

which the fire from the highly volatile crude oil engulfed the
N FAITH and blocked the normal exits in the midship house.

209 4-16 NOT 507 RC M-70-7 ^{THEV} 13

RECOMMENDATIONS

The National Transportation Safety Board concurs in Recommendations 2 and 3 of the Marine Board concerning the need for bridge-to-bridge radiotelephone communication and the Licensing of the operators of towing vessels.

Chairman John H. Reed of the National Transportation Safety Board appeared October 13, 1969, before the Subcommittee on Coast Guard, Coast Geodetic Survey, and Navigation of the House of Representatives' Committee on Merchant Marine and Fisheries, in support of H.R. 13987 -- bill to provide for the licensing of personnel on towing vessels. The Board previously recommended similar legislation in its report of the causes of the towing vessel M/V SOUTHERN CITIES and in its special studies, "Collisions of Radar-Equipped Merchant Ships and Preventive Recommendations" and "Towing Vessel Safety and Accident Preventive Recommendations."

We support S. 1240, a bill to require a radiotelephone on certain vessels navigating upon specified waters of the United States, and plan to testify on the need for such legislation before the Senate Commerce Committee.

In addition, the Safety Board recommends that:

(1) The Congress enact the House-passed H.R. 6971, bridge-to-bridge radiotelephone bill, at the earliest date practicable. Our analysis of this collision, as well as others, indicates the potential for a catastrophic casualty involving vessels carrying hazardous materials; and the need for assurance of such communications' capability between vessels transporting these commodities.

(2) Pending enactment of such legislation, the American Pilots' Association urge their pilots to request the master of vessels which they are piloting to guard the local towing vessel frequency, and broadcast their vessels' operational intentions on this frequency, in addition to the broadcast by the local pilots on the local UHF frequency.

(3) The American Pilots' Association establish a policy whereby their member pilots will request masters of vessels which they are piloting to arrange for the monitoring of ship's radar, when available, to assist in collision avoidance, even under conditions of good visibility.

M-70-7
M-70-8
M-70-9

~~M-70-11~~

(4) The Coast Guard initiate enforcement action to insure that navigation lights used on barges meet the requirements of 46 CFR 113.55-30. Specifications for approval of battery-operated navigational lights should be developed and included in 46 CFR 161, and approved models and manufacturers included in Coast Guard Equipment Lists (CG 190). It appears that enforcement can best be accomplished by laboratory tests of the manufacturer's products at the manufacturer's facility.

M-70-10

(5) The Coast Guard determine by necessary laboratory tests whether the types of navigational lights used on the barge I.O.C. No. 7 met the requirements of 46 CFR 113.55-30.

(M-70-11)

(6) The Coast Guard, in its present study of the visual effectiveness of shipboard navigational lights relative to the lighted background conditions in harbors and other developed areas of the inland waterways, include the problem of attention-getting and definition of orientation of barge tows. It is the Board's view that changes in regulations resulting from this study should prevent any possibility of uncertainty as to what type of vessel is seen, and provide a comfortable margin of light output well beyond that which could be shown to provide theoretically the desired range of visibility. (M-70-12)

(7) The Coast Guard should consider amending the law and regulations to specify minimum performance standards for whistles on all vessels provided with them in accordance with the applicable Rules of the Road, similar to the standards proposed by the International Association of Lighthouse Authorities. (M-70-13)

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

Adopted this 15th day of October, 1970:

John H. Reed
John H. Reed, Chairman

Oscar M. Laurel
Oscar M. Laurel, Member

Francis H. McAdams
Francis H. McAdams, Member

Louis M. Thayer
Louis M. Thayer, Member

Isabel A. Burgess
Isabel A. Burgess, Member