

USS FORT LAUDERDALE (LPD 28) SELF-ASSESSED AND ELEVATED RISK



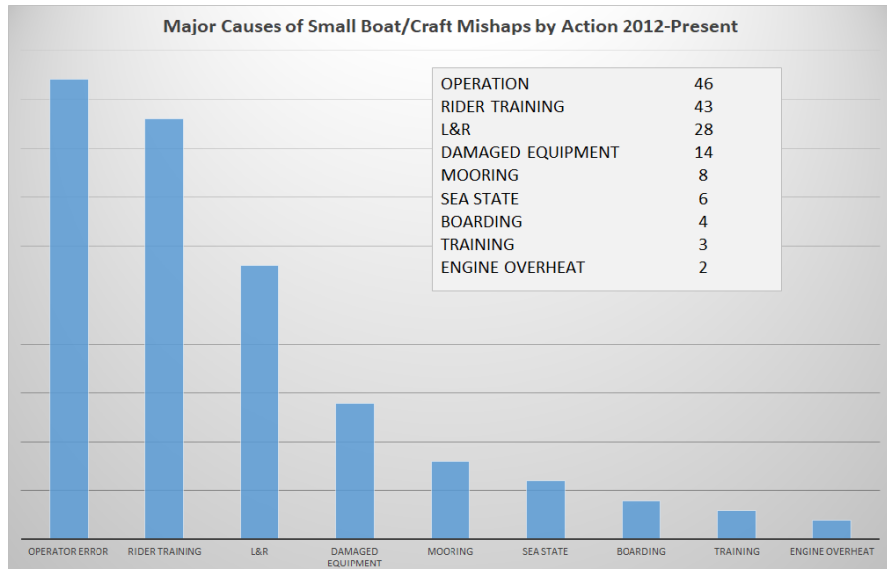
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USS SAN ANTONIO (LPD-17) Class A mishap, February 2009

- Hull contour obstructs visibility to RIB
- Without tow boom, sea painter angle positions RIB alongside hull, offset from davit lift point
- LPD 28/29 constructed without tow boom

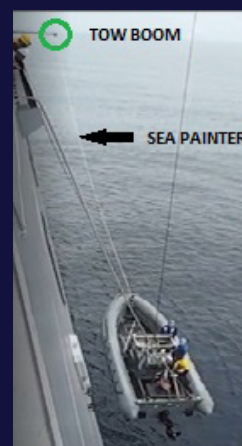
The USS SAN ANTONIO (LPD-17) class A mishap in February 2009, when the Rigid Inflatable Boat (RIB) capsized, highlighted the risks associated with operating RIBs from LPD-17 class ships due to the hull contour which obstructs the line of sight to the RIB while it is directly alongside the hull, coupled with the angle of the sea painter, which pulls the RIB toward the hull, offsetting the center of gravity of the RIB from the lift point.

During the acquisition process, the tow boom was removed from both LPD-28 and LPD-29 without any offsetting mitigation. Without the retractable tow boom, LPD crews are required to use mooring station #1 for the sea painter point of origin. By using the mooring station, the angle of the sea painter is approximately 15 degrees.



In May 2021, NAVSEA published Technical Publication T9583-BR CPM-010 (Navy Manned Combatant Craft and Boats Launch and Recovery Certification Requirements). This was the Technical Warrant Holders process mitigation to bring rigor and standardization to small boat launch and recovery (L&R) system requirements via a formalized process that included objective quality evidence.

“Properly designed and tested L&R interfaces reduce the risk of loss of life and equipment. This certification defines the required processes, data, tests, and standards for validation of boat and craft hoisting systems intended for launch and recovery interface with USN ships and other vessels.”



PREFERRED



HIGH-RISK

POINT OF CONTACT

CAPT Scott Jones
Director, Afloat Safety (Code 30), Naval Safety Command
757-444-3520 Ext 7127 (work), 757-615-5173 (cell)
Scott.a.jones13.mil@us.navy.mil, Scott.a.jones8@navy.smil.mil

