



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** June 18, 2015

**In reply refer to:** M-15-1, M-12-6 and -7, and  
M-07-6

Admiral Paul F. Zukunft  
Commandant  
United States Coast Guard Headquarters  
CG INV  
Washington, DC 20590

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On June 9, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the collision between the bulk carrier *Summer Wind* and the *Miss Susan* tow, in which the tow attempted to cross the Houston Ship Channel in front of the bulk carrier, resulting in an oil spill.<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-15/01.

As a result of this investigation, we reiterated Safety Recommendation M-07-6; reclassified and reiterated Safety Recommendations M-12-6 and -7; and issued four new recommendations, including two to Kirby Inland Marine, one to the American Waterways Operators, and the following recommendation to the United States Coast Guard:

### M-15-1

Include in your new towing vessel inspection regulations requirements for (1) availability and use of personal protective equipment, (2) hazardous materials training, and (3) identification and mitigation of health and safety hazards posed by exposure to hazardous materials.

We also reiterated the following previously issued recommendation to the Coast Guard:

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<sup>1</sup> *Collision between Bulk Carrier Summer Wind and the Miss Susan Tow, Houston Ship Channel, Lower Galveston Bay, Texas, March 22, 2014.* NTSB/MAR-15/01. (Washington, DC: National Transportation Safety Board, 2015).

M-07-6

Finalize and implement the new towing vessel inspection regulations and require the establishment of safety management systems appropriate for the characteristics, methods of operation, and nature of service of towing vessels.

In addition, we reiterated and reclassified from “Open—Acceptable Response” to “Open—Unacceptable Response” the following two recommendations to the Coast Guard:

M-12-6

Develop and implement a policy to ensure adequate separation between vessels operating in the Bayport Channel and Bolivar Roads Precautionary Areas and any other similarly configured precautionary areas in the Houston Ship Channel.

M-12-7

Graphically delineate precautionary areas on appropriate Houston Ship Channel nautical charts so they are readily identifiable to mariners.

Vice Chairman DINH-ZARR and Members SUMWALT 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).

[Original Signed]

By: Christopher A. Hart,  
Chairman