



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 Engineering / IIC 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

Group Chairman's Factual Report Engineering / IIC

Stretch Duck 7 DCA18MM028

Page/Line	Original	Correction	NTSB Disposition of Comments
2/13-14	Formatting Off	Pg number for b. Bilge Pump Capacity extends from line 13 to 14	Corrected in final version
4/9	"... head directly to the lake due to the approaching weather."	Indication of location of entrance and exit ramps important, and that separate ramps exist.	Details in the "accident narrative" section of the final report will address the location of entrance and exit ramps.
4/10	"... leading edge of a..."	Important for background to indicate which direction weather was coming from, and weather direction compared to vessel heading.	Details in the "accident narrative" and "meteorology" sections of the final report will address the direction of incoming weather.
4/27-29	Entire sentence	Inaccurate description of current CG efforts. Recommend removing completely (adds no value) or simply stating the Coast Guard established a separate Marine Board of Investigation to determine causal factors and develop recommended safety measures.	Updated text to read: The Coast Guard established a separate Marine Board of Investigation to determine causal factors and develop recommended safety measures, but as of the date of this report, has not been scheduled.

5/5	“ ‘Stretch Duck’ .”	Punctuation should be inside quotations.	Corrected
5/8	“ ‘...Duck’ .”	See above	Corrected
5/13	“1,500,000 guests...”	Guests is not accurate from a regulatory perspective, ‘passengers’ or ‘passengers for hire’ are both more accurate.	“Guests” replaced with “passengers.”
6/9	Edit mark visible	Clear edit tracking mark	Corrected
6/13	(AVM).”	Erroneous end quotation mark.	Corrected
6/15	“... no original DUKW parts, built on...”	Confusing transition even with footnote, consider adding “...part, <i>instead</i> built...”	Rephrased sentence to describe truck duck construction. “These vessels, built on an M35, 2 ½ ton truck chassis, were built with no original DUKW parts.”
10/11	“...engine and propeller were engaged at full throttle...”	Consider using propeller shaft, which is the prime mover for the Higgins Pump as well as the propeller.	Added “shaft”
10/14-17	Sentence on Wacker Quacker 4 and Duck no. 1	This sentence is interjected into an argument that the Higgins Pump is difficult to replace, and why that system was replaced with electric bilge pumps. The sentence itself actually shows how effective the Higgins pump is as long as the engine runs and does not fit into this paragraph. Additionally, the Duck No.1 was being towed when it sank (as identified in NTSB Accident Report on the Miss Majestic pg 42). The inclusion of Duck No. 1 requires additional context in this report if it is to remain included.	Removed sentences about other vessels and Higgins pumps.
13/26	‘prop running’	All other titled/labeled names have double quotation marks.	Corrected
9/6	axeles	Edit tracker on the final “s” additionally spelled “axels”	Corrected