

towing vessels appear to be over three times that of U.S. industry as a whole.

Previous legislative proposals to bring these vessels under inspection have not been successful. The Safety Board recognizes the practical and economic problems of inspection of presently uninspected towing vessels, but based on this accident, and the relatively high accident rates prevailing in the towing industry, feels preventive action is necessary.

RECOMMENDATIONS

M-68-3

The Safety Board recommends that the Department of Transportation and the Coast Guard give consideration to proposing legislation which would require some form of certification or rating of seaworthiness for towboats operating outside of the inland waterway system. One possible method of control is requiring a certification of seaworthiness as a condition of documentation of towing vessels for the coastwise trade.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ Joseph J. O'Connell, Jr., Chairman

/s/ Oscar M. Laurel, Member

/s/ John H. Reed, Member

/s/ Louis M. Thayer, Member

/s/ Francis H. McAdams, Member

~~4000 12-2~~

NATIONAL TRANSPORTATION SAFETY BOARD
Status of Board Safety Recommendations

SOURCE AND NATURE OF RECOMMENDATION | **CHRONOLOGICAL SUMMARY OF STATUS OF ACTION ON RECOMMENDATION**

3/4/68 SS DANIEL J. MORRELL Sinking with Loss of Life, Lake Huron
 Notation 46
 BSTS-67-M-1 29 Nov. 1966

TO: U. S. Coast Guard

The National Transportation Safety Board has reviewed the proposed regulations published in CGFR 67-81, and approves of this early action taken on the recommendations of the Marine Board of Investigation concerning the loss of the SS DANIEL J. MORRELL. In reviewing this report in conjunction with the proposed rules, the NTSB recommends that consideration be given at the December 4 public hearing to require emergency lighting for the forward accommodation and liferaft embarkation areas. In event of a fracture of the hull, and severing of the main electrical supply line, it is considered that emergency lighting is safe abandonment of the ship by the crew in the forward section of the vessel. The emergency power supply for the radiotelephone could be used for the emergency lighting requirement. Moreover, it seems more practical to provide this lighting at the time of installing the emergency radio power.

The Board is in the process of reviewing the MORRELL Marine Board, and will advise you of its action in the near future. In view of the short time available before the public hearing, this recommendation is being made separately.

5/21/68 Coast Guard advised that the recommendation is under study.

4/1/69 Coast Guard advised that vessels contracted for on or after 11/19/52 are required to have an emergency lighting system which includes illumination for lifeboat and liferaft embarkation areas. However, the system is not engineered to survive vessel rupture as in the case of the DANIEL J. MORRELL. Vessels contracted for prior to 11/19/52 are exempt from the provisions of requiring emergency lighting systems. To require such emergency lighting on these older vessels at this time is not considered warranted.

Log M-1 Not 46 Rec. M-67-1

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*(This is the only available info on file 3/6/68)
 76 letter, 1967-1968, to see whether info is from 6/6/68)*