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*Office of Marine Safety*

# **Safety Culture, and Crew Performance**

Larry D. Bowling

# Mate – Caribbean Sea

- Maritime regulations and company's safety management programs
- Failures isolated to the mate
  - Distracted by use of personal cell phone and company laptop
  - Did not request relief from watch prior to departure from recycling center

# Mate – Caribbean Sea



- Failure to maintain proper lookout
  - Perform visual scans of waterway
  - Process VHF radio communications
  - Monitor or interpret radar contacts

# Master – DUKW 34

- Initial response actions acceptable
- Emergency procedures for fire and loss of propulsion
  - Engine ignition
  - Battery switch
  - Fuel source and ventilation
- Notification of RTD manager ashore
- Deployment of APV anchor

# Master – DUKW 34

- Secondary response actions
- Performance shortcomings
  - No notification to Coast Guard
  - No timely broadcast of a sécurité call
  - No preparation of passengers
  - No monitoring of other vessel traffic
  - Inadequate utilization of deckhand
- Safety briefing

# Other RTD Personnel Concerns

- Failures not isolated to the master
- Deckhand – *DUKW 34*
  - Ineffective performance as lookout
  - Use of wireless device on the bow
- Manager on duty
  - Failed to notify Coast Guard
- Maintenance team
  - Inadequate inspection of APV



# Risk Management and Safety

- Safety management systems
- NTSB's Most Wanted List
- Not required on either vessel
- Towing vessels
  - Subchapter “M” requirements in rulemaking process
- Small passenger vessel regulation
  - Pending development by Coast Guard

# K-Sea Transportation

- Safety Management System
  - International Safety Management Code
  - Verified by American Bureau of Shipping auditors in October 2009
- Responsible Carrier Program
  - Verified by American Waterways Operators trained auditors in March 2010

# Ride The Ducks

- Safety, operations, maintenance, and emergency procedures manuals
- Training for safety-sensitive positions
- Means for continuous improvement
- Designated safety-specialist, information management system, and hotline

# Summary

- Safety-critical positions
  - Failed to apply company safety, operational, and emergency procedures



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# **Use of Cell Phones and Wireless Devices**

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# Policy – Ride The Ducks

- Corporate policy allowed captains and drivers to carry cell phones but not to use them on tours except in an emergency
- Local policy prohibited cell phone use or display on APV with passengers on board
  - Required manager or supervisory approval

# Crew Distraction – *DUKW 34*

- Deckhand boarded APV at 1415
- Directed to bow at 1429
  - 1431: 1 outbound text message
  - 1435: 2 inbound text messages
  - 1436: 1 outbound text message
- Deckhand jumps into river at 1437



# Policy – K-Sea Transportation

- Carrying and using cell phones and laptops prohibited while on watch
- Allowed in certain areas off watch
- Policy issued to fleet since 2000:
  - March 2002, February 2004, July 2006, and revision of SMS procedure on distraction prevention in March 2010
- November 2007 training seminar

# Crew Distraction – *Caribbean Sea*

- Mate on board *Caribbean Sea* assumed navigation watch at 1200

Time	Outbound calls	Inbound calls	Potential range of actual usage
1200 – 1314	2	1	9 to 12 minutes
1315 – Mate gets <i>Caribbean Sea</i> and <i>The Resource</i> under way			
1316 – 1424	11	5	23 to 41 minutes
1425 – 1437	2	0	10 to 12 minutes
<b>Activity Summary</b>	<b>15</b>	<b>6</b>	<b>42 to 65 minutes</b>

# Crew Distraction – *Caribbean Sea*

- Internet searches performed using company laptop assigned to vessel
- Computer activity took place between 1400 and 1420



# Potential for Distraction

- December 5, 2009 – CG 25689 and MV *Thriller 09* collision
- December 20, 2009 – CG 33118 and recreational boat collision
- August 11, 2010 – NTSB issued Safety Recommendations M-10-2 and M-10-3 to the U.S. Coast Guard

# Safety Recommendation M-10-2

- Develop and implement national and local policies that address the use of cell phones and other wireless devices aboard CG vessels
- Policy issued prohibiting use of a cell phone or texting device by CG boat operator while underway
- Open – Acceptable Response

# Safety Recommendation M-10-3

- Issue maritime industry safety advisory that promotes awareness of the risk of using cell phones and other wireless devices while operating vessels and encourages voluntary development of operational policies to address the risk
- Safety Advisory “*Distracted Operations – Don’t let it be you*” issued by Coast Guard
- Closed – Acceptable Action

# Summary

- To prevent future accidents and save lives
  - Need for more Coast Guard focus on, and oversight of mariner's use of cell phones and wireless devices



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