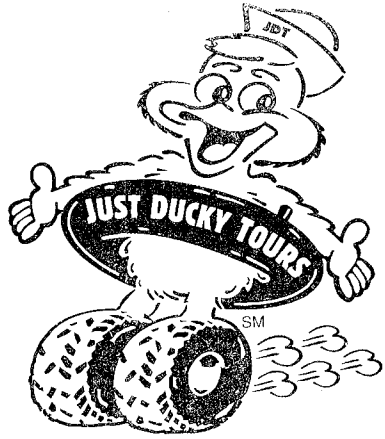


MC 200073/
NOT - 7089A

8



May 30, 2000

Honorable Jim Hall, Chairman
National Transportation Safety Board
Washington D.C. 20594

RE: **M-00-5**

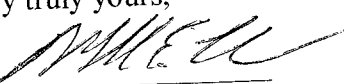
Dear Chairman Hall:

This is in response to your correspondence, dated February 18, 2000, regarding recommendations of the National Transportation Safety Board ("Board") for safety improvements to amphibious passenger vessels, including DUKWs. We appreciate the interest and concern that the Board has in assisting companies like Just Ducky Tours with the safe operations of amphibious passenger vessels. We are also vitally concerned about the tragic sinking of the Miss Majestic on May 1, 1999, in Lake Hamilton. A few days after hearing of the accident, we voluntarily shut down the passenger operations of Just Ducky Tours and arranged for the Coast Guard to conduct a safety inspection of our vehicles.

In order to address the safety issues that this accident has raised, we have contacted the United States Coast Guard to inquire as to what its position is for purposes of identifying and remedying any risks regarding the flooding of our amphibious passenger vessels. As of yet, the Coast Guard has not promulgated any recommendations with regard to any remedial action that should be taken. Since the seaworthiness of the two DUKWs that we own and operate must be certified and approved by the Coast Guard each year, we intend to implement the Coast Guard's recommendations for how these types of vessels should be modified to reduce the risk of the vessels flooding and sinking rapidly.

In addition, we are in the process of undertaking our own investigation to determine what steps other vessel operators have taken, or plan to take, to address this issue. For instance, we have learned that one DUKW operator has hired an independent consultant to study the problem and make recommendations. When the study is complete, we intend to contact this operator to request information about the consultant's recommendations.

We would appreciate the Board keeping Just Ducky Tours on its mailing list and advising us of any other safety issues or concerns with respect to amphibious passenger vessels.

Very truly yours,
By: 
Michael E. Cohen, President

Mr. Michael E. Cohen
 President
 Just Ducky Tours, Inc.
 40-1A Oakville Court
 Pittsburgh, Pennsylvania 15220

JUN 27 2000

Dear Mr. Cohen:

The National Transportation Safety Board has received your May 30, 2000, letter concerning Safety Recommendation M-00-5, stated below. This recommendation was issued by the Safety Board to Just Ducky Tours, Inc. (Just Ducky), as a result of the Board's investigation of the May 1, 1999, sinking of the *Miss Majestic* near Hot Springs, Arkansas.

M-00-5

Without delay, alter your amphibious passenger vessels to provide reserve buoyancy through passive means, such as watertight compartmentalization, built-in flotation, or equivalent measures, so that they will remain afloat and upright in the event of flooding, even when carrying a full complement of passengers and crew.

The Safety Board issued this recommendation because DUKWs, LARCs, and Alvis Stalwarts have no reserve buoyancy through watertight bulkheads, built-in flotation, or other equivalent means. Although installation of bulkheads or other means to provide reserve buoyancy may involve some creative engineering, without this reserve buoyancy, the amphibious vessels are still subject to sinking, and therefore, a tragedy like the one in Arkansas could be repeated.

The Safety Board understands that Just Ducky is working on its own and with the U.S. Coast Guard to identify and remedy any risks regarding the flooding of its amphibious passenger vessels. The Safety Board encourages Just Ducky to expedite this action and to implement Safety Recommendation M-00-5. Pending further response from Just Ducky, Safety Recommendation M-00-5 will remain classified "Open—Await Response." Should you wish to discuss this issue, my marine staff can be contacted at (202) 314-6450.

Sincerely,

ORIGINAL SIGNED BY
 JIM HALL
 Jim Hall
 Chairman

MBrown:SR10:drafted 6/12/00, rev. post discussion w/SR10; final: 6/20/00sp; rev final 6/22/00sa
 MC2000731, Notation 7222A, Log M-423; Rec. M-00-5

I:\sr1co\Marine\Working Folder\MC2000731\MC2000731final.doc

Proofread by: BA 6/22/00

Routing Symbol	SR-10 SPEC.	SR EDITOR	SR-10 CHIEF	MS-x	MS-I	RE-I	RE-x	SR-2A	SR-1
Date	6-12-00		6/14	6-15-00	MS-10	6-15-00	N/A	N/A	6-19-00
Initials	mb		EBH	JTH	JTH	N/A	N/A		JTH