US NTSB SAFETY RECOMMENDATION

It was announced from Washington DC on 24\textsuperscript{th} May that the US National Transportation Safety Board made the following safety recommendations to the US Coast Guard and known as M-12-1, M-12-2 and M-12-3:

*Require new-construction US-flag passenger vessels with controllable pitch propulsion, including cycloidal propulsion, to be equipped with alarms that audibly and visually alert the operator to deviations between the operator’s propulsion and steering commands and the actual propeller response. (M-12-1)*

*Where technically feasible, require existing US-flag passenger vessels with controllable pitch propulsion, including cycloidal propulsion, to be retrofitted with alarms that audibly and visually alert the operator to deviations between the operator’s propulsion and steering commands and the actual propeller response. (M-12-2)*

*Require all operators of US-flag passenger vessels to implement safety management systems, taking into account the characteristics, methods of operation, and nature of service of these vessels, and, with respect to ferries, the sizes of the ferry systems within which the vessels operate. (M-12-3)*

The National Transportation Safety Board further reiterated two recommendations previously issued to the US Coast Guard, as follows:

*Require installation of voyage data recorders that meet the international performance standard on new ferry vessels. (M-10-5)*

*Require installation of voyage data recorders on ferry vessels built before the enactment of voyage data recorder carriage requirements that will record, at a minimum, the same video, audio, and parametric data specified in the International Maritime Organization’s performance standard for simplified voyage data recorders. (M-10-6)*

Finally the National Transportation Safety Board has reclassified a recommendation previously issued to the US Coast Guard, as follows:
Seek legislative authority to require all US-flag ferry operators to implement safety management systems, and once obtained, require all US-flag ferry operators to do so. (M-05-6)