



# National Transportation Safety Board

Washington, D. C. 20594

## Safety Recommendation

Date: April 26, 1988

In reply refer to: M-88-29

Honorable Anthony J. Calio  
Administrator  
National Oceanic and  
Atmospheric Administration  
Washington, D.C. 20230

About 0112 on May 3, 1987, the 607-foot-long Polish bulk carrier ZIEMIA BIALOSTOCKA rammed the Sidney Lanier highway bridge in Brunswick, Georgia. At the time of the accident, the outbound vessel was under the control of a Georgia State pilot; the master was in the wheelhouse. There were no injuries or deaths. As a result of the accident, the ZIEMIA BIALOSTOCKA sustained minor damage. Damage to the Sidney Lanier Bridge has been estimated at \$1.4 million. The highway bridge did not reopen for vehicular traffic until September 6, 1987, at an estimated cost to the public of \$7.9 million. <sup>1/</sup>

The master of the ZIEMIA BIALOSTOCKA was familiar with the maneuvering characteristics of his vessel, the maneuvering information posted in the navigation bridge, and the technical parameters affecting maneuverability; however, he had never navigated in Brunswick Harbor. For the outbound voyage, the master relied on the pilot's previous experience of maneuvering vessels in Brunswick Harbor, the pilot's knowledge of the waterway, and his observation of the ability of the pilot during the inbound voyage. Because it was his first voyage to Brunswick and because he was not familiar with the locations of aids to navigation in the harbor or the exact configuration of the channel, the master relied on the pilot and the 1986 edition of National Oceanic and Atmospheric Administration navigation chart No. 11506, which did not show the East River channel widener nor identify the two lights marking the western edge of the widener as range lights. The Safety Board believes that the East River widener and the range lights are important safety features of the approach channels to the Sidney Lanier Bridge and should be clearly shown on the next edition of the chart.

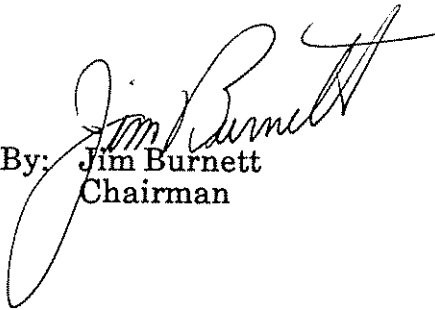
Therefore, as a result of its investigation, the National Transportation Safety Board recommends that the National Oceanic and Atmospheric Administration:

Modify navigation chart No. 11506 of Brunswick Harbor, Georgia, to show the widener in the East River channel and to identify the range lights for the western edge of the widener. (Class II, Priority Action) (M-88-29)

<sup>1/</sup> For more detailed information, read Marine Accident Report--"Ramming of the Sidney Lanier Bridge by the Polish Bulk Carrier ZIEMIA BIALOSTOCKA, Brunswick, Georgia, May 3, 1987" (NTSB/MAR-88/03).

Also, the Safety Board issued Safety Recommendations M-88-18 through -23 to the U.S. Coast Guard; M-24 through -26 to the State of Georgia; and M-88-27 and -28 to the American Pilots Association.

BURNETT, Chairman, and LAUBER, NALL, and KOLSTAD, Members, concurred in this recommendation.

  
By: Jim Burnett  
Chairman