

me

Jonathan-Gordon Inc.
Investigations

Licensed • Bonded

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INVOICE

Fed. I.D. #11-2631657

April 2, 1991

Dennis Sheridan
96 Hebron Road
Bolton CT, 06043

Re: Barry Sheridan JG #00667
15 Hall Road
Ellington CT, 06029

For Professional Services Rendered

41 Hours @\$65/hr.	\$2665.00
571 Miles @\$.35/mi.	199.85
Photo's	20.00
Telephone	96.75
N.Y. State Tax	223.62
Total	\$3205.22
Retainer	\$3000.00
Amount Due	\$0

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Dennis Sheridan
96 Hebron Road
Bolton CT, 06043

Re: Barry Sheridan
15 Hall Road
Ellington CT, 06029
D.O.B. 11/28/48
S.S. #042-38-2323
Telephone #203-872-1095
Wife: Sandra L Sheridan

JG #00667

Barry Sheridan is a tankerman grade "B" and is qualified for all low grades. He is also an able bodied seaman, unlimited. He is qualified in any waters. He is in addition a wiper and F.H. stewards department. Mr. Sheridan received his "Z" card on May 18, 1982 - Merchant Marine Document (M.M.D) to October 23, 1990.

Barry worked for Petro Supply Boats from December 15, 1989 until January 20, 1990. At this time he moved to Virginia where he worked at odd jobs.

On March 22, 1990 he was hired by Moran Transportation and was assigned the "Amy Moran" docked in Staten Island, NY. On March 23, 1990 he took a drug test. He reported to the "Esther Moran" on March 26, 1990.

From March 28, 1990 until November 16, 1990 he was assigned to the "Sheila Moran" as an A/B hauling sludge. Barry told his wife he didn't much care for this lousy job. On November 17, 1990 he was finally transferred to the barge "Rhode Island".

On Monday December 10, 1990, after a two week leave he reported back to the "Rhode Island". He had packed his suitcase carefully, according to his wife, because he was taking public transportation, and wanted to travel light.

He arrived at Moran's facility 2015 Richmond Terrace, Staten Island at about Noon. He took the crew boat "Cynthia" to the barge Rhode Island. The barge was transporting oil from the USSR ship Burgas. Barry relieved George Stetson at 1:45 pm, December 10, 1990.

Barry had never worked with George Forbes but had worked with George Stetson on the "Shelia".

The "Harriet Moran" pushed the "Rhode Island" to 149 street in the Bronx. This is where they off loaded the oil at Cibro Brothers Oil Company. At 12:20 am December 11, 1990 they finished discharging and at 1:00 am were released. While in the Bronx Barry called home at 7:08, December 10, 1990. Sandi was not at home, the message was on the answering machine.

The "Moira Moran" assisted them to pier 6 Brooklyn. They arrived there at 4:30 am, December 11, 1990. The above is based on the Rhode Island log written by Barry.

The Following is a faithful rendering of the log by Barry:

"0020 Finished Disch.
0100 Released.
0235 Underway/W/ Moira Maureen.
Assist
0430 Arrived pier 6 Brooklyn."

According to George Forbes he recalls seeing Barry all day long while they hung out on the boat. There is of course the possibility that they both went for a few drinks, but without any other evidence we can't be sure.

The last time he recalls seeing Barry was about 8:00 pm, December 11, 1990, when they took on water from the boat "Moira". George says Barry took a shower and told him he was going to call his children in Florida. George said he radioed into the dispatcher to see if there were any orders. Forbes said he thought Barry might be going to have a few drinks, and wanted to be sure nothing urgent was up coming.

George Forbes said he woke about 2:00 am and observed that Barry was not on board. Forbes said he was not in the slightest concerned.

At about 8:00 am, George Forbes did become concerned. He noticed the 18' ladder used to exit the boat lying fully on the dock, adjacent to the boat. This was a common practice to prevent unauthorized persons from coming aboard. He also checked for blood stains between the dock and the boat. This was to see if he had slipped climbing up or down the ladder. This is a very dangerous way of gaining entrance on and off the ship. (See photo's)

Bill Muller a Vice-President of Moran said that Forbes statement was accurate as far as them not standing watches while at pier 6. There were no records kept to show the coming's and going of ship personnel while docked. "If Barry said I'm going to make a phone call, George would have gone to bed" said Mr. Muller.

The personnel of the Moira Moran saw Barry on the Rhode Island at 7:50 pm, DEcember 11, 1990.

The case was originally handled by the 84 Pct. 61 number 15522. The case was transferred to Detective Joseph Muldoon of Missing Person's case #1310.

Detective Muldoon is very much up on the case and makes periodic inquiries of hospitals, morgues, etc. He also checked the criminal backgrounds of Barry and George Forbes. Both were clean. As a matter of course the missing person's report was transmitted nation wide by N.C.I.C.

To verify that this was done properly we called the Mississippi State Police. We spoke to State Investigator Curtis Newman telephone 601-864-1314, and 601-864-1317. Trooper Newman was able to access Barry's information in his computer. He was interested enough to take additional information, i.e. Barry's Mississippi address. Investigator Newman was pleased that a reward was being offered, it helped people to cooperate.

In the map made by the Sheridan family one can get a general overview of the area. We inquired about an aerial view but the cost was prohibitive. (See copy of hagstram page 10).

The barge was docked at pier 6 on the West side of the warehouse. On the North side of the warehouse there was no barrier stopping one from entering or leaving the dock.

On the South side was a gate, which was locked at 8:00 pm, December 11, 1990. This gate over hangs the South slip. There is a way of going around this gate that puts one precariously on the edge of the dock. There are four phones near a guard shack midway between warehouse six and seven. We checked with the telephone company and were told we needed a Subpoena from a District Attorney sent to the Subpoena Group, N.Y. Telephone Company, 1095 Avenue of Americas, Corporate Security, 212-395-0515.

Detective Muldoon did not think it was possibly to get a Subpoena on this case. The idea behind this effort was to ascertain if any local or long distant calls were made between 7:00 pm and 10:00 pm, December 11, 1990.

Between the warehouses six and seven there is a parking area favored by city workers including the police, ambulances, telephone employees. Both day and night they use this area to eat meals do paper work in their vehicles.

Our investigator gave out the flyers to Transit P.D., Brooklyn North Task Force (N.Y.C.P.D.) and a NY telephone truck. We interviewed Philip Stuto pier foreman for piers six and seven. 718-596-5840 pier seven and 718-858-4490 pier six.

On December 11, 1990 he started work at 7:30 am. At 8:00 am he opened the gate South of warehouse six. Some time later in the day he observed a black Bronco blocking this gate. His best guess is between 10:00 am and 2:00 pm. Mr. Stuto believed the bronco had something to do with a barge docked in the slip South of pier six. When asked if there would be any record of that barge he said no. He added that the Port Authority fees are very high to dock so barges most dock without permits. Sometimes in the afternoon Mr. Stuto had the bay doors on both the East side and South side of the warehouse open. At about 3:00 pm he observed Barry and a male white 35-40 220 lbs. with red wavy hair walk through the bay doors towards where the Rhode Island was docked. The second male may have been George Forbes even though he denies leaving the boat and does not have red hair.

Forbes stated that street drugs were sold freely in the area but because of the presence of police parking in the area it is fairly safe.

Our investigator searched the area both to the North and South of Atlantic Avenue from the wooded adjacent to the B.Q.E. near Congress Street and as far North as pier I. A red check coat was found but not identified by the family. There is evidence that homeless people use many parts of this area. North of Atlantic on the East side of Forman Street are two NYC Transit work stations both are locked during the night. There are also two open heavily wooded areas which were searched with negative results. On Montague and Forman there is a complex on abandoned and vacant building some opened some locked. There is evidence here that during warmer weather homeless and wine gangs used the property. This is also a NYC work station. We searched the building and found nothing of interest. West of the building is an abandoned transit pier. Our investigator searched thoroughly. This area contains multiple places where a body could have been dropped. What would happened to a body under this pier is unknown.

We contacted agent Jerry Coleman of U.S. Customs 212-466-2906 Mr. Coleman was very generous with his time and efforts. He informed me that they knew of no suspected ships in the harbor at that time. The ships in harbor were: Punta Brava - Ocean Wide docked December 7, 1990 left December 11, 1990 for Buenos Aires Argentina. Spoke to Mr. Patachi no stow aways reported.

Belgrano docked December 9, 1990 left December 11, 1990 Houston Texas Mr. McCofferry 212-820-9247 says it was a Philippino crew. The Potomac docked December 11, 1990 left December 12, 1990 for Ecuador, Joe Tagliareni 212-432-2500 says no stow aways or unauthorized workers possible.

We also spoke to terminal manager at Red Hook 718-875-0777 Carmine O'Conner he said that security was very tight due to mid-East troubles and the idea of an unauthorized worker was unthinkable.

There is some evidence, i.e. Abraham Awan of the Mini Mart, that Barry was seen in and around Monteros Bar and the Mini Mart the night of December 11, 1990, with a Spanish male. Our investigator spoke to approximately 30 persons in the area. Barry's poster was shown and his description given, to no avail. The female bar owner said that a detective told her that Barry's body had been found and that the poster could come down. Phil Stuto also told us that the first poster had been taken down. He thought by the Port Authority. We spoke to Sgt. Mike Murry of P.A.P.D. 718-330-2959. He told us that they were not even aware of Barry's disappearance and did not take down any posters. We gave them all the information we had.

We re-checked the 84 Sqd. and they still had the poster in the Detectives office. Our investigator visited the offices of Brooklyn North and Brooklyn South task force. These units make a lot of drug arrests and have informant's. They were given Barry's fliers. Detective Bartola 718-935-0674. We also contacted Sgt. Bradford Brooklyn North Narcotics Division and asked him to have his men aware of Barry's disappearance.

Our office has received several calls from various Law Enforcement agencies informing us of floaters who fit Barry's general description. None could be identified as Barry.

Barry had some telephone numbers in his belongings. Referring to a Dick Schmitz. 718-762-1996 - no response, 212- 580-0663 - Dick Schmitz a Stock Broker had no knowledge of Barry. 212-683-5023 disconnected. 212-866-4970 left message never returned call. 212-866-4940 - no answer. Possible he was looking for a Dick Schmitz in phone book.

There has been union trouble and some publicity regarding Sludge Barges. We called Jim Tobin of Department E.P.A. 212-860-8250, he said there was no investigation regarding Moran.

In the effort to ascertain if the Coast Guard keeps track of Z cards we called them and they do not 212-668-7864. Our investigator called Jud Davis 212-289-9065 and was not able to reach him. Mr. Muller said he no longer works for Moran.

We also spoke to Mrs. Lavin wife of Joe Lavin 508-224-8274 She was very concerned and would have Joe call us back he never did call with additional information. Our investigator visited the Rhode Island while it was being repaired in Staten Island. The Moran company was very cooperative. We were able to search the boat, copy the log nothing was held back. Photographs of the boat were given to the family. Based on that search it does not seem likely he fell into the oil below deck or fell over board. However the climbing of the ladder was acknowledged as dangerous by Moran's personnel. Our investigator can testify that it is entirely possible that while climbing that ladder it slipped out from under Barry and he fell between the dock and the boat.

Investigation continuing.

HJM/lb