

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

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Docket No.: DCA-10-MM-025

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Interview of: PAUL COSTELLO

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

Saturday,
July 10, 2010

The above-captioned matter convened, pursuant to notice,
at 2:19 p.m.

BEFORE: LIAM LARUE
Accident Investigator

APPEARANCES:

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MATT FINE, Lieutenant Commander
United States Coast Guard

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K-Sea Transportation

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I N T E R V I E W

(2:19 p.m.)

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2
3 MR. LARUE: All right. Good afternoon. It is 4:19 on
4 Saturday, July 10th. This is Liam LaRue from NTSB and we're here
5 talking to Officer Costello?

6 OFFICER COSTELLO: Right.

7 MR. LARUE: From the Philadelphia Marine Police?

8 OFFICER COSTELLO: That's correct. It's 2:19.

9 MR. LARUE: What did I say, 4?

10 OFFICER COSTELLO: 4.

11 MR. LARUE: Yeah, 2:19. Pardon me.

12 Just go around, introduce ourselves.

13 MR. LAWRENCE: Captain John Lawrence with K-Sea
14 Transportation.

15 LCDR FINE: Lieutenant Commander Matt Fine, U.S. Coast
16 Guard.

17 MR. BLUMENTHAL: Greg Blumenthal, Ride the Ducks.

INTERVIEW OF PAUL COSTELLO

18
19 BY MR. LARUE:

20 Q. Okay. All right. I guess we'll just start out with how
21 long you've worked for the Marine Police.

22 A. I've been here six years.

23 Q. Okay. And what's your official title? Is it just --

24 A. I'm a police officer and a diver.

25 Q. Okay. And you were on duty on the Wednesday, the --

1 A. That's right.

2 Q. -- 7th?

3 A. I was working the 2:00 p.m. to 10:15 p.m. tour of duty.

4 Q. All right. If you can just kind of walk us through what
5 happened, what you remember.

6 A. Okay. Around -- between 2:40 and 2:45 in the afternoon,
7 the phone at the unit rang. I answered the phone and it was the
8 front desk of the police radio room. The dispatcher told me that
9 they had information that a DUKW boat had overturned or had been
10 struck and there were numerous people in the water near Penn's
11 Landing. And myself and Officer Cuback (ph.) went to boat 3,
12 which is the landing craft boat. It has a bow door that goes
13 down. And we immediately went to the area of Penn's Landing.

14 When we were traveling north on the river, I could see
15 the Freedom Ferry was out in the river. Then I started noticing
16 life vests and people floating in the river. As we approached,
17 coming from the Coast Guard base to Penn's Landing, the first
18 person I saw -- the most southern person, that's the first person
19 we went to, and that happened to be the captain of the DUKW boat.
20 So we pulled him -- I pulled him on the boat. Officer Cuback was
21 driving the boat and I told the captain that he had to stay on the
22 front of the boat and help me get the rest of the people in the
23 boat. We went to another group of people. There was about seven
24 people. We pulled those people onto the boat.

25 And then, our other boat, boat number 1 had Lt. Napoli,

1 Police Officer Runey (ph.) and Police Officer Curley (ph.) on
2 there. They were pulling up some other people that were a little,
3 I guess, east of us. They were all in the water.

4 The whole thing -- as we approached, we had people
5 floating in the water and we also saw people that were holding
6 onto the pilings at the ferry dock. We figured that they were
7 holding on. We had to get the people that were adrift in the
8 river. That's why we went after these guys first.

9 So then we saw the Navy guys in their inflatable boat
10 were coming up and we directed them to the pilings where those
11 people were holding on. So Lt. Napoli hollered over to me from
12 one boat that they had a very large individual that they couldn't
13 get up on the 1-boat, that he needed us to come over because we
14 had the landing craft and it could be easier to get him on our
15 boat.

16 So we drove over to the 1-boat. We got the man on the
17 ladder, but he had a lot of difficulty. He said he had bad knees
18 and he couldn't get up on the ladder. At that time, Officer
19 Cuback came up to try to help me and the captain of the ferry --
20 or, I'm sorry, the captain of the DUKW boat actually took the helm
21 of the police boat. One of the Navy guys jumps off of our other
22 boat, number 1 boat, to help us get this individual up on the boat
23 finally. So then, at that time, we go to the ferry dock to drop
24 all these people off to the fire department personnel.

25 BY LCDR FINE:

1 Q. How many people total did you have in the boat?

2 A. Nine.

3 Q. So you two and then seven passengers?

4 A. No.

5 Q. Just the nine --

6 A. Nine victims.

7 Q. Okay.

8 A. Plus there was us two.

9 Q. Okay. Must have been full.

10 A. I would have put everybody on there if I could have.

11 Q. Yeah.

12 BY MR. LARUE:

13 Q. How big is your boat?

14 A. Thirty-two-foot.

15 Q. What kind of --

16 A. Munson.

17 Q. Munson.

18 A. Catamaran with a bow door. It's the best boat we got.

19 For an operation like that, it was perfect.

20 Q. All right. So the first guy you got was the DUKW
21 captain?

22 A. Yes.

23 Q. And then, kind of walk back through it as best you can
24 remember, who you got next and -- I'm trying to --

25 A. I couldn't tell you who. There was a group of women and

1 young girls.

2 Q. And they were floating?

3 A. They were floating. Some had vests on around their
4 neck, others were just clutching them.

5 LCDR FINE: You say there was seven?

6 OFFICER COSTELLO: There was a group of seven. They
7 kind of -- as we got the captain, then we turned. We went for
8 this group. They were kind of clustered together and they started
9 grabbing onto the door, the bow door. And the one lady said to
10 me, this girl can't swim and she's scared, so get her first. So
11 we pulled her around this lady to get her off first. I -- she
12 didn't speak or anything.

13 BY MR. LARUE:

14 Q. Okay. So you don't know if they were Hungarian --

15 A. Only one woman spoke. One woman spoke perfect English.
16 I don't know who she was. I don't know what her name was.

17 BY LCDR FINE:

18 Q. Do you remember was she -- the one you pulled up that
19 couldn't swim, was she, like, older than the younger kids?

20 A. Yeah. She wasn't --

21 Q. She wasn't a teenager?

22 A. No. She was a little older.

23 Q. Okay.

24 BY MR. LARUE:

25 Q. Short hair or long hair?

1 A. It's all a blur, man. It's all a blur. It's just
2 eyeballs looking at me like get me out of here.

3 Q. So you got all those seven out?

4 A. Yeah.

5 Q. Okay. So there's seven women --

6 A. DUKW boat --

7 Q. -- DUKW boat captain.

8 A. Seven people. There might have been a male involved in
9 that group. I'm not -- I don't remember. I think it was all
10 females though. And then we swang over to get this big guy -- the
11 big guy.

12 Q. Okay.

13 UNIDENTIFIED SPEAKER: Apparently there was a walker.

14 MR. LARUE: Yeah. Yeah. We were trying to figure out
15 who that belonged to.

16 UNIDENTIFIED SPEAKER: Jersey side, yeah.

17 BY MR. LARUE:

18 Q. You -- what boat were you on again?

19 A. We call it boat 3, boat number 3.

20 Q. Okay. Do you remember how many folks that Andy got on
21 the other boat?

22 A. I believe they got five.

23 Q. Okay.

24 A. I think we -- between our two boats, we got 14.

25 Q. And that was boat --

1 A. 1.

2 Q. -- 1.

3 A. That's the SAFE Boat, 27-foot SAFE Boat.

4 Q. And then there was a third boat that came later?

5 A. Later, the number 2 boat.

6 Q. Okay. And -- okay. Fourteen. Is there anything else
7 you can think of that, you know, jumps out or --

8 BY LCDR FINE:

9 Q. What did you guys do -- I'm sorry, Matt Fine, Coast
10 Guard. After you dropped them off, you got all nine off, and then
11 what did you guys do?

12 A. We were at the ferry boat dock. Lt. Napoli went up on
13 land to converse with the land officers that -- the command
14 officers that were on the scene. They wanted to get an official
15 head count to find out what we were missing, if we were missing
16 anybody. It took a little time to get a decent head count, but
17 then we got information that two people were missing. So then our
18 next plan of action was go out and try to locate the DUKW boat
19 that obviously had sunk.

20 So it was myself and Lt. Napoli went out on 3 boat.
21 Officer Cuback, who was originally with me, was transported back
22 to our headquarters to pick up the dive truck. And Officer Runey
23 and Officer Curley on 1-boat came back to get some sonar
24 equipment. Myself and Lt. Napoli and the deputy commissioner, we
25 went out and just started just trying to do a survey of the bottom

1 with the fish finder to see if we could see anything on the
2 bottom.

3 The Navy Mark V boat was still on the scene and they
4 called us up to their location and said they had a good --
5 something on the bottom, something abnormal on the bottom. So we
6 went over to that location and we saw like a big hump. So we kind
7 of figured that might be where it's at.

8 At that time, the Army Corps of Engineers got on scene.
9 I radioed them. I'm pretty sure I called them on channel 16 and
10 asked if they had their sonar equipment with them. And they said
11 they had their sonar equipment; they could deploy it in five
12 minutes to do a scan. So we said okay, go for it. They went and
13 dropped their fish in and within five minutes, they had a hard
14 target that they though was a good spot to look.

15 Q. That was the Army Corps boat?

16 A. Army Corps of Engineers, yeah. You want the position
17 that they gave us?

18 Q. Yeah.

19 A. I'll give you -- correct me if I'm wrong, but it's
20 7508.3146 West. Would that be right?

21 Q. We've got it written down at the command center, so it's
22 (indiscernible) --

23 A. Then 3956 --

24 BY MR. LARUE:

25 Q. What was the last one?

1 A. Did you get the West?

2 Q. Yeah.

3 A. 3956.8627 North.

4 Q. All right. So the Navy boat found a spot --

5 A. Right.

6 Q. -- brought you guys over and then you brought the Army
7 Corps in to do the side-scan?

8 A. Side-scan.

9 Q. All right. And they got a good picture with that?

10 A. The guys from the Army Corps said they had a nice image
11 and they kind of thought it was what we were looking for.

12 Q. Now, do you --

13 LCDR FINE: Is that where it turned out to be?

14 OFFICER COSTELLO: Well, then what we did was, the
15 people on the 3-boat -- I think a couple people had come with
16 another boat and jumped on 3-boat. I don't know who was where at
17 the time. So, we got over top of this target, we threw an anchor
18 out, we drug backwards and we hooked it. So -- and we got a nice
19 tight bite on it. So, we just tied it off to the boat and then we
20 started planning the dive op.

21 BY MR. LARUE:

22 Q. When did you actually do the dive?

23 A. Again, a timeline, I couldn't tell you the timelines.
24 We probably have it -- the computers -- the dive computers will
25 tell you. The lieutenant has all that. But the lieutenant was

1 going to be the first diver in and then all it was going to be was
2 to go down and identify the target that we hooked onto. So once
3 we got all the equipment and everything set up, the lieutenant was
4 the primary diver, Lt. Cuback was the backup driver and Officer
5 Forbidge (ph.) was the attendant.

6 Well, lieutenant entered the water. It was about 50
7 feet of water or so, give or take, and as soon as he got down
8 there, he says this is it, zero visibility, but he could feel that
9 this was definitely the DUKW boat. He felt around a little bit
10 the best he could to see if he could feel any bodies or anything,
11 but he really couldn't get inside. So he surfaced. He got a
12 second line, went back down and secured the second line and put a
13 buoy on it.

14 There was an -- I don't know if this is relevant or not,
15 but there was some command staff that came out. They were there.
16 They were just observing, police department command center.

17 So after we got the buoy on the line, the second line,
18 we had brought the anchor line up and Lt. Napoli went with the
19 commanders to -- with the -- like a meeting with the city
20 officials and Coast Guard and everybody else that was on land.
21 And boat 3, we came back to the land. The only problem -- at some
22 point, we realized the buoy was gone and we went -- you know, the
23 buoy wasn't there. So, told Lt. Napoli. We went back out. We
24 had the position. We had a grapple hook. We threw the grapple
25 hook. We hooked it again, put a new buoy on.

1 They were going to do a second dive. Officer Curley
2 went in, but the current was ripping and it was pulling him off
3 the line. He only made it down to about 35 feet. He came up.
4 The lieutenant tried to go down. Same thing, got to 35 feet,
5 couldn't get down no more. He was getting pulled off the line.
6 So then at that time, they called it. Came up, took all our
7 equipment back to headquarters, took whoever was on the boat on
8 the land and that was -- the Coast Guard was going to hold the
9 scene for the rest of the night.

10 Q. All right. Do you know who the initial call came in
11 from?

12 A. Here?

13 Q. Yeah.

14 A. Police -- the police dispatch called here on a phone.

15 Q. Okay. So --

16 A. I don't know who the initial -- oh, and at this point --
17 I forgot. Simultaneously, when I'm on the phone with the police
18 dispatch, Monica Santoro (ph.) from Penn's Landing called on her
19 cell phone here. We deal with Monica all of the time, and she
20 talked to Officer Cuback.

21 Q. Okay.

22 A. And she's screaming on the phone, "You got to get here,
23 you got to get here; the DUKW boat got run over." And he knew
24 from her voice that it was bad.

25 UNIDENTIFIED SPEAKER: She was busy dialing a lot of

1 people.

2 MR. LARUE: She called everybody.

3 OFFICER COSTELLO: Yeah.

4 BY MR. LARUE:

5 Q. How long did it take you guys to get there?

6 A. I think we were there less than five minutes. Less. I
7 mean, we were -- we ran out the door, ran to the boat, rolling. I
8 got -- I just did this. I don't know if it will help you or not,
9 but I'm sure --

10 Q. No, that's good. Hey, were you on scene first or was
11 boat 1?

12 A. No. Me and Cuback were the first ones there.

13 Q. Okay.

14 A. They were right behind us. 1-boat was right behind us,
15 but we were the first ones to actually pull somebody out of the
16 water.

17 LCDR FINE: I think you guys beat the Coast Guard by a
18 couple minutes, didn't you?

19 OFFICER COSTELLO: Oh, we -- yeah.

20 LCDR FINE: Yeah.

21 OFFICER COSTELLO: We definitely beat -- we beat
22 everybody. Like I said, when Cuback said that -- well, the way
23 she talked on the phone, he knew this isn't good. But I don't
24 know if you want to see this. Okay, that's our boat there.

25 BY MR. LARUE:

1 Q. Okay.

2 A. That's where the captain kind of was.

3 Q. Oh, that's great.

4 A. There was a group of people. There might have been
5 more. And this is the dock. This is the same -- kind of the same
6 picture: us, this is where we picked the people up, that's it,
7 and this is the general area where the DUKW sank --

8 Q. Okay.

9 A. -- right there.

10 Q. So this is where you picked people up, right here? Up
11 in here?

12 A. Yeah, up in there. And then this is a copy of the
13 target from the Corps of Engineers' --

14 Q. All right.

15 A. -- sonar. I'm sure you'll get that off of them. They
16 got better pictures than that, but just so you have an idea of
17 what I'm talking about.

18 Q. Thank you very much.

19 MR. LARUE: Anybody?

20 BY MR. LAWRENCE:

21 Q. This is John Lawrence. One question on the heavysset
22 gentleman that you pulled out, putting it nicely.

23 A. Yes, sir.

24 Q. Did he mention anything about -- he said he had bad
25 knees and everything. Did he mention that he had any type of

1 cane, walker or anything like this that he was missing or had --

2 A. He didn't say anything like that. He was kind of jovial
3 once he had a hold of our boat. He was like, this water don't
4 taste too good and --

5 Q. Okay.

6 A. -- stuff like that.

7 Q. The reason I ask, they found a cane -- a walker and
8 we're trying to piece whose it might be.

9 A. No, he really wasn't --

10 Q. He sounds like a prime candidate, possibly.

11 A. Yeah. Like I said, he --

12 Q. Okay.

13 A. The ladder, it comes down in and like I'm telling him
14 just climb up the ladder and he's like, I can't; I've got bad
15 legs, my knees and everything.

16 Q. Yeah.

17 A. So I mean, we just had to manhandle him on there like --
18 you know, we just kind of pulled him (indiscernible), but like I
19 said, that Navy guy just come out of nowhere. I don't know. You
20 know, he just like appeared.

21 MR. LARUE: Jumped over on your boat and --

22 OFFICER COSTELLO: He jumped from 1-boat to our boat,
23 but I don't know how he did it because our boat's up here; the
24 other boats down -- I don't know how the guy did it, but it was
25 just like shoof (ph.).

1 They're not really SEAL, though, right? They're the --
2 they're just drivers for the SEALs.

3 LCDR FINE: Pretend SEALs.

4 OFFICER COSTELLO: Yeah. I won't tell them that though.

5 LCDR FINE: Pretend SEALs.

6 OFFICER COSTELLO: But, yeah, he didn't say anything
7 about a cane or a walker.

8 MR. LAWRENCE: Okay. Thanks. That's all.

9 BY LCDR FINE:

10 Q. Can you tell us anything about the physical condition?
11 Like, one of the most amazing things is how well they came through
12 all this. Did you see any injuries?

13 A. No injuries on anybody that I recall. The eyes really
14 told the story. These -- you know, the girls just staring at you
15 like, you've got to get me out of here. Nobody really talked.
16 The one lady talked about helping this other girl in first.

17 Q. Sure.

18 A. But it was just the staring and (indiscernible) this was
19 bad.

20 Q. Do you remember the one who talked, did she have long
21 hair or short hair?

22 A. I think she had longer hair.

23 Q. Longer hair. Skinny, athletic build? Don't know?

24 A. It's -- they all blended together. It was just like get
25 them in, get them in, get them in.

1 Q. Sure.

2 MR. LARUE: So --

3 LCDR FINE: I'm sorry.

4 MR. LARUE: No, go ahead.

5 BY LDCR FINE:

6 Q. All right. This is Matt Fine, Coast Guard. Sorry.

7 What was the attitude or temperament of the captain?

8 A. He was -- in my opinion, the man was in shock. He was
9 like -- when we pulled up, he was like, "Oh, my god; oh, my god;
10 oh, my god." And I kind of like yelled at him, yo, you've got to
11 help me because it's only me on the boat to pull people in.
12 Because a couple times, Officer Cuback tried to run up and help
13 me, but then the boats drift into pilings near Penn's Landing.
14 I'm like, you got to drive the boat and this guy, you got to help
15 me. There's no other way about it.

16 Q. We did a field sobriety on him and they all came back
17 negative. Do you sense any --

18 A. No. No. No.

19 Q. Did he make any statements like, "Oh, my god, I can't
20 believe I did this," or "Oh, my god" --

21 A. General -- exact, what he said, I don't know.

22 Q. Okay.

23 A. He was basically like, "Oh, my god, I can't believe this
24 happened."

25 Q. But nothing, my fault (indiscernible)?

1 A. Not -- no, nothing like that.

2 BY MR. LARUE:

3 Q. He didn't -- Liam LaRue. He didn't try to -- he didn't
4 tell you what happened at all? You know, we were sitting there --
5 did he describe anything that happened?

6 A. No. It wasn't -- at that point, it wasn't -- I wasn't
7 really concerned what he had -- I just wanted to get those other
8 people out of the water. That was my -- my main concern was
9 getting the people out of the water because, like I said, they
10 weren't holding onto anything. Some were just holding those life
11 vests. They didn't even have them on. So, concern was getting
12 them out of the water and figuring and everything else once
13 everybody was safe.

14 Q. Did he get off with the rest of them when you dropped
15 them --

16 A. Well, what we --

17 Q. -- at the ferry?

18 A. Once we got everybody on the boat and we knew we were
19 going to the dock, I -- he kind of kept him in the cabin and
20 everybody else was sitting out on the front deck. So, just didn't
21 want any conversation or anything like that. But he wasn't really
22 talking. The man was -- he was just staring.

23 BY LCDR FINE:

24 Q. When you decided to go to the dock, was it because your
25 deck was full or because you didn't see anybody else in the water?

1 A. Because we believed that everybody that was in the water
2 was out of the water --

3 Q. Okay.

4 A. -- on a boat --

5 Q. So you guys did a --

6 A. -- or on the dock.

7 Q. -- scan around and didn't see anything else?

8 A. No.

9 MR. LAWRENCE: John Lawrence again. What the heck was I
10 going to ask?

11 LCDR FINE: I'll ask him one (indiscernible)

12 UNIDENTIFIED SPEAKER: (Indiscernible) you guys.

13 BY LCDR FINE:

14 Q. One of the things we're finding out -- Matt Fine, Coast
15 Guard. One of the things we're finding out is the number of
16 amazing people that swam. Did you see swimmers in the water
17 heading towards Penn's Landing?

18 A. I saw the people like at the piling, so I assumed that
19 they had swum -- swam from wherever they were initially in the
20 water. And I felt that they were safe enough holding onto those
21 pilings there --

22 Q. Okay.

23 A. -- that we went for the other people.

24 Q. But you didn't see them?

25 A. I didn't see people -- well, I mean --

1 Q. Some people were talking about grabbing a fire hose that
2 was thrown off the pier and --

3 A. That would probably have been way north of where we
4 were.

5 Q. Okay.

6 A. We got the most southern person and worked our way
7 north.

8 Q. Okay.

9 A. And where the accident -- where we figured out the
10 accident happened was several hundred yards up.

11 Q. Then we heard of a detective or officer of some sort
12 that jumped in and swam to the pilings. Did you see anyone that
13 wasn't on the boat --

14 A. I remember seeing a -- some -- a ring buoy with a line
15 going up to the ferry dock.

16 Q. Okay.

17 A. And there was a man in the water with a bald head --

18 Q. Okay.

19 A. -- which turned out to be Timmy Brooks (ph.).

20 Q. Okay.

21 A. But I didn't know it was him at the time. I know who he
22 is, but --

23 Q. Right, right.

24 A. -- I didn't know it was him at the time.

25 Q. Okay.

1 BY MR. LAWRENCE:

2 Q. John Lawrence again. Finally remembered my question.
3 Do you remember if everyone you picked up had either a hold or
4 wearing a PFD or was there anybody who had actually no life jacket
5 with them?

6 A. There may have been one --

7 Q. Yeah, if you remember.

8 A. -- one or two that were like, sharing one, holding and
9 sharing one, but I'm not -- I couldn't be positive. The only
10 other thing I can remember about is, I saw the tug and the barge
11 and he was like heading south a little bit. I don't know if he
12 was turning, and there was a chief inspector from the police
13 department that kept screaming, "Go get that tug, go get that
14 tug," while we were pulling people out of the water. So we kind
15 of just ignored his order --

16 Q. Yeah.

17 A. -- and -- because when I looked down, I knew it was the
18 water department's barge and I knew it was a K-Sea tug. So, I
19 wasn't concerned about identification. I knew --

20 Q. Yeah.

21 A. -- what vessels they were and they weren't going
22 anywhere.

23 Q. Yeah. Tough to get away (indiscernible) --

24 LCDR FINE: With a tug and a barge.

25 MR. LAWRENCE: Yeah. Right

1 OFFICER COSTELLO: But the -- I mean, you see the two
2 water department barges every day, so you know exactly which ones
3 they are. The color schemes on them are the same and everything,
4 so --

5 MR. LARUE: I had a question and I had lost it.
6 Must be Saturday.

7 MR. LAWRENCE: Yeah.

8 BY MR. BLUMENTHAL:

9 Q. I'll fill in just real quick. This is Greg at Ride the
10 Ducks. Did any of the victims that you pulled out of the water
11 talk about their experience, talk about anything pre- or post-
12 impact while you're (indiscernible) --

13 A. No. No. No, it was -- everything happened real fast.
14 People were glad to get out of the water. There was no
15 description of what happened or anything like that. Our -- like I
16 said, our concern was getting everybody out of the water. I
17 wasn't worried about --

18 Q. Right.

19 A. -- at that point, finding out how it happened --

20 Q. (Indiscernible).

21 A. -- what happened, just get everybody out of the water.

22 BY LCDR FINE:

23 Q. Matt Fine, Coast Guard. I was on the pier. It was
24 chaotic. It was crazy. Who were you communicating with and how
25 were you doing it? Were you guys doing radio, cell phone?

1 A. Well, we were getting some radio transmission over the
2 police radio.

3 Q. What channel?

4 A. We ride T band.

5 Q. Okay.

6 A. And they kept calling the boats because these bosses on
7 land were trying to tell us what to do. We were ignoring what
8 they were saying. They were getting a little upset. And then
9 Officer Cuback actually got on the radio and said, "We're pulling
10 people out of the water, we'll get back to you," and that's the
11 last -- I mean, you got people trying to tell you what to do on
12 land and they don't have a clue. I wasn't really concerned about
13 they were saying. My concern was the people in the water.

14 Q. How did you finally get an accurate count of the number
15 back to you?

16 A. Lt. Napoli actually left the boat, went up to the
17 Seaport Museum --

18 Q. Right.

19 A. -- talked to whoever was in charge up there.

20 Q. Okay. So he brought it back to you?

21 A. He came back to the boat and said, you know, there was
22 37; we got 35; we got 2 missing, and went from there. The other
23 boats, Coast Guard boats --

24 Q. I spoke to them directly at that point.

25 A. -- a fishing boat that were out there, they were doing

1 surface searches. That's when we went to our search for the boat,
2 the DUKW boat.

3 BY MR. LARUE:

4 Q. Liam from NTSB. How does it normally work between you
5 and the Coast Guard if there is something like that out on the
6 water? I mean, do you normally both respond, do you -- what's
7 the --

8 A. If we get a person in the water, a jumper, we both
9 respond. The problem if the station -- we work pretty close with
10 the station. Since we're on the base, we know all the guys and
11 we've got a good working relationship. We had the cell phone for
12 the boat. We had -- we contact them on VHF radio, whatever we
13 have to do.

14 LCDR FINE: Biggest difference is they take their calls
15 directly. Our station here doesn't have a live watch scanner, so
16 any call that comes in has to go to the command center, then get
17 relayed to the station; whereas, they get it direct, so --

18 MR. LARUE: So they always beat Coast Guard on?

19 LCDR FINE: If they get the call. Sometimes, we
20 (indiscernible) --

21 OFFICER COSTELLO: As we were running out the back door,
22 the SAR alarm went off, so it was pretty close.

23 LCDR FINE: It's pretty close. And a lot of times, one
24 of us will get the call, but the other won't, so we share that
25 information with (indiscernible).

1 OFFICER COSTELLO: Yeah. I mean, if we're running to
2 our boat and the guys over there see us, they're like, yo, what do
3 you got? And, you know, we say, we got them going here, here.
4 Then they get, you know, whoever the officer-in-charge that day he
5 has to phone and they get underway. Usually, once they get
6 underway, then they're starting to beat us, you know.

7 BY MR. BLUMENTHAL:

8 Q. Greg at Ride the Ducks. Being a Marine Police
9 Department, do you monitor channels, VHF channels?

10 A. Usually we scan it.

11 Q. Scan it?

12 A. Scan the VHF radio.

13 Q. Does that include channel 13?

14 A. Yes.

15 Q. Was there any -- is that a recorded line or was there
16 any -- did you hear anything come over channel 13?

17 A. No. I was in the -- our headquarters and we weren't
18 monitoring VHF radio at that time.

19 Q. Was anybody monitoring that channel?

20 A. Not in the unit -- not that day, no.

21 MR. LARUE: Is it recorded at all?

22 OFFICER COSTELLO: No, not that I --

23 LCDR FINE: You're saying when you monitor, you mean
24 when you're underway, is --

25 OFFICER COSTELLO: Right. Exactly. Exactly. When

1 we're underway, we can -- we have the VHF radio (indiscernible) --

2 LCDR FINE: (Indiscernible) --

3 MR. BLUMENTHAL: Oh, okay.

4 OFFICER COSTELLO: Not in the unit itself.

5 BY MR. BLUMENTHAL:

6 Q. It's not a 24/7, just out there listening?

7 A. No.

8 Q. Okay.

9 A. Only when we're underway.

10 Q. Okay.

11 MR. LARUE: Going once, going twice?

12 LCDR FINE: Sold.

13 MR. LARUE: Anything else you can think of?

14 LCDR FINE: No.

15 MR. LARUE: Greg?

16 BY MR. BLUMENTHAL:

17 Q. This is Greg at Ride the Ducks. I do have one thing.

18 Did -- was there -- while you were underway, was there

19 communication from the tug via the radio --

20 A. Not --

21 Q. -- post-accident?

22 A. Not to the police department. Not to the police
23 department.

24 Q. But that would be scanning all channels, so if there was
25 communication, it would have been heard at that point?

1 A. If he was trying to hail us, it would have locked in on
2 whatever channel he was talking on and we would have been able to
3 communicate with him.

4 Q. I just don't understand the systems, how they work.
5 That's why I'm asking.

6 LCDR FINE: So when it's on scan, it's -- you set up,
7 you scan to watch probably 13, 16, maybe 21, maybe 81.

8 OFFICER COSTELLO: Right.

9 LCDR FINE: And what it does is, those four channels,
10 you program in. It's just a constant -- you know, when someone
11 keys up on channel 16, it will switch to 16 and hold there until
12 that transmission's done and then go back to scanning.

13 OFFICER COSTELLO: Right.

14 MR. BLUMENTHAL: Are those four channels, I think you
15 listed? Was it four?

16 LCDR FINE: You can set it up to whatever you want.

17 OFFICER COSTELLO: It scans -- our just scans all the
18 channels.

19 LCDR FINE: Okay.

20 OFFICER COSTELLO: We don't have them locked into --

21 LCDR FINE: Yeah, yeah, yeah.

22 OFFICER COSTELLO: -- just the four.

23 MR. BLUMENTHAL: Okay. I was just trying to understand,
24 if there were four, if it's common practice to use those four
25 specifically --

1 LCDR FINE: No, no, those are just for --

2 MR. BLUMENTHAL: -- for an incident or what.

3 LCDR FINE: The Coast Guard, we use 21 and 13
4 (indiscernible) 16 (indiscernible), so like ours may be those
5 four.

6 MR. BLUMENTHAL: Okay.

7 LCDR FINE: Like he said, they scan all of them.

8 OFFICER COSTELLO: The only thing, I will add that, from
9 my experience of being in the Marine unit, monitoring the VHF
10 radio while underway, I always hear the DUKW boats do their
11 security call entering the Delaware River, the foot of the
12 Benjamin Franklin Bridge, heading southbound on Pennsylvania side,
13 monitoring channel 13 every day. I mean, it's like clockwork.
14 So, I know they do it and I know they blow their horn as they come
15 out of the entry, so -- it's something that I hear all the time.

16 BY MR. LARUE:

17 Q. All right. Anything else you can think of?

18 A. That's about it.

19 Q. All right. We'll sign off. All right. Are you okay
20 with this being recorded?

21 A. Yes.

22 Q. All right. Thank you.

23 (Whereupon, at 2:47 p.m., the interview was concluded.)

24

25

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 Paul Costello

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.

Tiffany Meeker
Transcriber