

The National Transportation Safety Board concurs in the need for early enactment of Federal legislation to require commercial vessels operating on the navigable waters of the United States to have the capability of voice bridge-to-bridge radio communications, on a common navigational safety frequency, as proposed by H.R. 6971 and S. 1240. The Board has also supported the need for enactment of Federal legislation requiring the licensing of all persons in charge of the navigation of towing vessels by the Coast Guard (H.R. 13987).

The Safety Board also recommends that:

M-70-3

1. The Coast Guard, Army Corps of Engineers, and Coast and Geodetic Survey consider: including in the Coast Pilot or other appropriate navigational guide, information for the inland waterways on the "points and bends" custom and its effect on 33 U.S.C. 203 (Rule 1) and 33 U.S.C. 210 (Article 25), the narrow channel rule, and other navigational information useful in navigating these waters; and the need for clarification of these rules in the proposed "United States Nautical Rules" (H.R. 214).

M-70-4
CLOSE

2. The Coast Guard consider amending the regulations for cargo vessels to require manually operable air ports not less than 16 inches in diameter, or kickout panels, to provide an additional means of escape from berthing compartments located above the main deck. (This recommendation was previously made for tank vessels in the GULFSTAG report dated May 29, 1968.)

M-70-5
CLOSE

3. The Coast Guard study the need for fire-resistant lifeboat and inflatable liferaft covers, and fire hoses.

M-70-6
CLOSE

4. The Coast Guard consider regulations requiring that hazardous cargo manifests be located in specified and accessible locations on all cargo vessels.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

Adopted this 23rd day of September 1970:

John H. Reed
John H. Reed, Chairman

Oscar M. Laurel
Oscar M. Laurel, Member

Francis H. McAdams
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