



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: May 28, 2013

In reply refer to: M-13-4

Randy Reed
President
Trinity Liftboat Services, LLC
1215 Import Drive
New Iberia, Louisiana 70560

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 Trinity Liftboat Services to take action on the safety recommendation being issued in this letter.

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 six new recommendations, including two to the US Coast Guard, one to the US Department of State, two to the Offshore Marine Service Association, and the following recommendation to Trinity Liftboat Services and Geokinetics:

M-13-4:

Revise your weather preparedness plan to include weather planning for surface low pressure systems, nontropical storms, and vessel operational limitations.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

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).

The NTSB is vitally interested in this recommendation because it is 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 it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to 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



National Transportation Safety Board

Washington, DC 20594

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Hugh Shields
Manager, Ocean Bottom Cable and Transition Zone
Geokinetics, Inc.
1500 Citywest Blvd., Suite 800
Houston, Texas 77042

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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.

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[Original Signed]

By: Deborah A.P. Hersman,
Chairman