



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: May 28, 2013

In reply refer to: M-13-1 and -2

Admiral Robert J. Papp, Jr.
Commandant
US Coast Guard
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On April 9, 2013, the NTSB adopted its report concerning the September 8, 2011, personnel abandonment of the weather-damaged US liftboat *Trinity II* in hurricane-force conditions in the Bay of Campeche, Mexico.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/MAR-13/01.

As a result of this investigation, the NTSB issued a safety alert to mariners (SA-024; referenced below), and six new recommendations, including one to the US Department of State, one to Trinity Liftboat Services and Geokinetics, two to the Offshore Marine Service Association, and the following two recommendations to the US Coast Guard:

M-13-1

Distribute the National Transportation Safety Board's safety alert to mariners, and make clear that non-davit-launched liferafts should not be inflated out of the water, especially in high wind conditions, as this may lead to the loss of the liferaft.

M-13-2

Work with the US Department of State to develop a written agreement between the government of Mexico, the US Coast Guard, and the National Transportation Safety Board that will ensure mutuality with regard to: timely accident notification; expeditious access to accident sites; unimpeded ability to gather evidence, interview witnesses, and establish facts; logistical assistance on scene; and continuing liaison so that problems and differences are minimized and promptly resolved.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Chairman HERSMAN,

¹ *Personnel Abandonment of Weather-Damaged US Liftboat Trinity II, with Loss of Life, Bay of Campeche, Gulf of Mexico, September 8, 2011*, NTSB/MAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman