5100

MAR 23 2011

MEMORANDUM

From: M. J. TEDESCO, RADM *~2 3 Mar 11*   Reply to   CG-1134
        CG-11   Attn of: Mr. George Borlase
                                                               (202) 475-5218

To: CG-731

Subj: FINAL SUMMARY LETTER – STA PORTLAND CLASS "C" HIPO, RB-S
        COLLISION, 24 OCT 2009

Ref: (a) Safety and Environmental Health Manual, COMDTINST M5100.47 (series)

1. SYNOPSIS. At approximately 1850 hours on October 24, 2009, a CG STA Portland, OR 25-foot Response Boat Small (RB-S), bow number CG-25469, was initiating the upbound escort of a High Value Asset (HVA) during a Ports, Waterways and Coastal Security (PWCS) Naval Protection Zone (NPZ) mission on the Columbia River. Escort assets consisted of the CG RB-S, a local sheriff boat, and a U.S. Navy vessel. The HVA, a barge with cargo, was being pushed ahead on the stern by two tugs. While transiting ahead of the HVA, the Coxswain of the CG RB-S turned to look aft in order to check the position of the advancing HVA. The act of turning caused an inadvertent activation of the engine kill switch. The Coxswain was unable to re-start the engines. Within minutes the barge's port bow violently struck the CG RB-S's port quarter, knocking the boat clear of the advancing barge. Two of five RB-S crewmembers were able to abandon the boat at the Coxswain's command while the remaining three remained aboard. The sheriff boat participating in the escort recovered the persons in the water. The CG RB-S was towed to a local boat ramp, trailered, and returned to Station Portland without incident. Four out of five crewmembers sustained minor injuries. The CG RB-S suffered major damage to the port engine and minor damage to the aft deck areas.

2. Corrective Action. After review of the Mishap Analysis report, per ref (a), I have recommended corrective actions via an internal Final Summary Message (FOUO) to prevent similar future mishaps. A number of corrective actions have already been completed.

#