

### Part C

at the carrier's maintenance facility. During this portion of the investigation staff conducted Level VII inspections per CVSA guidelines. In addition, Ride the Ducks of Seattle maintenance staff also pulled back the boots covering a portion of the axle, exposing a portion of the axle housing for a visual inspection of the axle. Two defects were found during these inspections:

- The carrier had not placed a copy of the completed annual inspection maintained on each vehicle.
- One vehicle, Duck 11, had a cracked tie rod boot. This defect was pointed out to maintenance personnel and replaced shortly after this inspection.

These violations are noted in the ASPEN Reports. Truck Ducks are Ducks 7 and 9 through 18. The carrier now maintains copies of the completed annual inspection on each vehicle and has replaced the cracked tie rod boot prior to the end of this review.

On 11/16 - 11/17/15, Investigators Foster, Gilbert and Gagne conducted vehicle inspections on eight of the nine Stretch Duck vehicles at the carrier's maintenance facility. Representatives from the NTSB and Seattle PD, and Ride the Ducks International were also present. During this portion of the investigation staff conducted Level VII inspections per CVSA guidelines. In addition, Ride the Ducks of Seattle maintenance staff also removed the boots covering a portion of the axle, exposing the axle housing for a visual inspection. Stretch Ducks are Ducks 1 through 6, 8, and 19 through 21. (Note: there is no Duck 13.) Two defects were found during these inspections:

- The carrier had not placed a copy of the completed annual inspection maintained on Ducks 2, 4, 19, and 21. (Corrected prior to the end of this investigation.)
- One vehicle, Duck 1 was placed Out-of-service for having required brake lights in-op. (Corrected on-site prior to the end of this inspection.)
- Two vehicles, Duck 8 and 21 had wheel hubs leaking.

These violations are noted in the ASPEN Reports.

A total of eight violations of 396.25(e) were discovered because eight different mechanics performed brake inspections/repairs and the carrier failed to retain evidence that the mechanics had brake inspector qualifications.

The carrier updated all brake inspector qualification paperwork prior to the end of this review.

#### CLOSING INTERVIEW:

The closing interview was conducted on 12/15/15 at the Utilities and Transportation Commission Building. Present at the closing interview were Investigators Foster, Gilbert and Gagne, and UTC Assistant Director for Transportation Safety Dave Pratt, UTC Attorney General Sally Brown. Brian Tracey, Mikie Coffman, along with Attorneys for Ride the Ducks Patricia Buchanan and Duncan Fobes represented Ride the Ducks of Seattle. This investigation resulted in a proposed "Unsatisfactory" safety rating.

Ride the Ducks of Seattle was very cooperative throughout the entire scope of this investigation. Mr. Tracey and his organization was receptive to the recommendations and did express a sincere desire to come into compliance with the Federal Motor Carrier Safety Regulations. The carrier was advised that staff will recommend the commission issue administrative penalties.

#### DOCUMENTS PROVIDED TO THE CARRIER:

The carrier was provided with several copies of "Your Guide to Achieving a Satisfactory Safety Record, Revised March 2014", "How to request an upgrade to your safety rating determination based on corrective action", copies of CFR 385.13, 385.15 and 385.17 Safety Fitness Procedures, "Fitness Rating Explanation", "Customized checklist for safety rating upgrade request based on corrective action,"

#### FOLLOW-ON ACTION:

