



National Transportation Safety Board

Washington, D.C. 20594

January 31, 2020

Frank English
Manager of Fleet Operations
Ride The Ducks Branson
Branson, Missouri

Re: Tech review of the Response Group Factual Report

Frank:

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 14, 2020.

Thank you and best regards,

Brian Young
Investigator in Charge
National Transportation Safety Board
490 L'Enfant Plaza, S.W.
Washington, DC 20594

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



ERRATA

Group Chairman's Factual Report Response

Stretch Duck 7 DCA18MM028

Page/ Line	Original	Correction	NTSB Disposition of Party Comments
3/24-26	Due to the approaching weather, before departing the shoreside boarding facility the crew of two was instructed to bypass the land-based portion of the tour and head directly to the lake.	his language leaves out certain facts, is ambiguous, and needs clarification. The use of the word "bypass" incorrectly suggests that a decision was made not to perform part of the land-based portion of the tour. The record reflects that the captain and driver intended to take the entire tour, but a decision was made to take the water portion of the tour first. The language "the crew of two" is ambiguous, but instead the terms "captain and driver" are more accurate. Finally, the transcript of Captain McKee also makes clear that the captain had reviewed the weather just prior to the tour, and just prior to the issuance of the severe thunderstorm warning. The description of these events, as written, omits that fact, suggesting that Captain McKee was simply following the suggestions of the MOD.	Update paragraph to read: "Prior to the accident, the National Weather Service had issued a severe thunderstorm warning for the area advising of wind gusts of 60 mph. The manager-on-duty advised the captain and driver before departing the shoreside boarding facility to complete the lake portion of the tour before the land tour (which normally occurred first) due to the approaching weather. Additional details about the sequence of events to be included in the accident narrative.

		<p>To be more accurate and complete, we request this language be revised to read as follows:</p> <p>“Just prior to the issuance of the severe thunderstorm warning issued at 6:32 PM, the Captain of the <i>Stretch Duck 7</i> reviewed the weather on a weather monitor at the company’s Branson headquarters. Due to the approaching weather, before departing the shoreside boarding facility, the captain and driver were advised to complete the lake portion of the tour first before the land- based portion of the tour.</p>	
3/26-4/2	<p>About 5 minutes after the vessel entered the water from the south ramp, a “derecho” passed through the area generating 2- to 4-foot waves, with the highest wind gust recorded at 73 mph.</p>	<p>A senior deckhand on the Showboat Branson Belle as well as the driver of the <i>Stretch Duck 17</i> testified in their NTSB interview that they observed up to 5 foot waves. See Transcript Womack at page 6; Marotti at page 21. In his September 9, 2019 deposition, the senior deckhand on the Showboat Branson Belle testified that sustained waves were up to 6 feet, characterizing the waves as “huge” and “continuous.” We have attached to this errata sheet an excerpt of the deposition of the senior deckhand of the Showboat Branson Belle from the civil proceedings</p>	<p>Based on interviews NTSB conducted, waves were estimated to be 3-5 feet. NTSB did not participate in civil proceedings and does not have access to these transcripts. <i>Showboat Branson Belle</i> relief captain interview 7/21/18 pg. 13, line 24 – “guesstimate it about 3 feet” <i>Showboat Branson Belle</i> senior deckhand interview 7/21/19 pg. 6 “about a 5-foot wave went over the top of the rescue boat”</p>

		. See Attachment A, Deposition Transcript Womack at pages 73-74. To be more complete and factual, we request that this language be modified to more precisely reflect the record in regard wave height as follows: “About 5 minutes after the vessel entered the water from the south ramp, a “derecho” passed through the area generating waves estimated by witnesses to be 2- to 6- feet, with the highest wind gust recorded at 73 mph.”	Update sentence to read: “About five minutes after the vessel entered the water from the south ramp, a “derecho” passed through the area generating waves estimated by witnesses to be 3- to 5- feet, with the highest wind gust recorded at 73 mph.”
6 / fn1	“retried”	“retrieved”	Concur and will make the requested change.
7/2	“RFD’s”	“PFDs”	Concur and will make the requested change.
8/4	“EMT’s”	“EMTs”	Concur and will make the requested change.
8/6	“July 19th”	“July 19”	Concur and will make the requested change.
8/24	“I.C.”	This in not defined to this point -- define I.C.	IC refers to the incident commander. See Page 4, Line 13.
11/1	“An TCAD”	“A TCAD”	Concur and will make the requested change.
11/2	“Passenger #6 whom”	“Passenger #6 who”	Concur and will make the requested change.
end			

