

RECOMMENDATIONS

The National Transportation Safety Board concurs in the Commandant's action on the recommendations of the Marine Board of Investigation, except for his deferral of the Marine Board's recommendation requiring lights for life preservers, which the Safety Board supports. In this casualty, all the survivors recommended that these lights be required, and attributed loss of lives to lack of such a signaling device.

The Safety Board recommends that:

1. The Coast Guard consider amending the applicable regulations to require that each life preserver be equipped with a waterproof battery-powered light.
2. The Coast Guard consider requiring sufficient inflatable liferaft capacity to accommodate all persons on board cargo vessels.
3. The Coast Guard consider proposing to the Intergovernmental Maritime Consultative Organization, as an amendment to the Safety of Life at Sea Convention of 1960, the previous recommendation, and requirements for small, easily launched emergency boats, one on each side, in lieu of the presently required larger lifeboats, for future cargo vessel design.

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4. The Coast Guard study means of improving embarkation methods and equipment, and procedures for controlling inflatable liferafts at embarkation stations.

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5. The Federal Communications Commission study the effectiveness of radio auto-alarm signals and actuation of the auto-alarm systems, and, based on this evaluation, propose needed changes to SOLAS requirements, through IMCO.

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CLOSE*

6. The Coast Guard stress the need for compliance with the requirements for lifeboat, fire, and emergency drills, including instruction in the use and handling of inflatable liferafts.

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CLOSE*

7. The Coast Guard initiate an examination program of airborne SAR liferafts at Coast Guard, Navy, and Air Force units to insure that they are equipped with embarkation ladders, adequate signaling, and bailing equipment; and, consider the feasibility of trailing devices from liferafts

dropped by SAR aircraft, which would facilitate recovery  
and use of these liferafts by persons abandoning ship.

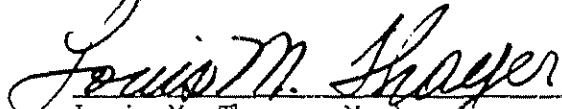
BY THE NATIONAL TRANSPORTATION SAFETY BOARD:


Adopted this 14<sup>th</sup> day of May, 1969:

  
John H. Reed, Chairman

  
Oscar M. Laurel, Member

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Joseph J. O'Connell, Member

  
Louis M. Thayer, Member

  
Francis H. McAdams, Member