



American Pilots' Association 2018 Biennial Convention

September 30 - October 5th, 2018 - Savannah, GA

Robert Sumwalt, NTSB Chairman



NTSB



MEMBERS OF THE PILOTS ASSOCIATION
FOR THE
BAY & RIVER DELAWARE
1918



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1918

A grid of 72 small, square portraits of men, arranged in 8 rows and 9 columns. The portraits are numbered 1 through 72. In the center of the grid, there is a larger, rectangular photograph of a three-masted sailing ship on the water. Below the grid is a list of names and their corresponding numbers, organized in columns.



Photos courtesy of Captain Jim Roche



Articles

Posts

Activity

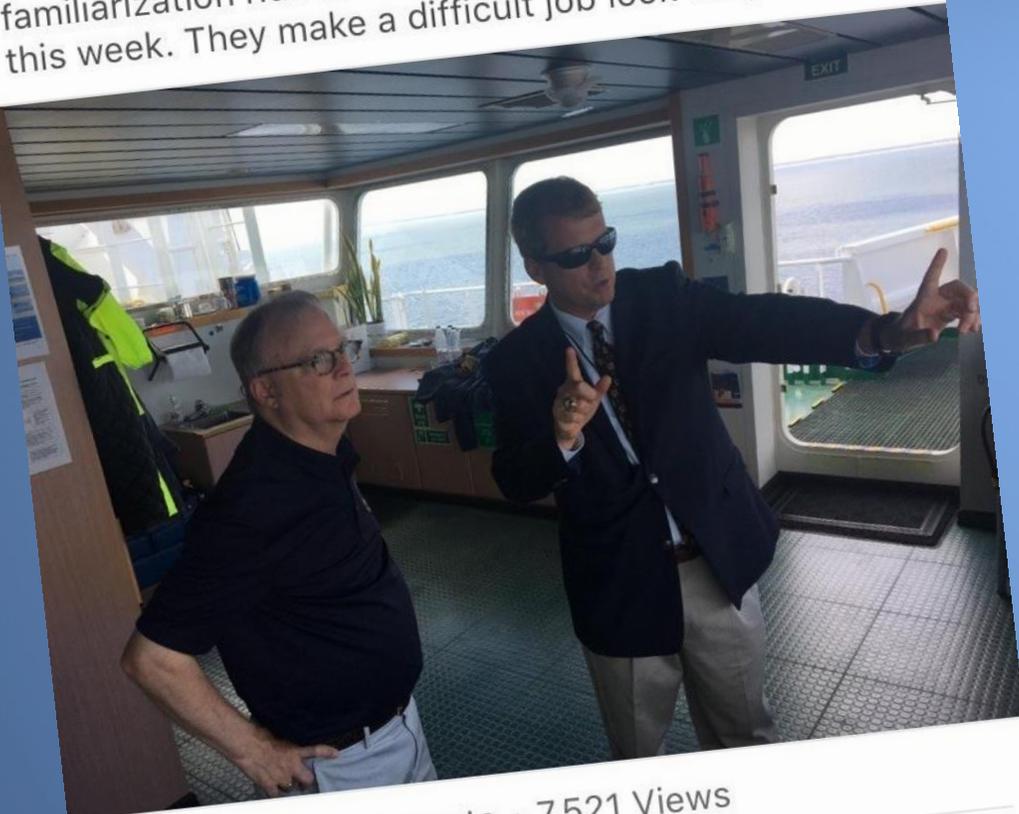
Interests



Robert L. Sumwalt

Chairman at National Transportatio...
2mo

Tremendous thanks to the Virginia Pilot Association, the American Pilots Association, and the American Harbor and Docking Pilots Association for an excellent familiarization ride aboard a 900 foot container ship this week. They make a difficult job look easy!



112 Likes • 2 Comments • 7,521 Views



NTSB



We Investigate ...

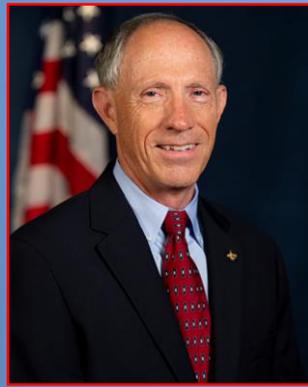




The Board



Bella Dinh-Zarr



Bruce Landsberg



Robert Sumwalt



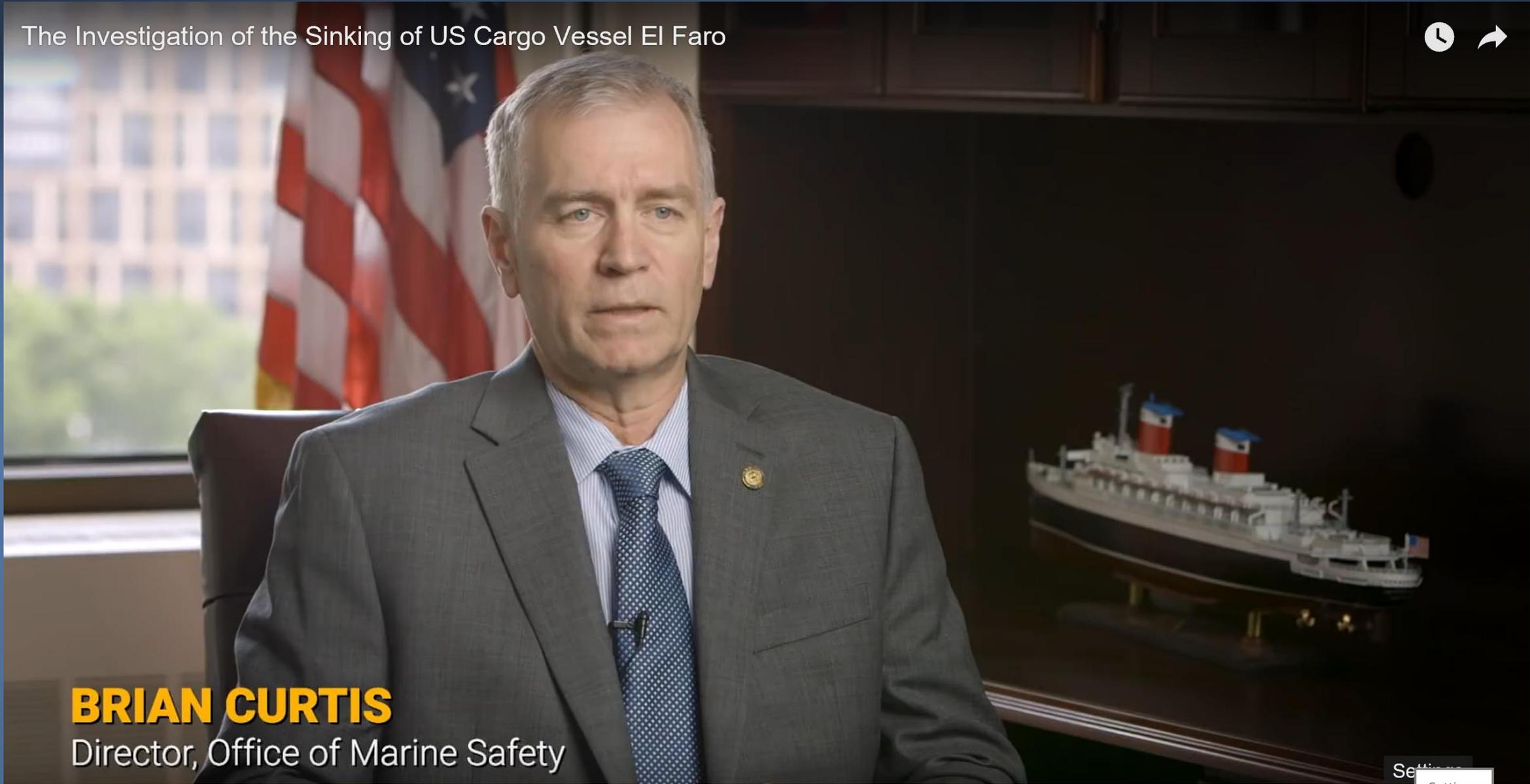
Earl Weener



Jennifer Homendy



The Investigation of the Sinking of US Cargo Vessel El Faro



BRIAN CURTIS

Director, Office of Marine Safety



MORGAN TURRELL

Deputy Director, Office of Marine Safety



NTSB

The Investigators



Memorandum of Understanding
For
Investigation of Marine Casualties





June 17, 2017



August 21, 2017

If your pilots are involved in an NTSB investigated accident:

1. Become a party member
2. Make party submission
3. Meet with Board Members before Board Meeting

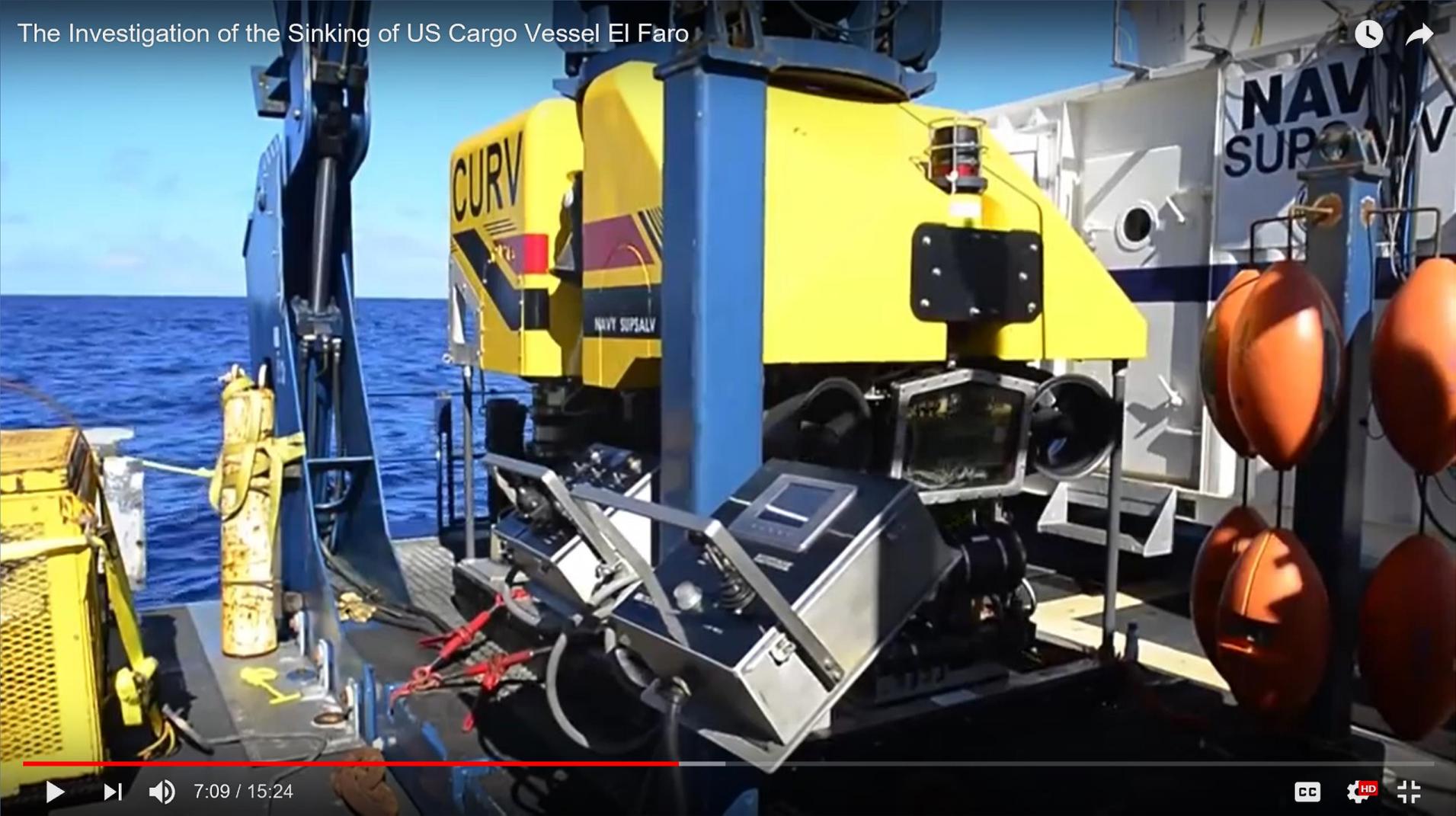
The Investigation of the Sinking of US Cargo Vessel El Faro

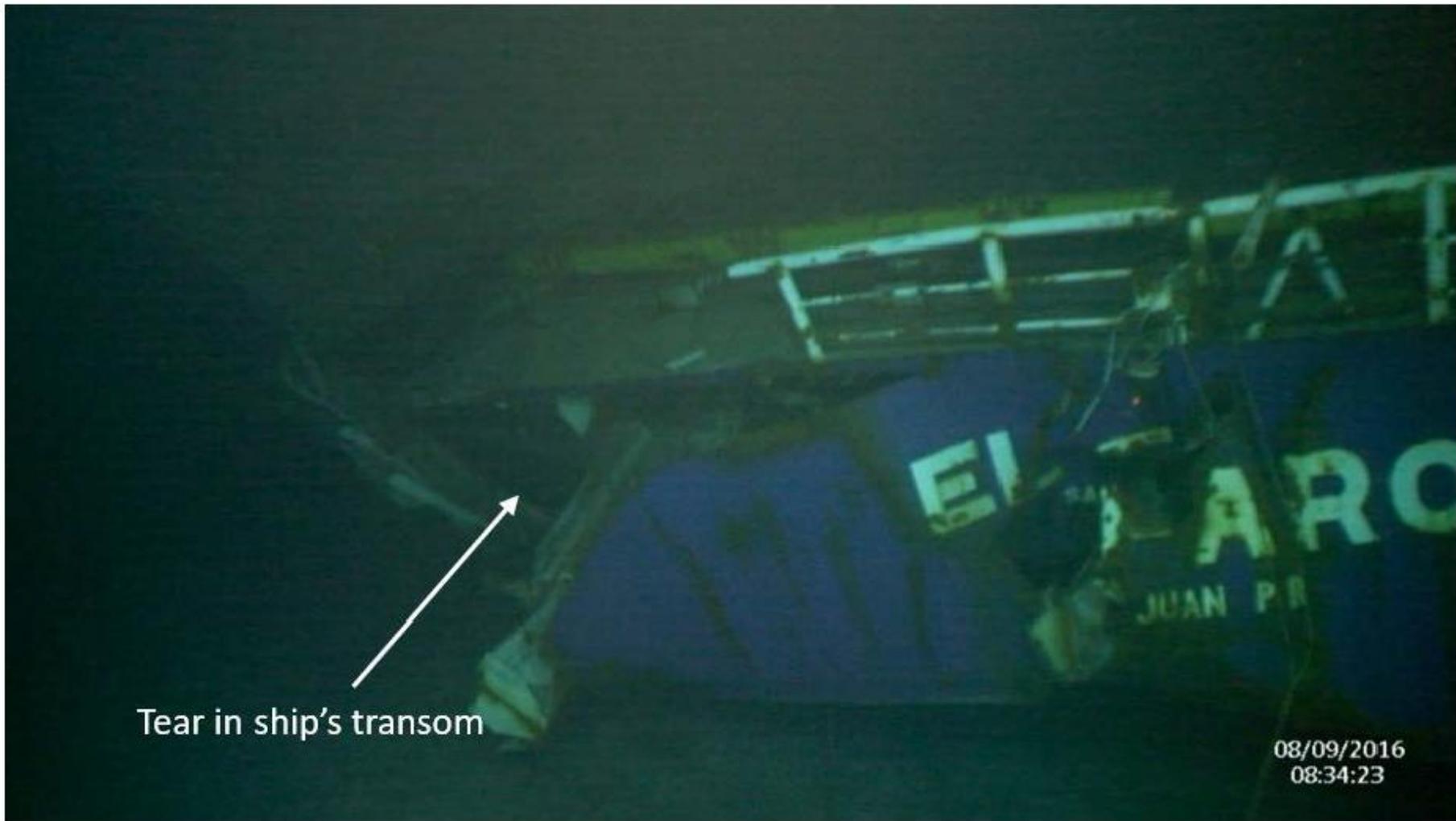


0:54 / 15:24



The Investigation of the Sinking of US Cargo Vessel El Faro





Tear in ship's transom

08/09/2016
08:34:23





Damaged Railings

Missing Windows

Bent Windscreen Bulwark



NTSB

12/11/2015 12:18:22

CV El Faro

Dive 08 Debris field survey

CURV 21

USN SUPSALV



NTSB



NTSB

The Investigation of the Sinking of US Cargo Vessel El Faro



▶ ▶ 🔊 11:20 / 15:24

CC



National Transportation Safety Board
Washington, DC 20594
Safety Recommendation Report
Tropical Cyclone Information for Mariners

Accident Number: DCA16MM001
Vessel: SS *El Faro*
Owner/Operator: TOTE Maritime Puerto Rico/TOTE Services, Inc.
Location: 40 nautical miles northeast of Acklins and Crooked Islands, Bahamas
Date: October 1, 2015
Adopted: June 20, 2017

The National Transportation Safety Board (NTSB) is providing the following information to urge the National Oceanic and Atmospheric Administration (NOAA), the National Weather Service (NWS; a component of NOAA), and the US Coast Guard to take action on the safety recommendations in this report. The recommendations address, in the interest of mariner safety, the development of tropical cyclone information and its availability to mariners. The recommendations derive primarily from factual information gathered during the NTSB's ongoing investigation into the sinking of cargo vessel *El Faro* on October 1, 2015.

The factual data revealed that critical tropical cyclone information issued by the NWS is not always available to mariners via well-established broadcast methods. The data also suggest that modifying the way the NWS develops certain tropical cyclone forecasts and advisories could help mariners at sea better understand and respond to tropical cyclones. Further, factual data on the official forecasts for Hurricane Joaquin and other recent tropical cyclones suggest that a new emphasis on improving hurricane forecasts is warranted.¹

The NTSB has yet to determine the probable cause of, or contributing factors in, *El Faro*'s sinking. Nevertheless, based on the meteorological facts gathered thus far, plus discussions with the NWS and the Coast Guard, the NTSB makes ten recommendations in this report.² Two recommendations are addressed to NOAA, seven to the NWS, and one to the Coast Guard.

Accident

On Thursday, October 1, 2015, about 0715 eastern daylight time (EDT), the Coast Guard received distress alerts from the 790-foot roll-on/roll-off container ship *El Faro*. The US-flag vessel, owned by TOTE Maritime Puerto Rico and operated by TOTE Services, Inc. (hereinafter, TOTE) was 40 miles northeast of Acklins and Crooked Island, Bahamas, and close to the eye of Hurricane Joaquin.³ The ship was en route from Jacksonville, Florida, to San Juan, Puerto Rico,

¹ The data include official forecasts for Joaquin (and the system that was to become Joaquin) before it was classified as a hurricane.

² The Meteorology Group Factual Report (and associated attachments) for this accident may be found at <https://dms.ntsb.gov/pub/dms/search.html?sort=0&order=1&CurrentPage=1&EndRow=15&StartRow=1&dock.etID=58116&rsSearchT=meteorology>.

³ All miles in this report are nautical miles (1.15 statute miles).

NTSB/MSR-17/02

- 10 Interim Recommendations
 - USCG
 - NOAA
 - NWS

Sinking of US Cargo Vessel SS *El Faro*
Atlantic Ocean, Northeast of Acklins and Crooked Island,
Bahamas
October 1, 2015



Accident Report
NTSB/MAR-17/01
PB2018-100342



National
Transportation
Safety Board

- 299 pages
- 81 findings
- 53 recommendations
 - USCG
 - FCC
 - NOAA
 - IACS
 - ABS
 - Furuno Electric Services, Ltd.
 - TOTE Services



NTSB

Probable Cause

- The captain's insufficient action to avoid Hurricane Joaquin, his failure to use the most current weather information, and his late decision to muster the crew.

Contributing to the sinking:

- ineffective BRM, which included the captain's failure to adequately consider officers' suggestions
- the inadequacy of TOTE's oversight and its SMS
- flooding in a cargo hold from an undetected open watertight scuttle and damaged seawater piping; loss of propulsion due to low lube oil pressure to the main engine resulting from a sustained list; and subsequent downflooding through unsecured ventilation closures to the cargo holds
- the lack of an approved damage control plan that would have assisted the crew in recognizing the severity of the vessel's condition

Contributing to the loss of life:

- the lack of appropriate survival craft for the conditions



THE INVESTIGATION OF
THE SINKING OF
US CARGO VESSEL



▶ ⏩ 🔊 1:28 / 15:24





NTSB





N1 %



CL

93.8%



EGT °C



FOB: 13930 KG

68.0

N2 %

92.7

160

F.F
KG/H

1400

ENG 1 FIRE

- ENG MASTER 1.....OFF
- ENG 1 FIRE P/B....PUSH
- ATC.....NOTIFY
- AGENT 2.....DISCH

LAND ASAP
CTR TK FEEDG

Asiana flight 214



- July 6, 2013
- San Francisco, California
- 3 Fatalities

Pedestrian Safety



Act to End Deadly Distractions

2ND ROUNDTABLE ON DISTRACTIONS

PRESENTED BY THE
National Transportation Safety Board
AND **StopDistractions.org**



WEDNESDAY, APRIL 26, 2017
9:00AM - 4:30PM | WASHINGTON, DC
NTSB BOARDROOM & CONFERENCE CENTER

FACILITATED BY NTSB BOARD MEMBER
The Honorable Robert Sumwalt

AND **StopDistractions.org**
National Transportation Safety Board
PRESENTED BY THE

2ND ROUNDTABLE ON DISTRACTIONS

The Honorable Robert Sumwalt
FACILITATED BY NTSB BOARD MEMBER

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