



# UNITED STATES COAST GUARD

U.S. Department of Homeland Security

## FINDINGS OF CONCERN

### Sector San Francisco

July 16, 2018  
San Francisco, CA

Findings of Concern 001-18

## EFFECTIVE COMMUNICATIONS

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 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. In April 2018, a crewmember aboard a foreign bulk carrier was injured while removing a mooring line from a bunker barge moored on the starboard side of the vessel. The towing vessel Master maneuvered the barge to provide slack for the removal of the mooring line. The crewmember grabbed the slacked mooring line, however, the barge unexpectedly surged out. This sudden movement pulled the crewmember's left hand towards the cross bit, catching it between the mooring line and bit. As a result, the crewmember sustained a crush/de-gloving injury to the left hand.

Contributing Factors and Analysis. This investigation revealed that during the mooring evolution, the bulk carrier's Responsible Officer did not have radio communication with the barge's Person in Charge or the towing vessel's Master. This led to delayed verbal and visual communication between all parties, creating a lack of situational awareness. The lack of communication resulted in the crewmember prematurely grabbing the mooring line before the barge's movement stabilized.

Findings of Concern. U.S. Coast Guard investigators have identified the following voluntary action for an owner/operator of similar vessels in similar service to mitigate the risks associated with the above contributing factors:

- Ensure Declaration of Inspection and receiving vessel Bunkering Checklist has clear procedures to establish timely and effective two-way communication between barge transfer personnel and the vessel's Responsible Officer. This communication is critical in all phases of the transfer operations until the unmooring of a bunkering barge is complete.

Closing. These Findings of Concern are for informational purposes only and does not relieve any entity or party of domestic or international safety, regulatory, operational, or material requirements. Developed by the Sector San Francisco Investigations Division. Questions or comments may be sent to [SectorSF.Investigations@uscg.mil](mailto:SectorSF.Investigations@uscg.mil).