



National Transportation Safety Board

Washington, D.C. 20594

January 31, 2020

CAPT Wayne Arguin
U.S. Coast Guard Headquarters
Chief, Office of Investigations and
Casualty Analysis (CG-INV)
2703 Martin Luther King Jr Ave SE
Washington, DC 20593-7501

Re: Tech review of the Nautical Operations Group Factual Report

CAPT Arguin:

The NTSB investigative team has reviewed all factual comments submitted by the parties as part of the technical review and has decided on a disposition for each one, as reflected below. All editorial suggestions have been considered and will be incorporated as appropriate.

The deadline for providing party submissions pursuant to 49 CFR 831.14 is February 7, 2020.

Thank you and best regards,

Brian Young
Investigator in Charge
National Transportation Safety Board
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Washington, DC 20594

NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF MARINE SAFETY
 WASHINGTON, D.C. 20594



ERRATA-CG

Group Chairman’s Factual Report Operations

Stretch Duck 7 DCA18MM028

Page/Line	Original	Correction	NTSB Disposition of Comments
3/5 & 22	Accident time listed as 1908, but 1910 in summary.	1909 is the most correct.	The first 911 call was logged at 19:08:32 and the last Brigade image stream 19:08:34. Therefore the sinking was likely closer to 19:08. The report will be corrected to reflect this – 1908 estimated sinking time.
4 / 2	“...the crew of two was instructed to bypass the land-based portion of the tour ...”	Recommend “...the crew of two was instructed by the Manager on Duty to change the order of the tour and conduct the land-based portion of the tour first...”	Concur: ..the captain and driver were advised to complete the lake portion of the tour first before the land- based portion of the tour.
4 / 4	“... derecho...”	Recommend “... storm front (technically a derecho defined as ...) ...	Concur and will make the requested change. storm front (technically a derecho defined as ...)
5 / 6 - 7	Modification description.	Key piece of information, “stern was also lowered to flush deck level” (requiring modification to entry door at the stern and	Concur and will make the requested change to page on page 6 which elaborates on the modifications in more detail. New text to

		“exposed” the stern to potentially more water inflow in that portion of the hull configuration).	read: ..stern was also lowered to flush deck level requiring modification to entry door at the stern.
5 / 8	“...as a small passenger vessel...”	“...small passenger vessel (46 CFR Subchapter T) ...”	Concur and will make the requested change.
7 / 5	“...missing key way...”	“...missing key in the key way ...” key way is a groove for a key.	Concur and will make the requested change.
8 / 11	“...could be jettisoned...”	Recommend “...could be released with the top dropping straight down the side of the vessel ...”	Concur and will make the requested change.
10 / 5	“...several restrictions...”	Recommend “...operating conditions...”	Concur and will make the requested change.
10 / 13 - 18	Deckhand paragraph	Recommend clarification, the paragraph seems to imply the driver onboard the vessel was a “deckhand” ... not certain this is established, driver had no “safety sensitive duties” including man overboard, in a drug and alcohol program (or use CDL program in lieu of), etc.	Will maintain his position as ‘driver’
16 / 14 - 21	Safety brief paragraph	NVIC 1-01 outlines very specific safety brief elements that would help this paragraph i.e. required to identify escape routes, etc.	Concur and will make the requested change.
18/16	“He Stepped aboard...”	“He stepped aboard...”	Concur and will make the requested change.
22/15	“...biennial hull exams...”	SD7 is a vessel that spends less than 3 months a year in salt water, it complied with a hull and internal structural exam every 5 years IAW 46CFR176.600 (c)(2), verified w/MISLE activity history.	Concur and will make the requested change.
23 / 4	“...less than 150 passengers for hire.”	Technically incorrect, less than 150 passengers, if at least one is for hire. Coast Guard regs and policy distinguish between passengers and passenger-for-hire.	Concur and will make the requested change.
23/12	“...biennial hull exams...”	See above correction.	Concur and will make the requested change.
26, 27, & 28	NTSB Recommendations & CG Response	Recommend including Coast Guard response if that information is available.	Concur and will make the requested change.