

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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DUKW 34 AND M/V CARIBBEAN SEA

* Docket No.: DCA-10-MM-025

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Interview of: VICTOR TENAGLIA

Conference Room
Sector Delaware Bay
United States Coast Guard
Philadelphia, Pennsylvania

Saturday,
July 10, 2010

The above-captioned matter convened, pursuant to notice,
at 3:49 p.m.

BEFORE: LIAM LaRUE
Accident Investigator

APPEARANCES:

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<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Victor Tenaglia:		
By Mr. LaRue		4
By LCDR Fine		13
By Mr. Lawrence		18
By Mr. Blumenthal		25
By Mr. LaRue		26
By LCDR Fine		29
By Mr. LaRue		29

I N T E R V I E W

(3:49 p.m.)

1
2
3 MR. LaRUE: Okay. It is Friday -- or Saturday,
4 July 10th. It is 3:49 in the afternoon. This is Liam Larue from
5 NTSB. We're here at Sector Delaware Bay, and we're here to talk
6 to Captain Victor Tenaglia. And just go around the room and
7 introduce everybody again.

8 MR. BLUMENTHAL: Greg from Ride the Ducks.

9 MR. LAWRENCE: Captain John Lawrence from K-Sea
10 Transportation.

11 LCDR FINE: Lieutenant Commander Matt Fine from Coast
12 Guard.

13 MR. LaRUE: Great. And --

14 MR. TENAGLIA: Vic Tenaglia, Captain, Ride the Ducks.

INTERVIEW OF VICTOR TENAGLIA

15
16 BY MR. LaRUE:

17 Q. All right. How long have you worked for Ride the Ducks,
18 Captain?

19 A. This is my fifth year.

20 Q. All right. And I understand you were working on the day
21 of the accident. If you could just tell us what you were doing,
22 and then walk us through the whole scenario?

23 A. Okay. I am employed as a ramp captain. I drive the
24 DUKWs on the water, not on the land. I jump from one boat to the
25 next and do the -- you know, responsible for the water portion of

1 the tours.

2 On that day, I happened to be the next boat. It was --
3 I was on DUKW 44, which is the next boat in the rotation following
4 the -- Captain Gary's boat. Tour proceeded normally and I was --
5 on the way back there was an ebb tide, and Captain Gary at that
6 point was in front of me, I guess about two boat lengths, be about
7 60 feet. And I was offset by another boat length for about
8 another 30 feet. So I'm to his starboard side and aft of him.
9 And we were just proceeding kind of in formation returning back to
10 the fairway and doing about the same speed. Typically I'm -- you
11 know, going against the tide I'm doing about 2,000 RPM, and I
12 think that's pretty much what we all do against the tide, and
13 typically we do 1500 with the current.

14 At some point we were off Pier 3-5. I noticed Gary
15 slipping back and I was, you know, passing him and didn't think
16 anything of it and -- but I saw a little vapor come out of what I
17 thought was his port side that may have -- vent both sides abreast
18 with the helm. And I did a clockwise loop and just came in a
19 little bit closer and pulled up alongside of him to make sure he
20 was okay. And he said no, he was disabled, that he overheated.

21 His deckhand had climbed out onto the bow and was
22 proceeding to set the anchor. He told me that he had already
23 contacted dispatch and that the company was sending a tow DUKW
24 down to get him. I asked him if there was anything else I could
25 do. He said no, and wished him well and proceeded, you know, with

1 the rest of my tour proceeding at 2,000 RPM back up to the fairway
2 and entered the fairway.

3 Upon entering the -- oh, I should mention that at that
4 point I was not -- I had done a loop, and I had not seen any
5 approaching tug or barge or anything like that in the immediate
6 vicinity or any danger of that kind. I'm thinking, you know, it
7 was kind of a routine operation.

8 I pulled into the fairway, and I heard Captain Gary make
9 a call on channel 13. All the DUKWs monitor channel 13. And, you
10 know, that's bridged -- we use that to communicate amongst
11 ourselves and also with the other commercial traffic. He made a
12 call to an inbound tug and barge. He did not specify the name,
13 and he didn't make it a security call. It was just a call to an
14 approaching vessel that -- to inform them that he was disabled in
15 the channel.

16 When I left him, he was approximately 150 feet off of
17 the piers, and I just thought he was making a, you know,
18 precautionary call. There was no particular alarm in his voice at
19 that time. The call went unanswered.

20 At that point, I went up the ramp and disembarked from
21 the vessel is what I do, get prepared to be on the next DUKW.
22 Captain Tim Leaman (ph.) was there. I told him we had a DUKW
23 disabled. He was -- he thought it was strange I was coming out of
24 rotation that there was a -- there was supposed to be a DUKW
25 before me and we weren't in the rotation. He was surprised when I

1 disembarked. Told him Gary was disabled in the channel and that
2 they were -- he had already called, and we were expecting a
3 towboat -- a tow DUKW to come down.

4 And while we were talking, there were two more calls
5 from Captain Gary. The one was another general call -- I mean,
6 not a general call to all vessels, specifically calling inbound
7 tug and barge. He had not identified it.

8 A short while later, there was another call, and
9 following that third call, the Freedom Ferry probably -- I don't
10 know if he was relaying Captain Gary's call or just his judgment
11 as a seaman saw a situation developing and -- you know, I don't
12 know his motivation, but he had likewise called the tug and barge,
13 and I believe he called it by name, and warned that there was a
14 disabled vessel in the path of the tug and barge. Likewise, that
15 radio call had no answer that I could hear. Of course, my
16 location, I'm using a one-watt handy talkie at the ramp and --
17 standard Verizon -- and that's what I know of that.

18 Okay. While that -- shortly thereafter, a city car
19 comes up, a woman saying -- oh, first our towboat arrived. It had
20 Captain Ross and -- Ross and Captain Jay, Jay Richmond on board.
21 And they were going to do the tow. So since I was at ground
22 level, basically I was helping them. Ross was at the helm there
23 at the drive station, and Jay started to disembark, and I assisted
24 Jay in putting the towing rig on. We thought it was just a
25 regular routine tow.

1 The city car came up with a woman who told us that we
2 had a DUKW down off Penn's Landing. And we said, yeah, he's down
3 disabled; we're going to use this boat to tow it in. And she said
4 no, you don't understand; people in the water. A tug ran over the
5 DUKW. That's what she said.

6 At that point the tow was rigged. To me it was more a
7 search and rescue operation at that point, and I'm a search and
8 rescue trained -- and which I'm a member of the auxiliary. And so
9 I jumped on board to assist with the search and rescue of the
10 people. I told -- I directed Captain Ross to head off of Pier 3/
11 Pier 5 where I last saw the vessel. And when we exited the
12 fairway, the vessel wasn't there. There were no people, no life
13 jackets, no debris field, no anything. I'm thinking, well,
14 there's supposed to be our DUKW there. There's supposed to be
15 some tug. And the tug and barge and everything was further down
16 by the Seaport Museum, you know, at that point. And people's
17 heads were appearing and life jackets were appearing. It was just
18 chaos down there. And the Navy Seals responded. There had been a
19 police boat on scene, and I think there was one pleasure boat that
20 was on scene and we proceeded down there. We're not making all
21 that fast speed, the DUKW, to assist and, you know, we did what we
22 could.

23 So anyway, that's basically what -- I don't know what
24 questions you may have.

25 Q. Yeah, we'll just kind of step back there. The first

1 thing that jumped out at me, how far apart are the tours normally?

2 A. It varies with the demand. The -- our fleet is 15. We
3 typically had been running about three boats -- I think that day
4 we were running three boats every half hour, and there were
5 probably a couple half hours where we ran two or one. But I don't
6 think we ran more than three each half hour that day.

7 Q. So it's not out of the ordinary that you would be that
8 close behind him running?

9 A. No. In the old days, they would actually park the curb
10 in five-minute intervals. And nowadays they typically do them on
11 the half hour and the hour and stuff like that. And they might
12 come to the ramp bunched up. But to either embark a deckhand or
13 the captain, you know, it's a two and a half, three minute
14 operation at best, and sometimes it takes a little bit longer. So
15 you know, typically, it's just -- you know, it's -- we don't
16 tailgate each other and usually keep a couple boat length's
17 distance, but other than that, we could be anywhere on our route.
18 You know, it's -- we just don't usually get too close together.

19 If you want to know the timing, how long it was from the
20 time I was -- you know, you guys should have pretty good videos of
21 the seaport. So you could -- you would see DUKW 44, driven by me,
22 pull up alongside DUKW 34, Gary's boat, at some point when things
23 -- you know, and then you could figure out how long it was from
24 the time I left that scene to the time I entered the fairway.
25 That would be the time of the first radio transmission from

1 Captain Gary. I can't tell you exactly how many minutes. I would
2 suspect it's five or six, but I don't have any particular -- you
3 know, I didn't log it or, you know. That was the furthest thing
4 from my mind that this was going to be --

5 Q. Did you have a full boat?

6 A. It was pretty full. I believe I had probably about
7 35 people as well.

8 Q. And you say you did a clockwise turn and came alongside
9 him. How close were you to him?

10 A. I was still about 30 feet away. You know, I didn't know
11 what the situation was and I -- you know, and, you know, I didn't
12 suspect a fire. It wasn't that kind of vapor release. You know,
13 it looked more like water or something like that. Kind of was a
14 darkish tint to it, a piece of it like an edge or something. But
15 I didn't -- you know, I didn't suspect fire. And -- but in any
16 case, you know, you can maneuver or do what he's doing and that
17 was it. Yeah, he was -- I'm sure he had his hands full dealing
18 with whatever he was dealing with, so --

19 Q. A lot of the passengers we talked to yesterday said they
20 saw, you know, whitish, grayish smoke or something like that.

21 A. I didn't see any. And I was following him the whole
22 time. If there was, it was light enough that it dissipated
23 before, you know, I could see anything or whatever.

24 UNIDENTIFIED SPEAKER: See anything -- I'm sorry.

25 MR. TENAGLIA: I mean, some -- it's common, particularly

1 on a hot day or something like that, we launch -- sometimes when
2 we splash down, our exhaust manifolds are right there forward, and
3 so you got this hot metal hitting the water, and so it will
4 vaporize or something so you get a puff at launch. And usually
5 that's pretty much it. Now, if a high humidity day you might see
6 some vapor or something like that as what's in the air is, you
7 know, whatever. But no, I didn't see anything before, you know,
8 that.

9 BY MR. LaRUE:

10 Q. Okay. Going ahead to the -- when you got to the
11 fairway, you said you heard him make the first call directed at
12 the inbound tug?

13 A. Um-hum.

14 Q. And you said that you heard it on channel 13?

15 A. Yes.

16 Q. How do you know it was on 13?

17 A. Because that's the channel when I'm operating -- in
18 fact, most of our operators are always on channel 13. In addition
19 to that, I always carry a handy talkie, and my handy talkie is
20 always on channel 13. And sometimes I don't give the narration on
21 a tour or what have you, so there's somebody doing that. And
22 sometimes, just so I'm not competing with whatever the PA
23 announcement is or something like that, sometimes I'll grab the HT
24 and hold it to my -- I didn't have to do that. It was clear on
25 both radios that we were hearing that on 13. I do know for a fact

1 that when I was standing at the curb after disembarking that it
2 was coming over Captain Tim's handheld as well. And so, you know,
3 mine was not scanning; it was on 13. It was the only channel. It
4 was locked on 13, and I don't know, you know.

5 Q. Okay. And then you said you heard him make three more
6 calls to the tug and barge?

7 A. No, he made two more after the one I heard while on
8 board. There were two while I was standing there that I, you
9 know, do remember.

10 Q. So that would be three total?

11 A. Three from Captain Gary. Immediately after the last one
12 I recall, the Freedom Ferry hailed the tug, and likewise that went
13 unanswered.

14 Q. Okay. And so definitely no answer on any of them?

15 A. No.

16 Q. Do you -- would you have been able to hear any calls on
17 16 if they were made?

18 A. I was not listening to 16 at the time. The Rescue 21
19 system, they should have heard stuff on 16.

20 Q. Okay. And then the DUKW you guys were rigging for tow,
21 what was the number on that DUKW?

22 A. I believe that was tug -- I mean, DUKW 46.

23 Q. And so DUKW 46 is what you -- you went out on that?

24 A. Right. Okay. Yeah.

25 Q. Great. That's it.

1 BY LCDR FINE:

2 Q. Sure. Matt Fine, Coast Guard. Just got a list of
3 questions, Captain.

4 A. Sure.

5 Q. When you saw the steam coming out or vapor or whatever
6 it might have been from the tug, was there any wake that might
7 have hit his boat and caused that to --

8 A. No. It was calm.

9 Q. Pretty calm?

10 A. No, they -- we had, you know, a pretty good current. It
11 was probably about a two-knot current, ebb current. It's the
12 out -- it's coming out of the extension of an outside bend. And
13 I'm also a kayaker and a river runner, so I know river dynamics.
14 And -- but there was probably a two-knot current that he was going
15 against. But it was -- you know, other than the current, the
16 weather was ideal and the winds were out of the north, too. I
17 don't know exactly what they were at that time of day.

18 Q. It was towards the south.

19 A. Yeah, yeah.

20 UNIDENTIFIED SPEAKER: Other than (indiscernible)
21 degrees.

22 MR. TENAGLIA: Yeah.

23 BY LCDR FINE:

24 Q. At any point could you see or hear or tell that he had
25 shut down the DUKW, secured power to it?

1 A. I got the impression that his prop was not engaged, that
2 he had shut it down. I -- you know, whether he had it -- and I --
3 you know, I --

4 Q. Some of the stuff we're hearing is that there was smoke,
5 which you say you didn't see it?

6 A. No, I --

7 Q. But yet when he turned down the engine, the smoke went
8 away, so we're trying to figure out what that might be or --

9 A. Well, I didn't see any smoke. I know the difference
10 between smoke and just a little vapor. And I did not see any
11 smoke. Had there been any hint of fire, I would have standby to
12 just get -- you know, when you got a fire on board, you're going
13 to get the people off of the boat. And I would hesitate to take
14 my people against a burning boat, but I would probably stand off a
15 safe distance to be a platform to catch whoever disembarked.
16 Judgment call as a mariner, it's -- that's just the way -- that
17 was my thinking.

18 Q. At any point did you see Kyle, the younger deckhand,
19 behind the wheel?

20 A. Earlier in the trip, yeah. That -- Kyle had the helm.
21 I don't know what percentage of the trip. I know he had it making
22 the loop at the base of the thing. And I know he had it probably
23 halfway back towards the fairway. I really wasn't paying
24 attention to who was at the helm on the way down. I, you know,
25 I -- that's at the other end of the --

1 Q. Sure, sure.

2 A. -- you know, and I, you know, I had not passed them or
3 noticed anything going on there.

4 Q. Okay. But he was the one that was out on the bow when
5 you went by --

6 A. Yes, yes. And he had on his work life jacket. In
7 addition to the bib type, most of the DUKWs have a type 3 PFD.
8 Tell you the truth, if it's me going through the window with a bib
9 type on, that's more of a hazard than taking it off and going
10 through. But no, we have a policy nobody leaves the, you know,
11 the cabin or whatever without wearing life jackets, and we all
12 adhere to that.

13 LCDR FINE: I'm sorry. Just a couple more.

14 UNIDENTIFIED SPEAKER: Yeah. Go ahead.

15 BY LCDR FINE:

16 Q. Standard procedure as a captain, if you go in the water
17 and get disabled, what is company policy to the --

18 A. Basically, is to assess the situation and notify
19 dispatch of your circumstances, okay, whether it's fire, downed
20 mechanical, whatever it might be, taking on water, you know, or
21 what have you. If a hazardous condition exists, you know,
22 basically the company policy says that dispatch will call the
23 Coast Guard and make the notifications and relay the particulars.
24 You know, basically you're on scene. You're dealing with the
25 passengers and stuff like that, and then sometimes it's nice to

1 have somebody, you know, making the calls on your behalf and stuff
2 like that. The exact response depends on what the situation is.

3 I know I didn't see any traffic, so I was not
4 immediately concerned for anything that might happen. If there
5 was, would have directly called the Coast Guard and asked them to,
6 you know, make an announcement on my behalf or what have you. I
7 mean, likewise, would have done what Captain Gary did and tried to
8 call them. Either that or just put out a general security call
9 both on 13 and 16 letting them know that there was a disabled
10 vessel in the channel and the location of the disabled. But if
11 you got the Coast Guard's radios to do that for you, and on 16 it
12 would behoove you to have them make that announcement. That's --

13 LCDR FINE: I got two more --

14 UNIDENTIFIED SPEAKER: Go ahead. Go ahead.

15 LCDR FINE: Sorry about that.

16 MR. LAWRENCE: You can have three more if you like.

17 BY LCDR FINE:

18 Q. When you're in the driver's seat of the DUKW, what's
19 your visibility like out through the back?

20 A. It's good. I -- one, we have a mirror basically more
21 than a foot by 6 or 8 inches that gives you pretty good visibility
22 of what's directly behind you and the state of your passengers and
23 such. We have a parabolic directly in front that lets you see
24 both sides, anybody in the immediate vicinity nearby. Should
25 somebody fall out, you could probably -- you would see them enter

1 the water through that parabolic. In addition, we have the
2 regular truck mirrors. I routinely use them to check the
3 telltails for load level, making sure that they're visible to me
4 and the -- you know, my routine is when I'm checking the load
5 levels, while I'm looking aft anyway, we have the bilge pumps.
6 And usually at least twice on every -- on each tour, I'll run the
7 bilge pumps manually to see if I get any effluent or something
8 like that. One, is checking the pumps work, and two, is check and
9 see if I had taken on any water. And I do that at the bottom end
10 of the tour and then at the top end before I end at the fairway.
11 And so I -- you didn't ask me about the bilge pumps, but when I'm
12 using the side mirrors it's automatic. While I'm looking back
13 there, I check for effluent from the bilge pumps, so -- when I use
14 the truck side mirrors.

15 Q. And when he made the calls on channel 13, you said they
16 were nonspecific as far as the tug and barge name. Did he give
17 geographic location?

18 A. First time he -- the first time he did. And the other
19 two times I don't recall that he did. I think it was more --

20 Q. Was he specific about his location or the tug and
21 barge's location?

22 A. He was specific about his location. You know,
23 basically, you know, just off of Penn's Landing. I don't believe
24 he said Pier 3 or Pier 5. But he's in the channel and he's
25 talking to the inbound tug and barge there. So he did mention off

1 Penn's Landing.

2 Q. And since John said I could have three questions, is
3 anchoring once you become disabled spelled out in the company --
4 or is that just another option available to the captain?

5 A. That -- it's -- you're supposed to use your seaman's
6 judgment. It's spelled out that anchor, but they don't prescribe
7 that when you should anchor. In other words, in my seaman's
8 judgment, okay, we have a catch 22 here, okay. Our COI says we're
9 to be within 300 feet of the Pennsylvania shore, okay. Well,
10 guess what? That's exactly where the channel is.

11 Q. Right.

12 A. Okay. So what, you know, I would do is try to, if
13 conditions permit, set my anchor at the appropriate time if I can
14 maneuver to one side or the other side of the channel. But the
15 other thing is we have a strong ebb, and in Gary's case, that was
16 taking them further and further away from assistance. So all
17 things considered, you know, I can't say that I would do it any
18 differently than he did. So -- but no, the company policy says,
19 you know, set your anchor and wait for help. But they expect us
20 to be prudent mariners and do what's best under the circumstances.

21 Q. Thanks for your time.

22 A. Okay.

23 BY MR. LAWRENCE:

24 Q. John Lawrence. Excuse me, Captain, I'm probably going
25 to bounce around a few here --

1 A. Go right ahead.

2 Q. I got a bunch of questions here. You know, actually,
3 just to follow up on what you just asked about the anchoring
4 policy. Was -- when you passed by him, was he in the channel
5 definitely then? Is it your opinion --

6 A. Yeah, we were both in the channel.

7 Q. You were both right in the channel?

8 A. And he was probably smack in the middle of it at the
9 about -- as I said, about 150 feet off of the shore.

10 Q. Okay. As far as anchoring, you do typically have enough
11 cable to or line to get down to, what, 16 feet of water I guess?

12 A. Yeah, yeah.

13 Q. You know, in your opinion, would that really hold in
14 that -- in the middle of the channel there where you'd be with
15 that current?

16 A. Yeah, yeah. I'm --

17 Q. But you can -- it could hold?

18 A. Yeah.

19 Q. Okay. Let's see, how long after you passed by him, if
20 you remember, did you hear the first -- his first call to the tug
21 barge?

22 A. Okay. It was -- you guys can probably validate the
23 timeline better than I can give it to you here. My guess it would
24 be at least five minutes.

25 Q. After you passed by?

1 A. After I actually pulled alongside of him and talked with
2 him, okay --

3 Q. Okay.

4 A. -- maybe five or six minutes.

5 Q. That would be the first call?

6 A. You could verify -- that would be the, that would be the
7 first call.

8 Q. What about in between that first call and the next two
9 (indiscernible) as far as (indiscernible) --

10 A. I have no idea. Stuff was going on. I, you know, I
11 don't have a gauge to measure that by, but --

12 Q. Okay. How long is a typical rotation, you know, for
13 basically your time in the water, from time you hit the water,
14 time you get back on the beach?

15 A. Basically from hit to feet dry it's 20 minutes.

16 Q. A 20-minute ride then?

17 A. And basically if you, you know, if you're doing it and
18 you have a current, if you're going with the current at 1500 RPM
19 and against the current at 2,000 RPM, it just about works out
20 right. I mean, the company pretty much did it with a stopwatch,
21 my guess, and said, hey, that's it. If you're not fooling around,
22 that's what's going on, so --

23 Q. Okay. The other one was -- again going back to some of
24 the policy as far as you said the -- Kyle was wearing a PFD. Do
25 you all have PFDs that are issued for you by the company or do you

1 provide your own or is that an option?

2 A. They're not provided for me. They -- basically the way
3 it works in the DUKW boat, there are enough in the overhead,
4 immediately accessible overhead in the racks for all of the
5 passengers except, you know, except the captain. And the captain
6 has one, you know, a type 2 up on the jumpseat right beside him.
7 Okay. And the -- we have more than enough life jackets. We have
8 enough for a full boat of adults. We have, you know, enough for
9 not quite a full number of kids, because we don't run kids by
10 themselves because they have adult chaperones and stuff like that.
11 But we exceed the number of life jackets.

12 In addition to that, for the last couple years, the
13 company has provided a type 3, and that was for the situation that
14 we commented on where if we have to go forward to do something,
15 like a towing operation or set an anchor or do something else, the
16 type 2 can get in your way in terms of working on the deck. And
17 for that purpose, they provided a type 3.

18 Q. Is that inflatable?

19 A. No.

20 Q. Was that inflatable again? No?

21 A. No, no inflatables.

22 Q. Okay. No inflatables. Okay. So --

23 A. It's a type 3, but is -- as sufficient for the purpose
24 with -- it gives you ability to do whatever work we have to go out
25 there for in the first place.

1 Q. When you say type 3, out of those various types, how
2 would you define the type 3 that you would use?

3 A. Basically it's a jacket. The -- it goes around you and
4 zips up.

5 Q. It's more of a work vest type -- work vest?

6 A. Not necessarily a work vest, but, you know, it's a -- I
7 would consider it a --

8 Q. Flotation jacket?

9 A. Well, it's not a jacket with arms and sleeves, but it's
10 a type 3 in that it wraps around you and zips up and then has
11 straps.

12 Q. Is that -- and again is that mandated, the company
13 supplies that for that --

14 A. No, it's just an idea that we had that would make us
15 safe and be able to do our job.

16 Q. Rather than wearing that whole bulky PFD?

17 A. But that's in addition to everything that is required,
18 yeah. Yeah.

19 Q. Okay. But I guess what I'm getting to is the company
20 provides it, is their policy or (indiscernible) that you -- the --
21 if you're in a position where you're supposed to wear -- dropping
22 the anchor, whatever, outside of the actual boat, that you are
23 supposed to where that type 3 that they provide?

24 A. No, that's not the company policy. The company provides
25 both and, you know, that's the choice of the person going out

1 there --

2 Q. Which one (indiscernible)?

3 A. Yeah, which one they feel the safest with. Okay.

4 Q. Okay.

5 A. Me, I'd be more likely to fall overboard in a type 2
6 than not.

7 Q. And the type that Kyle was wearing, supposedly, they
8 said was a blue one. Is that the type 3 pfd, right?

9 A. Yeah, I think they were all -- you know, if you check
10 the boats, you'll find that they were all the same.

11 Q. Okay. What was the other question I had here?

12 Oh, I wasn't clear on when you went back out. Now, the
13 other DUKW boat -- the DUKW boat that was going to be used for
14 towing in his boat, basically it's another DUKW boat and you have
15 to attach a towing rig to it?

16 A. Yeah. Yeah, (indiscernible).

17 Q. Okay. So it was towing rig. Is that -- you went back
18 out there obviously to help in search and rescue --

19 A. Right.

20 Q. -- once you heard that the accident happened. Did you
21 actually rescue anybody on the DUKW boat?

22 A. No, we ended not -- I came close. Basically, the -- I
23 think after the Navy, they -- those guys pretty much cleaned up.
24 There were -- you know, police boat on scene, they got people.
25 And I came close to assisting some panicking people that were

1 still clinging to a piling, and I had emptied my pockets and was
2 getting ready to take off my shoes, and somebody beat me to
3 assisting them.

4 Q. Wow.

5 A. So there was no need for me to go in the water. And at
6 that point I'm thinking about where I thought the accident
7 occurred, okay, and where we were, and there was like nobody
8 between the two. And so my SAR training says do a shoreline
9 search in those areas. So, though I was not the captain of that
10 vessel, I suggested to Captain Ross that we proceed along the
11 Penn's Landing shoreline from there up to the Pier 3/Pier 5 area
12 and check out the -- there were a couple of life jackets up there
13 and stuff like that. We were looking for people and stuff. We
14 didn't retrieve life jackets or anything. We were just looking
15 for bubbles or, you know, or for a person floating or what have
16 you, and we didn't find any. So, we (indiscernible).

17 Q. Okay.

18 MR. LAWRENCE: Just two more. Two more, sir.

19 UNIDENTIFIED SPEAKER: That's it, basically.

20 BY MR. LAWRENCE:

21 Q. When you passed by, you know, so you saw the other
22 crewmembers standing on the bow so did you -- were you aware that
23 he was anchoring or he was already anchored? He was --

24 A. He was in the process of -- I actually watched him climb
25 out of the cockpit. He did it on the starboard side and went

1 around rather than go forward through the windshield. Going
2 through the windshield has its hazards. You know, Kyle is pretty
3 quick on his feet and pretty maneuverable. Me, if I go forward, I
4 got to be really careful about not sitting on that windshield and
5 breaking it. The company wouldn't be too happy with me having to
6 buy another windshield. But he actually, you know, came out and
7 around, and he did it that way.

8 Q. And the other last question I have is so you actually
9 never did see the tug and barge until after the incident?

10 A. No. No. It was a complete and total surprise to me. I
11 mean, I couldn't imagine things happening that fast. It was
12 unbelievable. In fact, my personal shock moment was when I'm
13 coming out in DUKW 46 at the, you know, out of the fairway and
14 looking downriver expecting to see Gary's boat at anchor.
15 That's -- that was the last picture that was in my mind, and it
16 wasn't there.

17 Q. Yeah.

18 A. That was the, you know, the shock moment for me.

19 Q. Sure. Thanks, Captain. That's all I have.

20 A. Okay.

21 BY MR. BLUMENTHAL:

22 Q. I just have one question because I'm not sure if it was
23 clarified. Where were you when you first heard the call?

24 I'm sorry, this Greg from Ride the Ducks. And --

25 A. When I first heard --

1 Q. You were, you were --

2 A. -- Gary's call?

3 Q. Right, the first -- you were still on DUKW 44?

4 A. I had just entered the fairway. I was on DUKW 44.

5 Q. Okay.

6 A. And I had just entered the fairway and was probably less
7 than a boat length down the fairway when --

8 Q. About how long does it take to get from that point up
9 and out where you disembarked and then heard the second call?

10 A. I -- it doesn't --

11 Q. I mean 2 minutes, 3 minutes, 30 seconds?

12 A. Probably takes two, three minutes to get from that point
13 to feet dry on the ramp, getting ready to lower the ladder.

14 Q. Right.

15 A. I don't have a good timeline from once I disembarked on
16 those two, you know, subsequent calls. I really can't help you
17 with that because I have no time reference.

18 Q. All right. But you -- first one was in -- at the east
19 side of the fairway?

20 A. Yes.

21 Q. And then the second one was once you were already out of
22 the boat and on the ground?

23 A. Yes.

24 Q. Okay.

25 BY MR. LaRUE:

1 Q. Liam Larue from NTSB again. I just want to make sure in
2 my head, I know the route that you go on normally. Does -- can
3 you do the whole route on there or do you need a chartlet?

4 A. Yeah. Basically we're coming -- yeah, let me just find
5 my -- find Ray Street here. The -- that would help. But there's
6 Market. We -- we're above Market. We're actually above here.

7 Q. Okay.

8 A. The fairway is between -- it was right under the Ben
9 Franklin Bridge. Okay. So we're a little north of this thing.
10 Then we come out and -- of course, we normally make a security
11 call announcing our departure and our intended outbound route and
12 then may -- when I am approaching the bulkhead just prior to
13 entering the channel, I give one prolonged and come out. So
14 typically the down bounds are usually closer in shore, and the
15 returning are further from shore. Not everybody follows that, but
16 you know, that's kind of what I do, and I think most of the people
17 do that so --

18 Q. So you come in up by the bridge, and you do a loop?

19 A. A loop. Typically people go down past the waterfront
20 river stage there, and one of the -- you know, there's a number of
21 attractions along the way. One of the favorites to my experience
22 is people really come to see the Battleship New Jersey and --

23 Q. Which is where on the exhibit? Can you see it?

24 A. Which -- well, I guess that --

25 Q. That's it?

1 A. That's it here. Okay. So --

2 Q. So you --

3 A. -- but we don't go down as far as the New Jersey. We're
4 allowed to go down as far as the Spirit, but typically what
5 happens is you get to the Seaport Museum, to keep it tight under
6 20 minutes, we have to basically turn at the Seaport Museum, and
7 then I usually just hover in place with the boat angled towards
8 the New Jersey and let people do a photo op. I'm basically
9 stationary over ground at that point. I might be making, you
10 know, speed through the water, let the people do their photo --
11 take their photos and then start the trip back. And a lot of
12 people do that. Some do more of a photo op than others.

13 Weather conditions can change that sometimes, you know.
14 You know, if you have a flood tide, sometimes you just -- it's
15 easier to ferry in it and give the photo op off, you know, off the
16 port side than the starboard side and just give it to them that
17 way and then head in.

18 Q. And then so you head back up and you go -- you exit the
19 same way you came in?

20 A. Yeah. Yeah, the -- a little bit, little bit different.
21 I always stay on my return at least three boat lengths, at least
22 90 feet, off of the, you know, off of the coast. I have a
23 tendency to come up and actually get a visual straight down the
24 fairway before I ferry in. In the conditions like we had at the
25 time, we had a strong ebb, and so basically I just do a kayak

1 maneuver. I just get up, cop the angle and just adjust it to the
2 RPMs and just right in. Of course, when you get to the fairway,
3 there's always a whirlpool there, and you got to at that point get
4 through the whirlpool and then at the other end crank it back down
5 to, you know, 10, 1500 RPMs and go in. So each approach is
6 different depending on the current and what have you and the state
7 of the tide. That entrance is never the same twice, so --

8 Q. Okay. Thank you. That's all the questions I have.

9 MR. LaRUE: Matt?

10 BY LCDR FINE:

11 Q. Does security call when you -- Matt Fine, Coast Guard --
12 before you go in the water? What channel is that on?

13 A. That's always on 13.

14 Q. Never on 16?

15 A. No.

16 Q. Okay. Thanks, Captain.

17 MR. TENAGLIA: Okay.

18 MR. LaRUE: Gentlemen, any more?

19 MR. TENAGLIA: Our people do know if they have to make a
20 distress call or, you know -- you know, the security calls are
21 done on 13, but if there is a Pan or a Mayday, our training is
22 clear in that those things are to be made on 16. Okay.

23 BY MR. LaRUE:

24 Q. And then we'll -- the last question we ask everybody is,
25 is there anything else you can think of that we might not have

1 asked you that might be useful?

2 A. No, nothing I can think of right now.

3 Q. You gave a pretty detailed account, so we're very
4 satisfied.

5 A. Okay.

6 Q. All right. You're okay with the fact that we recorded
7 this?

8 A. As you see fit.

9 Q. All right. Thank you very much.

10 MR. LaRUE: I'm going to sign off.

11 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: DUKW 34 AND M/V CARIBBEAN SEA
 Interview of Victor Tenaglia

DOCKET NUMBER: DCA-10-MM-025

PLACE: Philadelphia, Pennsylvania

DATE: July 10, 2010

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Karen Ehatt
Transcriber