



5100

MEMORANDUM

JUL 22 2011

From: M. J. TEDESCO, RADM
CG-11

A handwritten signature in blue ink, appearing to be "MJT", written over the "From" field.

Reply to: CG-1134
Attn of: Mr. George Borlase
(202) 475-5218

To: CG-731

Subj: FINAL SUMMARY LETTER – STA MORRO BAY CLASS “C” HIPO, MLB
KNOCKDOWN AND RESULTANT CIVILIAN PIW , 13 FEB 2010

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

1. SYNOPSIS. On 13 February, 2010, Station Morro Bay MLB 47280 was launched to standby on the bar while multiple personal watercrafts (PWCs) and a 16-foot pleasure craft (P/C) with three passengers aboard were preparing to transit the bar inbound. Some of the PWC's crossed the bar and relayed to an on scene harbor patrol vessel that the 16ft PC was directly behind them and was headed inbound across the bar. Shortly thereafter, one of the PWC operators crossed the bar and relayed that the subject P/C had overheated and was anchored in the vicinity of the Morro Bay entrance buoy. The crew of the MLB 47280 then passed a portable VHF-FM radio to one of the PWC's and requested that they transport the radio to the disabled P/C to establish radio communications. Upon receiving the radio, the P/C informed the 47280 that their anchor was not holding and that they were adrift and being set towards the beach. At approximately 2140Z, the 47280 surfman determined that the subject vessel was in danger of drifting onto the beach and elected to cross the bar and assist the disabled P/C. Once on scene, the crew of the 47280 removed the three passengers from the distressed vessel and took the P/C in tow using a skiff hook arrangement. The surf conditions consisted of 14-18 foot breaking waves across the entire span of the bar approximately every 3 to 4 minutes. The P/C passengers were initially placed in the survivor's compartment but were later allowed on the open bridge and positioned in the cut-out leading to the enclosed bridge. When MLB 47280 transited the bar, a second MLB, 47231, took position as the standby to assess surf conditions. As MLB 47280 made the inbound run, a large swell started to build off the stern causing the boat to surf down the face of the wave and roll approximately 160 degrees to starboard as the wave broke. When the boat righted, all the crew were accounted for, but two of the P/C passengers were in the water off the starboard beam. The two passengers were rescued by a PWC on scene. MLB 47280 regained throttle control and transited safely back to the station. One crew member sustained a minor chest bruise with no lost workdays. The MLB sustained minor damage and is back in full operation.

2. Corrective Action. After review of the mishap analysis report, per ref (a), I have recommended corrective action via an internal Final Summary Message (FOUO) to prevent similar future mishaps.

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