



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** June 10, 2013

**In reply refer to:** M-13-10 and -11

Mr. Gary C. Faber  
President  
Foss Maritime Company  
1151 Fairview Avenue North  
Seattle, Washington 98109

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Foss Maritime Company to take action on the safety recommendations being issued in this letter.

On May 14, 2013, the NTSB adopted its report concerning the January 26, 2012, allision of the cargo vessel *Delta Mariner* with Eggner's Ferry Bridge on the Tennessee River near Aurora, Kentucky.<sup>1</sup> 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-13/02.

As a result of this investigation, the NTSB issued five new recommendations: two to the US Coast Guard, one to the Federal Highway Administration, and the following two recommendations to Foss Maritime Company:

M-13-10:

Develop a detailed passage plan for the inland waters portion of the *Delta Mariner*'s voyage to include specific information about all known risks and ensure the plan is understood and effectively used by bridge teams during transits.

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<sup>1</sup> *Allision of the Cargo Vessel M/V Delta Mariner with Eggner's Ferry Bridge, Tennessee River near Aurora, Kentucky, January 26, 2013*, NTSB/MAR-13/02 (Washington, DC: National Transportation Safety Board, 2013).

M-13-11:

Clearly define the route expertise expected of *Delta Mariner* contract pilots and provide them and deck officers with specific guidance regarding the contract pilots' duties and responsibilities and the type of guidance expected of them while serving on the bridge of a vessel.

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, 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](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

*[Original Signed]*

By:Deborah A.P. Hersman,  
Chairman