



## **FINDINGS OF CONCERN**

### **Marine Safety Unit Portland**

August 10, 2022  
Portland, Oregon

Findings of Concern 008-22

## **DO YOU HAVE A SIGNAL**

Purpose. The U.S. Coast Guard issues findings of concern to disseminate information related to unsafe conditions that were identified as causal factors in a casualty and could contribute to future incidents. Findings of concern are also intended to educate the public, state, or local agencies about the conditions discovered so they may address the findings with an appropriate voluntary action or highlight existing applicable company policies or state/local regulations.

The Incident. A passenger onboard a jet boat suffered a serious injury when she was struck in the head by a metal securing mooring ring that failed under stress as the vessel got underway for an excursion. The crew administered first-aid and, due to the remote location, the injured passenger was driven by her husband in their personal vehicle over 45 minutes before being transferred to an awaiting ambulance and later a helicopter for transport to a medical center over 100 miles away.

Analysis. The crew of the jet boat had worked together as a team for over a month and had developed a standard routine that was rarely deviated from. Normally only one mooring line was used on the bow to secure the vessel while loading passengers. On the day of the incident, the routine was altered and an additional mooring line was used to stabilize the vessel. Only one of the two crewmembers was aware of the additional mooring line. As a result, the additional mooring line was not removed prior to departure and was put under heavy strain as the vessel got underway resulting in the catastrophic failure of the metal securing ring that then struck the passenger in the face resulting in serious injuries.

Adding to the situation, the vessel's operating area was a remote inland location and cellular phone service was unreliable. Therefore, communication between the vessel crew and the company's main office was done through text on satellite communicators. Had there been complications with the injured passenger enroute to receive medical treatment, there would have been no means to contact emergency services. Additionally, immediate notification was not made to the Coast Guard despite the vessel's Certificate of Inspection (COI) guidance stating how the initial notification was to be made in these types of cases.



Findings of Concern. Coast Guard investigators have identified the following recommended prudent measures that may be helpful to owners/operators of similar vessels in similar service to mitigate the risks associated with the above-identified issues:



**UNITED STATES COAST GUARD**  
U.S. Department of Homeland Security

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- Review your vessel route and determine if there are areas where communication may be difficult. When operating in these areas with limited access to first responders, have a plan to respond and communicate appropriately.
- Consider employing use of an emergency “ready-to-go bag” with reliable communicators for use when transporting personnel to receive emergency medical services.
- Each vessel’s COI outlines routes and conditions for the vessel and crew. Ensure that crewmembers are familiar with all conditions of the COI.
- Consider developing written company procedures to identify who and by what communication method to make immediate notification to the Coast Guard for a reportable marine casualty as required by 46 CFR Part 4.

Closing. These findings of concern are provided for informational purpose only and do not relieve any domestic or international safety, operational, or material requirements. For any questions or comments please contact Marine Safety Unit Portland Investigations Division by phone at (503) 247-4019 or by email at [pdxio@uscg.mil](mailto:pdxio@uscg.mil).