



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: April 28, 2014

In reply refer to: M-14-9 and -10

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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 Seastreak LLC to take action on the safety recommendations being issued in this letter.

On April 8, 2014, the NTSB adopted its report concerning the allision of the passenger ferry *Seastreak Wall Street* with Pier 11 in lower Manhattan, New York City, on January 9, 2013.¹ Additional information about this accident and the resulting recommendations may be found in the report on the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number DCA13MM005.

As a result of this investigation, the NTSB reclassified Safety Recommendations M-10-5, M-10-6, and M-12-3 and issued 10 new recommendations, including five to the United States Coast Guard, three to Seastreak LLC, and the following two recommendations to Scana:

¹ *Allision of the Passenger Ferry Seastreak Wall Street with Pier 11, Lower Manhattan, New York, New York, January 9, 2013*, NTSB/MAR-14-1 (Washington, DC: National Transportation Safety Board, April 8, 2014).

M-14-9

Modify your design for new Neptune Compact propulsion control systems to include clearly identifiable audible alerts and easily visible and understandable displays that will remind the operator when backup mode is engaged and revise your owner's manual accordingly.

M-14-10

Design a solution for existing Neptune Compact propulsion control systems to include clearly identifiable audible alerts and easily visible and understandable displays to indicate to operators when backup mode is engaged, revise your owner's manual accordingly, and alert your customers to the circumstances of this accident and to the availability of the retrofit solution.

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. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman