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RECOMMENDATIONS

The National Transportation Safety Board recommends that:

1. The Coast Guard, with the assistance of ABS, reevaluate the structural adequacy of the TEXACO-OKLAHOMA class of tankships with a view towards strengthening these vessels to reduce their long-term risk levels.
2. The Coast Guard, with the assistance of the National Oceanic and Atmospheric Agency, develop a program to obtain sea spectra data for winter storms off Cape Hatteras to be used as a rational basis for determining wave-induced loads and probabilities of exceeding any given bending moment values.
3. The Coast Guard require all ship owners of this class tankship to install a hull stress monitor capable of indicating hull bending stresses at the most critical region of the ship. A means should also be provided for making short-term predictions of the probable maximum bending moments to enable the master to make evasive ship maneuvers or to allow the crew sufficient warning to vacate the lower two levels of the forward deckhouse.
4. The Federal Communications Commission (FCC) require modification to lifeboat radio transmitters on all ships where necessary to insure that the artificial antenna cannot remain installed when the transmitting antenna is installed. In the interim, written notices should be provided for attachment to all such equipment warning of the need to remove the artificial antenna before connecting the transmitting antenna. We concur with the Coast Guard, in their forthcoming recommendations to the ship owners, to provide their crews with training in the proper operation of the lifeboat radio transmitter.
5. The Coast Guard, with the assistance of FCC, proceed without delay with a mandatory program for a U.S. alerting, identifying and locating system (EPIRB), unless it can determine now that an international system will be operational within the next year. In the absence of such a determination, proceed to have such a national system operational within 1 year.
6. The American Petroleum Institute assist the Coast Guard to devise and implement a ship position reporting

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system which will effectively alert operating personnel when a ship becomes overdue. This system should become operational without delay and remain effective until an operational EPIRB system is established. The need for an improved position reporting system was also demonstrated in the loss of the "MARINE SULFUR QUEEN" somewhere between Beaumont, Texas and Norfolk, Virginia, in February 1963. In that case the ship was not missed for nearly 4 days after its probable time of sinking. Similarly, in the case of the DANIEL J. MORRELL, lost in Lake Huron in 1966, NTSB commented on the lapse of 1½ days before the sinking was discovered.

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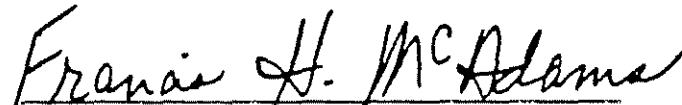
7. The Coast Guard require another inflatable liferaft to be installed on the after section of tankships either in addition to or in lieu of one of the lifeboats now required.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

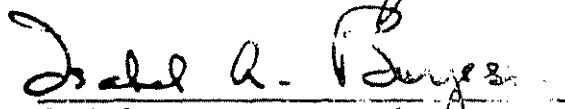
Adopted this 24th day of May 1972:


John H. Reed, Chairman


Oscar M. Laurel, Member


Francis H. McAdams, Member


Louis M. Thayer, Member


Isabel A. Burgess, Member