said that we had hit the bridge.

From there, I was summoned to the pilot house and to assist guests at the bow.

I was not injured.

Captain Jake called the Coast Guard as soon as we docked. He also issued announcements. We got contact info from any passengers who cared to offer it. And waited until he got

the okay to let passengers exit the
boat.

Jon L. R. 71

Jon L. R. 71

STEWARD / BAR LEAD

414-779-4598

I was sitting on the bow in the middle,

RECEIVED

JAN 3 - 2019

OFFICE OF
CITY ATTORNEY

We were approaching the lift
bridge and I saw right away that the
bridge was going down. I said, "we
aren't going to make it," or yelled it.
Debris came flying at me and something
swinging through the air skimmed
down the middle of my head, hard. I have
debris unbedded in my hair and on top of my hair
in my eyes, all all over my clothes. I have
a headache, ^{dizzy} sore head, (scratchy eyes from debris
hurts)

Elizabeth Rodriguez

19000 Stratford Rd #313

Minnetonka MN ~~55345~~ 55345

952-401-7080

locaelizabeth@
msn.com

I had glass debris on my head and in
the hoodie of my jacket also.

I was sitting on the bow in the middle
and I saw the bridge coming down
and I yelled, "It's going to hit". Flag
pole on boat and light on bridge
swung toward me, as I was ducking
I was hit on top of head, a piece of
glass from the light fell on me
I ~~had~~ have a bump on ^{my} head, headache,
dizzy. (piece of glass was size of baseball)
I have picture of it.

Lazaro Rodriguez

8141 Hampshire Ct N.

Brooklyn Park, mn 55445

612 - 417 - 1222

✉ LtRodmn@aol.com