



ELB Rulemaking  
A Few Cases of Interest July – September 2015

GMDSS Task Force  
30 September 2015

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  - Owner/Operator – Responder Partnership for SAR Success
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  - Feature Story Follow-on to July Rescue off Charleston
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  - Excerpts from 2012 National Boating Safety Survey showing EPIRB carriage as share of exposure days, in aggregate and with splits for boat type and region, showing surprisingly high rates. Suggesting smaller rule impact, lower compliance cost.
  - Excerpts from most recent DHS OIG Annual Coast Guard Mission Performance Report showing persistent post 911 downshift in resource hours, opportunity for improved lifesaving and time on scene performance—both potentially helped by ELB initiative.
  - Strategic Context – DHS Strategic Plan – Commandant’s Strategic Intent
  - NBSAC 12 November 2012 Unanimous ELB Resolution
  - High Level SAR performance charts and data
  - RDC blurb on continuing e911 integration work
  - Many more relevant offshore rec vessel May-July 2015 from CG releases, open sources, SARSAT incident summaries
  - SAR GPS – Evolution of Space Segment
  - Reprise – Revisiting Cases of Special Note
  - NBSAC Unanimous Resolution for CG ELB Rulemaking CG action under 2010 CG Auth Act authority. Recommended rule deployed by July 2015
  - Summary of COSPAS SARSAT lifesaving performance 2015 to date
  - Hard Cold Facts of Winter Boating [from down under]
  - CG unveils Boating Safety App

# Partnership for Search and Rescue Success

- Search and Rescue success requires a partnership between vessel owner/operators and responders.
- Offshore operators have four key responsibilities in this partnership.
  - **Distress-Alerting**. Alert responders to the distress situation—no alert, no responder awareness, no response
  - **Position-Indicating**. Indicate the distress position—get responders into the ballpark; update, get and keep responder sensors in range of target signals
  - **Active-Signaling**. Actively signal—present a “bigger” electronic/visual profile, be more “visible” to responder sensors, get “seen”—no locate, no rescue
  - **Surviving in Environment**. Survive in the distress environment—give responders a reasonable chance to reach the scene, locate and rescue
- Most avoidable losses trace to shortcomings in one or more of the above.

# Partnership for SAR Success

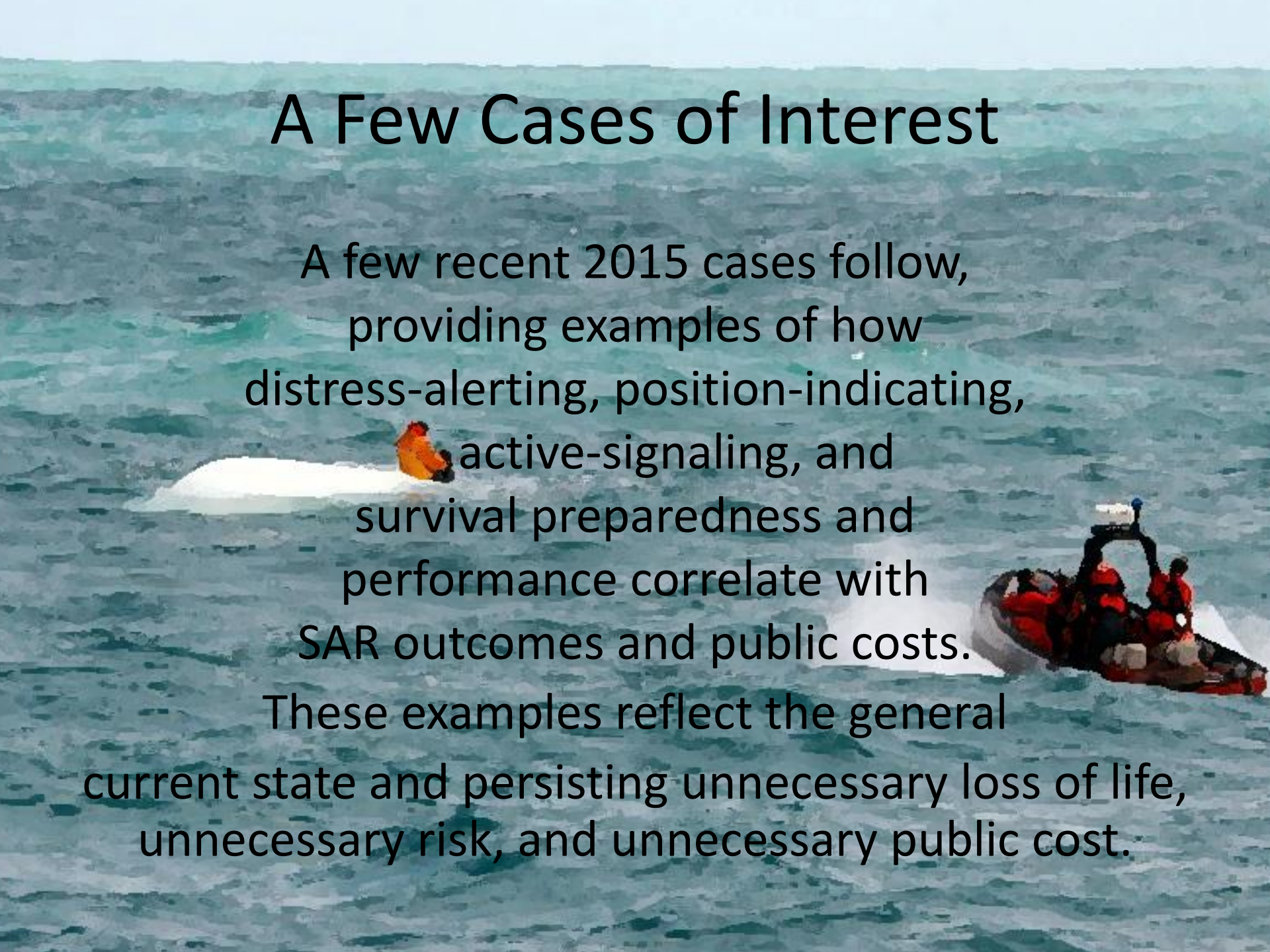
Said a little differently, vessel operators control key variables affecting SAR outcomes –

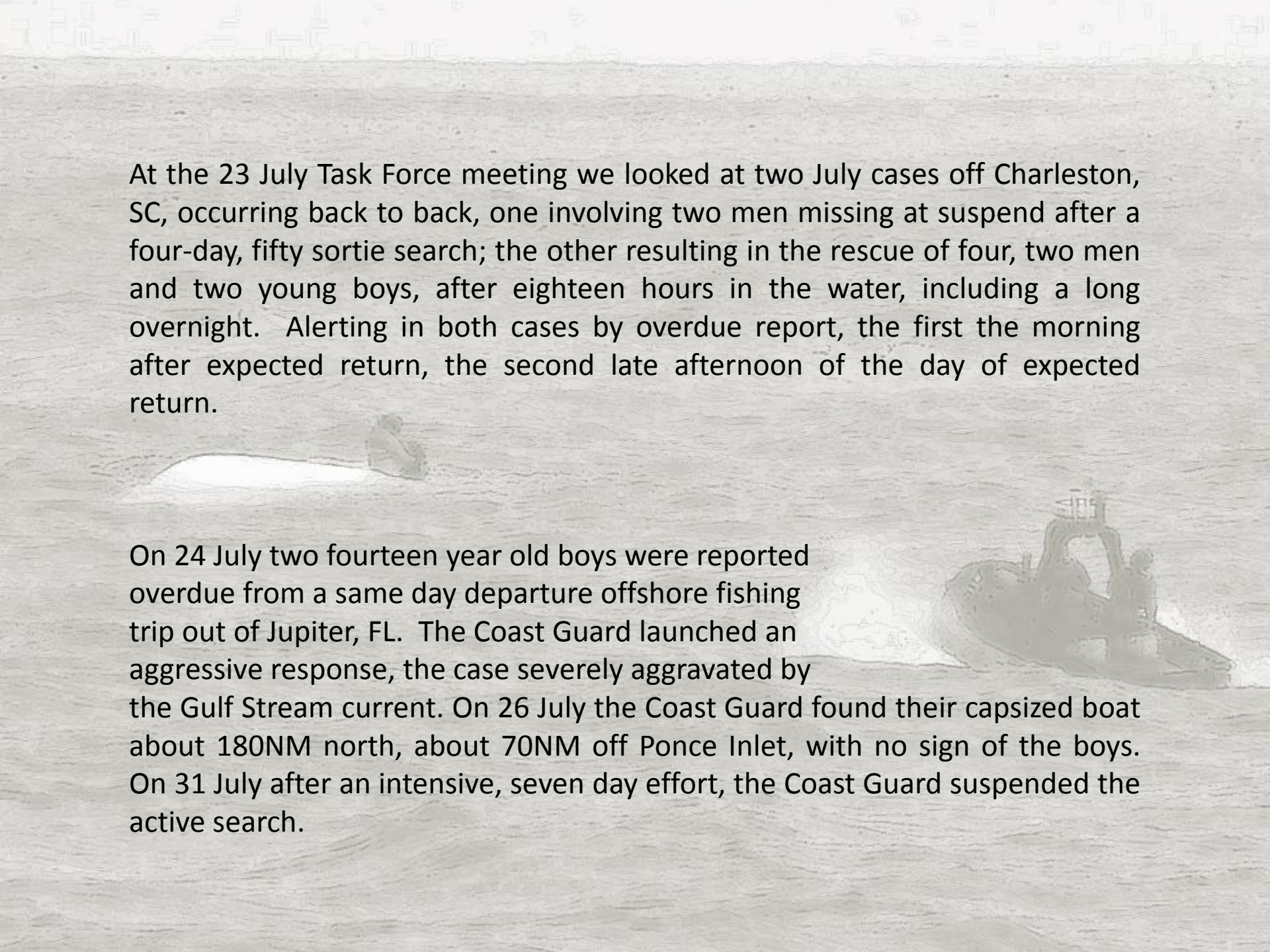
- Timeliness of Distress Alerting [Triggers response]
- Accuracy and Freshness of Distress Position [Focuses response on actual distress position, fixed or moving]
- Detectability [Active signaling facilitates detection; closes locate deal]
- Survivability [Survival preparedness preserves life; enables lifesaving]

# A Few Cases of Interest

A few recent 2015 cases follow, providing examples of how distress-alerting, position-indicating, active-signaling, and survival preparedness and performance correlate with SAR outcomes and public costs.

These examples reflect the general current state and persisting unnecessary loss of life, unnecessary risk, and unnecessary public cost.



The background of the slide is a photograph of a wide expanse of water under a bright sky. In the middle ground, a small, dark-colored boat is visible, moving across the water. The water's surface shows some ripples and a slight wake from the boat. The overall scene is somewhat hazy, suggesting a distance or a specific atmospheric condition.

At the 23 July Task Force meeting we looked at two July cases off Charleston, SC, occurring back to back, one involving two men missing at suspend after a four-day, fifty sortie search; the other resulting in the rescue of four, two men and two young boys, after eighteen hours in the water, including a long overnight. Alerting in both cases by overdue report, the first the morning after expected return, the second late afternoon of the day of expected return.

On 24 July two fourteen year old boys were reported overdue from a same day departure offshore fishing trip out of Jupiter, FL. The Coast Guard launched an aggressive response, the case severely aggravated by the Gulf Stream current. On 26 July the Coast Guard found their capsized boat about 180NM north, about 70NM off Ponce Inlet, with no sign of the boys. On 31 July after an intensive, seven day effort, the Coast Guard suspended the active search.

## UPDATE: Coast Guard suspends search for overdue boaters

07/12/2015 09:24 PM EDT

MYRTLE BEACH, S.C. — The Coast Guard suspended its search for two overdue boaters off the coast of Myrtle Beach at approximately 7:30 p.m., Sunday.

Joseph McFadden, 77 years old, and Michael Lawrence, 61 years old, have been missing since Wednesday evening.

Coast Guard crews searched 11,655 square miles and conducted 50 search patterns over a period of more than three days.

“Suspending a search is a truly difficult decision,” said Captain Gary Tomasulo, the commanding officer of Coast Guard Sector Charleston. “We pride ourselves in rescuing survivors to reunite them with their loved ones. We take into account many factors when making this decision; it is never one that is made easily. Our search is suspended, pending any new and reliable information. We understand this is a difficult time for the families and we offer our thoughts and prayers.”

Crewmembers aboard various assets from Coast Guard Air Facility Charleston, S.C., Air Station Savannah, Ga., Air Station Clearwater, Fla., and Air Station Elizabeth City, N.C., participated in the search. Crews from Coast Guard Station Georgetown, S.C, Station Charleston, and the [87-foot Coast Guard Cutter](#) Yellowfin were involved in the search. The Coast Guard Auxiliary also contributed an airplane in the search.

Other agencies that have been involved in the search include crews from the North Charleston Police Department, Mount Pleasant Police Department, Charleston County Sheriff’s Office and the South Carolina Department of Natural Resources.

Charleston County Consolidated Dispatch first notified the Coast Guard Sector Charleston's command center of the overdue boaters Thursday morning. The missing boaters had reportedly departed on a fishing trip, in the vicinity of the Charleston Jetties, Wednesday morning and were scheduled to return Wednesday evening. The pair were reported overdue Thursday and their truck and trailer were found still parked at the pier at Remleys Point, S.C. A Coast Guard C-130 participating in the Thursday search effort located their 18’ boat capsized about ten miles offshore east of Bulls Bay.

Two lives at risk. Two missing at suspend after more than 50 search patterns, covering almost 12,000 SQNM over four days. Alerting by overdue report late morning after evening of expected return. Apparent unnecessary loss of life, unnecessary major search effort. Inadequate distress alerting, position indicating, active signaling, survival capabilities. PLB likely changes outcome—lives saved, quickly, confidently, at low cost.



WELLS



## UPDATE: 2 adults, 2 children found alive in the waters off Charleston, S.C.

07/13/2015 11:41 AM EDT

CHARLESTON, S.C. — Four people were rescued by the Coast Guard following an extensive search after they did not return from a fishing trip off the South Carolina Coast, Sunday.

Brian Judy, age 39, Kenny Winningham, age 40, and two 11-year-old boys are reported to be in stable condition.

The four were rescued after an HC-130 Hercules airplane crew spotted their boat 23-foot capsized boat earlier, approximately 12 miles off the Charleston, South Carolina coast.

The survivors were rescued by a Coast Guard Station Charleston 45-foot Response Boat-Medium crew and were transported back to the station.

Watchstanders in the Coast Guard Sector Charleston command center were notified Sunday night that the boaters had sent a text message detailing their intended destination for a fishing trip, however the boaters had not been heard from nor did they return by 5 p.m. Sunday as expected.

Mount Pleasant Police officers found the owner's vehicle, and boat trailer at Remley's Point Public Boat Landing in Mount Pleasant, South Carolina.

The owner of the vessel reportedly sent a text message detailing the intended destination for the offshore fishing trip. The four boaters were on a 23-foot white Mako called the Shock-A-Con.

A crew aboard an MH-65 Dolphin helicopter from Coast Guard Air Facility Charleston was launched to search, Sunday night. Watchstanders also issued an Urgent Marine Information Broadcast to notify boaters in the area of the situation.

Crewmembers aboard an HC-130 Hercules airplane from Coast Guard Air Station Elizabeth City, N.C., were launched to search, Monday morning.

At approximately 6:30 a.m., the HC-130 crew found the boat overturned approximately 12 miles east of Charleston. Crews from Station Charleston were dispatched to search for survivors, right the boat and tow it back to shore.

Crews from the Charleston County Sheriff's Office also assisted in the search.

**Four lives at risk. Four lives saved after extensive search and sixteen hours in water. More than a little good luck. Fixed VHF ineffective in this breakdown-wet scenario. Distress alerting and position indicating by prompt overdue report supported by float plan. Active signaling by waved PFD. Inadequate. Survival by PFDs and cooler. PLB results in quicker, high confidence saves at lower cost.**





# The Post and Courier

Winner of the Pulitzer Prize



Keith Judy (left), along with his 11-year-old son, Reece, and his friend, 12-year-old Justin Stancil, talk about their fishing trip that ended with the Coast Guard rescuing them from the Atlantic Ocean 14 miles off the Isle of Palms. brad nettles/staff

*When Keith Judy looks back on the night he spent bobbing in the ocean with his son and a couple of family friends, it won't be the boat quickly capsizing, the quiet darkness of night or the hours spent swimming toward shore he will remember.*

*"(It will) probably be when my son asked me, 'Daddy, are we going to live?,' " he said, his eyes appearing to well up. "That's been on my mind a lot."*

*Judy had faith the four would survive, but without food or water or any form of communication, he knew of the potential for it to end differently.*

*"From what I've been told and from the little bit of research I've done since I got out, this is not a very common thing," he said.*

*So it was a rare opportunity Thursday when Judy, his son Reece, 11 and his son's friend, Justin Stancil, 12, met with the U.S. Coast Guard station Charleston to share their story in the hopes of helping others. Rare in the sense that the Coast Guard doesn't always get to reunite with survivors of a search and rescue case such as theirs and rare in the sense that not everyone survives more than 18 hours in the ocean.*

## **'We had no other option but to jump'**

The group's fishing trip started as any other: They left Remley's Point landing in Mount Pleasant about 5 a.m. July 13 in a 23-foot long, center-console boat with twin 150 mercury engines and four batteries. They headed toward the jetties and stopped at a buoy while Judy texted the coordinates of their planned location to his wife.

*He thought they were prepared for anything.*

*Their first hiccup occurred about an hour and a half once the boat was offshore, when an engine died. They decided to fish a little while the engine cooled off, but when they went to try and crank it back up, nothing happened. Things spiraled downhill from there and got worse once they noticed some water in the back of the boat.*

"At that point, we grabbed a cup, cut the top off and started trying to scoop water out of the bottom," Judy said, adding that soon after, they lost all power.

*Judy tried to make several distress calls on a VHF radio, but none would go through. Soon, the group, including Judy's friend Kenny Winningham, was scooping water out with five-gallon buckets.*

*"It came to the point where it was like the more we got out, the faster it came in," Judy said. "The back of the boat started weighing down and it started tilting up. It was pretty scary; none of us wanted to get in the water."*

That wasn't an option as the vessel continued to lift up out of the water.

*"We had no other option but to jump," he said, adding that they tried to throw as much safety gear off the boat as possible, including life jackets, a rope and a Yeti cooler. "I pushed my son out right in front of me so he didn't get trapped and his friend jumped right before him. ... As soon as we hit, we swam together, grabbed the cooler and as soon as we looked, the boat was upside down."*

## **'We prayed'**

By Judy's estimate, it was about 3:15 p.m. when they all got into the water, which Judy said was not an ideal temperature and was filled with Barracuda sharks. They tried for more than an hour to swim back to the boat, but before they knew it the current took them from 50 yards away to 200 yards away.

Judy credits the rope they tied themselves together with, the life jacket each were wearing, the Yeti cooler they held onto and God with saving their lives.

*"We prayed," he said. "We probably prayed out there, honestly, over that cooler with everybody together, all of us praying together, more than I've ever prayed in my whole life — and God is an important part of my life."*

He said Reece and Justin stayed stronger than he thought they would, did everything they were told and even helped Judy keep his friend Winningham afloat at times because he wasn't a strong swimmer.

"If they panicked, they panicked on the inside," he said of the kids. "The did ask me a couple times if they were going home. I told them either we're all four going back or none of us are going back, and we're all going back."

*Just about sunrise Monday, a North Carolina-based Coast Guard crew aboard an HC-130 Hercules airplane spotted the overturned hull of the Mako boat named Shock-A-Con about 13 miles out to sea. The overboard boaters were spotted a couple hours later.*

Judy said it was a long, quiet night on the water as unknown things bumped against their legs — but still, they never panicked. *When they saw the Coast Guard, Judy said it was a happy moment.*

*He offered up some advice Thursday to other boaters who may find themselves in similar situations. He said he won't go back out on the water without an Emergency Position-Indicating Radio Beacon, satellite phone and all of his safety gear in one accessible location on the boat.*

*Judy hasn't been back on the water since the rescue, but he said it won't be long before he gets his feet wet again.* His wife, Sommer Judy joked that it would be "a little minute" before she'd allow another boat trip.

*As for the Yeti cooler, Judy said "it's become a permanent ornament in my living room."*

## OBSERVATIONS

In these near miss scenarios, this epiphany is almost universal. Facing the real prospect of an untimely end, not knowing if responders know you need help, or if they have enough information to know where to look for you, if they get close will they see you, if they'll see you in time, or whether you can hold out. The worth of reliable, robust distress alerting, position indicating, active signaling, and survival capabilities is painfully clear. Survivors resolve never to go offshore unprepared again.

This father gets the chance to get it right. The men in the other Charleston case do not. Personal realizations come too late for many.

In each of these cases, carriage and use of a PLB would have almost certainly resulted in all lives saved, within an hour or two, at very modest response cost, requiring only a sortie or two.

The tragic case of the two fourteen year-old boys overdue from a short trip off Jupiter puts an exclamation mark on the problem.



July 31, 2015

Contact: 7th Coast Guard District  
Email: D07-SMB-PAMIAMI@uscg.mil  
Office: (305) 415-6683

News Release

## Coast Guard suspends search for 2 missing teens



(VIDEO) Coast Guard Capt. Mark Fedor, Coast Guard 7th District chief of response, holds a press conference at Coast Guard Air Station Miami, July 31, 2015. Active search efforts for two missing teenage boys were suspended after seven days covering approximately 49,000 square nautical miles. U.S. Coast Guard video by Petty Officer 3rd Class Mark Barney.

MIAMI — The Coast Guard has suspended the search for the two missing boys who departed on a fishing trip July 24, 2015.

Perry Cohen and Austin Stephanos, both 14 years old, reportedly left their Jupiter, Florida, home aboard a 19-foot white single engine center console boat eight days ago.

“As we come to the difficult decision to suspend this search, our deepest condolences go to the families and all affected,” said Capt. Mark Fedor, Coast Guard 7<sup>th</sup> District chief of response. “Hundreds of people searched thousands of miles with hope of bringing these boys home to their loved ones.”

At approximately 5 p.m., July 24, watchstanders at the Coast Guard Sector Miami command center received the report that Cohen and Stephanos had not returned from a fishing trip as expected. The teens were last seen at approximately 1:30 p.m., after purchasing \$110 worth of fuel.

A Coast Guard C-130 aircrew located their capsized vessel 67 nautical miles east of Ponce de Leon Inlet, Florida, at approximately 11 a.m., Sunday. An Air Station Clearwater MH-60 Jayhawk helicopter aircrew was dispatched, lowered a rescue swimmer to the boat, and confirmed the vessel belonged to Cohen and Stephanos.

Coast Guard search crews conducted 66 search patterns covering 49,624 square nautical miles. The search area stretched from the vicinity of Jupiter, Florida, to Cape Hatteras, North Carolina.

## The following Search-and-rescue crews assisted with the search:

- Air Station Miami MH-65 Dolphin
- Air Station Savannah MH-65 Dolphin
- Air Station Miami HC-144 Ocean Sentry
- Air Station Clearwater HC-130
- Air Station Elizabeth City HC-130
- Air Station Clearwater deployed MH-60
- Coast Guard Cutter Paul Clark
- Coast Guard Cutter Diamondback
- Coast Guard Cutter Yellowfin
- Coast Guard Cutter William Flores
- Coast Guard Cutter Maria Bray
- Coast Guard Cutter Shrike
- Coast Guard Cutter James
- Coast Guard Cutter Cormorant
- Coast Guard Cutter Sawfish
- Coast Guard Station Canaveral
- Coast Guard Station Fort Pierce
- Coast Guard Station Lake Worth Inlet
- Coast Guard Station Fort Lauderdale
- Coast Guard Station Tybee Island
- Coast Guard Station Ponce de Leon Inlet
- Coast Guard 5th District command center
- Coast Guard Search and Rescue
- Coast Guard 7<sup>th</sup> District command center
- Customs and Border Protection maritime patrol aircraft
- Palm Beach Sheriff's Office
- USS Oak Hill
- US Navy P3
- Georgia Department of Natural Resources
- Tequesta Police Department
- Brevard County Sherriff Department
- Kennedy Space Center Police Department
- Flagler County Police Department
- Florida Wildlife Conservation
- USS Kearsarge
- Boynton Beach Police Department
- Georgia Park Rangers
- Palm Beach County Sherriff's Department
- Royal Bahamian Defense force
- Royal Bahamian Police force
- Bahamian Air Sea Rescue Association
- NAS Jacksonville
- Air Force Base Hurlburt Field
- Operations Bahamas Turks & Caicos

For more information contact the Coast Guard 7th District public affairs office at 786-367-7649.

***Saving Lives and Guarding the Coast Since 1790.***

***The United States Coast Guard -- Proud History. Powerful Future.***



Offshore rec vessel distress is a classic relatively low-frequency, high-consequence risk management problem.

Public risk perception has not been sufficient to motivate adequate levels of offshore preparedness. It is easy for individuals to miss this tree in life's forests. Mr. Judy shared his perception that these things don't happen often, seeming unaware of the plight of the two missing men object of a search entering day four as he got underway to fish in the same area.

The Coast Guard sees and knows this tree. As these cases [and countless others] show, the reality is that when you get in a jam offshore your life can depend on your ability to distress alert, position indicate, actively signal, and survive until help arrives. Inadequate distress alerting, position indicating, active signaling, and survival capabilities degrade search and rescue effectiveness and efficiency.

The good news is that very effective and cost reasonable solutions are readily available. Emergency Locator Beacons provide highly reliable distress alerting, position indicating, and active signaling capability. ELB costs are likely to go down as the SARSAT system evolves over the next several years. The Coast Guard has the authority to require offshore ELB carriage. Cost benefit analyses accounting for expected annualized lifesaving impact and estimated costs of compliance under a NBSAC resolution framed rule suggest strong cost benefit. NBSAC found the potentially affected community to understand and respect the thrust of the recommended action.

# A Few Observations

- Regulatory Cost Benefit Analysis
  - Break Even is easily reached under NBSAC proposed framework
    - Benefit - DHS SVL is just over \$9M
    - Cost
      - Estimating vessels affected at 250K-500K
      - Estimating individual annualized cost of compliance at \$40-60. [\$200-300 device, 5 year service life.]
      - Estimating voluntary compliance at 20-30%
      - Estimated Min-Max Annualized Cost of Compliance: \$7-30M
      - Mid Point Annualized Cost of Compliance \$18.5M
- Discounting any search efficiencies resulting from compliance (beyond/ inside 3), or from any “splash effect” lives saved/search efficiencies, *considering only expected additional lives saved beyond three resulting from compliance—*
- ***Break Even occurs at***
  - *Less than 1 life saved per year for the minimum estimated cost of compliance,*
  - *About 3 lives saved per year for the estimated max cost of compliance, and*
  - *About 2 lives per year for the mid-point estimated cost of compliance.*





# Questions?

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# Additional Information for Consumption at Your Convenience

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## **Taking The "Search" Out Of Search & Rescue**

By Tom Neale

Published: April/May 2014

BoatUS Magazine

<http://www.boatus.com/magazine/2014/april/search-and-rescue.asp>



**Additional Cases of Interest  
July-September 2015**

## ELB Outreach – West Palm WPTV ELB Story

<http://www.wptv.com/news/region-c-palm-beach-county/riviera-beach/epirb-devices-flying-off-shelves-at-marine-west-leads-coast-guard-directly-to-distressed-boater>

Each of the below stories recommends ELB carriage ... all have a link to recent loss of life/near miss case. These came up under Google News Alert for EPIRB.

<http://www.floridatoday.com/story/sports/outdoors/2015/07/30/fishing-report-weekend-july-aug/30915643/>

<http://www.wjhg.com/home/headlines/Search-for-Missing-Boys-Continue-Local-Experts-Provide-Tips-on-Safe-Boating-319089991.html>

<http://www.sun-sentinel.com/local/palm-beach/fl-missing-teen-boaters-friday-20150731-story.html>

[http://www.mysuncoast.com/news/local/three-days-later-boat-found-two-teen-boaters-still-missing/article\\_deddbecc-34ab-11e5-a60d-bfed1197ef19.html](http://www.mysuncoast.com/news/local/three-days-later-boat-found-two-teen-boaters-still-missing/article_deddbecc-34ab-11e5-a60d-bfed1197ef19.html)

[http://www.cbs12.com/news/top-stories/stories/vid\\_27855.shtml](http://www.cbs12.com/news/top-stories/stories/vid_27855.shtml)

<http://www.postandcourier.com/article/20150726/PC16/150729448/coast-guard-station-charleston-x2018-we-have-a-vested-interest-in-the-folks-that-we-share-the-water-with-x2019>

<http://www.wptv.com/news/region-n-palm-beach-county/jupiter/10-years-ago-charleston-teens-survived-7-days-lost-at-sea-share-story-of-survival?spMailingID=23160101&spReportId=NjAyOTY1MDM1S0&spUserID=MTA3OTQ3NDk2NTQwS0&uref=8487629765894723928>

[http://www.boston.com/news/nation/articles/2005/05/02/two teens rescued after 6 days adrift at sea/](http://www.boston.com/news/nation/articles/2005/05/02/two_teens_rescued_after_6_days_adrift_at_sea/)

# Coast Guard rescues 60-year-old man overboard near Kemah

Author: Alex Green, Content Editor

Published On: Sep 24 2015 10:18:48 PM CDT Updated On: Sep 24 2015 10:35:41 PM CDT

HOUSTON - A U.S. Coast Guard helicopter crew rescued a 60-year-old man who fell overboard from a sailboat about 5 miles east of Kemah Thursday afternoon.

According to the Coast Guard, another man on the sailboat reported that his friend had fallen overboard around 2:15 p.m. and that he was unable to rescue him after two attempts.

A MH-65 Dolphin helicopter crew and a Station Houston boat was sent to search for the man.

The Coast Guard said the crew located the man at about 3:15 p.m. He was then hoisted up and taken to the air station, where emergency medical service personnel were waiting to evaluate him.

“This is a perfect example of prudent seamanship, because he was wearing his life-jacket,” said Lt. Melissa McCafferty, the lead search and rescue controller at Sector Houston-Galveston.

Note: Alerting by cell phone.

# Coast Guard pulls man from Sandy Hook Bay

[Russ Zimmer](#), @RussZimmer 12:30 p.m. EDT September 14, 2015

A tow boat quickly sank in Sandy Hook Bay Sunday night, leaving its operator floating in the open sea before he was rescued by the U.S. Coast Guard.

The Coast Guard says the boat was pulling a disabled sailing vessel when it began taking on water at about 8 p.m.

A rescue boatcrew was launched from the Sandy Hook station and arrived at 8:06 p.m., just in time to watch the tow boat sink and pull its pilot from the water, according to a news release from the Coast Guard.

A New York Fire Department boat towed the disabled sailing vessel back to the Sandy Hook station.

No injuries or pollution were reported

# Coast Guard rescues crew of sailing vessel off Honolulu

By Star-Advertiser staff

POSTED: 9:57 p.m. HST, Sep 12, 2015 LAST UPDATED: 10:04 p.m. HST, Sep 12, 2015

Coast Guard personnel escorted the crew of the imperiled sailing vessel Honey Cutter to Honolulu on Saturday, ending a three-day, 450-mile rescue effort involving a Navy aircraft and good Samaritans on two other vessels.

The Honey Cutter's two-man crew signaled for help on Wednesday morning after the 36-foot vessel suffered a keel fracture and began taking on water.

Coast Guard watchstanders contacted a Navy P-3 Orion crew based on Oahu as well as the crew of the fishing vessel Capt. Kenneth, which was 80 miles from the Honey Cutter.

The Orion crew flew to the Honey Cutter's location and remained on scene until the Capt. Kenneth arrived to tow the vessel. A second boat, the Galveston island, relieved the Capt. Kenneth on Thursday.

A Coast Guard response boat escorted the Honey Cutter, which was able to use its own auxiliary power, on the last leg back to Honolulu.

The Coast Guard reminds boaters to be ready with multiple methods of communication, a means to keep the vessel afloat, and equipment to abandon ship if necessary when making long ocean voyages.

**Note: Distress alerting to CG through Good Samaritan.**



# Coast Guard suspends search for two people whose boat capsized near Grays Harbor

Peninsula Daily News

WARRENTON, Ore. — The Coast Guard has suspended a search for two people who were reportedly aboard a 20-foot Boston Whaler that capsized in the area of the North Jetty of Grays Harbor.

Officials said the search was suspended at about 7:15 p.m. Friday after a 24-hour helicopter and boat search covering 555 square miles yielded nothing.

They were looking for Thomas Miller, 69, of Olympia and Tina Pittmann, 41.

The Coast Guard received a report at about 7 p.m. Thursday from a person who found debris from a boat on the beach.

Officials said the capsized boat, life jackets and other items washed ashore during the night.

A truck with an empty boat trailer owned by Miller was also found parked at the Westport boat launch.

Note: Alerting by beach goer who found debris. Initial distress position unknown.

## **Coast Guard suspends search for kayaker missing in Knik Arm near Anchorage**

POSTED: 10:18 AM AKDT Sep 03, 2015    UPDATED: 10:19 AM AKDT Sep 03, 2015

The U.S. Coast Guard has suspended the search for an overdue kayaker in Knik Arm near Anchorage.

The Coast Guard says the search area covered more than 850 square miles looking for Bruce Gronewald.

Family members on Tuesday reported he didn't turn from a kayaking trip. He was last seen Monday night in a yellow kayak.

The Coast Guard, Civil Air Patrol and Alaska State Troopers conducted 10 air searches and multiple ground searches before announcing Thursday morning that efforts have been suspended.

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# U.S. Coast Guard: one man died, six rescued off Dauphin Island after sailboat capsizes

By Michael Dumas | [mdumas@al.com](mailto:mdumas@al.com)

August 31, 2015 at 5:09 PM, updated September 01, 2015 at 1:52 PM

One man died and six more had to be rescued on Saturday morning when the 25-foot catamaran sailboat they were aboard capsized about 15 miles south of Dauphin Island.

According to a U.S. Coast Guard spokesman Lt. Tomas Tapia, just after 11 a.m. **a call was received by USCG Station Dauphin Island** from "good Samaritan" boaters who had pulled seven adult men from the Gulf of Mexico after the boat went down.

"Our involvement was minimal," Tapia said. "The good Samaritans were the ones who really saved the day."

The identity of the man who died was being withheld at the request his family, he said, and it is not known whether he died before or after he was pulled from the water. None of the six survivors sustained serious injuries, although all were seen by emergency medical technicians, and some were wearing personal flotation devices, Tapia said.

The death of a sailor near Dauphin Island is an eerie reminder of late April, when six people involved in the annual Dauphin Island Regatta died when a **brutal squall hit Mobile Bay**, sinking several vessels and shocking communities across the region. One man's body was never recovered.

The Samaritans involved on Saturday were aboard two civilian vessels, which transported the survivors – along with the deceased – to a 45-foot USCG response boat, dispatched from the Dauphin Island Station. The capsized catamaran was tagged with a buoy by one of the civilian responders before the rescue operation concluded, Tapia said.

A WALA-TV report stated the victim was transported to Providence Hospital, but officials there were unable to confirm that fact. The report also stated the catamaran was named the "Sixth Frau," but Tapia was unable to confirm the name of the vessel.

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Note: Alerting by Good Samaritan. No mention of timeline. No mention of circumstances/cause of death.

# Coast Guard saves two men after sailboat takes on water

By Allison Scott Wednesday, August 26th 2015

WPBN/WTOM — On Wednesday morning, the Coast Guard saved two men on Lake Huron just 18 miles east of Alpena.

When the Coast Guard arrived the 42-foot sailboat the men were on was taking on water.

A rescue swimmer was lowered to the vessel and immediately went into boat saving mode.

He used a de-watering pump to try to get the water out.

"All rescues are a little bit different. This one was actually one of the most involved rescues that I've been on in a long time," said Rob Sullivan, Aviation Survival Technician and rescue swimmer with the Coast Guard Air Station Traverse City. "We used a swimmer. We used a de-watering pump."

It was then that Coast Guard members said one of the men on board started having heart problems and losing consciousness.

"It's just overwhelming," said Micah Svela, Aviation Maintenance Technician. "You could see from the sky, watching him [man on board] come off the boat and coming into the cabin, having a sigh of relief that he knows that he's going to be able to go somewhere safe to get the medical attention that he actually needed."

The crew evacuated the man and took him to Alpena Regional Medical Center.

His condition is currently unknown.

Note Means of alerting not mentioned.

# Coast Guard suspends search for missing boaters

Author: [Kristin Cason](#), Assignment editor, [kcason@wjxt.com](mailto:kcason@wjxt.com)

Published On: Aug 26 2015 10:46:13 PM EDT Updated On: Aug 27 2015 03:25:39 PM EDT

CRESCENT BEACH, Fla. - After searching for about 17 hours, the Coast Guard suspended its search for two people who reportedly abandoned their boat 3 miles off of Crescent Beach.

The Coast Guard monitored a VHF radio call at 5:48 p.m. Wednesday that reported a boat operator and his wife had abandoned a sailboat that was taking on water and set out in a dinghy.

Search crews covered an area of approximately 87 square nautical miles in an area stretching between 5 miles north and 5 miles south of Matanzas Inlet, Florida.

There was no sighting of a vessel or any debris and no boats were reported overdue to the Coast Guard, nor has anyone been reported missing.

An investigation led the Coast Guard to information indicating this to be a probable hoax.

The Coast Guard takes all calls for help seriously and highly advises the public against placing hoax calls. Hoax calls are illegal and can be prosecuted. They also significantly detract from the Coast Guard's ability to respond to emergencies.

An individual who knowingly and willfully communicates a false distress message to the Coast Guard, or causes the Coast Guard to attempt to save lives and property when no help is needed, is guilty of a class D felony, subject to a civil penalty of not more than \$10,000 and liable for all costs the Coast Guard incurs as a result of the individual's action.

"Hoax calls are a common problem for the Coast Guard," said Lt. Chris Svencer, the incident management chief at Coast Guard Sector Jacksonville. "Hoaxes put our personnel at risk, divert assets from actual search and rescue cases and waste taxpayer dollars."

Note: No mention of R21 DF performance .... whether LOB, if obtained, correlated with reported posn. NBSAC framework allows properly configured VHF as alternative to ELB carriage between 3 and 20 miles offshore, in areas with regular R21 coverage. Properly configured meaning DSC VHF w properly obtained and programmed MMSI, connected to GPS. This to realize full potential of R21; replace anonymous transmissions with ID and accurate position information.

# SOUNDINGS

## VIDEO: Ready and able

Posted on 27 August 2015

As rescues go, this one was most notable for how well prepared everyone was before and after a 22-foot power catamaran capsized with two divers aboard 10 miles off Anna Maria, Fla., on Monday.

“Due to the boaters’ expertise, the divers remembered their GPS position before the boat capsized, they were wearing life jackets and they stayed with the capsized vessel,” [said Petty Officer 3rd Class Bragitta Lambright, a Coast Guard crewmember who helped rescue the men.](#) “Their actions expedited the search tenfold.”

Note how calm and businesslike the rescuers and boaters are in this short clip.

The divers, Davin Brannon, 51, and David Frese, 55, were wearing life jackets and were transferred safely to an Eckerd SAR boat crew with no reported injuries.

Note: Story points out how divers remembered GPS position, but makes no mention of how distress alerted. Handheld VHF? Cell?

# Coast Guard rescues man from capsized boat off Pearl Harbor

By [Web Staff](#) Published: August 16, 2015, 9:39 pm

The U.S. Coast Guard has successfully rescued a 20-year-old man after his 9-foot boat capsized one mile off Pearl Harbor Sunday afternoon.

Watchstanders in Honolulu received the garbled transmission at 2:55 p.m., indicating a distress call at the location of Pearl Harbor.

Shortly after the transmission, the Coast Guard received a phone call from the man's father. He told crews that his son, the 20-year-old, was on the top of the boat with no life jacket.

He was later rescued by a Coast Guard boat team from Honolulu and appeared to have no injuries.

A helicopter crew from Air Station Barbers Point was also launched at the time.

"Having a VHF radio and a backup form of communication saved this young man's life today," said LTJG Nicholas Spence, Coast Guard Sector Honolulu Command Duty Officer. " But having a life jacket is equally important and required by law."

Note: Good example of value of having distress alerting capability depth.

## **2 adults and 2 kids were onboard when it went missing**

The Associated Press Published: August 13, 2015, 4:20 pm

WINCHESTER BAY, Ore. (AP) – Coast Guard crews have found a boat with two children and two adults onboard after it went missing off Winchester Bay in Oregon.

Petty Officer Katelyn Shearer says Tennessee residents Jim Jackson, Michael Jackson and two children, 10 and 14, were found by a Coast Guard helicopter a day after the boat was due.

Shearer says the four are tired and thirsty, but otherwise OK.

The 25-foot boat left Coos Bay at 8 a.m. Wednesday to fish for crab. It was due back in a few hours, but didn't show. Shearer says the daughter of one of the men on board reported it missing Thursday.

The woman had received a text message with the boat's coordinates at 1 a.m.

Two helicopters, an airplane and a boat searched for the family.



# SOUNDINGS

## [VIDEO](#): Equipped for rescue

Posted on 14 August 2015

A Coast Guard MH-65 Dolphin helicopter crew from Air Station Barbers Point, Hawaii, rescued three men and a dog after the 70-foot catamaran *Brandi Anne* sank about 40 miles northeast of Oahu's North Shore on Aug. 9.

The captain made a mayday call to the Coast Guard at 12:44 p.m. to report that the *Brandi Anne* was sinking. The crew left the catamaran for a life raft.

Take a look at this Coast Guard video of the successful operation.

“Our crews train regularly to conduct just this kind of rescue and these mariners helped themselves by being prepared with a life raft and life jackets,” [said Lt. Patrick Frain of Sector Honolulu](#). “We always recommend mariners carry a VHF-FM radio so they can contact the Coast Guard if the need arises, like it did today.”

## CG RELEASE ON SV BRANDI ANNE

### [Coast Guard rescues 3 people, dog from life raft north of Oahu](#)

*08/09/2015 09:27 PM EDT*

HONOLULU — The Coast Guard rescued three people and a dog from a life raft off Oahu’s North Shore, Sunday.

An MH-65 Dolphin helicopter crew from Air Station Barbers Point arrived on scene 41 miles northeast of Oahu’s North Shore and hoisted the three people and their dog safely into the helicopter before returning to Air Station Barbers Point.

“Our crews train regularly to conduct just this kind of rescue and these mariners helped themselves by being prepared with a life raft and life jackets,” said Lt. Patrick Frain of Sector Honolulu. “We always recommend mariners carry a VHF-FM radio so they can contact the Coast Guard if the need arises, like it did today.”

At 12:44 p.m. watchstanders at the Coast Guard Sector Honolulu Command Center received a call from the master of the 70-foot catamaran Brandi Anne over VHF-FM channel 16 reporting they were rapidly taking on water. The watchstanders immediately dispatched responders including the Dolphin crew and a 45-foot Response Boat-Medium crew from Station Honolulu.

During further communications the master reported they were abandoning the vessel into an orange life raft. All three people are reportedly wearing life jackets

Weather on scene was reportedly seas up to 4 feet with winds of 18 mph, gusting to 23 mph and clear skies.

The catamaran is partially submerged and may present a hazard to navigation. Mariners in the area are advised to keep a sharp lookout to avoid collision.

CGAS BARBERS POINT H-65 ON SCENE W BRANDI ANNE  
SURVIVORS 41NM NE OF OAHU



[pressherald.com/2015/08/14/as-more-people-paddle-in-maine-they-need-to-be-ready-for-hazards-authorities-say/](http://pressherald.com/2015/08/14/as-more-people-paddle-in-maine-they-need-to-be-ready-for-hazards-authorities-say/)

**As more people paddle in Maine, they have to be ready for hazards, authorities say**

By David Hench Staff Writer [email protected] |  
@MaineHenchman | 207-791-6327

Very good feature story.

## **Coast Guard Rescues Foundering Boat 8 Miles off Coast**

**A sailor was rescued after a boat began taking on water eight miles off the coast.**

By [Paige Austin \(Patch Staff\)](#) August 12, 2015

A boat began taking on water about eight miles off the coast today, earning the vessel a U.S. Coast Guard escort to Newport Beach while the operator pumped out the water.

Coast Guard officials were alerted shortly after 4 p.m. about the distressed boat, according to Coast Guard Petty Officer Andrea Anderson.

The lone person aboard was pumping the water out while a Coast Guard ship escorted the sailor back to Newport Harbor, Anderson said.

# Coast Guard rescue two, plus dog, in boat fire

By JOHN V. SANTORE, Staff Writer | Posted: Sunday, August 9, 2015 2:38 pm

A boat caught fire three miles off of Ocean City Sunday morning.

Two people and their dog were rescued Sunday morning by the Coast Guard following a boat fire. The individuals and the dog were not injured, according to Petty Officer David Micallef, a Coast Guard public affairs officer. The cause of the fire is under investigation, he said.

Micallef said the individuals' sailboat caught fire about three miles from the Ocean City coast. The fire was reported at 10:49 a.m., and a Coast Guard rescue boat arrived within 15 minutes, he said.

By that point, the individuals, who have yet to be named, and their dog had jettisoned the boat, put on life jackets, and were in an emergency dingy, where they were rescued, Micallef said.

Their boat subsequently sank, he said.

The individuals and the dog were taken to an Ocean City Police Department police station, Micallef said. The OCPD could not immediately be reached for comment Sunday.

"The owner's understanding of emergency procedures allowed for quick Coast Guard response," said Petty Officer First Class Neena Santiago, who serves as an operations specialist for the Coast Guard's Delaware Bay command center. "His vessel was equipped with a VHF marine radio, life jackets and a dinghy — all crucial to the safety of the people aboard and their dog."

# **Coast Guard rescues man who went missing while kayaking**

By Associated Press Published: Aug 8, 2015 at 5:15 PM PDT

SEQUIM, Wash. (AP) - A Coast Guard helicopter crew rescued a 74-year-old man who had gone missing in the waters off Sequim while kayaking with his grandson.

Authorities received a report from the man's wife at about 12:20 p.m. on Saturday indicating he had gone missing. A 45-foot response boat and the helicopter launched out of Station Port Angeles to search the area.

The Coast Guard said the helicopter crew located and hoisted the man from the water. He was safely transferred to medical personnel at Olympic Medical Center in Port Angeles.

The man was wearing a life jacket, which officials say helped rescuers to locate him and drastically increased his chance for survival.

Note: This story makes no mention of water temps or grandson. Overstates role of PFD in location and survival.

# Coast Guard searching for fisherman off S. Calif. coast

Published: August 5, 2015  
Associated Press

DANA POINT, Calif. — The Coast Guard is searching for one of two fishermen who were tossed from their boat off the coast of Orange County.

One man was rescued Tuesday morning after the empty 18-foot boat was spotted spinning out of control about 2 miles west of Dana Point.

Crews continue to search Wednesday for the second victim, a 43-year-old Riverside resident who was wearing jeans, a shirt and no life jacket.

Officials say the rescued man, a 39-year-old from Garden Grove, had been in the water for about two hours. He was treated at a hospital and released.

The Coast Guard says the boat suffered a mechanical failure but did not elaborate.



# Good Samaritan and Coast Guard make a save at sea

By: RICHARD DEGENER, Staff Writer | Posted: Monday, August 3, 2015 3:04 pm

CAPE MAY — The captain was overboard and he was the only one on the 39-foot recreational vessel Sea Robin that knew how to navigate a boat.

That, according to the Coast Guard, was the situation Saturday night more than 40 miles off Cape May under marine conditions were not exactly friendly.

“We had four to six foot seas. The wind was blowing real hard. The conditions were as bad as they can get,” said Coast Guard Petty Officer 3rd Class David Micallef.

As bad as the conditions were on a boat, they were worse for the 45-year-old unidentified captain now in the water with no life vest or survival suit, and in pitch darkness except for the occasional lightning strike from thunderstorms out at sea.

Fortunately, noted Micallef, the lone passenger left aboard the Sea Robin was able to get on the VHF radio and issue a mayday call on Channel 16.

Coast Guard Sector Delaware Bay received the call at about 10 p.m. and dispatched a helicopter out of Air Station Atlantic City, a 45-foot boat from Station Cape May and a C-130 out of Air Station Elizabeth City. The Coast Guard also put out an urgent marine broadcast notifying those at sea to be on the lookout.

Around 2 a.m. Sunday the captain was located by the Maersk Westport, a 577-foot container ship from Hong Kong that gave a position 44 miles east of Cape May. The crew threw him some sort of life preserver or floatation device that he could hold to but could not pick him up.

“He was treading water for four hours, 44 to 45 miles offshore,” said Micallef.

The man was initially transferred back onto the Sea Robin where a Coast Guard rescue swimmer came down to evaluate him. Even though the water temperature was more than 70 degrees, four hours is a long time in that water, and a decision was made to fly him to the hospital.

“He was showing signs of hypothermia. He definitely needed some medical attention,” said Micallef.

The Coast Guard then hoisted the man aboard the MH-65 Dolphin helicopter out of Air Station Atlantic City and brought him ashore where he immediately went to AtlantiCare Regional Medical Center in Atlantic City. Micallef said he was treated and released later on Sunday.

Micallef said the Sea Robin was towed to Cape May.

“The passenger on board could not operate it so we had to tow it in. It was definitely a crazy adventure,” said Micallef.

Authorities have not said what caused the man to go overboard but anybody who has spent any time on the water knows it can happen, and very quickly. Fishermen who fish alone sometimes are never found but their upright boat is located with no apparent problems.

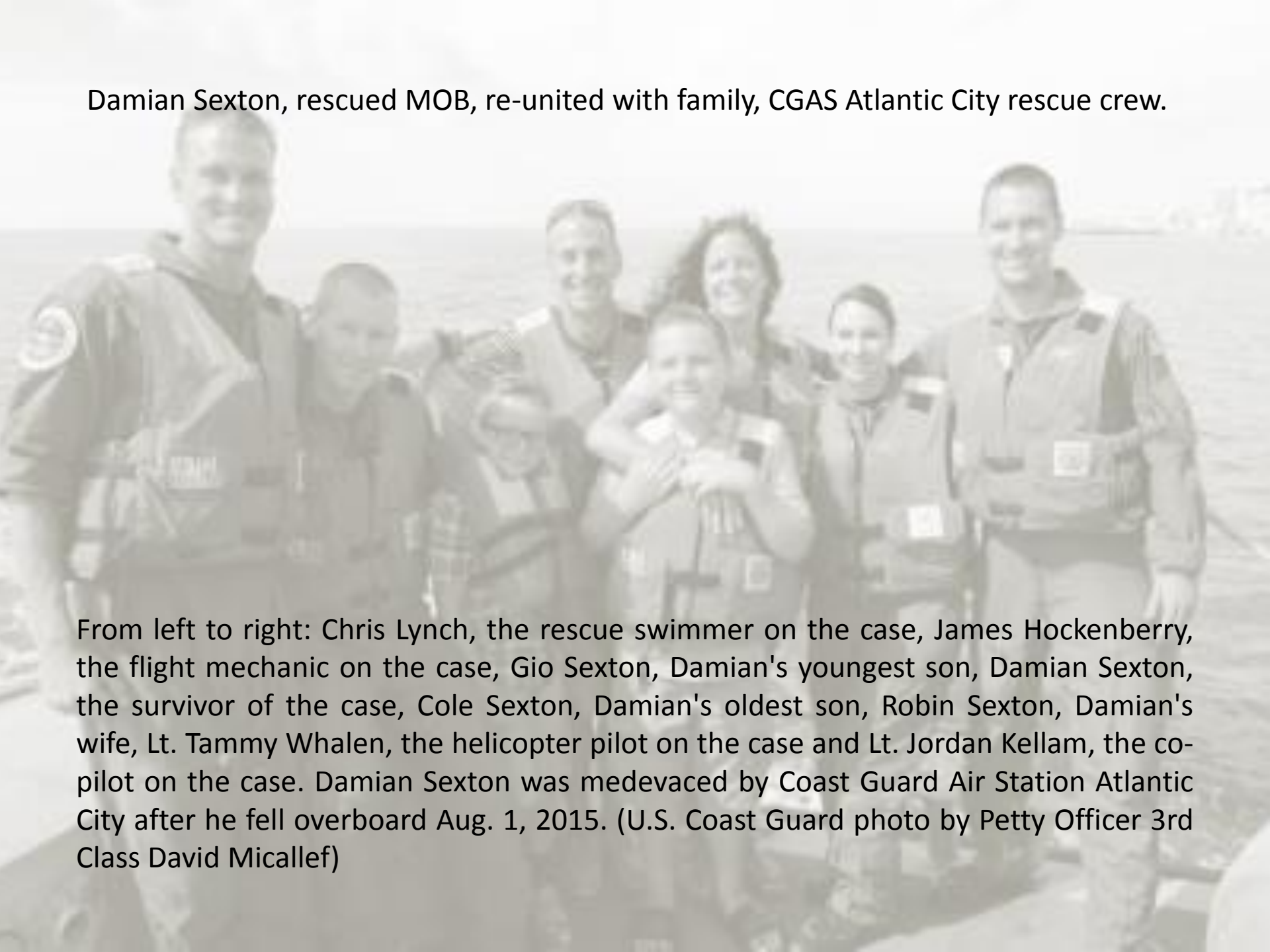
This case had a happy ending.

“The incredible teamwork and coordination between multiple Coast Guard assets and the Maersk Westport proved vital in locating and medevacing the survivor despite intense thunderstorms and darkness,” said Tamara Whalen, a helicopter pilot who flew the case. “Each member was critical to insuring the safe return of the survivor to his family.”

# MOB First Person Account

[http://www.nj.com/gloucester-county/index.ssf/2015/08/williamstown\\_fisher\\_man\\_stranded\\_at\\_sea\\_for\\_4\\_hours.html](http://www.nj.com/gloucester-county/index.ssf/2015/08/williamstown_fisher_man_stranded_at_sea_for_4_hours.html)

Damian Sexton, rescued MOB, re-united with family, CGAS Atlantic City rescue crew.

A group of nine people, including the rescue crew and the Sexton family, are posed on a boat. They are all wearing life jackets. The background shows the ocean and a distant ship.

From left to right: Chris Lynch, the rescue swimmer on the case, James Hockenberry, the flight mechanic on the case, Gio Sexton, Damian's youngest son, Damian Sexton, the survivor of the case, Cole Sexton, Damian's oldest son, Robin Sexton, Damian's wife, Lt. Tammy Whalen, the helicopter pilot on the case and Lt. Jordan Kellam, the co-pilot on the case. Damian Sexton was medevaced by Coast Guard Air Station Atlantic City after he fell overboard Aug. 1, 2015. (U.S. Coast Guard photo by Petty Officer 3rd Class David Micallef)

# U.S. Coast Guard rescues 8 people from sinking boat

By [Kim Powell](#) August 1, 2015

SANIBEL, Fla. – Eight people were rescued just before 1 a.m. on Saturday morning off the coast of Sanibel after their boat started taking on water. The U.S. Coast Guard says without the proper safety equipment they used, it could have been a much different outcome.

Life jackets, flare guns, and two-way radios are just a few things boaters should always have on board.

“Definitely should have a fire extinguisher,” Tommy Stewart said.

“Proper life jackets and just follow the Coast Guard’s requirements,” Mackenzie Malloy said.

“I carry a first aid kit in case of emergencies,” Stewart said.

Stewart has been boating since he was a teenager and safety out on the water is not something he takes lightly.

“Don’t think you’re safe out there just because it’s a beautiful day because you can get a cold front that blows in a lot of waves and stuff,” he said.

That’s what happened to a boat crew early Saturday morning. A 26-foot boat with eight people on board started taking on water miles away from the Sanibel coast after both engines failed.

“There was a pretty heavy storm that came through, unfortunately right at the same time, so with that they had four to five foot seas out there,” Grant Lacy, a petty officer with the U.S. Coast Guard, said.

Fortunately, every crew member had a life jacket and **they were able to call for help using a cell phone**. The Coast Guard told them to shoot off a flare to help them find the boat.

“Approximately a mile and a half away our boat was able to see it—clear as day—and we were able to go straight to that vessel to be able to assist them,” Lacy said.

The Coast Guard towed the crew back to the Punta Rassa dock, which took about five hours. They want to use this as a reminder to have the right gear on board and know how to use it.

All 8 crew members were brought back safely and no one was hurt.

Note: Alerting by cell phone. Fortunately within cell coverage. No mention of whether call direct or through PSAP. No mention of position info/e911 function. Active signaling by flare. Lifejackets.

# Two canoeists dead after leaving Maine port

Updated: Sunday, August 2 2015, 11:14 PM EDT

SOUTH PORTLAND, Maine (AP) -- The Coast Guard officials say a Pennsylvania couple found dead after setting out on a canoe trip earlier this weekend were both wearing life jackets when their bodies were found.

Maine Coast Guard officials identified the couple as 58-year-old Roy Carlile and 53-year-old Judith Carlile of Warrington, Pennsylvania.

A fisherman spotted the Roy Carlile's body floating in Chandler Bay at about 11 a.m. Saturday. He was pronounced dead by medical responders.

A cooler was found floating in the bay Saturday afternoon, but Judith Carlile remained missing overnight. Officials say her body was found in Chandler Bay at about 5:50 Sunday morning.

Their canoe has not been found.

According to Marine Patrol, the two own a camp in Jonesport. Authorities say autopsies will be done to confirm cause of death.

Note: Cold water. No alerting.

# Coast Guard continues to search for overdue paddle boarder

News Release Published: July 30, 2015, 5:45 pm Updated: July 31, 2015, 8:44 am

FORT PIERCE, Fla. — The Coast Guard is continuing to search for an overdue paddle boarder between Daytona, Florida, to Mount Pleasant, South Carolina.

Missing is William Morlock, 58.

Crews aboard an HC-130 Hercules airplane, the Coast Guard Cutter Maria Bray, and the Cutter Diamondback are searching for Morlock. A U.S. Air Force C-130 Hercules airplane is scheduled to search throughout the night.

“Our crews continue to aggressively search for Mr. Morlock off the Florida coast,” said Capt. Mark Fedor, chief of response for the 7th Coast Guard district. “We have multiple search and rescue crews scouring the waters in our intense search effort.”

**Coast Guard crews have conducted 23 search patterns and covered 10,504 square nautical miles in the search for Morlock.**

Morlock’s sister notified watchstanders in the Coast Guard Sector Miami command center of the situation at 9:05 a.m., Sunday. The woman reported that her brother William was last seen Friday evening, at the residence they share, preparing the paddle board for use.

**The paddle board was located Saturday six nautical miles east of Normandy Beach, Florida.**

Watchstanders launched crews aboard an MH-65 Dolphin helicopter from Coast Guard Air Station Miami, an HC-130 Hercules airplane from Air Station Clearwater, Florida, an HC-144 from Air Station Miami, and a 45-foot Response Boat-Medium from Coast Guard Station Fort Pierce.

Other agencies involved in the search have included the U.S. Air Force, the U.S. Navy, and the Port St. Lucie Police Department.

Note: Active search suspended after aggressive effort. Alerting by overdue. No position indicating/active signaling.

## U.S. Coast Guard Coast Guard Digital News Room Update

U.S. Coast Guard sent this bulletin at 07/30/2015 11:31 PM EDT

### [Coast Guard responding to 4 adults, 3 children on sinking boat near Texas/Louisiana border](#)

07/30/2015 11:10 PM EDT

HOUSTON — Coast Guard crews from Sabine Pass, Houston and Corpus Christi jumped into action to rescue four adults and three children after a report that their boat began to sink Thursday, [20 miles southeast of the Cameron Jetties](#) in Louisiana.

At about 8 p.m., a person aboard the 31-foot pleasure craft called watchstanders at Coast Guard Sector Houston-Galveston and stated the boat he was on was taking on water with four adults and three children.

Sector Houston-Galveston watchstanders launched a 45-foot rescue boat from Station Sabine, two MH-65 Dolphin helicopter crews from Coast Guard Air Station Houston and an HC-144 Ocean Sentry airplane to respond.

Rescue crews are heading towards the scene to remove the people from the boat.

## **Pleasure boat taking on water off Louisiana found, towed**

Updated 5:34 am, Friday, July 31, 2015

CAMERON, La. (AP) — The Coast Guard says a boat reported sinking in the Gulf of Mexico [20 NM off the] Louisiana [coast] has been towed to safety and one passenger treated for minor injuries.

Petty Officer 3rd Class Carlos Vega in Houston says another private boat located the 31-foot pleasure craft around 10 p.m. CDT Thursday.

The second boat began towing the disabled boat to Cameron, Louisiana, until a Coast Guard vessel arrived and took over. The boat that reported taking on water and radioed for help, two hours earlier, was 20 miles southeast of the Cameron jetties.

The boat carried four adults and three children. Vega says a passenger who was vomiting was taken to a hospital for examination, as a precaution.

Vega had no additional details on the boat or those on board.

Note: Alerting apparently by VHF FM 16. Disabled, taking on water twenty miles offshore with seven POB, four adults, three children. Article not clear whether second private vessel heard call on 16, responded to UMIB, or located by chance. No mention of position indicating or R21 function. No mention of survival readiness. Good alerting, good outcome.

# SOUNDINGS

## VIDEO : Master lifesavers

Posted on 27 July 2015

Coast Guard rescue swimmers continue to impress us by making the impossible look routine. Two swimmers stationed in the Pacific Northwest did that last week as — within hours in separate incidents — the crews of two boats found themselves in big trouble.

The first case unfolded in the middle of the night on July 21 after a 52-foot commercial fishing boat grounded near Oregon's Cape Blanco. The four crewmembers abandoned ship in 5-foot seas and 30-mph winds.

Petty Officer 2nd Class Darren Harrity, 27, was lowered into the water, but a mechanical problem prohibited hoisting anyone onto the HH-40 helicopter. So Harrity swam about 1,750 yards as he individually pulled each fisherman more than 250 yards in 57-degree water from their life raft to shore, where emergency medical services providers met them.

Later that day, a different Coast Guard crew rescued three fishermen from a 30-foot fishing boat that was sinking 19 miles off Tillamook Bay. It was a far more routine operation, but as the video shows, these lifesavers are special.

"Petty Officer Darren Harrity did a fantastic job pulling four fishermen, each in full survival suits, to shore through waves, surf and darkness," [said Cmdr. Robert Workman, chief of response and aviation operations officer at Sector North Bend](#). "This was a tremendous team effort that demonstrates the strength and importance of the Coast Guard's rescue swimmer program."

In the second rescue, Lt. Cmdr. James Gibson, Jayhawk helicopter pilot at Air Station Astoria, praised the fishermen for being prepared.

"The fishermen contacted the Coast Guard in a timely manner, were prepared with an emergency beacon, a backup radio, life jackets and immersion suits. [Their preparation helped ensure their safety and made it easy for us to find them," he said.](#)

The cause of the sinking is unknown at this time.

The weather and sea conditions were reported as 6- to 10-foot seas and wind speeds of 11 mph with gusts as high as 27 mph.

Note: First case showcases CG can do. Second case is textbook alerting, position indicating, active signaling, survival preparedness and performance for SAR success. CFVSA 1988, which required ELB, raft/immersion suit carriage, has reduced commercial fishing vessel loss of life by more than half in vessel loss cases.



# Coast Guard calls off search for overboard Oregon man

Updated 12:45 pm, Sunday, July 19, 2015

ANCHORAGE, Alaska (AP) — The [U.S. Coast Guard](#) on Saturday suspended its search for an Oregon man who went overboard in Alaska.

Adam Lord, 30, and his 10-year-old stepson left Cordova Harbor on Thursday evening in an inflatable Zodiac boat, according to Alaska State Troopers and reported by KTUU-TV (<http://bit.ly/1GtZZG2>).

Coast Guard spokesman Petty Officer 2nd Class Grant DeVuyst said searchers were unable to find any sign Lord after he was reported missing around 4 a.m. Friday morning.

Lord and his stepson were headed to Hawkins Island, about two miles away from Cordova.

When troopers, [Coast Guardsmen and U.S. Forest Service Workers](#) visited the Island Friday morning, they found the boy safe inside a seasonal cabin. The 10-year-old had been wearing a life jacket and was able to swim to shore.

The inflatable boat was found upside down on the beach nearby, troopers wrote.

Troopers said a second small boat left Cordova at the same time as Lord but turned around when it hit bad weather and rough seas.

"Lord and his stepson continued on toward Hawkins Island," troopers wrote. "At some point both they ended up in the water."

Lord, who was not wearing a life jacket, has not been seen since then.

# AMVER Anniversary: 2,800 Lives Saved

By Wendy Laursen 2015-07-18 22:44:53

Saturday marked the 57th anniversary of the establishment of AMVER. The program, sponsored by the United States Coast Guard, is a unique, computer-based and voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea.

The U.S. Coast Guard has issued a statement saying, “We just want to salute the thousands of vessels that have enrolled in the AMVER program over the years. You, the seafarer, have made AMVER the voluntary powerhouse it is today. Because of your selflessness countless lives have been saved.”

Amver ultimately finds its roots in the *RMS Titanic* disaster in 1912. Ships passing within sight of the ill-fated passenger liner were unaware that it had hit an iceberg and was sinking. Upon later investigation, those who had seen the distress flares from the stricken ship admitted they thought they were merely part of the maiden voyage celebrations.

However, the resultant idea of a ship reporting system that could identify other ships in the area of a ship in distress, which could then be sent to its assistance, would not become a reality until the advent of computer technology. As late as the mid-twentieth century the world's commercial shipping fleet and burgeoning air transport system lacked an available full-time, global emergency reporting system. On April 15, 1958 the United States Coast Guard and commercial shipping representatives began discussions which led to the creation of AMVER.

Originally known as the Atlantic Merchant Vessel Emergency Reporting (AMVER) System, it became operational on July 18, 1958. Today, over 22,000 ships from hundreds of nations participate in AMVER. An average of 4,000 ships are on the AMVER plot each day and those numbers continue to increase. The AMVER Center computer receives over 14,000 Amver messages a day.

Over 2,800 lives have been saved by AMVER-participating ships since 2000. The success of AMVER is the direct result of the extraordinary cooperation of ships, companies, SAR authorities, communication service providers and governments in supporting this international humanitarian program to protect life and property at sea.

# AMVER Anniversary: 2,800 Lives Saved (cont'd)

## Rescues in 2015

Some rescue highlights from 2015 include:

- The cruise ship *Celebrity Solstice* rescued two sailors from a deserted island after their 37-foot sailboat was damaged after running aground on a deserted island near Malden Island, Kiribati on Thursday, April 16, 2015.
- The cement carrier *Cozumel* rescued an injured woman from the Dutch sailing vessel *Tycha* 180 miles northeast of Caracas, Venezuela on Tuesday, March 24, 2015.
- The bulk carrier *Jin Yun* rescued three people from a sunken panga 500 miles north of the Galapagos Islands on Wednesday, March 4, 2015.
- The cruise ship *Disney Wonder* rescued a Cuban migrant from a raft 21 miles south of Marathon, Florida on Monday, March 2, 2015.
- The cruise ship *Celebrity Reflection* notified U.S. Coast Guard authorities their crew rescued ten Cuban migrants from a sinking vessel 26 miles southeast of Lower Matecumbe Key, Fla. on Sunday, March 1, 2015.
- U.S. Coast Guard rescue authorities in Guam diverted the Amver participating bulk carrier *Hebei Triumph* after they received a 406 MHz Emergency Position Indicating Radio Beacon (EPIRB) for possible tug boat distress 154 miles northeast of Palau on Wednesday, February 11, 2015.
- Rescue authorities in Taiwan requested Amver assistance from U.S. Coast Guard officials to divert the Amver participating ship *NSS Fortune* to assist fishermen abandoning their burning fishing vessel 400 miles southeast of Kagoshima, Japan on Monday, February 9, 2015.
- The offshore supply vessel *Harvey Falcon* and the tanker *Moscow University* assisted in a search for the fishing vessel *Captain Mike* after an EPIRB alert was received for the fishing vessel 170 miles off the coast of Galveston, Texas on Wednesday, February 4, 2015.
- The tanker *Aqualeader* assisted in the rescue of five sailors after they alerted rescue personnel they were in distress 120 miles southwest of Monterey, California on Saturday, January 31, 2015.
- The car carrier *Astral Ace* rescued five fishermen in the South China Sea on Sunday, February 1, 2015.
- The cargo ship *Ocean Crescent* responded to a call to rescue the crew of a 55-foot catamaran with five people on board 200 miles south southeast of Cape Hattaras, North Carolina on Friday, January 30, 2015.
- The cruise ship *Veendam* rescued a pilot after he ditched 200 miles northeast of Maui on Sunday, January 25, 2015.

[times-standard.com](http://times-standard.com)

# Coast Guard finds missing hiker, saves three on sail boat

By The Times-Standard

MCKINLEYVILLE, Calif. – Coast Guard members located a lost hiker Thursday near Manila and rescued three people aboard a sailing vessel 53 miles west of Eureka Friday.

Thursday night, at approximately 8:40 p.m., Coast Guard Sector Humboldt Bay watchstanders received a request from Humboldt County Sheriff's department to assist in locating a 20-year-old male near the Manila Sand Dunes. Rescue 6506, an MH-65D helicopter from Coast Guard Sector Humboldt Bay was immediately dispatched to search the area while ground personnel from the local police department remained in contact with the distress male via cell phone. As night fell, Rescue 6506 utilized night vision goggles and instructed the man to use a flashlight function on his cell phone which immediately made his position apparent to the four member rescue flight crew. The flight crew coordinated through the Coast Guard Sector Command Center with the Sheriff's department ground crew to vector them towards the lost hiker and they returned him to safety.

At approximately 10:00 p.m., Sector Humboldt Bay received a radio call from an operator aboard the Kaloni, a 55-foot sailing vessel transiting from Bellingham, Washington to San Francisco.

The operator of the distressed vessel reported his vessel lost engine power and its sails were torn, but he and his crew were in no immediate danger. All three crew were unable to control the sailboat.

The operator reported the weather conditions off-shore deteriorated through the night with winds more than 40-miles per hour and swells between 15-20 feet. The crew became sea sick after several hours and the seas became increasingly dangerous before they requested for immediate evacuation by the Coast Guard.

RESCUE 6506, piloted by Coast Guard Lt. Cmdr Jason Bustamente and Lt. Cameron Welicka were dispatched by Sector Humboldt Bay to assist. RESCUE 6506 located the vessel Kaloni 53 nautical miles west of Eureka around 5:40 a.m., Friday. The weather conditions were around 65-miles per hour winds and seas of 25-feet. With coordination of the pilots and Flight Mechanic, Petty Officer 2nd Class John Clare, attempted to lower the Rescue Swimmer, Petty Officer 2nd Class Max Kaczmarek, directly to the sailboat to assess the condition of the survivors. After two unsuccessful attempts to place the rescue swimmer aboard the distressed vessel, the rescue crew lowered Kaczmarek next to the vessel where the survivors entered the ocean and they were able to safely hoist them from the heavy seas one by one.

All three crew members were transported to Sector Humboldt Bay without any injuries.

"Those were by far the largest waves I have ever seen," said Welicka. "It was truly a team effort that led to the successful rescue of the three mariners."

"Fortunately, the hiker and sailors had the appropriate communications equipment to call for help and the Coast Guard was ready to respond quickly and effectively to safely save lives." said Captain Art Snyder, Commander of Sector Humboldt Bay.

<http://www.usatoday.com/story/news/world/2015/07/30/missing-malaysia-plane/30869685/>

On the theme of the vastness of open Oceans and the steady movement of major currents. This Malaysia air flight when missing in March of 2014. I think this is the first physical trace found ... and that some 5000 miles from any possible crash site.

Most people find it impossible to believe that a modern commercial airliner could vanish without a trace .... Despite massive search efforts ...

All the same problem ... distress alerting ... position indicating ... active signaling ... distress position uncertainty huge problem when LKP is six hours before fuel exhaustion with air speed of 500 kts ...

**Coast Guard Air Station Traverse City crew locates, hoists missing kayaker from Lake Michigan following Sunday storm**

*08/03/2015 03:19 PM EDT*

Petty Officer 3rd Class Nickolaus Trimpe, a rescue swimmer from Air Station Traverse City, deploys and rescues a missing kayaker from Lake Michigan, Aug 2, 2015. The kayaker was reported missing by his brother after the two were transiting near the Manitou Islands and got separated when a powerful storm swept through the area. (Coast Guard video by Air Station Traverse City)

## CHICAGO – The Coast Guard safely hoisted 4 persons from Lake Michigan in two separate, storm-related cases Sunday.

At approximately 5:25 p.m. EST, watchstanders in the [Coast Guard Sector Lake Michigan](#) command center in Milwaukee received a call, via Leelanau County 911, from a man stating that he and his 33-year-old brother were kayaking near the Manitou Islands in northern Michigan when a severe storm hit the area. He was able to transit to South Manitou Island before the storm hit, while his 33 year-old brother did not. The reporting source provided the Coast Guard with a last-known GPS location of his brother.

A watchstander issued an Urgent Marine Information Broadcast and notified [Coast Guard Air Station Traverse City](#) and [Coast Guard Station Frankfort](#). After the storms passed, crews from both stations launched and commenced searching. In addition, the [Coast Guard Cutter Alder](#), already underway, was diverted to assist in the search.

Meanwhile, watchstanders **contacted the missing person's cell phone carrier. Based on a last ping position, Coast Guard crews were able to design a search pattern.**

The aircrew arrived on scene at about 8 p.m. and began a shoreline search of the islands as dusk was setting in. When they learned that the Cutter Alder arrived on scene and located the missing person's empty kayak about one and a half miles northeast of South Manitou Island Gull Point, they diverted and continued to search in that area. **Within a few minutes, they spotted the kayaker in the water, flashing a light.**

A rescue swimmer was deployed to assess the man, who later stated **he had been in the water for about six hours. The man was not injured, but was suffering from hypothermia and was wearing a life jacket.** He was assisted into a rescue basket and hoisted up into the helicopter, taken back to the Air Station and transferred to awaiting EMS.

The boat crew from Station Frankfort arrived at South Manitou Island to transport the other brother back to the station, along with the two kayaks.

The Coast Guard reminds those recreating on the waters to always check weather conditions and the forecast prior to setting out, and to keep an eye on the sky at all times. In addition, always wear a life jacket and carry a signaling device to increase your chances of being seen and rescued should you run into trouble.

“The fact that the individual was wearing a life jacket absolutely increased his ability to survive the storm and cold water temperatures, commented Capt. Amy Cocanour, commander of Coast Guard Sector Lake Michigan. “Additionally, his brother was able to provide the Coast Guard with GPS locations to reduce our search area, and the individual had a signaling device to get the helicopter's attention. This rescue serves as a reminder that boaters should always be prepared for the worst situation, including checking the weather prior to setting out.”

In another case, in central Michigan, three people were hoisted by an aircrew from Coast Guard Air Facility Muskegon after their 28-foot recreational boat became disabled as yesterday's storm front was approaching.

The three individuals were about a half-mile south of Little Sable Point, south of Ludington. Although their vessel was anchored, they were drifting toward sandbars. [Coast Guard Station Ludington](#) and the local police marine unit were unable to launch due to the 6-8 foot seas.

The Air Station crew arrived on scene at about 4:30 p.m. and safely hoisted the three people and transported them to Muskegon Airport.

The vessel later sank. Plans were being made today to salvage the vessel.

These two cases were among 17 storm-related throughout the Lake Michigan region to which the Coast Guard responded Sunday afternoon and Sunday evening. Local agencies and good Samaritans assisted in the responses.

## Coast Guard Station Channel Islands assists vessel in distress

*08/04/2015 02:35 PM EDT*

LOS ANGELES – The Coast Guard responded to a vessel taking on water near Channel Islands Harbor.

Coast Guard watchstanders at the Coast Guard Sector Los Angeles/Long Beach Operations Center in Long Beach received a call from the 35-foot sailing vessel Topsy at 10:15 a.m., Tuesday, reporting that their vessel was taking on water with two people aboard three miles off Channel Islands near platform Gina.

The Coast Guard immediately launched a 45-foot Response Boat — Medium boatcrew from Coast Guard Station Channel Islands to assist the vessel.

The two boaters are reported to be in good condition. Station Channel Islands boatcrew members were placed aboard Topsy with a dewatering pump and assisted the vessel with dewatering. Boatcrew members from Station Channel Islands safely escorted the vessel back to Channel Islands Harbor.



## [Woman with chest pains medevaced 11 miles off Mayport coast](#)

*08/08/2015 04:10 PM EDT*

JACKSONVILLE, Fla. — The Coast Guard medevaced a 49-year-old woman experiencing chest pains 11 nautical miles east of Mayport, Fla., Saturday.

Watchstanders at Coast Guard Sector Jacksonville received the initial report at approximately 8:41 a.m., from the captain of the 22-foot vessel, Off The Hook, stating that a woman aboard the boat had experienced chest pains before falling unconscious.

A boatcrew from Coast Guard Station Mayport was launched aboard a [45-foot Response Boat – Medium](#) to assist. The crew arrived on scene and transferred the woman to the response boat and brought her to the Morning Star Marina where EMS was standing by.

## [Coast Guard assists 3 on vessel sinking near Gold Beach, Ore.](#)

*08/09/2015 01:26 PM EDT*

WARRENTON, Ore. — The Coast Guard assisted three people on a sailing vessel taking on water 10 miles west of Gold Beach, Saturday.

A [47-foot Motor Life Boat](#) crew from [Coast Guard Search-and-Rescue detachment Rogue River](#) in Wedderburn, helped the three people dewater the 24-foot sailing vessel Kestrel and then helped safely tow them Brookings.

After watchstanders at [Coast Guard Sector North Bend](#) received a mayday call from the vessel over VHF-FM channel 16 at 5:39 p.m., the boatcrew was launched to assist, arriving on scene at 6:22 p.m.

Rescue boatcrew personnel utilized a P-6 dewatering pump to control the water flooding into the sailing vessel. The water was reportedly coming from the area around a broken propulsion shaft on the vessel.

“Every emergency case is made easier when boaters are prepared for an emergency and are able to call for help and let us know where they are,” said Petty Officer 2nd Class Adam Preiser, MLB coxswain. “My dependable crew’s training came in handy today and we are glad everything turned out for the best.”

After controlling the flooding, the boatcrew began towing the vessel toward Brookings. At 9:19 p.m. the Rogue River boatcrew met up with another MLB crew from Coast Guard Station Chetco River in Brookings, who finished the tow, safely mooring the vessel a little after 1 a.m. Sunday.

# Story from Down Under

<http://www.dailymail.co.uk/news/article-3191049/The-amazing-moment-brave-rescuer-plucks-man-safety-boat-capsizes-sinks-freezing-waters-father-tragically-dies-family-fishing-trip.html>

ELB carriage required. ELB timely alerting, accurate position indicating, active signaling, facilitate tough circumstance, cold water rescue.

NEWS // 2015/08/07

## Rockwell Collins unveils new DF-500 for advanced direction finding capabilities

Rockwell Collins Press Release

***The DF-500 system enables aircraft to receive and immediately locate activated 406 MHz Emergency Position-Indicating Radio Beacon (EPIRB) signals. Rockwell Collins Image***

Building on the search and rescue (SAR) mission success of its predecessor, Rockwell Collins has introduced its new DF-500 Direction Finder.

The highly capable DF-500 system pinpoints distress signals with unmatched accuracy and reliability. It enables aircraft to receive and immediately locate activated 406 MHz Emergency Position-Indicating Radio Beacon (EPIRB) signals, allowing crews to go directly to people in distress.

“When it comes to airborne SAR missions, saving time is often the difference between a rescue and a recovery,” said Troy Brunk, vice president and general manager, Airborne Solutions for Rockwell Collins. “That’s why civilian, government and military SAR organizations are upgrading their aircraft’s direction-finder capabilities with Rockwell Collins’ DF-500 direction finder.”

The next generation DF-500 direction finder replaces the DF-430, which serves government and military SAR operators in all domains worldwide. The DF-500 is fully backwards compatible with the DF-430 direction finding system. Additionally, the system’s all solid-state antenna is designed to easily drop into mounting provisions for the widely used DF-301E direction finding antenna system.

Software defined radio technology developed for the DF-500 enables higher sensitivity, immunity to interferences, and stability of bearing indications. New features include multi-channel scanning and real-time monitoring, as well as fast scanning and interoperability with maritime digital selective calling (DSC) and automatic identification system (AIS) distress protocols. Its unique multi-channel architecture enables key frequencies to be monitored simultaneously allowing rapid detection of emergency beacons and distress or safety calls over V/UHF radios.

The DF-500 provides full compatibility with all existing and all future identified frequencies for the International COSPAS-SARSAT Program, a satellite-based SAR distress alert detection and information distribution system, and can be upgraded to new waveforms.

## TAMPA BAY TIMES

Captain's Corner: Don't neglect important boat and gear maintenance

By Steve Papen, Times Correspondent

Tuesday, August 4, 2015 5:34pm

Weather conditions have not been good for trips offshore for the past couple of weeks, making it a perfect time for performing boat and gear maintenance. The power plant on your vessel is very important. Outboard motors need regular oil, gear case fluid, impellers, thermostats and things of that nature. Diesel owners need zinc replacements, oil, many different types of filters, belts, etc. Regular inspections of these very important parts should ensure problem-free trips offshore. **I see many anglers running offshore taking the Gulf for granted. Bad things can happen. I carry more type 1 life jackets than I will ever need, a self inflating life raft, Emergency Position-Indicating Radio Beacon, VMS with emergency action, satellite telephone, tons of flares, smoke signals, manual bilge pumps,** and more. These also need regular maintenance, such as batteries for EPIRBs, repacks for rafts, expired flares, etc. **Think of your boat as an island you could be stranded on. Some items I mentioned are expensive, but think about how much you would pay for them if lives were at stake.**

Steve Papen charts out of Indian Shores and can be reached at (727) 642-3411 and [fintasticinc.com](http://fintasticinc.com).

Note: Thank you, Captain.

Another Good Story from Down Under [ELBs Required Offshore]

## Emergency beacon saved two lives in Moreton Bay capsizing

IF the men rescued from waters off Moreton Bay on Saturday had not activated an emergency beacon after their boat capsized, rescuers would have been searching for three bodies.

Rescue 500 crew officer David Turnbull doesn't mince his words when it comes to emphasizing the importance of EPIRBs (Emergency Position-Indicating Radio Beacon).

Mr Turnbull was among the crew tasked to assist three men who were left clinging to an esky and an inflatable ball with the EPIRB attached to it after two freak waves knocked off the 5.6 metre fishing boat's engine and then capsized the vessel.

A 57-year-old Beachmere man died and his 24-year-old son and a 30-year-old friend were airlifted to the Princess Alexandra Hospital suffering hypothermia.

The men were in the water for between 90 minutes to two hours and rescuers believe the older man had succumbed to the elements about half an hour before rescuers arrived.

### [WE SAY: Be serious on boat safety, take beacon, life jackets](#)

Mr Turnbull said the EPIRB had saved the younger men's lives.

"Those people had no lifejackets on, all they had on was a pair of board shorts and in overcast conditions it is really hard to see people in the water when there is just a head poking out," he said.

"Without that beacon, for that particular case, it would have been a needle in a haystack type of job.

"Those beacons are like a pot of gold at the end of the rainbow."

Having a 406MHz digital EPIRB on board is required by Maritime Safety Queensland for any vessel that travels more than two nautical miles out to sea, regardless of whether it had an engine or was registered.

However, Mr Turnbull said it was equally as important to also register details free of charge with the Australian Maritime Safety Authority to assist rescue crews to better prepare if they were tasked to rescue you.

"In the case on Saturday, they had an older style unregistered beacon and there was no information attached to that serial number," he said.

"Information such as the size of the boat helps us and other rescue agencies with things like configuring our helicopters.

"Also when we are out, we know we are looking for a 5.6 metre boat and can disregard other trawlers and vessels in the vicinity."

Thinking of ways to make your EPIRB easily accessible in case of an emergency was also important to consider.

Mr Turnbull said although one of the men rescued on Saturday had to dive into the upturned cabin to retrieve their EPIRB, they had the foresight to attach it to a floating white buoy, which not only provided them with a flotation device, but also kept the beacon in close proximity and served as a visual marker for rescuers from the air.

"Although they had only bought the boat the day before, we felt they weren't complete novices and had experience in fishing," Mr Turnbull said.

"In boating sometimes these tragic circumstances occur but there is no doubt that without the beacon we would have had three bodies instead of the one."

A Department of Transport and Main Roads spokesperson said boaties should consider buying and registering an EPIRB regardless of where they were boating.

From September 15, you will be able to carry a printed copy of your email registration, or keep an SMS confirmation on your phone or request a copy be sent to you by post.

"A registered beacon allows AMSA Search and Rescue to phone your emergency contacts and look up important information to start a response as soon as possible," the spokesperson said.

## NASA SAR Program June Incident Summaries posted after June GMDSS

Date: June 14, 2015

Location: **70 NM East of Charleston, SC**

Description of Rescue: At 1252 UTC the COSPAS-SARSAT system detected a 406 MHz Personal Locator Beacon (PLB) at 32 27.8N, 78 36.2W, approximately 70 NM offshore of Charleston, SC. The PLB was activated when a 25' catamaran was taking on water and about to capsize. Coast Guard District 7 (CGD07) had received a garbled Mayday call via VHF radio when the PLB alert was received and provided a position. Sector Charleston (SECCHA) issued an Urgent Marine Information Broadcast which was answered by the fishing vessel, *The Office*. *The Office* arrived on scene and recovered the five person crew from the water with no injuries. SECCHA launched a boat from Coast Guard Station Charleston that rendezvoused with *The Office* and safely transported the 5 people to the Coast Guard Station Charleston.

Five (5) rescues

Note: Another incident in the June-July Charleston offshore case grouping ... ELB distress alerting, position indicating, and active signaling function case provides sharp effectiveness and efficiency contrast to alerting-by-overdue-report, "float plan" cases.

Date: June 16, 2015

Location: 130 NM south of Grand Isle, LA

Description of Rescue: At 1108 UTC the COSPAS-SARSAT system detected a 406 MHz Emergency Position-Indicating Radio Beacon (EPIRB) at 27 11.6N, 91 02.9W, about 130 NM south of Grand Isle, LA. The EPIRB was activated when the engine and steering on sailing vessel *Theresa Law* failed. The two people on board had medical concerns and were fatigued from the weather. Coast Guard District 8 received the SARSAT alert and used SafetyNet to send the SARSAT position to the tanker *Innovation*. The tanker arrived on scene, picked up the two individuals in distress and took them to Key Largo, FL.

Two (2) rescues



Date: June 28, 2015

Location: 100 NM offshore from Jupiter, FL

Description of Rescue: At 1046 UTC the COSPAS-SARSAT system detected a 406 MHz Emergency position-Indicating Radio Beacon (EPIRB) at 27 02.8N, 78 10.4W, about 100 NM offshore from Jupiter, FL. The EPIRB was manually activated when a 47 year old woman suffered an aneurysm onboard the 48' *S/V Kraken*. Coast Guard District 7 (CGD07) received a call from a crew member of the *S/V Kraken* requesting MEDEVAC. CGD07 instructed the crew member to manually activate their EPIRB to provide a position. CGD07 received the SARSAT alert and launched a helicopter to the SARSAT position. The helicopter located the vessel and transported the patient to the St. Mary's Hospital in critical condition.

One (1) rescue

Note: Jupiter area, recreational vessel case, 100NM offshore, with two way voice and ELB. Good partnership for SAR success distress alerting, position indicating, active signaling readiness and performance. Best chance for good outcome.

Date: June 21, 2015

Location: 60 NM northeast of Seattle, WA

Description of Rescue:

At 2234 UTC the COSPAS-SARSAT system detected a 406 MHz Personal Locator Beacon (PLB) at 48 16.98N, 121 02.22W, 60 NM northeast of Seattle, Washington in the Mt Baker-Snoqualmie National Forest in the Northern Cascades. Air Force Rescue Coordination Center received the SARSAT alert and notified Washington State Emergency Management, who then contacted the county sheriff. The sheriff located a person with injuries at the coordinates given and they were transported to a hospital.

One (1) rescue

Date: June 30, 2015

Location: 128 NM southeast of Barrow, AK

Description of Rescue:

At 1004 UTC the COSPAS-SARSAT system detected a 406 MHz Personal Locator Beacon (PLB) at 70 05.2N, 151 29.3W, on the Colville River about 128 NM southeast of Barrow, AK. The PLB was manually activated when a boater's propeller broke and the vessel ran out of fuel. The Alaska Rescue Coordination Center (AKRCC) received the SARSAT alert and contacted North Slope Borough Search and Rescue (NSB). NSB launched a boat crew to the SARSAT position and located the distressed boater. NSB was able to dock the boat and transport the individual onboard back to his hometown Nuiqsut, AK.

One (1) rescue

News

## 19-Year-Old Man Spends Night On Buoy After Personal Watercraft Breaks Down Off NJ Coast

August 12, 2015 4:24 PM

**SANDY HOOK, N.J. (CBSNewYork/AP)** — A man was rescued by the Coast Guard after spending the night clinging to a buoy because his personal watercraft had broken down.

Dylan Gowan posted “I’m alive” on Facebook Wednesday morning.

According to Coast Guard spokesman Charles Rowe, the 19-year-old had left a personal watercraft rental business in Brooklyn for the Highlands in New Jersey when the craft was swamped Tuesday night.

Gowan was reported missing around 9:40 p.m. and an extensive search followed overnight, 1010 WINS’ Glenn Schuck reported.

The teen said he swam to the buoy that was to the northeast of Sandy Hook peninsula, according to Rowe.

As CBS2’s Christine Sloan reported, Gowan was trained in water rescue by the Sea Bright Fire Department. He said when he left New York around 7:30, Tuesday night, it was still light out. He was helping a friend get his wave runner back to New Jersey.

His parents agonized all night after reporting him missing. His father even searched himself.

“I had faith. I never gave up hope,” Jamie Gowan said, “I am happy that he’s home and safe.”

“It was such a group effort and I am so thankful to everybody who helped me bring my son home,” his mother added.

Gowan was spotted by a Coast Guard boat crew on Wednesday morning after he had started swimming toward Sandy Hook when dawn broke around 6:30 a.m., Rowe said.

“Light came out, he determined he would try to make a swim for the shore and began swimming and splashing, and that’s when our rescue boat crew noticed the splashing, was able to arrive on scene and retrieve him from the water,” U.S. Coast Guard spokesman, Petty Officer 3rd Class Frank Iannazzo-Simmons said.

Iannazzo-Simmons told WCBS 880’s Levon Putney he hasn’t seen this kind of ride done too often “especially on a personal watercraft or Jet Ski, and especially to be leaving and getting underway during the night hours, that’s not typically something common practice.”

Gowan was taken to a hospital in Red Bank for treatment for dehydration and hypothermia.

Note: Lucky.

[http://www.oregonlive.com/sports/oregonian/bill\\_monroe/index.ssf/2015/08/post\\_193.html](http://www.oregonlive.com/sports/oregonian/bill_monroe/index.ssf/2015/08/post_193.html)



# Coast Guard Rescues Three from Disabled Boat 45 Miles off Block Island

The crew of Coast Guard Cutter Hammerhead and a 45-Motor Life Boat crew from Newport's Station Castle Hill saved them from an adrift boat.

## [Newport, RI](#)

By [Mark Schieldrop \(Patch Staff\)](#) September 3, 2015

Three people stranded on a disabled boat adrift 45 miles off Block island Wednesday night are safe thanks to members of the U.S. Coast Guard, including support from a Motor Life Boat crew from Station Castle Hill in Newport.

The crew of the Coast Guard Cutter Hammerhead and the 45-foot Motor Life Boat crew from Station Castle Hill rescued the passengers aboard the vessel Blitzen after watchstanders at the Woods Hole command center received a distress call from the captain at around 4:15 p.m.

The captain said the vessel was having engine problems and they were disabled and adrift.

Search and rescue coordinators at the Sector Southeastern New England command center issued a marine assistance broadcast asking for help from a good Samaritan or a commercial salvage company but it went unanswered, prompting the Coast Guard to divert the 87-foot Hammerhead to help.

They reached the disabled Blitzen and took the boat in tow at around 7 p.m.

The Hammerhead is expected to pass the tow to the Motor Life Boat crew early Thursday morning. If commercial salvage is unavailable, the Coasties expect to bring the Blitzen to Conanicut Marina in Jamestown.

"The Blitzen crew hailed us on Channel 16," said Petty Officer 1st Class Brian Richardson, a watchstander at Sector Southeastern New England. "A working VHF radio was the key to finding them quickly and communicating the towing plan for a safe journey back to Jamestown."

Sector Southeastern New England's area of responsibility is from Manomet Point in Massachusetts to Watch Hill Point in Rhode Island.

## **Coast Guard, Clatsop County personnel rescue 2 on Columbia River**

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Published: September 22, 2015 4:56PM

SUZY WHITTEY PHOTO

A 47-foot motor life boat from U.S. Coast Guard Station Cape Disappointment participated in the rescue of two people from a small fishing boat that sank near the Washington shore in the Columbia River near McGowan Church.

Photographer Suzy Whittey, who was at the scene in hopes of taking whale photos, captured images of the rescue.

**McGOWAN** — Coast Guard and Clatsop County Sheriff's Department personnel assisted two people after their boat began taking on water near the mouth of the Columbia River on Tuesday, Sept. 22.

At 1:30 p.m., the Clatsop County Marine Patrol personnel arrived on scene and safely embarked the two people and transported them to Chinook Marina.

Watchstanders at Coast Guard Sector Columbia River, in Warrenton, received notification at 1:25 p.m. from Clatsop County 911 that two people were aboard a 16-foot vessel that was disabled and taking on water near McGowan Church. Cape Disappointment-based boatcrews aboard a 47-foot Motor Life Boat and a 29-foot Response Boat Small-II, along with a Clatsop County Marine Patrol unit with a Coast Guard boarding team onboard were underway in the area and diverted to provide assistance.

"This successful case highlights the outstanding relationship the Coast Guard has with our partner agencies in the area," said Petty Officer 1st Class Richard Godsey, a search and rescue coordinator at Coast Guard Sector Columbia River. "Working together, we were able to get these people in distress to safety and prevent their vessel from becoming a hazard to navigation."

The two people were safely taken aboard the Clatsop County boat while the MLB crew took the disabled vessel in tow, began dewatering efforts and towed the vessel to Cape Disappointment State Park.

Weather on scene was reported to be 4-foot seas with a water temperature of 64 degrees, air temperature of 62 degrees, wind speed of 10 knots and visibility of six nautical miles.

# How to improve boating safety after accidents on the water

## Push for more education and safety devices

Charlie Keegan 8:47 PM, Sep 21, 2015

10:42 PM, Sep 21, 2015

WPTV

DELRAY BEACH, Fla. - Two boaters died on the water this weekend. One in Pompano Beach, the other in Sebastian. Two teenagers from Tequesta, Austin Stephanos and Perry Cohen are still missing after a boating trip this summer.

Could new laws prevent these types of disasters? One state senator is looking for answers.

Jim Calvin has been on the water his whole life. He'll never forget the day the boat he was on started sinking.

"It's kind of like a car accident happening in slow motion, but it goes on for hours," he explains.

Calvin made it to a life raft that day and used an emergency position indicating radio beacon (EPIRB) to get help.

"They [The U.S. Coast Guard] had our fix, knew where we were, knew who we were and came right to us. It was a no brainer," Calvin says.

Now he doesn't go on a boat without one. But you aren't required to have a locator beacon on your boat in Florida.

And Florida laws also say you don't need to take a boating education class if you're born before 1988. Something many people call too lax.

Democratic State Senator Maria Sachs spoke with experts and boaters Monday in Delray Beach to discuss ways to tighten the laws in an effort to keep boaters safe.

"What we need more than anything else is education, education, education," she said after the meeting.

Sachs is putting together a bill for the upcoming legislative session which would give boaters discounts on insurance if they prove they have a comprehensive knowledge of boating rules and own devices like an EPIRB and a VHF radio.

It's an idea Calvin can get behind. He works with Standing Watch to advocate for boating issues. He says cellphones aren't always a replacement for those maritime-specific devices.

Despite suggestions to set a minimum age to drive a boat, Sachs says she does not plan on including it in the bill.

"Sometimes a 14-year-old kid has a lot more common sense than a 40-year-old man or woman who thinks they know everything," she says, pointing out education is key to anyone getting behind the wheel of a boat.

## [Coast Guard assists stranded boater near Deadhorse, Alaska](#)

*09/23/2015 03:30 PM EDT*

JUNEAU, Alaska — A Coast Guard MH-60 Jayhawk helicopter crew from Forward Operating Location Deadhorse assisted a stranded boater at the entrance of the Colville River approximately 41 miles west of Deadhorse, Alaska, Tuesday.

The Jayhawk crew provided a radio and fuel to the stranded boater who safely transited to Nuiqsut.

Coast Guard 17<sup>th</sup> District watchstanders received a request for assistance from North Slope Borough search and rescue personnel after they were notified of a Nuiqsut resident who became stranded on the ice due to deteriorating weather while attempting to retrieve a disabled vessel. Watchstanders directed the launch of the Deadhorse Jayhawk aircrew.

The Jayhawk crew, along with a Nuiqsut SAR volunteer who assisted with local area knowledge, located the boater and transferred a radio to him to assist with communications. Once the boater was able to free both vessels from the ice he reported the he did not have enough fuel to make it back to Nuiqsut. The Jayhawk crew returned with fuel that was transferred to the boater.

“This boater's use of a float plan and properly registered personal locator beacon were instrumental in the safe, efficient prosecution of this case and a successful outcome,” said Cmdr. Nathan Coulter, Air Station Kodiak operations officer. “Increased maritime activity in the arctic region during the summer months underscores the need for Coast Guard presence and robust cooperation between federal, state and tribal partners.”

FOL Deadhorse consists of two Kodiak-based MH-60 Jayhawk helicopters with supporting air, ground and communications crews. Air Station Kodiak is more than 1,200 miles from Deadhorse and having the FOL in place increases the Coast Guard's readiness and allows for faster responses to emergencies in the Arctic region.

Weather on scene was reported as overcast with 17 mph winds.



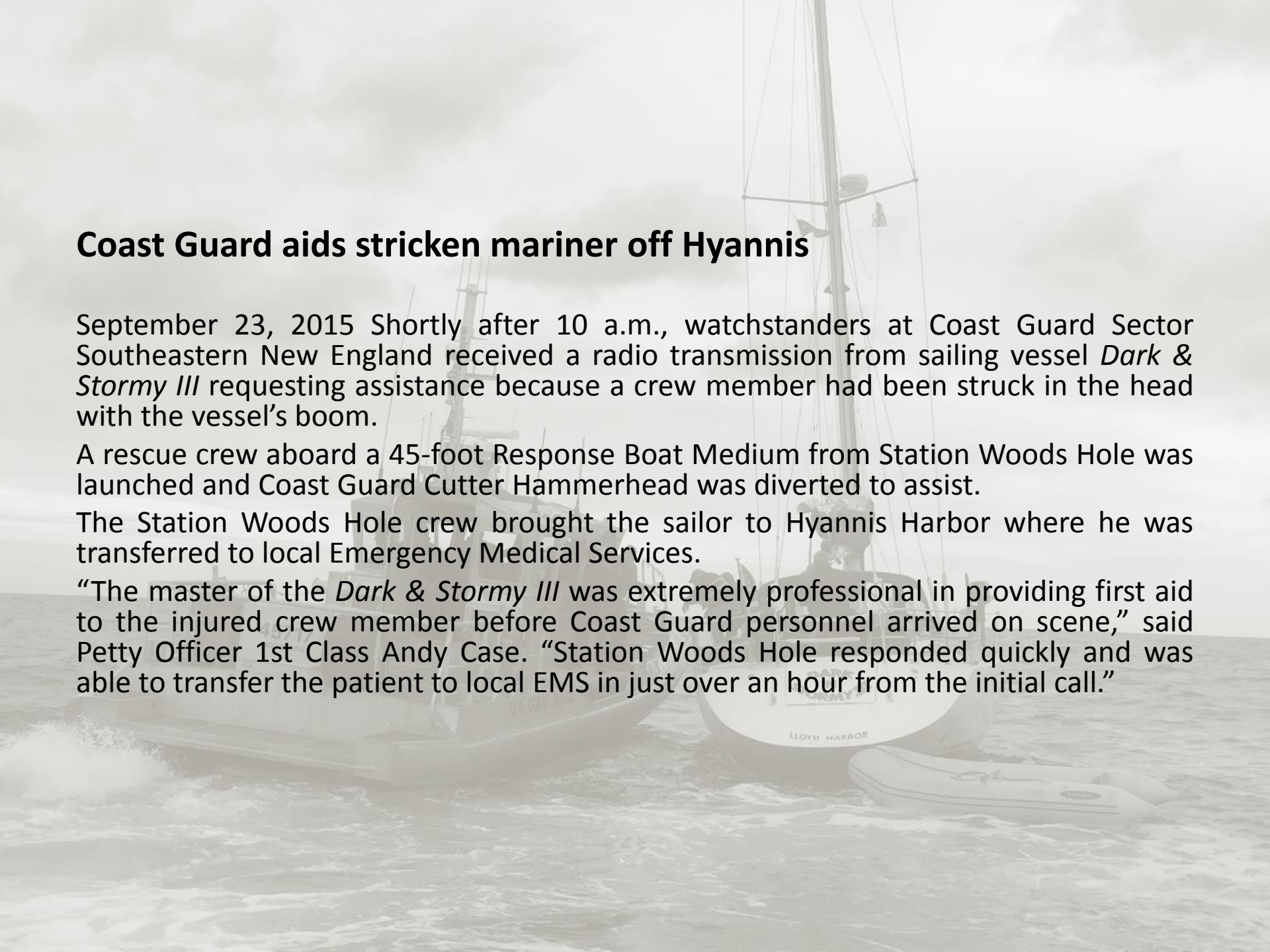
## Coast Guard aids stricken mariner off Hyannis

September 23, 2015 Shortly after 10 a.m., watchstanders at Coast Guard Sector Southeastern New England received a radio transmission from sailing vessel *Dark & Stormy III* requesting assistance because a crew member had been struck in the head with the vessel's boom.

A rescue crew aboard a 45-foot Response Boat Medium from Station Woods Hole was launched and Coast Guard Cutter Hammerhead was diverted to assist.

The Station Woods Hole crew brought the sailor to Hyannis Harbor where he was transferred to local Emergency Medical Services.

“The master of the *Dark & Stormy III* was extremely professional in providing first aid to the injured crew member before Coast Guard personnel arrived on scene,” said Petty Officer 1st Class Andy Case. “Station Woods Hole responded quickly and was able to transfer the patient to local EMS in just over an hour from the initial call.”



# Coast Guard Rescues Man Off Montauk Coast

September 25, 2015 - 1:58pm | By [Christine Sampson](#)

The Coast Guard on Friday came to the aid of a man who was experiencing chest pains and numbness and tingling in his left arm while aboard a cable-laying vessel off the coast of Montauk.

Shortly before 9 a.m., according to a Coast Guard statement, watchstanders with the Coast Guard Sector Long Island Sound command center received notification from the vessel, called the Decisive, that a man was in need of medical assistance. The ship was approximately 60 miles southeast of Montauk at the time.

The man, 41, "was safely hoisted from the deck" by a Coast Guard MH-60 Jayhawk helicopter crew and was flown to Stony Brook University Hospital. According to the Coast Guard, he was in stable condition at the time of transport.

The Jayhawk helicopter was dispatched from Air Station Cape Cod, which is the Northeast's only Coast Guard aviation facility.

# Coast Guard saves 2 Maine fishermen from sunk boat

By [Dawn Gagnon](#), BDN Staff

Posted Sept. 25, 2015, at 8:38 p.m.

BANGOR, Maine — Coast Guard rescue crews from Station Boothbay Harbor, the cutters Campbell and Ocracoke and Air Station Cape Cod, Massachusetts, saved two people Friday after their fishing vessel sank about 50 nautical miles east of Portland.

Watchstanders at the **1st District Command Center in Boston received an emergency beacon notification from the fishing vessel Jeanne C.** around 3:28 p.m., the Coast Guard said in a news release.

Unable to reach the vessel by radio, search-and-rescue coordinators from the 1st District directed the launch of the Coast Guard cutters Campbell and Ocracoke, a 47-foot motor lifeboat from Station Boothbay Harbor and an aircrew aboard an MH-60 Jayhawk helicopter from Air Station Cape Cod.

**Crews from Station Boothbay Harbor spotted a life raft with two people aboard** around 4:30 p.m.

Both people were safely brought onto the motor lifeboat and then taken to awaiting emergency medical personnel at the pier in Boothbay Harbor.

“Their boat sank right out from underneath them,” Lt. Samantha Leon, the command duty officer at the 1st District Command Center, said.

“They had the proper safety equipment, like the life raft, on board and were able to get in quickly,” she said. **“They helped save their own lives.”**

Note: Commercial fishing vessel. Gear required. They had it; it worked. Good distress alerting, position indicating, active signaling, and survival readiness and performance. Partnership for SAR success worked.

## Fort Wainwright crew rescues two from plane crash

Posted: Friday, September 25, 2015 12:51 pm

Staff Report, [newsroom@newsminer.com](mailto:newsroom@newsminer.com)

FAIRBANKS—A helicopter crew from Fort Wainwright medically evacuated two people who sustained minor injuries Thursday night when their airplane crashed in the Brooks Range.

The Anchorage-based Alaska Rescue Coordination Center received word of the crash at about 5 p.m. after the Alaska State Troopers received a signal from the plane's emergency locator beacon. The plane went down about 120 miles northeast of Fort Yukon, near the Colleen River.

A Fort Wainwright crew responded in a Blackhawk helicopter. They found the downed plane by about 9 p.m. and transported the plane's pilot and passenger to Fairbanks Memorial Hospital.

Note: ELB, distress alerting, position indicating, active signaling solution for harsh, remote environments, air, land, or sea.

# Safe Boating in National Preparedness Month

By [Web Staff](#) Published: September 17, 2015, 8:34 am

September is National Preparedness Month and with a more active than usual hurricane season, ensuring you have the proper safety equipment is paramount. While the U.S. Coast Guard strongly encourages boaters to have emergency positioning indicating radio beacons, having them properly registered is just as important as owning one.

“Registering a PLB or EPIRB – Personal/emergency position indicating radio beacons – is very easy; all it requires is going to the NOAA website at <https://beaconregistration.noaa.gov/rgdb/> and entering the proper contact information. Properly registering your PLB and EPIRB ensures the Coast Guard and rescue centers receive the pertinent information if you’re in an emergency,” says U.S. Coast Guard Lt. Christopher Sena.

“Your life may be saved quickly due to the proper registration because it gives us more to go off of. This information can be very helpful in confirming a distress situation exists, and in arranging appropriate rescue efforts,” continues Lt. Sena.

If the EPIRB is properly registered, the Coast Guard will be able to use the registration information to immediately begin action on the case. If a non-GPS PLB/EPIRB is unregistered, a distress alert may take as much as two hours longer to reach the Coast Guard over the international satellite system.

PLBS and EPIRBS come in two categories. Category I’s are float automatically activate when they hit water. They are detectable by satellite anywhere in the world.

Category II’s are similar to the first except it is manually activated. They can cost anywhere from a couple hundred dollars to about a thousand dollars.

Larger EPIRBs are ones you’d commonly see on commercial vessels or fishing vessels. PLBs are generally smaller and ones you’d like to have on you like in your lifejacket.

Since they are manually activated, Lt. Sena suggests to keep it on you in case of an emergency. Most of the time you see these on people kayaking or even hiking!

Don’t forget- you need to reregister your EPIRB every year and if you sell your boat and gear on it, transfer the registration to the new owner or owners.

## Outdoors column: Boaters beware

Jerry Gerardi 4:52 p.m. EDT September 24, 2015

(  
Danger is all around us, no matter where we are or what we are doing. Bad things do happen.

If you're an offshore boater there are a few things you can do to thwart the Grim Reaper. For starters, expect the unexpected, it doesn't take much wind to kick up some pretty nasty seas. And it doesn't take a lot to capsize a small boat. With fall and winter coming on, rapidly moving cold fronts bring added danger for boaters. Small-boat fishermen need to be aware of how rapidly conditions change...sometimes in just a matter of minutes.

What about you? Would you know how to prepare for the unthinkable, and know what to do if it happened? The Coast Guard Auxiliary, which is the branch of that agency most involved with recreational boaters and sport fishermen, advises that sailors be aware of any fronts coming in. Also keep an eye out for squalls and water spouts. Most VHF radios have a weather band. Check it frequently for updates. Be a cloud watcher. Learn which ones could bring bad weather.

If you're going offshore more than a few miles you need some means of communication. Cell phones are generally useless, since there are seldom signals. Get a VHF radio.

Beyond that you need ... an Emergency Position Indicating Radio Beacon (EPIRB), or one of the Personal Locator Beacons (PLB) or satellite messengers such as SPOT or DeLorme. The EPIRB automatically sends a satellite signal directly to the Coast Guard, and the satellite messengers send a text message or e-mail to say you're OK, call for non-emergency help, or make a 911 call. They are one-way communicators and very effective. All these devices are available through marine stores and online.

Life jackets are not only a no-brainer, but also required by law. They are also worthless if not worn. Today's versions are lighter and far more comfortable than just a few years ago. The old WWII-era Mae West vest has been replaced by inflatable models that can be worn all day with no discomfort. Imagine treading water for 5, 10 or 20 hours until someone rescues you. I know I can't.

My favorite suspender vest has compartments for a small bundle of nylon parachute cord, light stick, tiny flashlight and a whistle. Use the cord to tie everyone together, and, if it's still floating, to the boat. A 20-foot boat is easier to spot than a bobbing head, especially in rough seas.

A "ditch bag" is a good idea. Any small, waterproof bag will do. Stock it with a small first-aid kit, flares, medications, sun screen, protein bars, drinking water and anything else you might need. A hand-held radio would be helpful too. You can buy a ditch bag at any marine supply.

You can learn a lot in a short time by taking a boating safety class. You will learn basic seamanship, survival tips, navigation and a lot of other related stuff that folks before you learned the hard way. Read all you can about boating. There's plenty of information online and in Chapman's Piloting (required reading for a Captain's License).

It also helps to know your position when you get in trouble. Get a fix on your GPS if you have one. Look around for shoreline reference points (lighthouses, buoys, markers, etc.) so you can tell rescuers where you are. "I'm in Apalachee Bay" won't get help to you very fast.

An extra bilge pump can be a life saver. Either a manual or small electric with alligator clips take up little space when stowed.

Tell someone where you're going and when. It might just save your life. It's called a "float plan" and gives searchers a starting point.

Be realistic in your craft's capability. Too many people are seriously flawed in this area. Flat-bottom boats are not suitable for serious offshore fishing.

After all this, if you still want to fish offshore, sign up with a towing and rescue service such as Sea Tow or Tow Boat U.S. It's cheap insurance and they will come for you in minor emergencies.

# Kayaker found dead after Lake Michigan fishing tournament

By FOX 11 News Monday, September 14th 2015

MANITOWOC COUNTY — A man whose body was found in Lake Michigan was participating in a fishing tournament, authorities say.

The Manitowoc Co. Sheriff's Office says the body of Max W. Boheme, 24, of Lisle, Illinois was found Saturday afternoon. Sheriff's deputies say the U.S. Coast Guard found Boheme and his kayak about a quarter-mile east of Hwy. C in the southern part of the county.

A statement posted on the Facebook page of the Great Lakes Kayak Fishing Series says participants were scheduled to check in at 2 p.m. By about 2:15, all but Boheme had checked in. Believing he may have left early, organizers went to the parking lot, where they found his vehicle still there and his trailer empty. When they couldn't contact him by cellphone or marine radio, they called the Coast Guard. Three tournament organizers also went out onto the lake to search, while others stayed back in case he returned. Boheme was found around 4:45 p.m. He was not with his kayak.

According to organizers, Boheme was wearing a life jacket and a hand held VHF radio.

Note: Initially reported as having an EPIRB or PLB. CG confirmed no ELB, just handheld VHF. Hopefully state investigation will answer questions.

# Two Dead, Two Missing in Boating Accident Near Tomales Bay

Emergency crews found one person dead on the shoreline at Bird Rock and found another person dead in a debris field off of Tomales Point.

[Novato, CA](#)

By [Renee Schiavone \(Patch Staff\)](#) April 18, 2015

*PHOTO: The Sonoma County sheriff's helicopter, Henry, 1, locates a 21-foot pleasure vessel that went missing on Friday, Saturday, April 18, 2015. Photo courtesy Friends of Henry 1.*

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## **By Bay City News Service:**

Deputies in the Sonoma County sheriff's helicopter crew located a boat Saturday that went missing out of Bodega Bay Friday evening, according to sheriff's officials.

Two of four people who were aboard the boat have been confirmed dead and two more are still missing, U.S. Coast Guard Lt. j.g. Amanda Faulkner said.

Coast Guard officials received a report around 7:30 p.m. Friday that a 21-foot pleasure craft with four people aboard had not returned from an all-day outing, Faulkner said.

The boat left around 5 a.m. and was expected to return around 5 p.m., Faulkner said. When the boaters didn't return, the sister and girlfriend of the boat's owner called the Coast Guard to report it missing.

Around 10:30 p.m. Friday, the Coast Guard requested assistance from the Sonoma County Sheriff's Office to help with the search, sheriff's officials said.

Around 9:30 a.m. Saturday, the sheriff's helicopter, Henry 1, was able to conduct a search of the coastline and located the missing boat, which was overturned in the rocks near Tomales Point in Marin County, according to sheriff's officials.

Faulkner said emergency crews found one person dead on the shoreline at Bird Rock and found another person dead in a debris field off of Tomales Point.

Emergency crews also found an engine in the debris field that authorities believe is from the missing boat, Faulkner said.

Crews are still actively searching for two more people, she said.

The decedents' identities have not been confirmed, she said.

Faulkner said Coast Guard crews did not receive a distress signal from the vessel and said it's unclear what happened to the boat.



## Coast Guard rescues 6 people after vessel capsizes

*09/27/2015 07:42 PM EDT*

GRAND ISLE, La. – The Coast Guard rescued six individuals from a 22-foot recreational boat that reportedly capsized approximately 14 miles north of Grand Isle in Barataria waterway, Sunday.

Coast Guard Sector New Orleans watchstanders were notified by Grand Isle Police Department of a 911 call from a sinking recreational vessel with six people on board. Watchstanders directed the launch of a 24-foot response boat crew from Coast Guard Station Grand Isle. The boat crew was able to locate all six individuals within 20 minutes.

The Grand Isle boat crew safely transferred all six people from the water to their small boat and brought them back to Station Grand Isle where they were met by a local EMS unit.

The vessel capsized due to excess flooding from bad weather. All six individuals were wearing their life jackets.

Note: PC with six POB ... north of barrier island ... 911 relay ... sinking vessel to PSAP to CG ... with good outcome.

Additional detail would be interesting ... CG found quickly ... e911 with 50m or better poston? Smart phone w GPS locating on? In any event, in this case people, processes, and technology were good enough.

<http://searchandrescue.gsfc.nasa.gov/sarsatreports.html>

NASA SAR Program SARSAT Incidents – Recent Rescues Link

Most recent incident posted 2 August as of 10-13-15.

# FEATURE RELEASE: On the water and in distress? Use your VHF, not your cell

Interesting CGD5 feature. Facts, passion, and a perspective.

Example case from December 2010. Seems like vessel in question carried VHF, but waited too long to use ... flooding may have disabled fixed radio ... cell phone technology worked fine ... coordination between PSAP and CG not as well ... what kind of phone ... whether GPS capable ... capabilities of PSAP ... what they had from phone/reporting source in way of position information not called out ...

Slightly different perspective on messaging ... communicate early ... VHF is the preferred capability in the coastal maritime environment ... cell phone is an important secondary capability ... using both should be encouraged .... R21 generally produces only one line of bearing ... e911 standard is for something like a 50m radius position 90% of the time. [RDC experiments showed smart phone results <3m.]

CG has been working hard on strengthening operational protocols with PSAPs and looking into means to more effectively and efficiently share 911 info ... [reported on at last GMDSS Task Force meeting, deck shared with meeting report]

This feature relevant as relates to ELB issue ... authors make case for BSAC version alternative compliance via qualified VHF carriage between 3 and 20 miles offshore in areas with regular R21 coverage.

# Link to May 2015 Beacon Manufacturer Workshop Minutes

[http://www.sarsat.noaa.gov/BMW%202015\\_files/2015%20May%208%20BMW%20Minutes\\_Final.pdf](http://www.sarsat.noaa.gov/BMW%202015_files/2015%20May%208%20BMW%20Minutes_Final.pdf)

# Link to System Overview - Updates

[http://www.sarsat.noaa.gov/BMW%202015\\_files/Cospas-Sarsat%20Overview\\_2015.pdf](http://www.sarsat.noaa.gov/BMW%202015_files/Cospas-Sarsat%20Overview_2015.pdf)

# Link to Beacon Manufacturers Survey Results

[http://www.sarsat.noaa.gov/BMW%202015\\_files/C-S%20Beacon%20Manufacturers%20Survey\\_Preliminary%20Results%20of%202015.pdf](http://www.sarsat.noaa.gov/BMW%202015_files/C-S%20Beacon%20Manufacturers%20Survey_Preliminary%20Results%20of%202015.pdf)

# Dramatic Boat Capsize And Rescue

By Daniel David Jones

Illustrations by: Wesley Allsbrook

Published: February/March 2013 BoatUS Magazine

*A fishing trip off the New Jersey coast goes very wrong when five friends have to abandon ship, fast.*

## Lessons Learned

### Float Plans And Ditch Kits

To reduce the odds of having your own horrible night, a fishing trip well out of sight of land needs to be treated very differently from an outing in a sheltered body of water or within a few miles of the coast. The boat must be offshore-capable and properly equipped, and the captain should file a float plan.

"The first lesson I took from this experience," author David Jones said, "was to pay more attention to the design of an offshore boat." BoatUS has found that 30 percent of boats that sink underway are overwhelmed by waves coming over the gunwales, particularly the transom. "One reason our boat sank so fast was the height of the transom," Jones said. "The wave that came aboard lowered the waterline and made it almost a certainty that another wave would come aboard. There was no way to bail quickly enough to prevent its being swamped. I'll never again go offshore on a boat with a low transom."

The equipment list should include more than just safety gear. The boat should be equipped with a high-capacity bilge pump and a high-bilge-water alarm. In addition, the following:

- Enough life jackets for everyone aboard (legally required), ideally on everyone aboard, but otherwise within easy reach from the cockpit
- A DSC-equipped VHF radio connected to the GPS, and a handheld, waterproof VHF
- A GPS-equipped EPIRB (if you don't want to buy one for one trip, rent one from the BoatUS Foundation for Boating Safety and Clean Water, [www.BoatUS.com/Foundation](http://www.BoatUS.com/Foundation))
- Signaling devices including portable air horns and (legally required) flares
- For larger boats, an inflatable life raft
- A grab bag or ditch kit (see the "buddy bag" below) to take with you if you have to abandon ship
- Another thing I'll never do again," David Jones said, "is go offshore without someone knowing where I'm going and what time I'll be back. It's not enough to hand someone a float plan; I take a few minutes to go over the details, including where we're going and what courses we'll be following. I never deviate from that plan. Filing a float plan doesn't take long and could be crucial to the success of any search-and-rescue mission."

Continued



Continued

A grab bag or ditch kit (see the "buddy bag" below) to take with you if you have to abandon ship. Another thing I'll never do again," David Jones said, "is go offshore without someone knowing where I'm going and what time I'll be back. It's not enough to hand someone a float plan; I take a few minutes to go over the details, including where we're going and what courses we'll be following. I never deviate from that plan. Filing a float plan doesn't take long and could be crucial to the success of any search-and-rescue mission."

If you're going on a friend's boat, where you have no control over the condition of the boat and equipment, a small "buddy bag" could save your life in the event of an emergency. Whenever Lenny Rudow, BoatUS Magazine's electronics editor, gets on a friend's boat for a trip into open waters, he always brings along his own "buddy bag," a scaled-down, waterproof ditch-bag full of safety gear and foam padding (so it floats). Here's what's inside:

Handheld VHF

Portable emergency distress beacon (PLB or Personal Locator Beacon)

Spare AA batteries

Extra inflatable PFD

Two flares

Whistle

First-aid kit

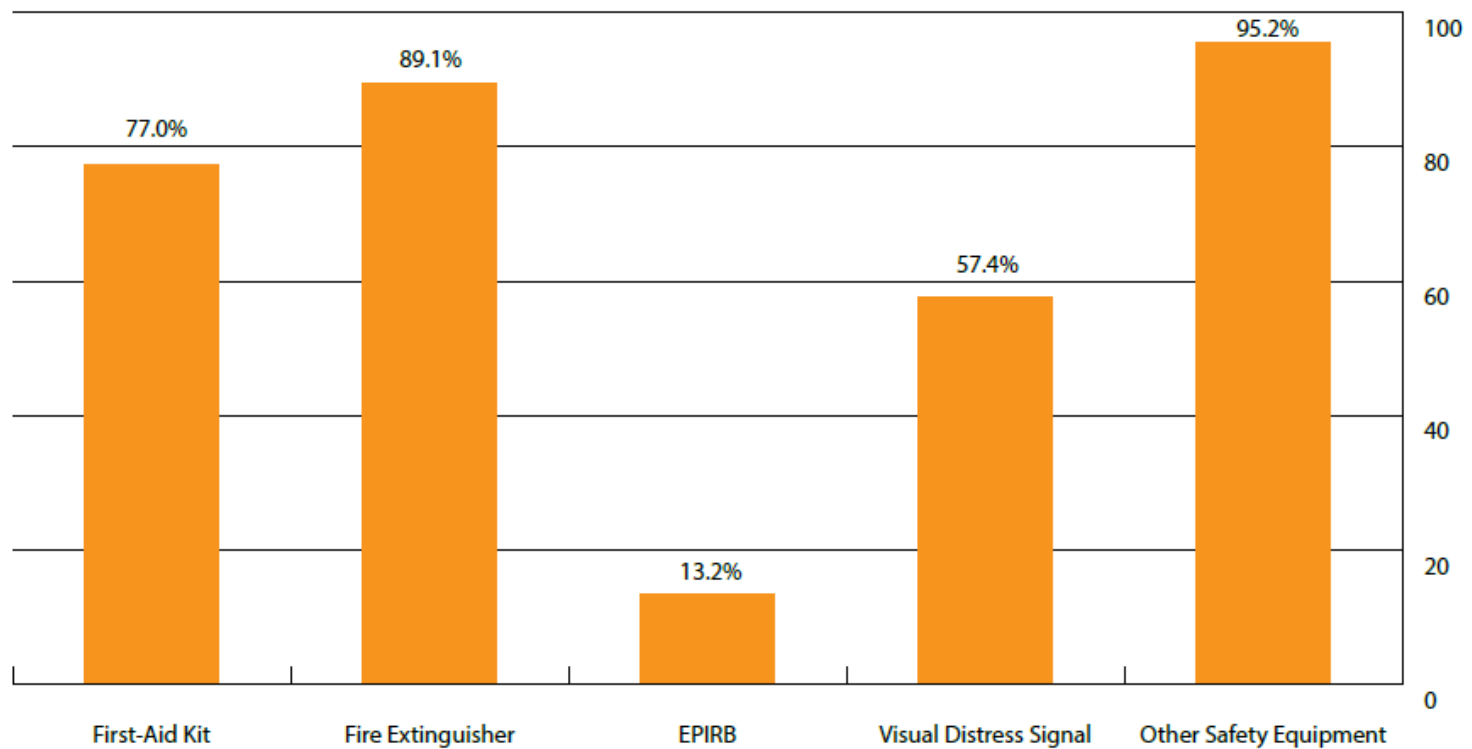
Sealed bottle of water

Carrying all of this for a day on the water may seem overkill, but you'll be grateful to have every bit of it if your day ever turns into a horrible night. Beth A. Leonard



# Safety Equipment Carriage as a Share of Boating Days All Recreational Boats – All Regions

**Figure 9:** Boating Days with the Specified Safety Equipment Onboard the Boats in the U.S. in 2012



# Safety Equipment Carriage as a Share of Boating Days

## All Recreational Boats – Regional Splits

**TABLE 47:**

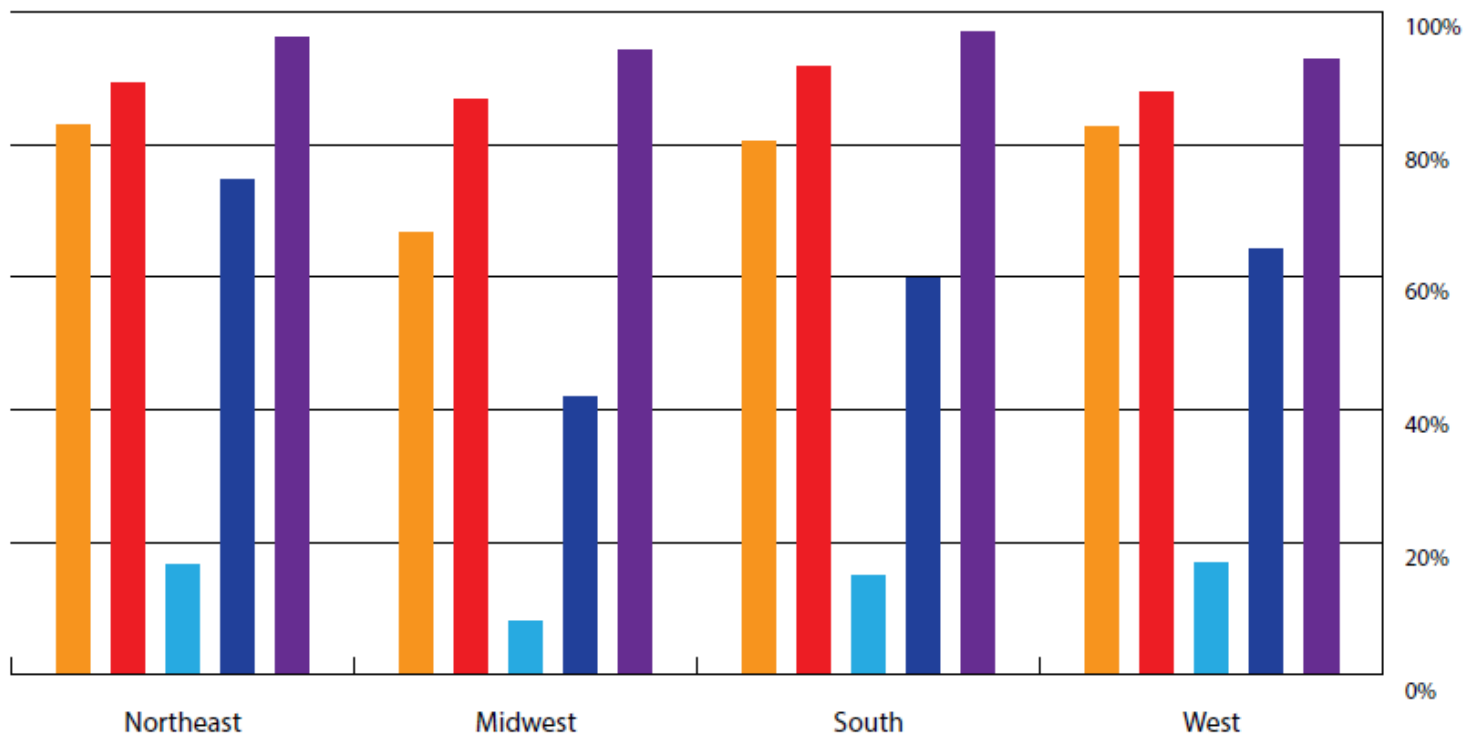
Boating Days with the Specified Safety Equipment Onboard the Boat in 2012 in the U.S. Regions

REGION	BOATING DAYS (THOUSANDS)	FIRST-AID KIT (%)	FIRE EXTINGUISHER (%)	EPIRB <sup>1</sup>	VISUAL DISTRESS SIGNAL (%)	OTHER SAFETY EQUIPMENT (%)
United States	244,203	77.0	89.1	13.2	57.4	95.2
Northeast	39,732	82.7	88.8	16.4	74.4	95.9
Midwest	66,116	66.4	86.4	7.7	41.7	93.9
South	108,980	80.2	91.3	14.7	59.6	96.5
West	28,412	82.3	87.6	16.5	63.8	92.6
Puerto Rico	962	95.1	98.0	25.4	98.5	99.4

<sup>1</sup>Emergency Position Indicating Radio Beacon

Figure 10:

Boating Days with the Specified Safety Equipment Onboard the Boat in 2012 in the U.S. Regions<sup>2</sup>



<sup>2</sup> The numbers associated with Puerto Rico are too small to yield reliable statistics, and are therefore not reported here.

# Safety Equipment Carriage as a Share of Boating Days Powerboats – By Region

**TABLE 48:**

Powerboats' Boating Days with the Specified Safety Equipment Onboard in the U.S. Regions

REGION	NUMBER OF BOATING DAYS (THOUSANDS)	FIRST-AID KIT (%)	FIRE EXTINGUISHER (%)	EPIRB <sup>1</sup>	VISUAL DISTRESS SIGNAL (%)	OTHER SAFETY EQUIPMENT (%)
United States	121,865	80.4	91.7	14.8	61.8	97.3
Northeast	16,192	88.4	93.0	18.5	78.8	97.6
Midwest	33,072	70.2	89.4	9.9	47.7	95.9
South	58,840	82.5	92.0	15.7	63.5	97.8
West	13,331	86.3	93.7	17.6	66.0	97.8
Puerto Rico	430	99.6	99.6	39.3	99.6	100.0

<sup>1</sup>Emergency Position Indicating Radio Beacon

# Safety Equipment Carriage as a Share of Boating Days Sailboats – By Region

**TABLE 49:**

Sailboats' Boating Days with the Specified Safety Equipment Onboard in the U.S. Regions

REGION	NUMBER OF BOATING DAYS (THOUSANDS)	FIRST-AID KIT (%)	FIRE EXTINGUISHER (%)	EPIRB <sup>1</sup>	VISUAL DISTRESS SIGNAL (%)	OTHER SAFETY EQUIPMENT (%)
United States	8,137	80.0	81.4	23.6	79.0	90.8
Northeast	1,800	89.1	90.3	16.6	91.1	97.2
Midwest	1,390	65.5	65.5	12.7	56.6	80.1
South	3,114	75.1	76.9	27.3	73.4	87.3
West	1,642	89.7	91.7	37.0	93.4	98.7
Puerto Rico	190	98.8	98.8	...	98.8	100.0

<sup>1</sup>Emergency Position Indicating Radio Beacon

... Sample size is too small or estimate has large sampling error

# Safety Equipment Carriage as a Share of Boating Days Personal Water Craft – By Region

**TABLE 51:**

PWC's Boating Days with the Specified Safety Equipment Onboard in the U.S.

REGION	NUMBER OF BOATING DAYS (THOUSANDS)	FIRST-AID KIT (%)	FIRE EXTINGUISHER (%)	EPIRB <sup>1</sup>	VISUAL DISTRESS SIGNAL (%)	OTHER SAFETY EQUIPMENT (%)
United States	18,728	61.2	94.1	4.3	39.9	92.8
Northeast	1,606	60.5	93.4	...	62.4	97.0
Midwest	5,546	59.6	94.1	...	35.4	92.2
South	9,420	62.8	94.8	...	36.1	92.8
West	2,029	58.8	91.1	10.5	47.2	90.8
Puerto Rico	127	73.6	96.2	...	100.0	98.0

<sup>1</sup>Emergency Position Indicating Radio Beacon

... Sample size is too small or estimate has large sampling error

# Safety Equipment Carriage as a Share of Boating Days Pontoon Boats – By Region

**TABLE 50:**

Pontoon Boats' Boating Days with the Specified Safety Equipment Onboard in the U.S. Regions

REGION	NUMBER OF BOATING DAYS (THOUSANDS)	FIRST-AID KIT (%)	FIRE EXTINGUISHER (%)	EPIRB <sup>1</sup>	VISUAL DISTRESS SIGNAL (%)	OTHER SAFETY EQUIPMENT (%)
United States	12,694	72.5	90.7	5.0	37.3	95.4
Northeast	1,153	79.9	95.6	...	60.6	100.0
Midwest	6,935	61.3	84.9	...	24.7	91.5
South	4,323	86.3	98.3	7.3	48.0	99.9
West	283	90.6	91.3	...	62.4	98.1
Puerto Rico	...	...	...	...	...	...

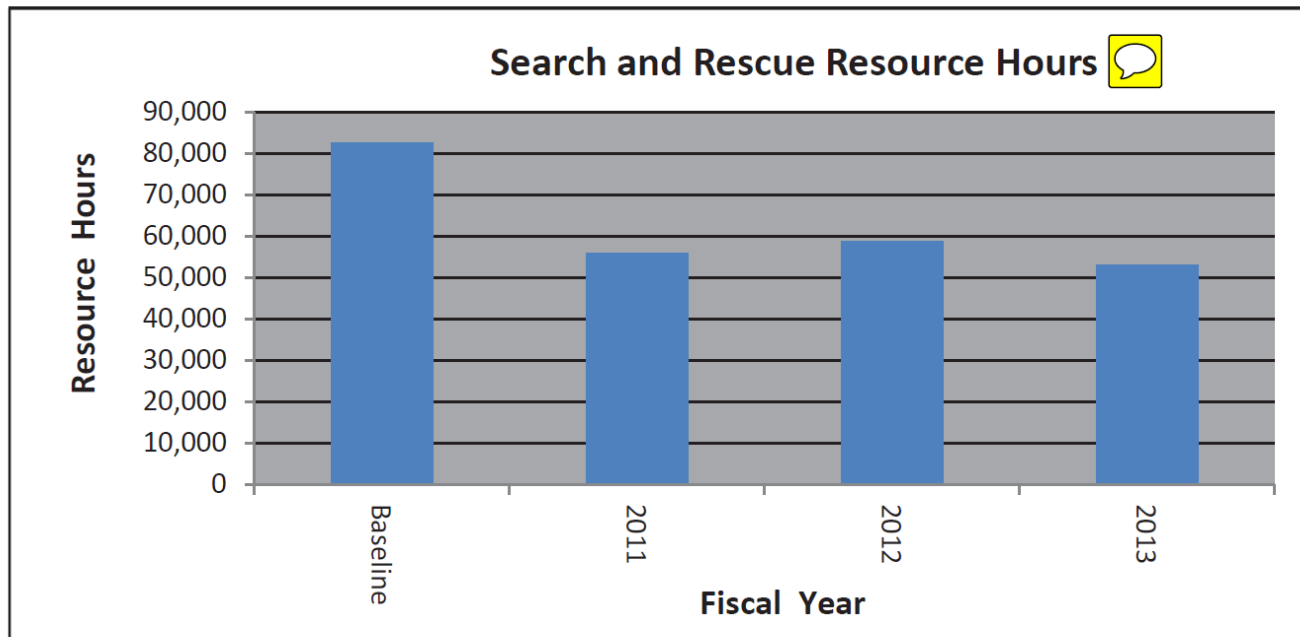
<sup>1</sup>Emergency Position Indicating Radio Beacon

... Sample size is too small or estimate has large sampling error

## Search and Rescue

USCG strives to minimize lives lost, injury, and property loss or damage, by rendering aid to those in distress in the maritime environment and elsewhere as called upon. The search and rescue mission is accomplished through resource readiness, distress monitoring and communication, search planning, on-scene operations, and domestic and international partnerships.

**Resource Hours:** Search and rescue is a demand-driven mission. The requirement for search and rescue missions increases or decreases relative to the number of people requiring the USCG's assistance. Resource hours in FY 2013 totaled 52,974, a decrease of 10 percent from FY 2012.



Source: DHS OIG based on USCG-provided data.




**Performance Measures and Results:** The FY 2013 target for percentage of people in imminent danger saved in the maritime environment was not met. In FY 2013, the USCG executed 17,721 search and rescue cases and saved 3,263 lives. Numerous variables affect the final percentage of people saved from imminent danger. Weather conditions, water temperature, and distance to reported position of distress impact are a few examples of factors that ultimately impact individual case outcome. There is no single factor to explain the fluctuations occurring on an aggregate level. The USCG stated that it will continue to analyze search and rescue data to determine potential causes for variances and contributing factors.

Search and Rescue			
Performance Measure – Percent of People in Imminent Danger Saved in the Maritime Environment			
FY 2011 Actual	FY 2012 Actual	FY 2013 Target	FY 2013 Actual
77.3%	77.3%	100%	78.7%
X Not Met	X Not Met		X Not Met

Source: DHS OIG based on USCG-provided data.

USCG reported that it did not meet its FY 2013 target for percentage of time that rescue assets are on-scene within two hours. However, overall performance is in line with the USCG’s expectations based on placement of resources and proximity to shore of the majority of search and rescue incidents. This measure has been adjusted to exclude cases in which an operational decision was made to delay a response.

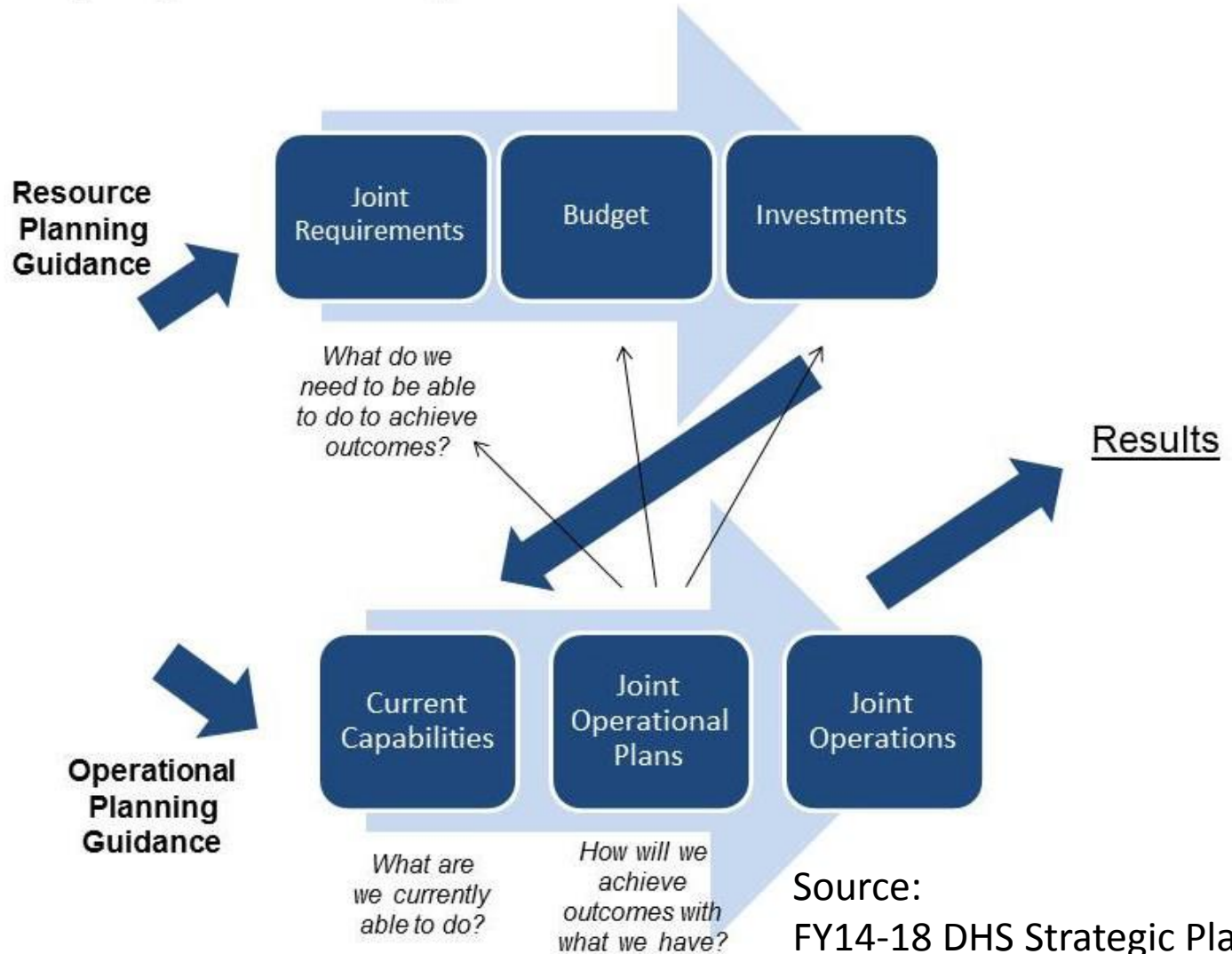
Search and Rescue			
Performance Measure – Percent of Time Rescue Assets are On-Scene within 2 Hours			
FY 2011 Actual	FY 2012 Actual	FY 2013 Target	FY 2013 Actual
93.0%	93.50%	100%	92.0%
X Not Met	X Not Met		X Not Met 

Source: DHS OIG based on USCG-provided data.

# Strategic Context

- 2014 QHSR
- DHS Strategic Plan 2014-2018 Dec 2014
- CG SAR supports the DHS mission to Strengthen National Preparedness and Resilience
- These key strategic documents emphasize unity of effort and partnership as essential ways to critical ends. Partnership extending down to the individual level. Essential because government cannot succeed alone.

# Strengthening Department Unity of Effort: Guidance to Results



# COMMANDANT'S STRATEGIC INTENT 2015-2019

## BUILDING THE 21ST CENTURY COAST GUARD

Decades have passed since the last major change in U.S. energy production. Transnational Organized Crime (TOC) in Central America has fueled levels of violence not seen in our hemisphere since the bloody civil wars of the twentieth century. Cyber represents the Coast Guard's first new operating domain since our service adopted aviation capabilities a century ago. The opening of vast and previously unnavigable portions of the Arctic Ocean will create the first entirely-new operating area in recent history. Individually, any one of these challenges would require significant effort to address with our existing steady-state obligations; taken together with downward budget pressures, these unprecedented challenges will strain existing capacity while increasing demand for the unique authorities and capabilities inherent in the Coast Guard.

**To ensure the Coast Guard is able to address the demands of our rapidly evolving operating environment, we will pursue ongoing recapitalization and targeted improvements in assets, expand partnerships, support our workforce, and refine business processes. The Guiding Principles set forth in the Commandant's Direction 2014**

*— Service to Nation, Duty to People, and Commitment to Excellence —*

**provide the framework through which we will seek to accomplish a variety of service-wide strategic initiatives to ensure the Coast Guard is always ready for the challenges of the 21st century.**

### Service to Nation

Service to Nation requires that we safeguard America's security and prosperity by maintaining and building the capabilities, capacities, and cooperative relationships that we use to accomplish our missions. **We will invest in updated assets to replace aging platforms and shore infrastructure, commit to working with a diverse array of stakeholders, and maintain an appropriately sized and trained force.**

### *Building Capabilities*

The Coast Guard will invest in resources that are critical to meeting the challenges of new domains and increasing service demands. Affordable recapitalization of the Coast Guard's fleet of cutters, boats, and aircraft remains an imperative for future Service viability. A significant portion of our cutter fleet is over forty years old, with some ships over fifty years old. To meet mission demands as these aging assets are necessarily removed from service, we will continue to pursue appropriate acquisitions. We will focus on acquiring Offshore Patrol Cutters (OPC) to meet our national security requirements to operate far offshore in the harsh maritime environment.

## COMMANDANT'S STRATEGIC INTENT 2015-2019

### BUILDING THE 21ST CENTURY COAST GUARD

The OPC is the most affordable way to fill the service's long-term need for offshore capability. Additionally, as capabilities and infrastructure to support heavy icebreaking; aids to navigation on inland waterways; command, control, communications, computers, intelligence, surveillance, reconnaissance, and information technology (C4ISR and IT); vertical lift for search and rescue; and airborne surveillance are impacted by platform availability and service-life challenges in the near-to-medium term, we will strive to maintain capabilities through timely, affordable recapitalization. We will combine these measures with appropriate investment in new technologies and tools—such as cyber security systems and unmanned aerial systems—in order to maintain a tactical advantage in both traditional and emerging domains. These efforts will be conducted jointly with DHS and DOD partners to ensure non-redundant and interoperable capabilities.

**To ensure the highest return on our capability investments, the Coast Guard will continue to improve the integration and synchronization of intelligence and operations both internally and with partners. This integration is critical to the optimal allocation of resources to address the highest-priority threats in an increasingly complex operating environment.** We will collect and disseminate intelligence to inform commanders and other decision makers by providing actionable threat information for the maritime and cyber domains. **We will continually employ intelligence not only to drive operations, but also to inform a strategic, risk-based decision-making process that enables greater organizational performance and surge capacity.**

#### *Unity of Effort*

**The Coast Guard will unify effort and foster beneficial relationships with the full range of partners across all strategic efforts. We will capitalize on the unique nature of our broad authorities and capabilities while increasing government efficiency.** We will continue to lead DHS initiatives by integrating operational and support capacities with other departmental components.

# NBSAC Unanimous ELB Resolution

NATIONAL BOATING SAFETY ADVISORY COUNCIL

November 11, 2012  
Watsonville, CA

Resolution Number 2012-90-01

**Emergency Locator Beacons**

**WHEREAS**, Section 618 of the Coast Guard Authorization Act of 2010 redefined "associated equipment to include emergency locator beacons for recreational vessels operating more than 3 nautical miles from shore", which provided the USCG with the authority under 46 USC 43 to require the carriage of emergency locator beacons; AND

**WHEREAS**, The United States Coast Guard requested the advice of the National Boating Safety Advisory Council on this new authority; AND

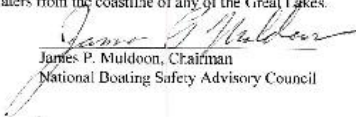
**WHEREAS**, The National Boating Safety Advisory Council assigned this task to its Boats and Associated Equipment subcommittee; AND

**WHEREAS**, The National Boating Safety Advisory Council's Boats and Associated Equipment Subcommittee consulted with national experts, interested parties and search and rescue authorities;

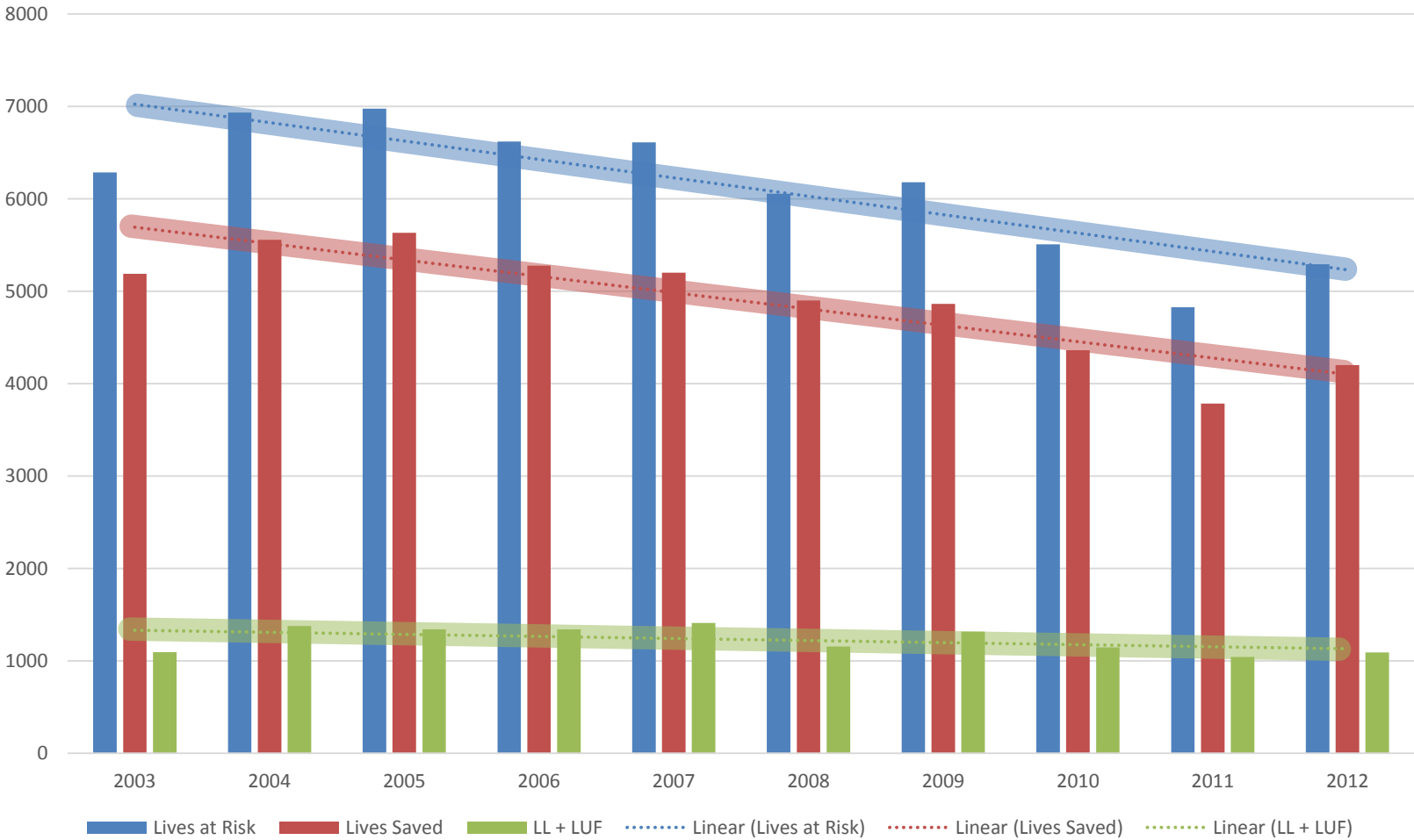
**NOW, THEREFORE, BE IT RESOLVED** that the National Boating Safety Advisory Council, meeting in regular session in Watsonville, California, on November 11, 2012, recommends that the U. S. Coast Guard require effective 7/1/2015, all U.S. recreational vessels operating more than three nautical miles offshore from the coastline of the United States carry a properly registered emergency locator beacon. The requirement to carry an emergency locator beacon is waived for US recreational vessels operating between 3 to 20 nautical miles offshore in waters to be determined by the Commandant provided the vessel carries a VHF-DSC Marine radiotelephone (fixed mount or hand held) with connected or integral GPS positioning capability and a programmed Maritime Mobile Service Identity (MMSI) number.

For the purposes of this resolution, the definition of an Emergency Locator Beacon shall be "a radio beacon that can be used for emergency locating purposes for a recreational boater. The term includes a Coast Guard approved Emergency Position Indicating Radio Beacon (EPIRB), Personal Locator Beacon (PLB), or other device accepted by the Coast Guard for this purpose."

*Note:* This definition would apply to vessels operating beyond three nautical miles from the baselines from which the territorial sea of the United States is measured or beyond three nautical miles in United States Waters from the coastline of any of the Great Lakes.

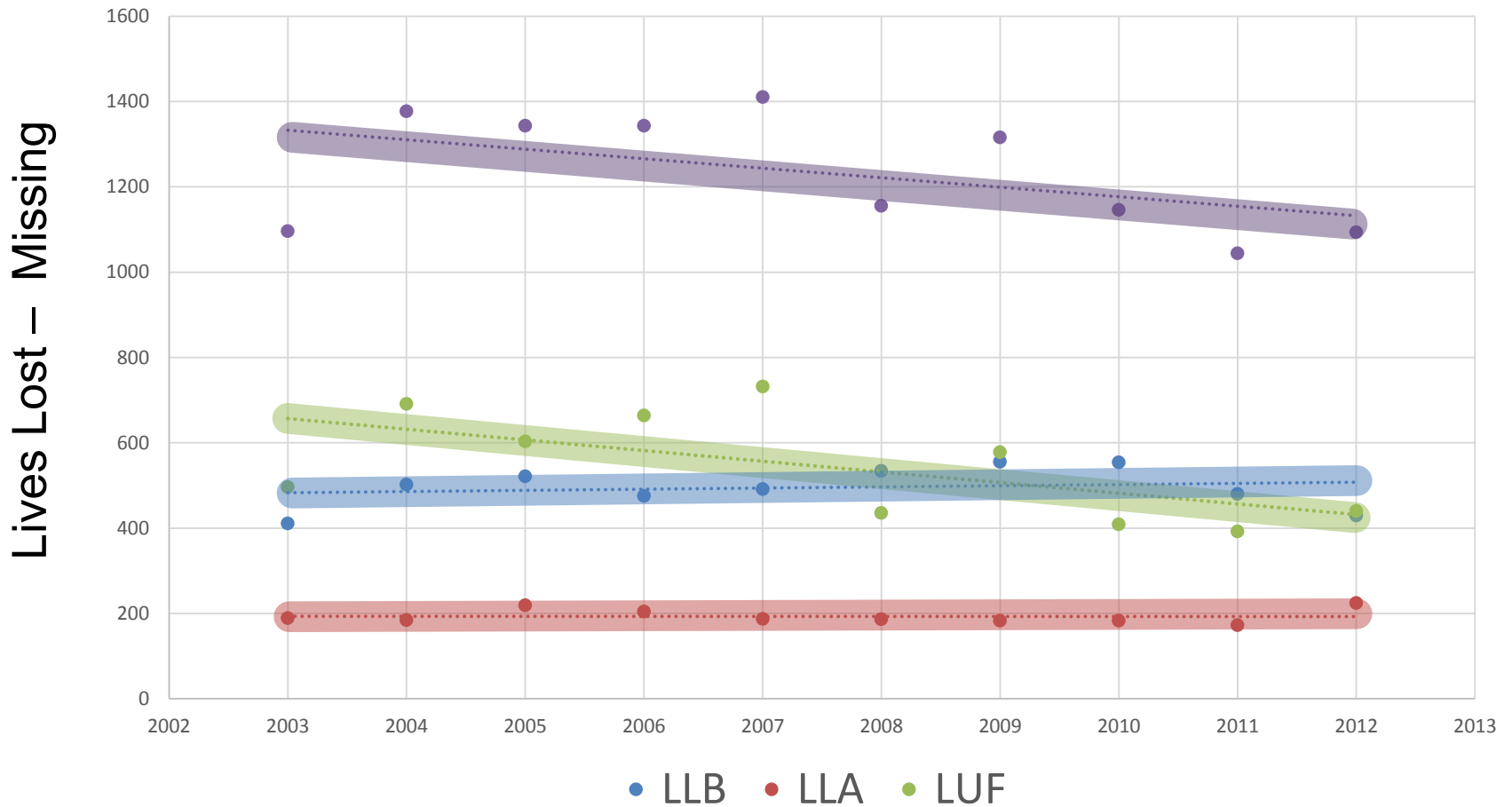
  
James P. Muldoon, Chairman  
National Boating Safety Advisory Council

# Lives at Risk, Lives Saved, Lives Lost + Missing FY03-FY12





# LLB, LLA, LUF, Total for FY03-12



# SAR Data Summary

	Response Cases as values	Resource Hours as values			Outcomes			
Fiscal Year	All Cases: Boats and Aircraft	All Aircraft by Unit	All Boats by Unit	Aircraft & Boat Resource Types	Lives Saved	Lives Lost Before CG Notification as values	Lives Lost After CG Notification as values	Lives Unaccounted For as values
FY 2003	31,419	16,715.9	39,742.5	56,458.4	5,189	411	189	496
FY 2004	32,416	16,959.2	38,900.8	55,860.0	5,555	502	184	691
FY 2005	29,639	21,388.3	43,258.9	64,647.2	5,633	521	219	603
FY 2006	28,147	16,776.8	34,429.3	51,206.1	5,275	475	204	664
FY 2007	26,918	17,693.5	33,007.8	50,701.3	5,200	491	187	732
FY 2008	24,204	19,009.6	32,213.9	51,223.5	4,899	534	186	435
FY 2009	23,544	17,253.7	32,147.7	49,401.4	4,882	555	183	578
FY 2010	22,229	18,112.7	31,325.6	49,438.3	4,362	554	183	409
FY 2011	20,509	15,918.3	29,817.4	45,735.7	3,793	480	172	392
FY 2012	19,787	16,091.3	29,867.7	45,959.0	4,030	429	224	440
All Years	258,812	175,919.3	344,711.6	520,630.9	48818	4952	1931	5440

Source: DCO 8

# National Maritime Strategic Risk Assessment

In 2012, the United States Coast Guard Office of Performance Management and Assessment (DCO-81) completed the fourth installment of the National Maritime Strategic Risk Assessment (NMSRA). The NMSRA utilizes available enterprise data, subject matter expert judgments and results of other models to provide decision makers a comprehensive view of the maritime risk environment over the next five to eight years. The NMSRA uses an equivalent-value measuring stick to determine an apples-to-apples estimation of the adverse outcomes the Coast Guard is charged to minimize – comparative risk to the American public.

The NMSRA is a biennial, cross-program assessment which produces three main products: a residual risk profile, a Coast Guard risk reduction profile, and key risk observations for management. The residual risk profile estimates the expected societal loss remaining after the Coast Guard has performed all its prevention and response activities. The risk reduction profile estimates the amount of risk averted as a result of Coast Guard activities—where the estimation can be reasonably determined; which is the case for Coast Guard response activities. Finally, the NMSRA offers key observations useful for supporting performance management and decision-making.

The 2012 NMSRA estimates potential residual maritime risk to be \$93 billion per year over the next five to eight years. This is the expected cost to the American public of adverse outcomes in the maritime domain after the benefits of Coast Guard activities are considered. The 2012 NMSRA estimates annual risk reduction due to Coast Guard response activities to be approximately \$107 billion per year over the next five to eight years. The risk reduction value of Coast Guard prevention activities and the deterrence effect of Coast Guard presence are undetermined and not reflected.

The NMSRA provides a foundation upon which analysts can evaluate various risk management strategy options to support management decisions. It can be used to inform a wide variety of Coast Guard performance management and resource allocation decisions, including: Mission Analysis and Program Evaluation, development and prioritization of performance initiatives and resource proposals, Program Performance Plans and targets, and Strategic Planning Direction to operational planners and global force apportionment and resource allocations.

The NMSRA also satisfies key requirements of the Department of Homeland Security (DHS) Policy for Integrated Risk Management, specifically: “It is the policy of the Department and its Components to carry out the following functions:

- Incorporate the following risk management process into the overall mission and management...

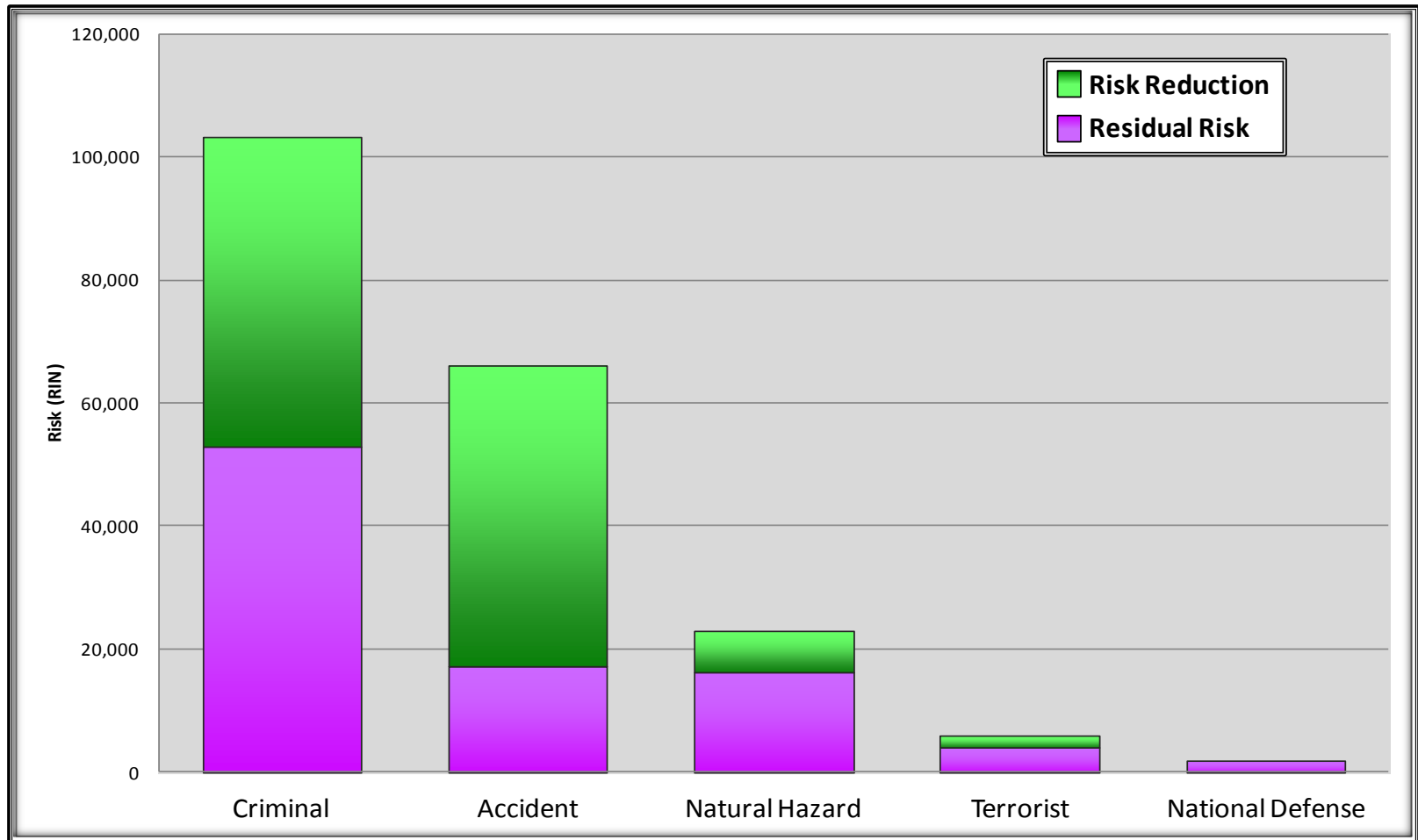
- Use risk information and analysis to inform decision-making...

- Develop methodologies, where appropriate to determine the extent to which its programs and activities manage and reduce risk to the Nation... [Janet Napolitano, Secretary DHS]

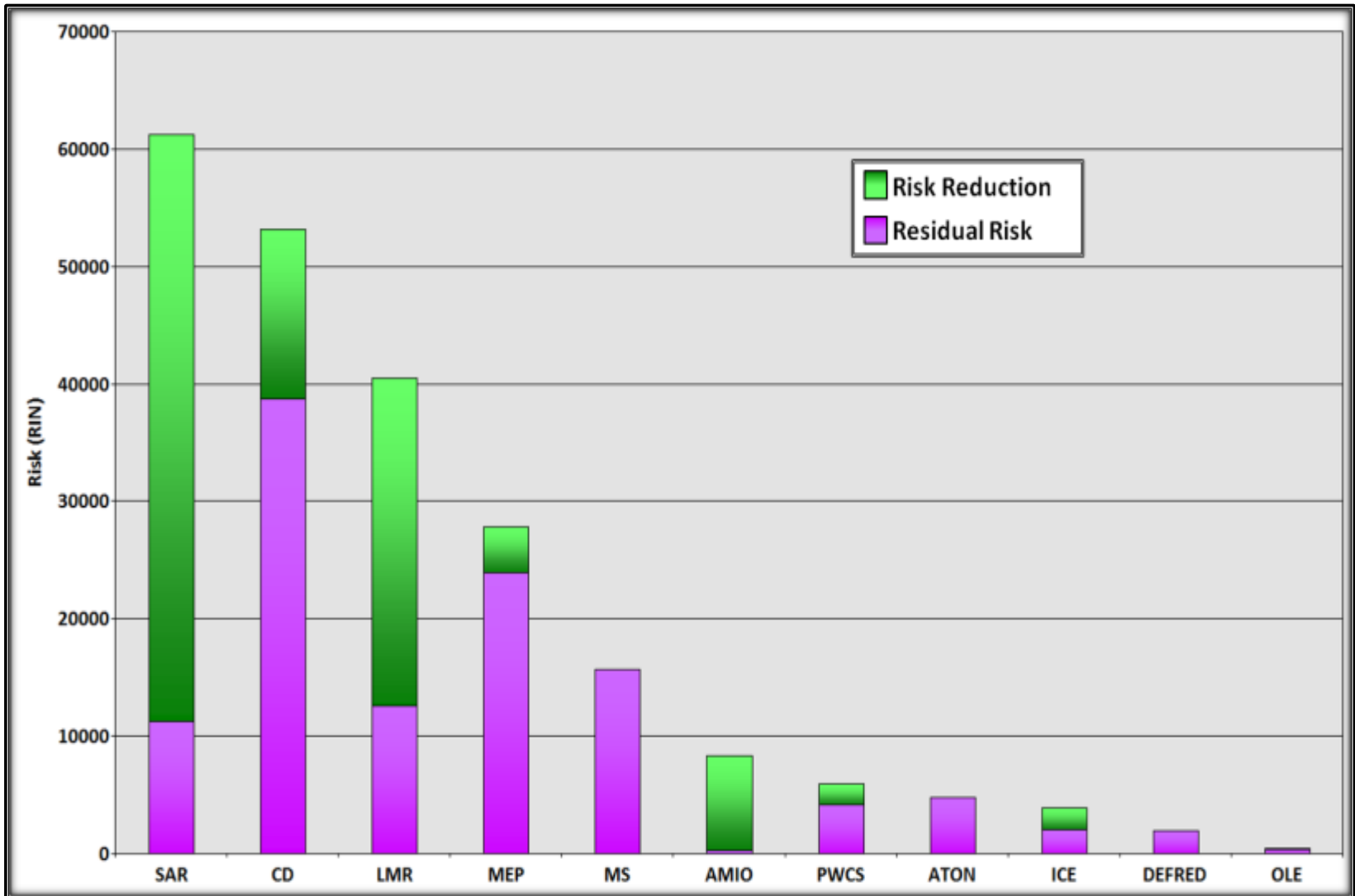
**The 2012 Abridged NMSRA Report offers a condensed strategic overview of the NMSRA results to limit sensitive security information and specific operations information.**

# RISK REDUCTION AND RESIDUAL RISK BY THREAT

## NATIONAL MARITIME STRATEGIC RISK ASSESSMENT 2012



# Residual Risk and Risk Reduction by Mission



# NBSAC - Cumulative March through October 2012

## Example Cases - SAR Results Summary

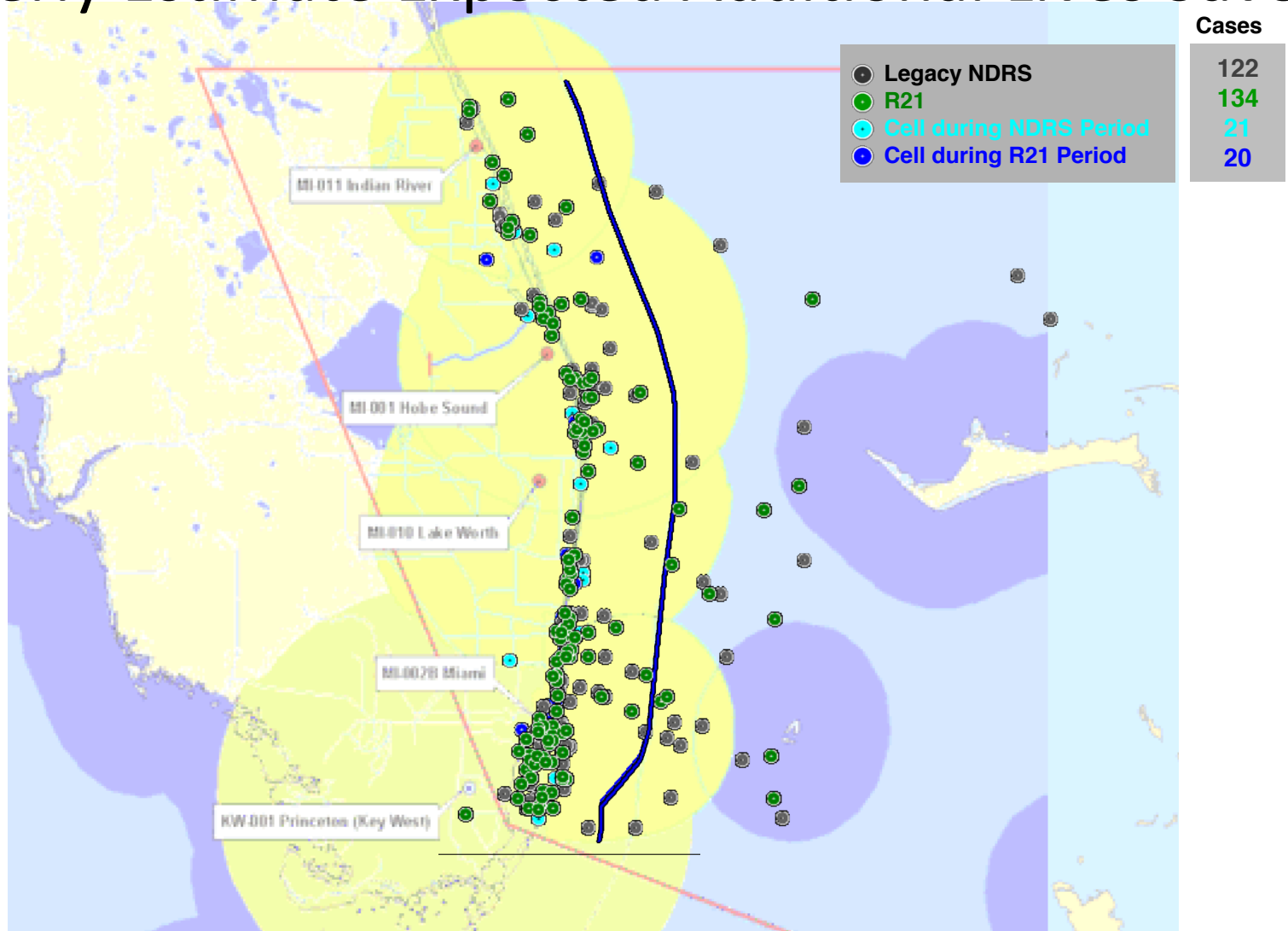
	With	Without
Cases	128	100
Lives At Risk	412	245
Lives Saved (LS)	399	186
Lives Lost (LL)	7	39
Missing (LUF)	6	20
LL + LUF	13	59
<b>Lifesaving Effectiveness</b>	<b>97%</b>	<b>76%</b>
<b>SAR Efficiency</b>	<b>High</b>	<b>Low</b>

Overall Sample [With & Without] Lifesaving Effectiveness: 89%

Efficiency: Mixed

Actual Overall CG SAR System Effectiveness [FY06-11]: 74-77%

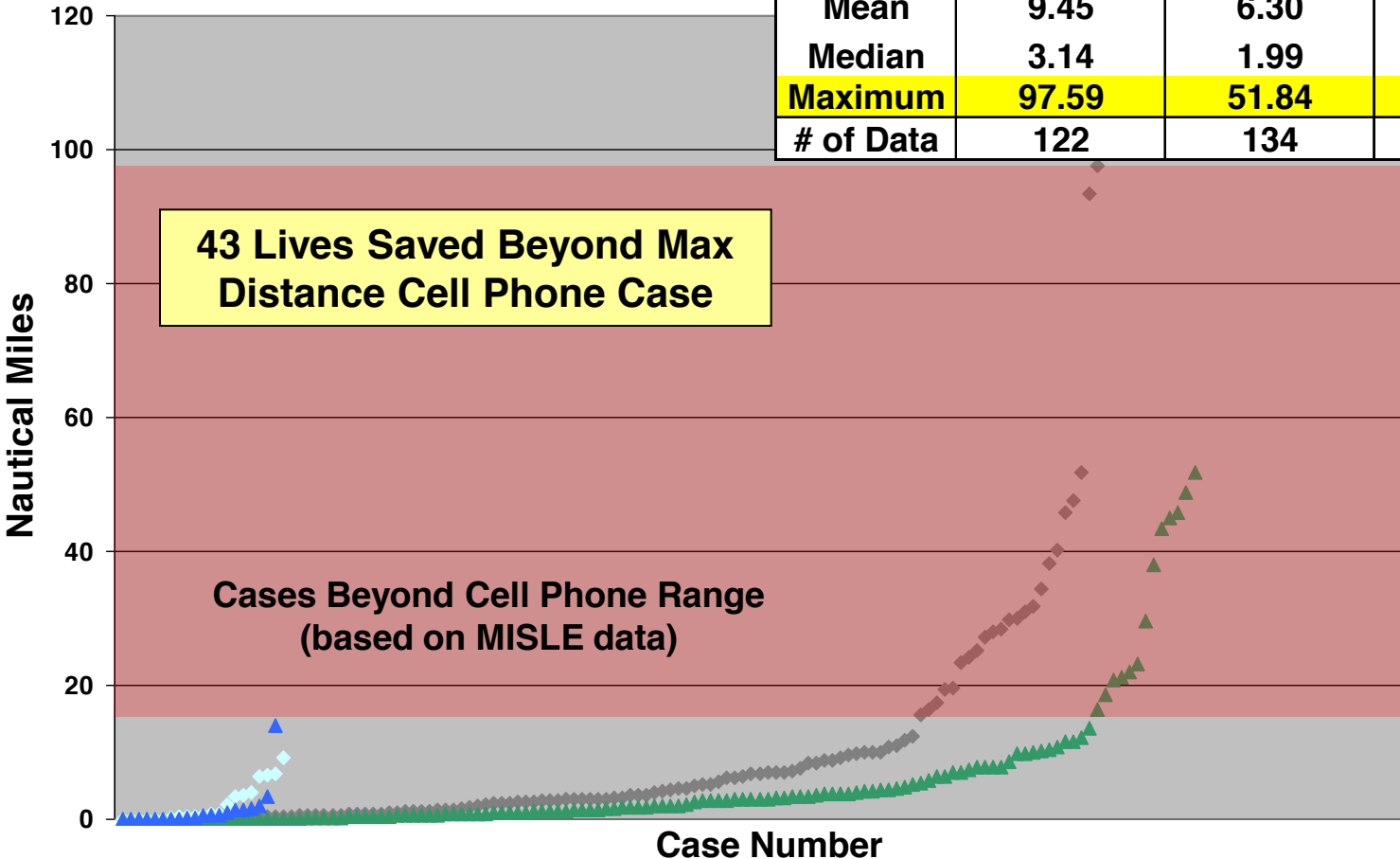
# Properly Estimate Expected Additional Lives Saved



# Geo-Spatial Ordered Analysis (Sector Miami Cases)

**Cases in Ascending  
Offshore Order**

	Legacy NDRS	R21	Cell During Legacy Period	Cell During R21 Period
Mean	9.45	6.30	0.38	0.22
Median	3.14	1.99	0.51	0.40
<b>Maximum</b>	<b>97.59</b>	<b>51.84</b>	<b>9.10</b>	<b>13.94</b>
# of Data	122	134	21	20



**43 Lives Saved Beyond Max  
Distance Cell Phone Case**

**Cases Beyond Cell Phone Range  
(based on MISLE data)**

- ◆ Legacy NDRS
- ◆ Cell During Legacy Period
- ▲ R21
- ▲ Cell During R21 Period



# SAR Response Cases

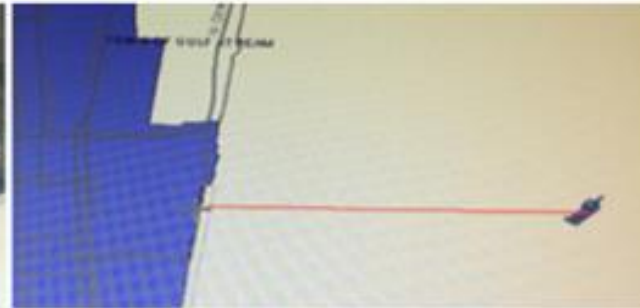
## by Notification Type 2003 - 2008

Case Count as values	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	All Years
Audio	68	55	52	45	38	32	302
EPIRB/ELT	1,633	2,014	1,652	1,697	1,798	1,484	11,303
Other	740	801	667	653	602	494	4,213
Phone	12,802	13,042	12,242	11,826	11,445	10,486	77,072
Radio	11,283	11,050	9,710	8,625	8,234	6,114	57,167
Rescue 21	0	0	0	0	0	1,024	2,253
Satellite	1,723	1,894	1,330	1,324	1,192	909	8,731
UNSPECIFIED	1,640	2,166	2,902	3,118	2,828	2,951	17,157
Visual	1,541	1,401	1,100	866	804	729	6,700
All Notification Types	31,430	32,423	29,655	28,154	26,941	24,223	184,898

	FY03	FY04	FY05	FY06	FY07	FY08	ALL
% VHF	36	34	33	31	31	29	31
% ELB*	11	12	10	17	11	10	11
% Phone	41	40	41	42	43	43	42
% Visual	5	4	4	3	3	3	4
% Other/ Unspecified	8	9	12	13	11	14	12

## News Releases

[Home](#) > [News Releases](#) > News 2015



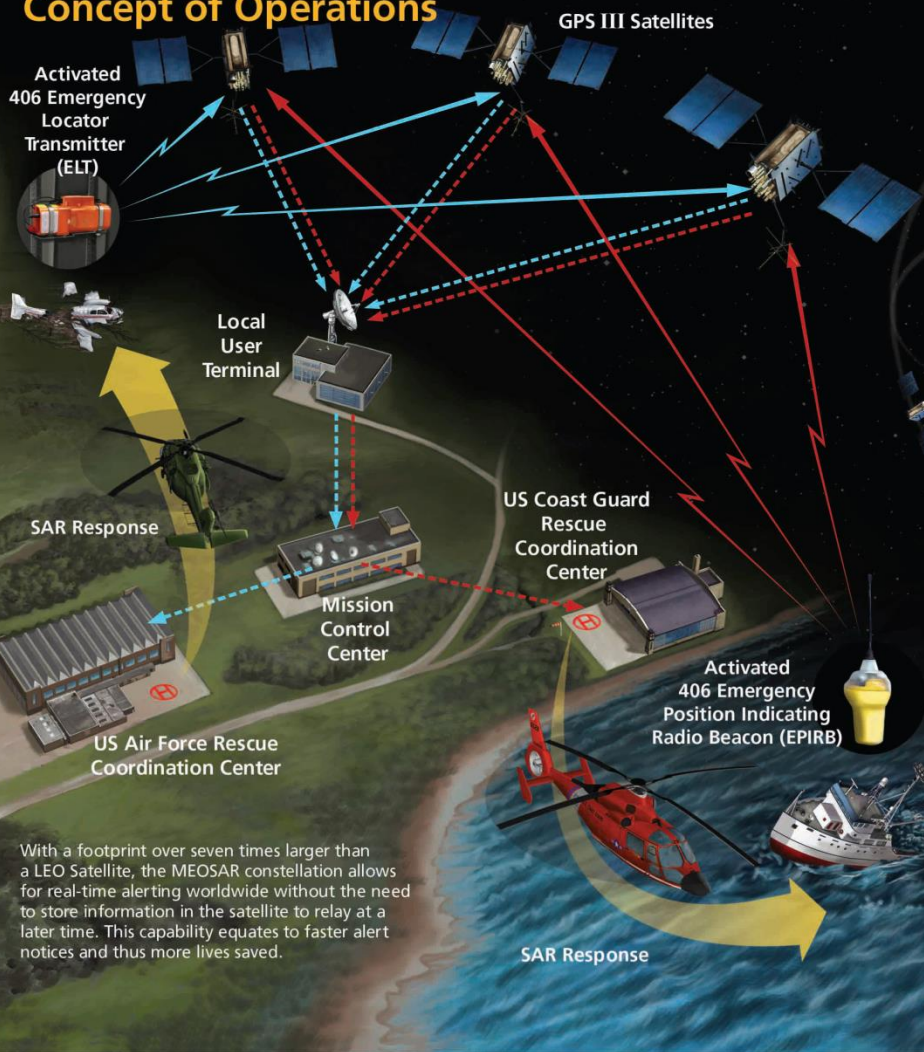
### RDC Completes Second Leg Of Cellular Trials At Sea

The Coast Guard Research and Development Center capped off an eight-month collaboration with government and industry partners off Palm Beach, Florida, Jan. 13-14, 2015, with an evaluation of how 911 voice, GPS and caller information from cellular phones can be securely integrated into the Coast Guard's Rescue 21 system for search and rescue response. Next Generation 911 trials conclude this summer. U.S. Coast Guard photos.

For more information: [Research, Development, Test and Evaluation program page](#)

For more information: [Rescue 21 program page](#)

# Concept of Operations



With a footprint over seven times larger than a LEO Satellite, the MEOSAR constellation allows for real-time alerting worldwide without the need to store information in the satellite to relay at a later time. This capability equates to faster alert notices and thus more lives saved.

**System Overview Diagram**  
 The fully operational MEOSAR constellation SAR/GPS will provide world wide coverage with the ability to detect and locate emergency distress beacons accurately in as little as one beacon burst.



# SAR/GPS

*Search and Rescue-  
 Global Positioning Satellite System*  
 Global Search and Rescue System



"...assess the utility and feasibility of hosting secondary payloads on Global Positioning System satellites, including, but not limited to those intended to enhance global search and rescue capabilities for all users..."

National Security Presidential Directive-39 (08 DEC. 04)





## Background

Since its inception in 1982, SRSAT (Search and Rescue Satellite-Aided Tracking System) has provided critical emergency distress alert and location information to U.S. search and rescue (SAR) services. For over 30 years SRSAT has been credited with assisting in the rescue of thousands of people in the United States and around the world. As part of the international COSPAS-SARSAT program, SRSAT provides a humanitarian life saving service to individuals in distress that transcends national borders. Operated and managed by the National Oceanic and Atmospheric Administration (NOAA), the U.S. Air Force (USAF), the U.S. Coast Guard (USCG) and the National Aeronautics and Space Administration (NASA), SRSAT's mission is to:

***Protect life and property by providing timely, accurate and reliable distress alerts to search and rescue services world wide, in an effective and efficient manner.***

SRSAT uses satellites to detect and locate emergency beacons carried by mariners, aviators and land-based users. After calculations by a Local User Terminal (LUT) and geo-sorted at the Mission Control Center, the distress alerts are then relayed to either Air Force or Coast Guard Rescue Coordination Centers, or to search and rescue services in other countries, to coordinate the rescue. SRSAT has become an extremely successful, worldwide distress alerting system that currently supports more than 500,000 beacon owners in the United States and more than a million users globally. Both of these numbers will continue to grow.

Although originally created as a civilian SAR system, SRSAT also supports the United States military in both combat and peacetime situations to meet personnel recovery objectives. Not only does the military operate aircraft with Emergency Locator Transmitters (ELTs) and ships with Emergency Position Indicating Radio Beacons (EPIRBs), but also Personal Locator Beacons (PLBs) have found their way to the warfighter. Emergency beacons are currently being used for distress situations both in and out of combat; in all aspects of air, land and sea operations.

## The Current System

SRSAT currently consists of two different satellite constellations. Together they support a global distress alerting capability.

Low earth-orbiting (LEO) satellites orbit at an altitude of 550 miles and circle the Earth every 100 minutes. Onboard receivers, provided by Canada and France, detect signals from activated distress beacons as the satellites pass overhead. The satellites relay the distress information to ground stations that, using Doppler technology, are able to process the information and calculate a beacon location.

Unfortunately, the LEO satellite constellation does have systemic limitations that include:

- A limited number of satellites. A single failure can cause an unacceptable gap in coverage.
- Delays in confirmation of location. LEO satellites require at least two satellite passes to resolve ambiguity in Doppler location.
- Long time interval between satellite passes. This time interval delays the calculation of the distress beacon's position and the search and rescue service's response to the distress.
- A single satellite failure would result in a significant degradation in service.

Geostationary (GEO) satellites operate in a synchronized orbit 22,320 miles above the equator. This gives each satellite a fixed view of approximately one third of the planet ranging from 70 degrees north to 70 degrees south. Because GEO satellite coverage is constant, distress alerts are relayed almost instantaneously to ground stations. Although successful over the years, the GEO satellite constellation also has systemic limitations:

- Unable to provide location information through Doppler processing.
- With only a limited number of GEO satellites, if one satellite fails, SRSAT would be unable to provide real time coverage to a significant portion of the world.
- Because GEO satellites are in synchronized orbit, they are subject to terrain masking by terrestrial features that can prevent distress beacon visibility.

## What is SAR/GPS?

The Search and Rescue - Global Positioning Satellite System SAR/GPS is a viable next generation replacement to the current SRSAT system that will utilize SAR payloads on future GPS III satellites. These satellites will operate in a Medium-altitude Earth Orbit (MEO) at approximately 12,500 miles. A full constellation will consist of at least 24 satellites equipped with Canadian supplied search and rescue repeater payloads. The GPS constellation arrangement will be such that no less than four (SAR/GPS)-equipped satellites will be visible from anywhere on Earth at any time. Reverse triangulation calculations, using frequency difference of arrival (FDOA) and time difference of arrival (TDOA) algorithms, will allow for near instantaneous global detection and position fixes after one beacon burst (a Cospas-Sarsat beacon transmits a short digital message; often referred to as a beacon burst, every 50 seconds).

## What are the benefits?

SAR/GPS is being designed to provide the following benefits:

- Quicker alerting - This will significantly reduce the time required for detection of a beacon to within three minutes and provide a location estimate of the beacon position within 5 minutes of beacon activation, resulting in more lives saved.
- More accurate positions - The error in locating a distress beacon will be reduced from an average of 3.1 km to 1.7 km. Accurate position information will result in reduced search times, quicker rescue, and fewer resources expended.
- Less costly - By operating just two satellite constellations (MEO and GEO), life-cycle costs to build and operate the system are expected to be more than 2.5 million dollars less than the current system.
- Free from terrain masking - Because GPS satellites will be in non-synchronous orbit in relation to the Earth, satellite beacon detection will occur from continually changing angles. As a result, terrain masking will be significantly reduced.

SAR/GPS is also executable in terms of the infrastructure required to transition the project into operation. The current SRSAT Mission Control Center (MCC) network and associated communication links, along with modified data distribution plans, will be used to deliver SAR/GPS distress alerts to the SAR community. Furthermore, a management structure and

international agreements are already in place to accommodate the introduction and near term operation of SAR/GPS. SAR/GPS is a low-risk program from a technical perspective. The user segment (i.e., emergency beacons) has already been in existence for more than 20 years and will be fully compatible with SAR/GPS. In addition, the SAR repeaters to be provided by Canada are based on proven technology already in operation for more than 25 years.

Lastly, there are no other public or private organizations that are currently capable of relaying distress alerts more effectively, more efficiently, or at lower cost.

## The Bottom Line..

SAR/GPS will provide an enhanced distress alerting capability characterized by:

- Near instantaneous global detection for emergency beacons.
- Improved location accuracy.
- High levels of space and ground segment redundancy and availability.
- Robust beacon to satellite communication links and
- Multiple, and continuously changing beacon/satellite links, thereby providing flexibility against beacon to satellite obstructions, and resilience to interference.

SAR/GPS is executable, will improve overall performance, does not duplicate any other system in the public or private sector and is consistent with the goals and objectives of the U.S. government. With decreased detection times and increased accuracy, SAR/GPS will not only equate to reduced costs, but most importantly, result in more lives saved.

## For more information on COSPAS-SARSAT, please visit the following sites:

NOAA - SRSAT Program  
[www.sarsat.noaa.gov](http://www.sarsat.noaa.gov)

United States Air Force Rescue Coordination Center  
<http://www.1af.acc.af.mil/units/afrcd/>

United States Coast Guard Office of Search and Rescue  
<http://www.uscg.mil/hq/cg5/c534/>

NASA Search and Rescue Mission Office  
<http://searchandrescue.gsfc.nasa.gov>

International Cospas-Sarsat Program  
[www.cospas-sarsat.org](http://www.cospas-sarsat.org)

# COSPAS-SARSAT Rescues through July 17, 2015

**People Rescued in Calendar Year 2015 in the U.S. -- 120**

Rescues at sea: **70** rescued in **24** incidents

Aviation rescues: **9** rescued in **5** incidents

Land PLB rescues: **41** rescued in **31** incidents

Worldwide – **Over 39,000+** rescued (since 1982)

United States – **7,612** rescued (*since 1982*)

**Source: [NOAA]**

# Select Cases of Interest

Well Prepared, Good Outcomes  
Less than Well Prepared, Bad Outcomes  
Lucky, Good Outcomes, Inefficient

May – July 2015

## Coast Guard Station Shinnecock rescues three people after their vessel capsized

11 July 2015

A rescue crew from Coast Guard Station Shinnecock rescued three people after their vessel capsized near Shinnecock Inlet, New York, Wednesday. U.S. Coast Guard photo.

NEW YORK — A rescue crew from Coast Guard Station Shinnecock rescued three people after their vessel capsized near Shinnecock Inlet, New York, Wednesday.

Watchstanders at the Coast Guard Sector Long Island Sound Command Center received a distress call at approximately 3:30 p.m. from a good Samaritan reporting a 23-foot center console vessel had capsized with three people in the water, two miles south of Shinnecock Inlet.

A rescue crew from Station Shinnecock immediately launched aboard their 25-foot response boat small and arrived on scene at 3:45 p.m.

Upon arrival, two people were located sitting on the hull of the capsized vessel with lifejackets on and a third person was recovered by a good Samaritan. All three people were safely transferred to the Coast Guard smallboat with no reported injuries.

The owner of the vessel stated they experienced several large waves over the stern and the engine would not start. While trying to repair the engine, a large wave hit and capsized the vessel.

"This case illustrates the importance of having lifejackets and other life saving emergency equipment aboard your vessel," said Petty Officer 2nd Class Nicolas Alger, a member of Station Shinnecock. "Weather and sea states can be unpredictable and it is best to ensure you are prepared for any type of emergency situation."

Three at risk. Three saved. Thanks to kindness of strangers (with VHF).





## **Guard rescues two from storm-tossed sailboat in Charleston Harbor**

*Posted: May 07, 2015 12:50 PM EST Updated: May 07, 2015 3:23 PM EST*

CHARLESTON, SC (WCSC) -

Officials with the Coast Guard say a man and a woman were rescued off the Charleston jetties when their sailboat ran aground and began to take on water on Thursday.

Watchstanders at Coast Guard Sector Charleston received the initial report at 9:50 a.m. from the captain of the 36-foot sailing vessel, Sunshine, stating that foul weather had pushed his boat up on the rocks of the Charleston jetties, puncturing the hull.

A small boat crew from Coast Guard Station Charleston and an aircrew from Coast Guard Air Facility Charleston were launched to assist.

Due to the depth of water, the boatcrew couldn't get close enough to take the two people directly aboard, Coast Guard officials say.

With both people in life jackets, the crew threw them a heaving line and pulled them to the boat.

The boatcrew brought the two people to the Charleston Maritime Center.

No injuries were reported.

“The outcome of this case is what our crews train for,” said Mr. Sean Shrum, command duty officer for the Sector Charleston command center. “We strive for a positive outcome whenever we deploy our crew, but we ask that boaters do their part too. Weather can dramatically complicate any outing on the water. We urge all boaters to check weather conditions before they cast off lines.”







# More Cases of Interest

Well Prepared, Good Outcomes  
Less than Well Prepared, Bad Outcomes  
Lucky, Good Outcomes, Inefficient

May – July 2015

<http://www.upnorthlive.com/news/story.aspx?id=1214105#.VXNjIUbaeVo>

# Coast Guard encourages cold water safety plans

by Courtney Curtis

Posted: 06.05.2015 at 4:46 PM

GRAND TRAVERSE COUNTY -- Even though outside air temperatures are rising, water temperatures are still low and that's why the U.S. Coast Guard urges everyone to use caution on the Great Lakes. Water temperatures Friday were only in the upper 30's and 40's. Crews at the U.S. Coast Guard are urging people to wear wetsuits and use life-jackets while in the water. Air station Traverse City responds to nearly 150 to 250 water rescues during the summer time on the Great Lakes.

When a water rescue is performed, Coast Guard members wear dry suits and life jackets. They also use locator beacons, flares and radios.

They suggest people have a float plan that tells others where you're going, when you'll be back and if there is a change in plans.

With people already out on the water, they are getting rescue calls every day.

"You know, we're getting into our busy season and the reason is because the weather is warmer and the water is not," said Jodi Williams, U.S Coast Guard Aviation Survival Technician. "So a lot of people kind of tend to forget the water temperatures are still pretty low and they find themselves in trouble.

Captain Sean Cross at the U.S. Coast Guard says you can get hypothermia in water temperatures 70 degrees or below and it can only take 10 minutes to set in.

He says when it does set in, swimming become more and more difficult. That's why even the most experienced swimmers are encouraged to wear life jackets too.

# Police, Coast Guard search Lake Ontario for missing boater

Grimsby Lincoln News | 5 June 2015

*Police and coast guard searched the waters of Lake Ontario after Jarrett Scholl's fishing boat was found run aground at Charles Daley Park Thursday afternoon. Scholl launched the boat early that morning.*

LINCOLN – Police and coast guard are looking for a 30-year-old Grimsby man whose unoccupied fishing boat was found run aground on the beach at Charles Daley Park Thursday afternoon.

At around 5 p.m., police responded to a call from a passerby who found the boat. Uniform officers conducted an immediate search along the shore, while police and Canadian Coast Guard undertook a marine search.

Coast guard crews and members of the Niagara Regional Police marine unit, along with air crews from RCC Trenton, continued to search the waters and shore of Lake Ontario during the afternoon and into the evening attempting to locate the operator of the fishing boat who is identified as 30-year-old Jarrett Scholl, a resident of Grimsby. Scholl launched his 15-foot aluminum Legend fishing boat from the Grimsby area, sometime after 5:30 a.m.

Police are continuing the search. Scholl is described as standing about 6 feet and weighing 175 pounds. He has short black/grey hair.

<http://www.wfla.com/story/29096506/coast-guard-rescues-boaters-stranded-33-miles-from-anna-maria-island>

## Coast Guard rescues 8 boaters stranded off Anna Maria Island

*Posted: May 18, 2015 7:51 PM EST Updated: May 19, 2015 6:26 AM EST*

By Peter Bernard

CLEARWATER, FL (WFLA) - On Monday, the Coast Guard rescued eight stranded boaters.

"Mayday was the main thing that we heard from him first," Coast Guard swimmer Dicky Nestler said. Joe Harris, of Lithia, and seven passengers were stranded 33 miles west of Anna Maria Island. Harris told his passengers to put on life vests as his 33-foot scarab began to take on water.

A Coast Guard crew aboard a Jayhawk helicopter based at Air Station Clearwater heard Harris' call for help on the emergency radio channel.

"It's kind of tricky getting the radio signal, especially (because) their boat was taking on a lot of water. Their radio was having difficulty transmitting," Nestler said.

But, in less a half hour, Nestler was in the water helping the passengers, between ages 11 and 60, get to safety. He used a rescue basket.

**With the Coast Guard "Rescue 21" emergency radio system out of commission, there's no guarantee Harris' calls for help would have been heard if the nearby chopper hadn't picked up the signal. "It was very lucky for them," Nestler said.**

Once on dry land, Harris reflected on the rescue. "(It) went well. Kids got off first, and then the adults. They hauled us up in a helicopter and brought us back here," he said. "Don't know how else to explain it. Great feeling. Know somebody's watching you.

Nestler said everyone was happy – and cracking jokes – on the trip to Clearwater. "They were just pretty happy to be off the boat so they were definitely glad to be in the (helicopters) with us headed home," he said.

The boat was missing an "E-pirb." That's a radio transmitter that uses satellites to zero on a boat in distress. The Coast Guard recommends all boaters have one.



June 11, 2014

NEWS from BoatUS Boat Owners Association of The United States  
BoatUS Press Room at [www.BoatUS.com/PressRoom](http://www.BoatUS.com/PressRoom)

## When Rig Comes Crashing Down, BoatUS Rental EPIRB Calls For Help

"The EPIRB Saved Us"

The 36-foot catamaran, Cata-Tonic, carried a BoatUS Foundation EPIRB which was able to summon help when its rig came down unexpectedly.

[Download hi-res photo.](#)

SOUTHPORT, NC, June 11, 2014 -- Last Saturday morning, the **36-foot catamaran "Cata-Tonic"** was **80 miles southeast of Southport, NC** in a 20-knot breeze when without warning, the **boat's mast and rig suddenly crashed down** on deck, dangerously spilling sails, mast and rigging into the sea. While **none** of the three sailors aboard were **injured**, the **tangled mess** soon became more than a simple inconvenience when it **began to drag underneath the boat**, its sails catching the sea, **threatening to capsize the boat or punch a hole in the hulls.**

The loss of the mast also meant the **loss of the boat's VHF radio antenna.** The captain then did what most sailors hope they never have to do: he **activated the BoatUS Foundation rental Emergency Position Indicating Radio Beacon (EPIRB)**, and **grabbed a handheld VHF to call a mayday**, knowing that the little radio may not have the power or range to be heard from so far out to sea. **"Redundancy is essential for offshore passagemaking,"** said owner Jon Rodnon. **"But we didn't see any vessels on the horizon, and we were 40 miles offshore and 80 miles to the nearest port."**

**Within minutes** of its 9:30AM activation, the **GPS-enabled BoatUS EPIRB had set the wheels in motion of US Coast Guard response.** By 9:40AM, **Coast Guard** watchstanders **hailed Cata-Tonic on the VHF, acknowledging both the EPIRB and VHF distress calls, advising a cutter has already been diverted** to the location to investigate. By 10:15AM the cutter was firing a heaving line to Cata-Tonic, and then ferried over hydraulic bolt cutters to assist in cutting away the snarled mast, rig and sails. Once free, Cata-Tonic stabilized and her engines were started. Safely free of debris, she was able to make her way back to port for repairs.

Rodnon, who rented the EPIRB from BoatUS, said, "The level of care and professionalism from BoatUS and the Coast Guard, and follow-up from BoatUS was superlative. I couldn't be happier with the outcome. The EPIRB saved us and I **can't think of anything more important than having an EPIRB when going offshore."**

Said BoatUS Foundation EPIRB Program Manager Ted Sensenbrenner, "Making emergency equipment available and affordable for those going offshore is one of the key missions of the nonprofit BoatUS Foundation. Our GPS-enabled EPIRBs are available for \$65 a week and Personal Locator Beacons (PLBs) can be rented for just \$45 a week, making these life saving devices affordable for any boater looking to make an offshore passage or delivery like Cata-Tonic." Boaters can go to [BoatUS.org/epirb](http://BoatUS.org/epirb) to rent either. **Since 1997, the rental program has had 28 EPIRB activations and 69 lives have been saved. [with no false alarms]**

How the hell it  
you know

This unit saved  
our lives.

THANK YOU!!

You guys rock!

John

## **Coast Guard saves 5 boaters miles off of Charleston's Coast**

*Posted: Jun 14, 2015 2:24 PM EST Updated: Jun 14, 2015 6:39 PM EST By Suzelle Santos*

CHARLESTON COUNTY, SC (WCSC) - Five boaters are safe today after their boat capsized off of Charleston. That's thanks to members of the Coast Guard from as far away as Miami, FL.

The boaters didn't know where they were, so Coast Guard Members had the boat operator turn on his Emergency Position Indicating Radio Beacon.

That beacon helped the Coast Guard in Miami find their signal and pass the boat's coordinates to local officials.

The boaters were found 65 miles off of Charleston's coast.

Officials say the boat's EPIRB helped them narrow down their search area, playing a big part in getting the boaters home safe.

**MILWAUKEE - The Coast Guard rescued four men from a sinking 31-foot charter vessel about five miles off of Manitowoc, Wisconsin Friday.**

At about 1:45 p.m., watchstanders at [Coast Guard Sector Lake Michigan](#) in Milwaukee received a Mayday call over VHF-FM channel 16 from the crew aboard the vessel DATBYTES stating they were rapidly taking on water.

The Watchstander issued an Urgent Marine Information Broadcast and immediately diverted a rescue crew from [Coast Guard Station Two Rivers](#) that was conducting training in the area. The rescue crew responded and arrived on scene within five minutes.

Once on scene, the rescue crew transferred the four men, who were all wearing life jackets, onto the Coast Guard [45-foot response boat](#). Two Coast Guard members went aboard the vessel to commence dewatering with a pump. The pump was unable to keep up with rising water inside the vessel and both crew members quickly returned to the Coast Guard rescue boat. The 31-foot vessel capsized and sank in 90 feet of water within minutes after everyone was safely aboard the Coast Guard boat.

"From the distress call we heard over the radio, the Coast Guard watchstanders were able to utilize the Rescue 21 system to determine the exact location of the sinking vessel and divert one of our crews that was nearby to provide immediate assistance," said Capt. Amy Cocanour, commander of Coast Guard Sector Lake Michigan. "This case is also a great example of how having the proper safety equipment on board, specifically life jackets and a marine radio, and knowing how to use the gear in times of distress can greatly enhance survivability."



<http://www.wsfa.com/story/29142138/obfd-vessel-in-distress-call-6-onboard>

## **Vessel in distress call; 6 onboard**

*Posted: May 23, 2015 3:45 PM EST Updated: May 23, 2015 3:45 PM EST*

By Kellie Jones, FOX10 Investigative Producer

ORANGE BEACH, AL (WALA) - According to the Orange Beach Fire Department, six people were rescued after reporting their vessel was in distress.

"At 12:09 p.m. OBFD was dispatched to a vessel in distress five miles south of Alabama Point in the Gulf of Mexico," according to the OBFD Facebook page. Marine Units were advised by dispatch that all six adult occupants were in the water with life jackets on."

Fire officials said all six people were placed on board a charter vessel called the "Heck Yeah" and then sent to the Alabama Marine Police office.

One person was treated for a laceration but otherwise, say officials, everyone is safe.

Marine 5 (Fire Boat) and Water Rescue Skis 1,2 &3 responded from Bird Island.

**\*\*VIDEO AVAILABLE\*\* Three safe after boat capsizes near Key Biscayne, Florida**

*07/05/2015 07:17 AM EDT*

MIAMI — Three people are safe after the Coast Guard rescued them from their capsized vessel near Key Biscayne, Florida, just after midnight Sunday.

Coast Guard Sector Miami watchstanders received a call via VHF-radio from one of the people aboard the vessel stating that their vessel was taking on water six nautical miles southeast of Key Biscayne. Coast Guard immediately diverted a Coast Guard Air Station Miami MH-65 Dolphin rescue helicopter crew that arrived within 20 minutes to find the vessel capsized and the three people in the water.

A rescue swimmer was deployed who safely recovered all three people. The individuals were brought back to Air Station Miami where emergency medical services were waiting. No injuries were reported.

## [Coast Guard Station Mayport, Cutter Valiant crews rescue five boaters](#)

*07/03/2015 04:15 PM EDT*

MAYPORT, Fla. — The Coast Guard rescued five people whose 29-foot boat was taking on water, Friday, approximately six miles east of Mayport.

All five persons were rescued and none have reported any injuries.

Crewmembers aboard the [Coast Guard Cutter Valiant](#) were notified of the situation via VHF radio at approximately 7:45 a.m. Watchstanders in the Coast Guard Sector Jacksonville command center also heard the call. The report stated that five people were aboard the vessel Doghouse, transiting into the St. Johns River, when the boat began to take on water.

The Cutter Valiant small boat, which was currently deployed at the time, diverted to assist the five people. The Sector Jacksonville command center also deployed a [45-foot Response Boat-Medium](#) from Station Mayport.

The people were removed from the sinking vessel by the Cutter Valiant small boat crew while a pump was placed aboard; the pump was unable to keep up with the flooding and the vessel eventually capsized. The RBM crew arrived on scene and the five people were transferred from the Valiant small boat. When SeaTow arrived on scene to conduct salvage, the Doghouse owner was transferred and the RBM crew brought the remaining four people to Morningstar Marina.



14 February 2015.

Account of Frank Rawley, skipper of S/V Trio, in letter of appreciation to beacon manufacturer.

We were on a delivery of a 40 ft Condor trimaran from Beaufort NC to Pensacola FL. We encountered a storm with 30 ft breaking seas and winds to 50 knots. We broke our backstay and outhaul and were running off under bare poles. We deployed a drogue which was torn off a few hours later. We deployed 200 ft of one inch nylon line with a heavy anchor on the end but we were still surfing down the waves at 18 knots. We lost power and were taking on water. With night approaching and no moon to see the waves from astern we were concerned about getting sideways and capsizing. The air temp was 20 degrees F with a wind chill of 8 degrees F. Knowing our survival time in the water was very short, we deployed our EPIRB.

A navy helicopter from the carrier USS George Bush arrived after about two hours but was unable to help due to the sea conditions. A Coast Guard Jayhawk helicopter arrived 30 minutes later and after an hour of attempts to put a rescue swimmer on our vessel, had us jump one at a time into the water with a PFD and strobe. After each recovery the helicopter chased the boat down and repeated the process until all were rescued. We were about 106 miles offshore when the last person was recovered. We were flown to the USCG Air Station in Elizabeth City NC and met by the Red Cross who assisted us on shore.

You guys ROCK!!!! Your EPIRB is the only reason we are alive today. I hope someday to say thanks in person.

## U.S. Coast Guard Coast Guard Digital News Room Update

### [Coast Guard rescues man, dog after sailboat catches fire 69 miles west of Hudson, Fla.](#)

07/11/2015 12:40 AM EDT

ST. PETERSBURG, Fla.— The Coast Guard rescued a man and his dog after his 30-foot sailboat caught fire 69 miles west of Hudson, Florida, Friday.

At approximately 3:30 p.m. watchstanders from Coast Guard Sector St. Petersburg received a report via VHF-FM marine radio channel 16 of the captain aboard the sailboat, Southern Belle, stating his boat was disabled and he had been drifting, with his dog, since Wednesday. He stated he had food and water. Watchstanders immediately issued a Marine Assistance Request Broadcast.

At approximately 4:30 p.m. the man reported his boat had caught fire and he, along with his dog, had abandoned ship and had boarded the sailboat's dinghy.

An MH-60 Jayhawk helicopter crew from Air Station Clearwater, Florida, and a 45-foot Response Boat-Medium boatcrew from Sand Key, Florida, were launched.

At approximately 5:30 p.m. the helicopter crew arrived on scene, hoisted the man and his dog and transported them to the air station, where EMS was waiting for further medical assistance.

"He contacted us via radio as soon as his situation deteriorated, was wearing a life jacket when he was rescued, and we were able to recover him safely." said Lt. Cmdr. Gabe Somma, public affairs officer for the Coast Guard's Seventh District. "This case really highlights just how critically important it is to have the proper lifesaving equipment onboard. All mariners should have lifejackets, flares, a VHF radio and an Electronic Position Indicating Radio Beacon before heading out on the water".

Video:

<http://wfla.com/2015/07/10/us-coast-guard-saves-man-dog-after-days-at-sea/>

News Release July 20, 2015

## **Coast Guard hoists 3 Canadians from drifting liferaft after boat sinks 150 miles offshore**

BOSTON — A Coast Guard helicopter rescue crew from Cape Cod, Massachusetts pulled three people from the water more than 150 miles off the coast after their vessel sank Monday.

Watchstanders at the 1st Coast Guard District Command Center in Boston received an emergency position indicating radio beacon (EPIRB) alert from the vessel *Scotia Provider*, home-ported in Yarmouth, Nova Scotia at 12:41 p.m.

The crew of the 54-foot fishing vessel *Scotia Provider* discovered their engine room full of water, sent their last known position via satellite phone, and abandoned ship into a life raft.

Two aircraft from Air Station Cape Cod were launched. Multiple fishing vessels and the 270-foot Coast Guard Cutter *Escanaba* were diverted to assist.

Arriving on scene at 3:10 p.m. the three men were safely hoisted to the helicopter and flown back to Cape Cod.

"As soon as we saw the beacon go off I knew they were in trouble, said Petty Officer 1st Class Paul Brancaleone, one of the operations unit coordinators at the 1st Coast Guard District. "We launched multiple assets and we got the fishermen to safety, just like we are trained to do."

**Three at risk. Three lives saved. Distress alerting, position indicating, active signaling by EPIRB and SATFONE. Raft available and used. EPIRB enabled effective, efficient response.**

## Local boaters plucked from sea by Stuart-based crew

*Ed Killer* 7:05 PM, Jun 17, 2015

Boaters Jim Bock and Al Girard know what it's like to have that sudden sinking feeling. They now know what it's like to have a guardian angel, too.

On Monday afternoon, less than an hour from their intended destination of Grand Cay in the Bahamas, the two men realized something was seriously wrong with Bock's 20-foot cuddy cabin boat. The vessel was slowing significantly and taking on water, only Bock could not determine where or how severely.

"For about 90 minutes we were running the boat as fast as we could and using a 5-gallon bucket to bail water out of it," said Bock, 51, of Jupiter. "We were also using one of those hand bilge pumps. But finally we realized the water was coming into the boat faster than we were getting it out of the boat."

Bock and Girard, of Juno, had planned on a four-day trip to the northern islands of the Bahamas for a fishing and diving getaway. They were going to stop at Rosie's on Grand Cay before hitting the clear, warm water nearby to spear and fish for snapper, hogfish, grouper and more.

With calm seas, they had made good time for Bock's boat at 15 to 22 knots crossing from Jupiter Inlet to White Sands on the Bahamas Bank, and then made the turn toward the northeast heading for Grand Cay.

But 23 miles from their arrival point, Bock suddenly found himself pondering an entirely different set of circumstances. Mental imagery of enjoying cold beverages and fish tales over fresh fish dinners was replaced by long, dark nights floating in the Gulf Stream hoping to be rescued.

They scrambled to gather what gear and survival necessities they could. At the same time, they tried to figure out how to flag down boats that occasionally passed by their position, but still were sometimes more than a mile away.

"We started waving life jackets and yelling, but the first few boats never turned their course," Bock said. "We were sinking fast. I had a paddleboard and we were afraid we might have to float in the water until someone found us."

One boat heading west from the Bahamas caught Bock's eye. He knew he had maybe one shot to attract the attention of someone on board. Bock took out his flare gun and fired off a bright red flare high into the clear blue sky. The bow of the sport fish turned toward Brock's disappearing boat.

"As soon as they came close enough to talk to us, my boat's engine ran out of gas," Bock said. "Right when they got to us, my boat rolled over."

Capt. James Ewing, of Palm City, Van Wichers, of Stuart, and Capt. Dave Brand pulled Bone Shaker up to Bock and Girard just as the smaller vessel sunk. It was only by chance the paths of the two vessels crossed at that critical moment.

Earlier that morning, the Bone Shaker crew had delivered a load of house construction materials to a private island in the Bahamas for a friend of Bone Shaker owner Joe Lehner, of Stuart. They were making their return trip to Stuart when Ewing saw the flare.

"They were pretty lucky we saw them," Ewing said. "If we had not stopped, they might have had a horrible experience."

Bock said they did not have an emergency position indicating rescue beacon or a personal locator beacon. The sinking took place so quickly he never was able to get a may day call out over the radio, either.

Even if they had, Ewing explained, the vessel sank and few other mariners can respond if they never hear the actual coordinates of the distress call. Based on the tide and current that day, it's likely Bock and Girard, clutching onto a paddleboard with a few scant provisions, would have been swept north and into the Gulf Stream and to who knows where.

Thanks to Bone Shaker, Bock salvaged most of his fishing gear, pole spears and other items. Lost were a stainless steel .45 caliber handgun, electronics and "a couple thousands of dollars worth" of gear.

When the boat rolled upside down, everyone could easily see the problem. There was a gash about four inches wide and three feet long through the 1987 model year boat's hull.

Bock said he feels grateful to the Bone Shaker crew and to destiny itself for sparing him and Girard an uncertain fate. Bock knows they were merely hours from potentially being another statistic in the mystery of the Bermuda Triangle.



## **News: Great Texas 300 catamaran race starts with 2 Coast Guard rescues on the 1st day**

### **[U.S. Coast Guard District 8 PADET Houston](#)**

CORPUS CHRISTI, Texas — The Coast Guard brought two men to safety Thursday after a sailboat capsized three miles offshore and rescued another man who went overboard 11 miles offshore; all were participating in the first leg of the Great Texas 300.

After being postponed due to Tropical Storm Bill, the 100-mile stretch from South Padre Island to Mustang Island of the Great Texas 300 began early Thursday morning. The race ends in Galveston.

At approximately 11 a.m., a man made a distress call on VHF marine band radio channel 16, "MAYDAY, MAYDAY, MAYDAY." He stated that the 18-foot sailboat, Jack Flash, capsized and that the skipper had a wound to his upper face.

Sector Corpus Christi watchstanders launched a Station South Padre Island boatcrew and an Air Station Corpus Christi helicopter crew to respond. The sailing vessel had an Emergency Position Indicating Radio Beacon, which allowed the boatcrew and aircrew to locate them and get on scene quickly.

The rescue boatcrew took the two men aboard and the helicopter crew lowered the EMT certified rescue swimmer to the small boat in order to assess them and found one of the men with abrasions to his face. The men were met by EMS at Station South Padre Island.

Then at approximately 4 p.m., while transiting back to Air Station Corpus Christi, the same air crew overheard a MAYDAY call from the sailing vessel, Chiidii, of a man in the water 11 miles north of Baffin Bay. They immediately diverted to assist the man. The helicopter's rescue swimmer aided the man back to his sailboat and they continued the race.

"It is extremely rewarding to use our training and teamwork with Station South Padre Island boat crew, the Sector Command Center, and our Air Crew to successfully help three people from dangerous situations," said Lt. Cmdr. Byron Creech, a helicopter pilot at Sector Corpus Christi. "In both of today's cases the survivors were well prepared for an emergency at sea. All three survivors had handheld marine radios, Emergency Position Indicating Radio Beacons, and life jackets. All of this equipment helped our crews locate and rescue these three survivors."

## Coast Guard Locates Six Missing Mariners in Kuskokwim Bay

[U.S. Coast Guard](#) Jul 8, 2015.

JUNEAU, Alaska — A Coast Guard Air Station Kodiak HC-130 Hercules airplane crew located six people aboard a vessel and assisted in their rescue in Kuskokwim Bay Sunday.

The Hercules crew relayed the vessel's position to an Air Station Kodiak MH-60 Jayhawk helicopter crew and good Samaritan vessels, who provided assistance.

**The crew of the 22-foot aluminum boat reported that they ran out of fuel while travelling from Eek to Quinagak, and relayed a distress call via cell phone before losing communication completely.**

Coast Guard 17<sup>th</sup> District watchstanders were contacted by the Alaska State Troopers, and immediately directed the launch of the Hercules and an Air Station Kodiak MH-60 Jayhawk helicopter to join in the search.

Once arriving in the vicinity of the disabled vessel, the Hercules crew spotted the vessel adrift in Kuskokwim Bay and vectored in the Jayhawk crew to check the status of the boat's crew. Shortly thereafter three good Samaritan vessels arrived to provide fuel and escort them to the nearest village.

**"This is a great case to demonstrate the significance of carrying an emergency position indicating radio beacon with you, as well as filing a float plan," said Lt. Dan DeAngelo, the copilot of the Hercules used in the search. "We're lucky that they were able to have some sort of cell reception."**

The vessel was not outfitted with a VHF radio, but everyone aboard did have lifejackets.

Six at risk. Six lives saved. Distress alerting and position indicating by cell phone. Comms lost shortly after initial report. No VHF, no ELB. Lucky. ELB provides timely, reliable distress alerting, position indicating and active signaling for at least 24 hours—makes for effective, efficient, high confidence rescue.

# **Coast Guard suspends search for 2012 Olympic sailor reported missing off South Florida coast**

**The Associated Press MIAMI**

The Coast Guard suspended its search Saturday in Biscayne Bay outside Miami for a missing sailor who was a member of the 2012 U.S. Olympic sailing team.

Coast Guard officials in Miami say they received a report Thursday evening about an unmanned inflatable dinghy adrift in Dinner Key. Items belonging to 30-year-old Trevor Moore were onboard.

Moore is from Naples and was last seen wearing a dark shirt and swim shorts.

Capt. Michael Long of the Coast Guard said in a news release, "Our thoughts and prayers go out to the loved ones affected. Despite the tireless search efforts by multiple agencies and good Samaritans, we were unable to find Mr. Moore."

The Coast Guard and partner agencies covered more than 510 square nautical miles before suspending the three day search Saturday evening.



# Navy Ship, Coast Guard crews rescue sailboat off Ocean City

Posted 2:50 pm, May 15, 2015, by [Becca Mitchell](#)

Military Sealift Command dry cargo/ammunition ship USNS William McLean and crews from the United States Coast Guard's Fifth District rescued two people on a distressed sailboat, the Solarus, in open waters 50 miles southeast of Ocean City, Maryland on Thursday.

The McLean received a distress call from the Solarus around 6:10 a.m. Thursday morning. The McLean immediately sailed towards the small craft to render assistance.

It was at that time that the McLean also established communications with the Coast Guard's 5th District Command Center, U.S. Fleet Forces Command and Military Sealift Command Atlantic and apprised them of the situation.

Solarus reported that they were taking on water through a two-foot-long crack in the hull and that their bilge pump could not keep up with the inflow of water. McLean launched one of her fast rescue boats with a P100 dewatering pump

USNS William McLean stopped about 100 yards from Solarus and the decision was made to bring Solarus alongside McLean to shelter the sailboat from the choppy seas and to facilitate the dewatering and repair of the sailboat.

The crew of the sailboat consisted of two adult males who were taking the Solarus from Charleston, SC to Newport, RI. They were in good physical condition, did not require any medical care, but, according to Captain White, were obviously concerned to be that far off the coast in a sail boat that was taking on water and were relieved to be assisted by USNS William McLean.

The fast rescue boat crew was able to dewater Solarus using the P100 pump, with approximately 400 gallons of water pumped off. According to Captain White, this revealed the source of the flooding, which was a two foot long crack in the starboard bow of the sailboat.

After assessing the damage to the sailboat, a list of materials was passed up to the ship. The deck department quickly assembled the damage control items needed to affect a temporary repair to the sailboat's hull and lowered them down to the boat and repairs were made to control the flooding.

McLean also refueled Solarus and supplied a hot breakfast to the Solarus' crew.

At this point, an H-65 Dolphin helicopter crew from Coast Guard Air Station Atlantic City, NJ arrived on the scene with a portable dewatering pump. McLean then set flight quarters and the helicopter landed onboard and the dewatering pump was passed to Solarus. McLean also refueled the helicopter, which then left the scene and returned to Atlantic City.

Once the crack in the sailboat's hull was repaired, McLean recovered her fast rescue boat and got back underway, proceeding to rendezvous with a 47-foot Motor Lifeboat crew from Coast Guard Station Ocean City, Md. Solarus maintained station about 100 feet off of McLean's port side, so that the sailboat was sheltered from the four to six foot seas and 25 knot northerly winds. McLean and Solarus proceeded in this fashion for about two hours until they rendezvoused with the Coast Guard motor lifeboat crew.

Two Coast Guard motor lifeboat crewmembers boarded Solarus and then escorted Solarus towards Ocean City, MD. McLean facilitated this personnel transfer and remained in company with Solarus and the Coast Guard until the motor lifeboat crew regained radio communications with Coast Guard Station Ocean City. At this point, USNS William McLean was thanked for her assistance and was released from the scene to proceed on duties assigned.

## Bulk Carrier Rescues Five off Kiribati

Coast Guard crew members drop emergency supplies to five men who were stranded in the water in a 14-foot skiff since July 8.

By [MarEx](#) 2015-07-13 01:42:40

The bulk carrier *Shourong Harmony* rescued five men over the weekend. The men were stranded at sea in a 14-foot skiff since last Wednesday.

The U.S. Coast Guard reports that the bulk carrier was able to rescue the men after the HC-130 Hercules air crew from Coast Guard Air Station Barbers Point, Hawaii, spotted the 14-foot aluminum skiff 184 miles east northeast of Teraina Island, Kiribati.

The men were reported to be in good condition once they were rescued.

*Shourong Harmony* The Coast Guard mounted the search after the men were reported missing last Wednesday. They had departing Kiribati on a fishing trip on Monday.

The men were in a skiff with no engines, little provisions and no lifesaving equipment.

After searching for several days with negative results, the Hercules air crew located the men at 4:15 p.m., Friday, and dropped food, water, two VHF radios, a Coast Guard issued Personal Location Beacon, a signal mirror and flares to the skiff.

In conjunction with AMVER, watchstanders at the JRCC in Honolulu and the Kiribati Search and Rescue Liaison coordinated two vessels, the *Shourong Harmony* and the *Moamoa* to assist with the rescue of the men.

The distance from Honolulu, Hawaii, to where the men were rescued was about 1,087 miles.

AMVER, sponsored by the Coast Guard, is a computer-based, voluntary global ship reporting system used worldwide by search and rescue authorities. With AMVER, rescue coordinators can identify participating ships in the area of distress and divert the best-suited ship or ships to respond.

Video –

<https://www.dvidshub.net/video/414610/five-rescued-after-being-stranded-sea-four-days-near-kiribati#.VbBMIPntqAk>



1719

BARBERS POINT



## Coast Guard Rescues Six Near Houston

*July 4, 2015 5:00 PM*

**HOUSTON (CBSDFW.COM)** – Coast Guard boat and helicopter crews located three missing fishermen near an unmanned rig early Saturday morning about 6 miles off Bay City, Texas.

Coast Guard Sector Houston-Galveston watchstanders received a relay call through Matagorda County dispatchers from a man who made it aboard the unmanned rig as a boat capsized quickly with he and five others around 3:30 a.m. He and two other men made it aboard the rig, but three others were missing.

Crews aboard an Air Station Houston MH-65 Dolphin helicopter and a Station Freeport 45-foot Response Boat began searching and found the three men close to one another drifting in the water about half a mile from the rig.

The Offshore Supply Vessel Elliot Cheramie was nearby and joined the search after recovering the three men from the unmanned rig.

All the men were taken to Station Freeport and are reported to be in good health according to the Coast Guard public affairs office.

## **U.S. Coast Guard Coast Guard Digital News Room Update**

U.S. Coast Guard sent this bulletin at 07/12/2015 07:31 PM EDT

### **[Coast Guard medevacs injured boater off Jacksonville](#)**

*07/12/2015 06:44 PM EDT*

JACKSONVILLE, Fla. — The Coast Guard medevaced an injured boater, Sunday, approximately 50 miles east of Jacksonville.

Members aboard the 31-foot fishing vessel Sweet Caroline 4 notified watchstanders in the Coast Guard Sector Jacksonville command center, at approximately 4 p.m., Sunday. The initial report stated a 31-year-old man suffered a head injury while fishing aboard the boat.

A Coast Guard flight surgeon was briefed on the situation and recommended a medevac as soon as possible.

Crews aboard a [45-foot Response Boat-Medium](#) from Coast Guard Station Mayport, Fla., and an [MH-65 Dolphin helicopter](#) from Coast Guard Air Station Savannah, Ga., were launched to assist. The helicopter hoisted the boater and took him to University of Florida Health Jacksonville for further evaluation. The RBM crew was on scene to assist with the hoist.

## Three Men rescued by the Coast Guard

By [Morgan Crabtree, News 8 Intern](#) Published: June 28, 2015, 12:36 pm

NEW ORLEANS (WTNH) – Three men ventured out on a fishing and diving trip expecting to be back by Saturday at 9 pm, but their plans quickly changed.

Saturday morning, the men hopped aboard a 26-foot pleasure craft and journeyed 13 miles off the coast of Pensacola, Florida. They said they were diving earlier in the day when they all became disoriented and lost sight of their boat.

When the men did not return at the time they were suppose to, Coast Guard Sector Mobile issued an urgent broadcast to start a search for the men.

After the HC-144 Ocean Sentry crew located the men's location, they dropped a flare and alerted the Station Pensacola rescue crew.

At approximately 12:30 Sunday morning, the rescue crew arrived at the scene and were able to pull the men out of the water.

The men were reported to be uninjured, but were transported to Station Pensacola where they were met by local emergency medical services.

## **U.S. Coast Guard rescues boaters stranded off Bahaman coast Officials say boaters stranded in ocean for days**

Published 8:38 PM EDT Jul 04, 2015

RIVIERA BEACH, Fla. — Officials with the U.S. Coast Guard said two boaters were stranded in the ocean for days after their boat became disabled and lost communication.

Officials said the boaters anchored their boat off the coast of Walker Cay in the Bahamas and waited for days. They said a Carnival Fantasy cruise ship found the boaters Friday and notified the Coast Guard.

A Coast Guard cutter rescued the boaters and took one to Coast Guard Station Lake Worth in Riviera Beach Saturday afternoon.

Officials said one person needed medical attention and was transported to a local hospital near West Palm Beach.



## Coast Guard finds missing hiker, saves three on sail boat

The three rescued sailors and Rescue 6506 of the U.S. Coast Guard Sector Humboldt Bay safe on the ground. photo provided by united states coast guard

By The Times-Standard

Posted: 07/17/15, 6:28 PM PDT | Updated: 4 days ago

Press release from United States Coast Guard

MCKINLEYVILLE, Calif. – Coast Guard members located a lost hiker Thursday near Manila and rescued three people aboard a sailing vessel 53 miles west of Eureka Friday.

Thursday night, at approximately 8:40 p.m., Coast Guard Sector Humboldt Bay watchstanders received a request from Humboldt County Sheriff's department to assist in locating a 20-year-old male near the Manila Sand Dunes. Rescue 6506, an MH-65D helicopter from Coast Guard Sector Humboldt Bay was immediately dispatched to search the area while ground personnel from the local police department remained in contact with the distress male via cell phone. As night fell, Rescue 6506 utilized night vision goggles and instructed the man to use a flashlight function on his cell phone which immediately made his position apparent to the four member rescue flight crew. The flight crew coordinated through the Coast Guard Sector Command Center with the Sheriff's department ground crew to vector them towards the lost hiker and they returned him to safety.

At approximately 10:00 p.m., Sector Humboldt Bay received a radio call from an operator aboard the Kaloni, a 55-foot sailing vessel transiting from Bellingham, Washington to San Francisco.

The operator of the distressed vessel reported his vessel lost engine power and its sails were torn, but he and his crew were in no immediate danger. All three crew were unable to control the sailboat.

The operator reported the weather conditions off-shore deteriorated through the night with winds more than 40-miles per hour and swells between 15-20 feet. The crew became sea sick after several hours and the seas became increasingly dangerous before they requested for immediate evacuation by the Coast Guard.

RESCUE 6506, piloted by Coast Guard Lt. Cmdr Jason Bustamente and Lt. Cameron Welicka were dispatched by Sector Humboldt Bay to assist. RESCUE 6506 located the vessel Kaloni 53 nautical miles west of Eureka around 5:40 a.m., Friday. The weather conditions were around 65-miles per hour winds and seas of 25-feet. With coordination of the pilots and Flight Mechanic, Petty Officer 2nd Class John Clare, attempted to lower the Rescue Swimmer, Petty Officer 2nd Class Max Kaczmarek, directly to the sailboat to assess the condition of the survivors. After two unsuccessful attempts to place the rescue swimmer aboard the distressed vessel, the rescue crew lowered Kaczmarek next to the vessel where the survivors entered the ocean and they were able to safely hoist them from the heavy seas one by one.

All three crew members were transported to Sector Humboldt Bay without any injuries.

"Those were by far the largest waves I have ever seen," said Welicka. "It was truly a team effort that led to the successful rescue of the three mariners."

"Fortunately, the hiker and sailors had the appropriate communications equipment to call for help and the Coast Guard was ready to respond quickly and effectively to safely save lives." said Captain Art Snyder, Commander of Sector Humboldt Bay.

<https://www.dvidshub.net/video/415480/coast-guard-air-station-humboldt-bay-rescues-3-people#.VbBBVvnfCAk>



## **American sailors rescued by Coast Guard north of Cuba**

### **39-foot sailboat sustains significant damage**

Author: [Amanda Batchelor](#), Senior Digital Editor, [abatchelor@wplg.com](mailto:abatchelor@wplg.com)

Published On: May 22 2015 11:07:17 AM EDT Updated On: May 22 2015 11:07:00 AM EDT

Courtesy: U.S. Coast Guard

MIAMI -

The U.S. Coast Guard rescued two American sailors whose sailboat ran aground about 25 miles north of Gibara, Cuba on Friday.

Coast Guard officials were notified of the emergency when they received a distress signal from the 39-foot sailboat.

A Coast Guard aircrew rescued the men from the sailboat and took them to Matthew Town, Great Inagua.

"This case highlights the tremendous importance of having the proper life saving equipment onboard," said Lt. Cmdr. Gabe Somma, Coast Guard 7th District public affairs officer. "This critical piece of boating equipment likely saved the lives of these two sailors."

Coast Guard officials said the boat, dubbed "Boxer," sustained significant damage.

The sailboat had departed from Puerto Rico Monday en route to Key West. It ran aground in Bahamian waters.

Two at risk. Two lives saved. Distress alerting, position indicating, and active signaling by EPIRB enabling effective, efficient response.



## **Coast Guard rescues captain who fell off yacht in Bahamas**

While returning to Miami from a deployment, the crew of a Coast Guard Air Station Detroit MH-65 Dolphin rescue helicopter, forward deployed to Great Inagua, Bahamas, overheard a mayday call from the vessel Contessa.

The aircrew relayed the information to watchstanders at Coast Guard 7th District Command Center in Miami, who contacted the Royal Bahamian Defense Force and launched an Air Station Clearwater, Florida, MH-60 Jayhawk helicopter based out the Atlantic Underwater Test and Evaluation Center in the Bahamas.

The Jayhawk crew located the captain, hoisted him to safety, treated him for minor injuries and transported him to Lynden Pindling International Airport in Nassau.

Video: [https://www.dvidshub.net/video/401473/coast-guard-rescues-captain-who-reportedly-fell-off-yacht#.VbB2V\\_ntqAl](https://www.dvidshub.net/video/401473/coast-guard-rescues-captain-who-reportedly-fell-off-yacht#.VbB2V_ntqAl)

<b>Date:</b>	June 14, 2015
<b>Location:</b>	70 NM East of Charleston, SC
<b>Description of Rescue:</b>	<p>At 1252 UTC the COSPAS-SARSAT system detected a 406 MHz Personal Locator Beacon (PLB) at 32 27.8N, 78 36.2W, approximately 70 NM offshore of Charleston, SC. The PLB was activated when a 25' catamaran was taking on water and about to capsize. Coast Guard Sector Charleston (SECCHA) had received a garbled MAYDAY call via VHF radio when Coast Guard District Seven (CGD07) received the PLB alert with distress position. Sector Charleston (SECCHA) issued an Urgent Marine Information Broadcast which was answered by the fishing vessel, The Office. The Office arrived on scene and recovered the five person crew from the water with no injuries. SECCHA launched a boat from Coast Guard Station Charleston that rendezvoused with The Office and safely transported the 5 people to the Coast Guard Station Charleston.</p> <p>Five (5) rescues</p>

<b>Date:</b>	June 16, 2015
<b>Location:</b>	130 NM south of Grand Isle, LA
<b>Description of Rescue:</b>	<p>At 1108 UTC the COSPAS-SARSAT system detected a 406 MHz Emergency Position-Indicating Radio Beacon (EPIRB) at 27 11.6N, 91 02.9W, about 130 NM south of Grand Isle, LA. The EPIRB was activated when the engine and steering on sailing vessel Theresa Law failed. The two people on board had medical concerns and were fatigued from the weather. Coast Guard District 8 received the SARSAT alert and used SafetyNet to send the SARSAT position to the tanker Innovation. The tanker arrived on scene, picked up the two individuals in distress and took them to Key Largo, FL.</p> <p>Two (2) rescues</p>

<b>Date:</b>	June 28, 2015
<b>Location:</b>	100 NM offshore from Jupiter, FL
<b>Description of Rescue:</b>	<p>At 1046 UTC the COSPAS-SARSAT system detected a 406 MHz Emergency position-Indicating Radio Beacon (EPIRB) at 27 02.8N, 78 10.4W, about 100 NM offshore from Jupiter, FL. The EPIRB was manually activated when a 47 year old woman suffered an aneurysm onboard the 48' S/V Kraken. Coast Guard District 7 (CGD07) received a call from a crew member of the S/V Kraken requesting MEDEVAC. CGD07 instructed the crew member to manually activate their EPIRB to provide a position. CGD07 received the SARSAT alert and launched a helicopter to the SARSAT position. The helicopter located the vessel and transported the patient to the St. Mary's Hospital in critical condition.</p> <p>One Rescue.</p>



<b>Date:</b>	May 2, 2015
<b>Location:</b>	10 NM northwest of Pohnpei, Federated States of Micronesia (FSM)
<b>Description of Rescue:</b>	<p>At 0600 UTC the COSPAS-SARSAT system detected a 406 MHz Personal Locator Beacon (PLB) at 07 01.2N, 157 57.6E, approximately 10 NM northwest of Pohnpei, Federated States of Micronesia (FSM). The PLB was activated when a 22 foot fishing vessel sank in heavy seas. The Coast Guard Marshal Islands Sector received the SARSAT alert and contacted the FSM which launched the rescue boat FSS Unity from the FMS Maritime Wing. The four men were located in the water and rescued.</p> <p>Four (4) rescues</p>

<b>Date:</b>	May 11, 2015
<b>Location:</b>	95 NM southeast of Key West, FL
<b>Description of Rescue:</b>	<p>At 1438 UTC the COSPAS-SARSAT system detected a 406 MHz Emergency Position-Indicating Radio beacon (EPIRB) at 23 27.6N 83 30.12W, 95 NM southeast of Key West, Florida. US Coast Guard District 07 (CGD07) received the alert and instructed sector Key West to conduct callouts, which were unsuccessful. Sector Key West then issued an Urgent Marine Information Broadcast. CGD07 also diverted an aircraft to the scene and discovered that the owner had fallen overboard while tethered to the boat. Coast Guard Cutter Charles David arrived on scene and recovered the overboard male, deceased, his wife, surviving. The coast guard cutter was unable to tow the vessel due to rough sea conditions.</p> <p>One (1) rescue</p>

<b>Date:</b>	May 22, 2015
<b>Location:</b>	30NM north of Guardalavaca, Cuba
<b>Description of Rescue:</b>	<p>At 0728 UTC the COSPAS-SARSAT system detected a 406 MHz Emergency Position-Indicating radio Beacon (EPRIB) at 21 35.1N 075 43.4W, 30NM north of Guardalavaca, Cuba. The EPRIB was manually activated when the sailing vessel Boxer ran aground causing extensive hull damage and leaving the crew stranded. Coast Guard District 7 (CGD07) contacted the family of the vessel owner who provided information on the vessel's last known position. CGD07 notified RCC Cuba and issued an Urgent Marine Information Broadcast requesting any vessels in the area to assist. CGD07 dispatched a helicopter to the SARSAT position which located the disabled vessel. The Coast Guard recovered the 2 POB and transported them to Matthew Town, Great Inagua, Bahamas with no injuries.</p> <p>Two (2) rescues</p>

<b>Date:</b>	May 31, 2015
<b>Location:</b>	71NM southeast of Ocean City, MD
<b>Description of Rescue:</b>	<p>At 0331 UTC the COSPAS-SARSAT system detected a 406 MHz Personal Locator beacon (PLB) at 37 26.5N 074 26.5W, 71NM southeast of Ocean City, MD. The crew on the vessel contacted Coast Guard Sector Hampton Roads (CGSHR) via VHF, stating their vessel was disabled, leaving them stranded. CGSHR advised the crew to manually activate the PLB if communications were lost, which they did. Coast Guard District 5 (CGD5) received the SARSAT alert and contacted the CGSHR which had been in contact with the vessel. CGSHR launched CG Cutter Beluga which located the vessel and towed it to their homeport in Ocean City, MD. No injuries or illness to report.</p> <p>Four (4) rescues</p>

## **Coast Guard rescues 4 from sunken boat off Louisiana Coast**

11:08 p.m. CDT June 9, 2015

A Coast Guard helicopter crew rescued four sports fishermen from a platform Tuesday after their vessel sank about 41 miles east of Venice, La.

Watchstanders at the 8th Coast Guard District received a call from one of the sports fishermen stating their vessel sank and they were on a platform. The watchstanders directed the launch of two Coast Guard Air Station New Orleans MH-65 Dolphin helicopter crews.

The rescue crew arrived on scene about 3:30 p.m., and hoisted the four fishermen off the platform. The helicopter crew flew the fishermen to the air station with no reported injuries.

"The Coast Guard rescue crew was able to rapidly respond to these mariners in distress because they had an extra form of communication which helped vector in the rescue crew," said Lt. Nicholas Greaver, command duty officer, 8th Coast Guard District. "We always recommend before you get underway to ensure you have a filed float plan, extra forms of communication, emergency supplies and always wear a life jacket."

# SOUNDINGS

## VIDEO: Efficiency in motion

<https://www.youtube.com/watch?v=Uzmuvdz3qQ0&feature=youtu.be>

Posted on 24 June 2015

It's easy to take for granted the good work that Coast Guard crews do every day, but watching them in action never gets old.

The Coast Guard medevaced a 58-year-old man last Friday from the 40-foot sportfisherman **Last Dollar** about 46 miles east of Ocean City, Md.

Watch how efficiently they lower a rescue swimmer onto the deck of the moving boat. The Coast Guard is frequently asked why it prefers to do rescue hoists from a moving boat.

"It keeps the boat steady and more predictable," AMT2 Nick Broaddus explains in [a video posted on the Coast Guard Mid-Atlantic's Facebook page](#).

The MH-65 Dolphin helicopter crew from [Coast Guard Air Station Atlantic City](#), N.J., arrived at 2:09 p.m., hoisted the man aboard the helicopter and took him to [Peninsula Regional Medical Center](#) in Salisbury, Md., for further medical assistance.

"Thank you USCG for saving my better half's life. I am forever indebted to you," [reads a post apparently from the man's wife on the Coast Guard media hub page](#).

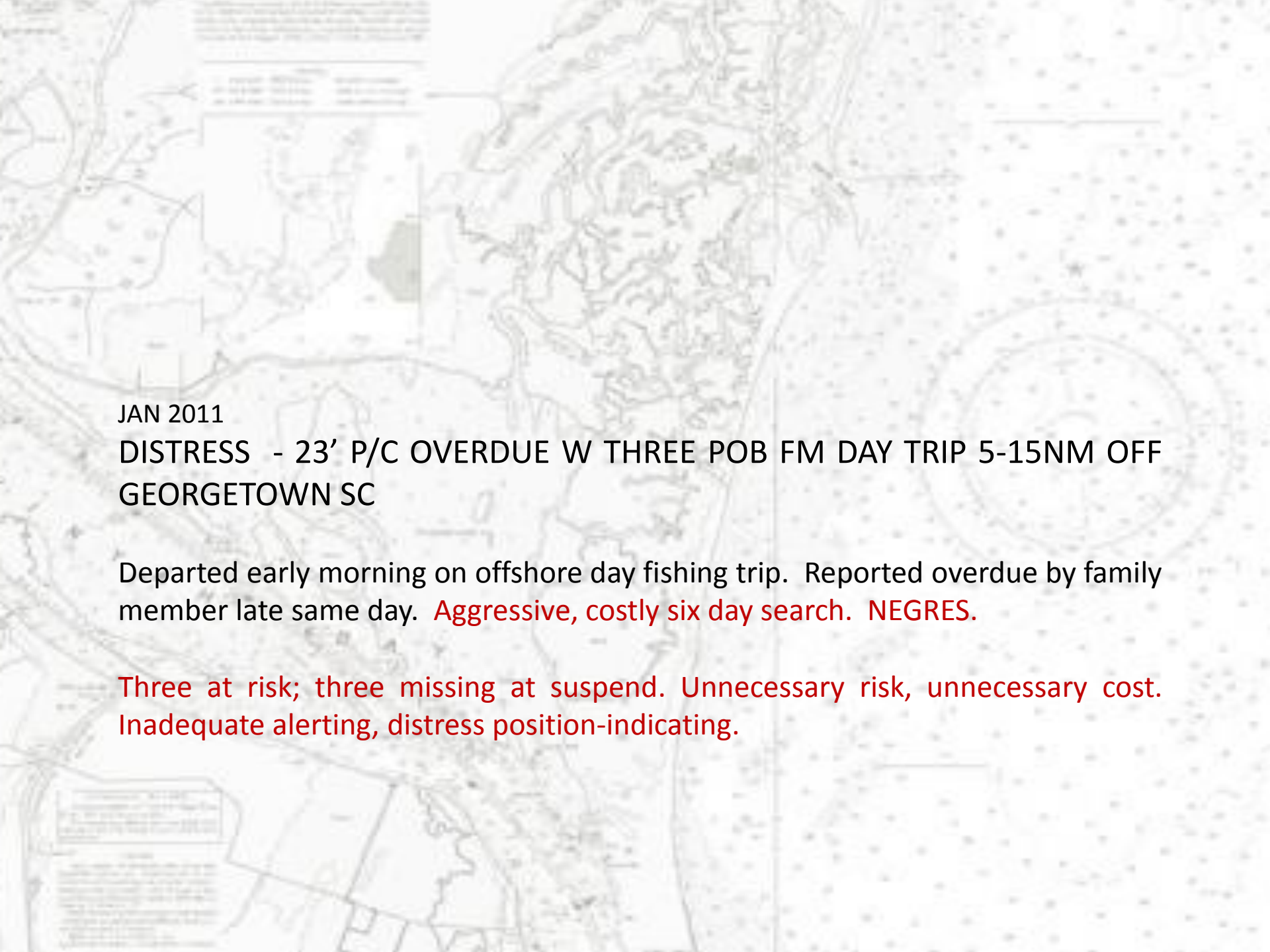
<b>Date:</b>	May 1, 2015
<b>Location:</b>	25 NM south of Morgan City, LA
<b>Description of Rescue:</b>	<p>At 1809 UTC the COSPAS-SARSAT system detected a 406 MHz Personal locator beacon (PLB) at 29 16.6N, 91 16.1W, about 25 NM south of Morgan City, LA. The PLB was activated when a boater's engine broke down and he became stranded. Coast Guard District 8 (CGD08) received the SARSAT alert and used the beacon registration to contact the owners wife who indicated her husband left that morning on their 18-foot aluminum boat from Morgan City and was heading to Point Au Fer Island to fish. She had been concerned because she could not get a hold of him, and he had stated that morning that he wouldn't be gone long. CGD08 launched a helicopter and a family friend launched their boat to assist. The helicopter arrived at the SARSAT position and saw a boat with one person onboard waving his arms and pointing at the engine. The helicopter dropped a radio to the boater to confirm his identity. The family friend arrived on scene shortly after and took the disabled vessel in tow.</p> <p>One (1) rescue</p>

# Older Cases Revisited

Charleston area cases figure prominently  
this quarter

- Cases from region
- Similar cases from around the country
- Other issue relevant cases
- Much older, high visibility cases demonstrating the enduring nature of the problem





JAN 2011

DISTRESS - 23' P/C OVERDUE W THREE POB FM DAY TRIP 5-15NM OFF GEORGETOWN SC

Departed early morning on offshore day fishing trip. Reported overdue by family member late same day. **Aggressive, costly six day search. NEGRES.**

**Three at risk; three missing at suspend. Unnecessary risk, unnecessary cost. Inadequate alerting, distress position-indicating.**

A nautical chart of Charleston Harbor and Approaches, South Carolina. The chart shows the harbor, surrounding landmasses, and the North Atlantic Ocean. It includes depth soundings, navigational aids, and a compass rose. The title 'CHARLESTON HARBOR AND APPROACHES' is visible at the top. The U.S. Coast Guard logo is also present.

15 March 2010

## 4 boaters rescued off Charleston

The U.S. Coast Guard reported rescuing four boaters off Charleston on Sunday afternoon after their 23-foot recreational boat sustained a hole in its hull.

The rescue came shortly after 5 p.m., about **15 miles east of Charleston Harbor**. One person had a minor head cut from slipping on the deck, the Coast Guard said.

The maritime distress signal came around 4 p.m. via a **Personal Locator Beacon or PLB**. A rescue helicopter crew from Charleston was dispatched and spotted the boat shortly afterward.

A 41-foot rescue boat crew from Station Charleston then arrived on scene, removed all four passengers, successfully patched the hole, and towed the boat in. It was unclear what damaged the hull.

The Coast Guard said those rescued included Robbie Cortis of Mount Pleasant and Robert Lukems of Charleston. Also rescued were Josh Croom and Phillip Clark, but their hometowns weren't immediately available.

Four at risk; four rescued. Timely, effective, efficient rescue at modest public cost. Adequate distress-alerting, position-indicating, active-signaling preparedness and performance.

DEC 1997

## DISTRESS S/V MORNING DEW W FOUR POB WRECKED ON NORTH JETTY CHASN SC

0200 GRU CHASN copied uncorrelated VHF calls yelling Coast Guard. 0600 GRU CHASN received report from inbound MV PEARL ACE of male voice yelling for help vicinity buoy 22 north jetty. At MV pilots direction pilot boat investigated with negative results. No direct Coast Guard response until 1030 when bodies of two young males reported in surf. AIRFAC CHASN helo sighted mast in water inside north jetty vicinity buoy 22. Another young male body located later in day. Active search suspended.

**Four at risk; three lives lost, one missing at suspend.** Missing adult male's body recovered weeks later. **Inadequate distress-alerting, position-indicating, active-signaling, survival capabilities.** Investigation later positively correlated VHF calls to deceased boy. Deceased: father, sons, nephew. Family sued Coast Guard. Admiralty Court found **Coast Guard response inadequate.** Coast Guard paid \$19 million dollars to the family.

Admiral Loy, Commandant, USCG on Lessons Learned from Morning Dew at Naval Institute--

*There is no federal requirement for recreational boaters to carry distress communications devices other than flares and efficient devices for producing noise. However, as a prudent mariner, I would never sail [offshore] without a properly registered 406 EPIRB that would transmit my vessel name and position in the event that I could not. Morning Dew had a VHF-FM radio, flares, air horns, and a strobe light, but did not carry an EPIRB.*

The Commandant went on to contrast the *Morning Dew* case to that of the *S/V Acapella*, a catamaran of about the same length that capsized suddenly in heavy weather off the coast of Nova Scotia, in a more severe environment, far from SAR response, but better prepared with an EPIRB and immersion suits and contributing to an all-crew-rescued outcome.



# NTSB Observations on MORNING DEW

The National Transportation Safety Board would later conclude that safety equipment aboard the MORNING DEW barely **exceeded the minimum required by the Coast Guard**. The boat was outfitted with five life jackets, a strobe light, a marine radio, a depth sounder, a knot meter, a magnetic compass, six emergency flares and two air horns.

But there was **no life raft, immersion suits to protect from hypothermia, global positioning system for navigation, backup shortwave radio, cellular phone or a transponder that could signal an emergency**, the NTSB would later say. The captain, investigators found, had **not "adequately prepared the vessel or its passengers for the risks presented by a winter voyage at night on the open sea."**

**Even boats going a few miles offshore need to carry adequate electronics and safety equipment.**

*Morning Dew* should have carried a GPS (and maybe a handheld backup GPS), **an EPIRB**, strobe lights for each of the crew, safety harnesses, man overboard equipment, and detailed charts.

There should also have been a backup means of communication, either a cell phone or a handheld VHF radio (or both), as well as at least a coastal life raft.



**SEAWORTHY**

The BoatUS Marine Insurance & Damage Avoidance Report

# Coast Guard suspends search for missing Mount Pleasant boater

BY ANDREW KNAPP

[aknapp@postandcourier.com](mailto:aknapp@postandcourier.com)

The Coast Guard has halted its search for a 36-year-old Mount Pleasant man whose boat was found capsized in the Atlantic Ocean earlier this week.

Ronald Fowler was last seen at noon Monday, after which he was reported missing by his girlfriend, according to authorities.

A passerby discovered his 17-foot Mitzi skiff overturned around 1:30 p.m. the next day about 16 miles east of Charleston.

The Coast Guard ended the effort to find him this morning after completing 15 search patterns over 7,324 square miles. Coast Guard helicopters, airplanes and boats complemented resources from the Charleston County Sheriff's Office and the Mount Pleasant Police Department.

Anyone with information about Fowler's disappearance should call Coast Guard Sector Charleston's command center at 740-7050.

7th Coast Guard District News Release

Date: April 26, 2012

## Coast Guard suspends search for missing boater near Charleston, SC

CHARLESTON, SC - Coast Guard crews suspended their search Thursday morning for an overdue boater missing since Monday. Missing is Ronald Fowler, 36 from Mt. Pleasant, S.C.

Fowler was last seen at noon, Monday.

A good Samaritan on a sailing vessel spotted Fowler's 17-foot Mitzi skiff overturned 16-miles east of Charleston and alerted search and rescue controllers at Coast Guard Sector Charleston at approximately 1:30 p.m., Tuesday.

At approximately 2 p.m., an MH-65 Dolphin helicopter crew arrived on scene and identified that the boat belonged to Fowler.

A total of 15 search patterns were completed encompassing 7,324.5 Square Nautical Miles searched in 49-hours.

Government Assets involved in the search:

- MH-65 Dolphin helicopter rescue crew from Coast Guard Air Facility Charleston, S.C.
- 87-foot Coast Guard Cutter Yellowfin
- HC-130 Hercules air crew from Coast Guard Air Station Elizabeth City, NC
- HH-60 Jayhawk helicopter rescue crew from Coast Guard Air Station Elizabeth City, NC
- Charleston County Sheriff Dept, Charleston SC
- Mt Pleasant Police Department, Charleston SC

If anyone has information, please contact the Coast Guard Sector Charleston Command Center at (843) 740-7050.

For more information on float plans and safe boating tips, please visit <http://www.uscgboating.org/>

**One at risk. One missing. Inadequate distress-alerting, position-indicating, active-signaling, survival capabilities.**

SEP 2010

## DISTRESS – 38' FOUNTAIN OVERDUE W SEVEN POB FROM DAY FISHING TRIP OFF CHASN SC

Reported overdue by family member late evening. Fishing offshore wrecks. Seven persons on board, including three minors, one a five-year old. Correlated to one time VHF-FM MAYDAY from 38' Fountain w no position information received or obtained. Initial searches negative. Aggressive searches in darkness, prompted by overdue report, located all seven persons in water, 22 hours after MAYDAY and sinking, 30NM east of Charleston.

Seven at risk; seven saved. Near miss.

Inadequate alerting, position-indicating, active-signaling.





# Coast Guard suspends search for missing Mount Pleasant boater

BY ANDREW KNAPP

[aknapp@postandcourier.com](mailto:aknapp@postandcourier.com)

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Government Assets involved in the search:

- MH-65 Dolphin helicopter rescue crew from Coast Guard Air Facility Charleston, S.C.
- 87-foot Coast Guard Cutter Yellowfin
- HC-130 Hercules air crew from Coast Guard Air Station Elizabeth City, NC
- HH-60 Jayhawk helicopter rescue crew from Coast Guard Air Station Elizabeth City, NC
- Charleston County Sheriff Dept, Charleston SC
- Mt Pleasant Police Department, Charleston SC

If anyone has information, please contact the Coast Guard Sector Charleston Command Center at (843) 740-7050.

For more information on float plans and safe boating tips, please visit <http://www.uscgboating.org/>

**One at risk. One missing. Inadequate distress-alerting, position-indicating, active-signaling, survival capabilities.**

Date: Oct 29, 2012

Contact: [5th District Public Affairs](#)

Office: (757) 398-6272

News Release

### **Coast Guard responds to vessel in distress 160 miles from hurricane's center**

PORTSMOUTH, Va. — The Coast Guard is responding to a distressed vessel with 16 people aboard approximately 90 miles southeast of Hatteras N.C., Monday.

Coast Guard Sector North Carolina received a call from the owner of the 180-foot, three mast tall ship, HMS Bounty, saying she had lost communication with the vessel's crew late Sunday evening.

The Coast Guard 5th District command center in Portsmouth subsequently received a signal from the emergency position indicating radio beacon registered to the Bounty, confirming the distress and position.

An air crew from Coast Guard Air Station Elizabeth City launched aboard an HC-130 Hercules aircraft, which later arrived on scene and reestablished communications with the Bounty's crew.

The vessel is reportedly taking on water and is without propulsion. The Coast Guard is continuing to monitor the Bounty's situation.

On scene weather is reported to be 40 mph winds and 18-foot seas. The vessel is approximately 160 miles west of the eye of hurricane Sandy.

Sixteen at risk. Fourteen lives saved, one life lost, one missing. Distress-alerting, position-indicating, active-signaling by EPIRB. Good survival preparedness and performance, raft and immersion suits.



16 July 2010

## Boat Sinks Off Beaufort, Eight Rescued

Eight people spent almost an hour in the water after their 41' sport fisher sank in the Atlantic Friday morning. The group was rescued safely. Those rescued were part of the Barta Boys & Girls Club Billfish Tournament.

Rick Sykes was one of the rescued fisherman. He said: "We had the lifejackets, we had the flotation, I don't know what we could've done differently. It was just nice to have good equipment on the boat and people responding quickly. We kept kind of trying to joke with each other a little bit just to kind of keep you from panicking I guess and so we knew help was on the way and we kept floating and floating and floating and finally I saw a helicopter coming so I knew were good to go."

Officials tell WITN the Navy vessel "Tempest" brought in five people, the Coast Guard rescued two people and a Marine Corps helicopter from Cherry Point, PEDRO, brought in one person.

The boat, "REEL TIME," was off the coast of Carteret County, about 12 to 15 miles off Beaufort and about six miles off Cape Lookout, when it sank.

The boat started taking on water in three to five foot seas. Those on board tried to pump it out, but were unsuccessful. All eight people ended up in the water with life jackets for about 45 minutes to an hour before help arrived. One of those rescued said they all joked with each other, trying to stay calm.

Most of the people on the boat were young adults, but the youngest was 15.

According to its website, the Barta Billfish Tournament is in its seventh year and started Thursday with 81 boats participating.

Eight at risk, eight saved. Timely, effective efficient rescue. Good initial distress-alerting, position-indicating by VHF-FM CH16. Fixed VHF-FM failed after MAYDAY. Daylight operation, no active-signaling. Survival gear, PFDs. Good partnership for SAR success. EPIRB or PLB would have strengthened hand.

14 MAY 2011

## DISTRESS – 25' PC CAPSIZED W 4 POB 15NM E OF CUMBERLAND ISLAND GA

4 at risk offshore, 4 saved. Well Prepared Crew Contributes to Effective, Efficient Rescue. Good distress-alerting, position-indicating, active-signaling and Survival Readiness - VHF and PLB and PFDs.

### **Coast Guard Rescues 4 After Boat Capsizes 25-Foot Boat Capsized In Atlantic Ocean About 15 Miles Off Shore**

POSTED: Saturday, May 14, 2011

UPDATED: 6:31 pm EDT May 14, 2011

Photo by Christopher Evanson / USCG Larry Kirkland holds the radio beacon that Coast Guard members said helped them find him and 3 others in the Atlantic Ocean Saturday.

**MAYPORT, Fla.** -- Four boaters were back on dry land Saturday afternoon after a long day on the water. Saturday around 12:30 p.m., members of the United States Coast Guard from Jacksonville and Brunswick responded to a distress call about 14 miles off the coast of Cumberland Island, Ga.

After sending vessels to search, the Coast Guard found the overturned boat and rescued the four people who were clinging onto it. Larry Kirkland, of South Carolina, was one of the boaters rescued. He said he just had just bought the 25-foot boat in Amelia Island and decided to take it off shore with his father, stepmother and another relative. He said the boat started to take on water and eventually flipped over.

All four boaters had life jackets on and Kirkland had an Personal Locator Beacon, or PLB. He turned the device on after radioing the Coast Guard. Rescuers said they were able to find the vessel so quickly because of the location beacon.

All four boaters arrived at the Coast Guard station in Mayport around 3:30 p.m. Saturday. Paramedics with Jacksonville Fire and Rescue checked them out and the Coast Guard gave them warm blankets.

They said they were relieved to be back on dry land and thankful they left the dock prepared with the radio beacon and life jackets.

Saturday afternoon, the family's 25-foot boat remained in the ocean and was being towed back.

## Four rescued from capsized boat off Jacksonville

Posted: April 17, 2011 - 5:45pm

By [Dana Treen](#)

**Four people were pulled from the ocean today after their 20-foot boat capsized, prompting a Coast Guard search in waters 27 miles from shore.**

Full details about who was on the boat were not immediately available, but Coast Guard spokeswoman Jessica Potter said all four were fine and rescued by another boater about 1 p.m. They were clinging to their overturned boat, Potter said.

At least two of the three men and one woman on board the boat were from Jacksonville. Both those individuals are 31 years old, Potter said.

It was not clear what caused the boat to overturn.

The capsized craft was spotted an hour and a half later by crew aboard the 900-foot ship Beaumont, according to the Coast Guard. By the time the Coast Guard was notified, the rescue had been accomplished, Potter said.

The Coast Guard launched a 45-foot rescue boat from Mayport and a helicopter crew from Clearwater before learning the people onboard were safe. Two Navy helicopters also searched the area.

The boat was traced to an owner in Miami but that person was not at the address listed on the registration, said Potter said. She said the **Coast Guard had not been notified of any missing boaters.**

Read more at Jacksonville.com: <http://jacksonville.com/news/crime/2011-04-17/story/four-rescued-capsized-boat-jacksonville#ixzz1mgMlticP>

**Four at risk; four rescued. Near miss. Extraordinary luck in timely rescue by Good Samaritan 27NM offshore. Inadequate distress-alerting, position-indicating, active-signaling, survival preparedness and performance.**

7th Coast Guard District  
News Release  
Date: May 18, 2010

**JACKSONVILLE, Fla. – Three boaters have been rescued clinging to a cooler approximately 30-miles off the coast of Brunswick, GA, Tuesday following an extensive three-day search, covering more than 2,700 square miles.**

The 20-foot pleasure craft, PROBLEM CHILD, departed the Mayport Boat Ramp Sunday morning with three onboard to go fishing and return Sunday evening. When they failed to return at the original scheduled time, a family member contacted the Coast Guard. Attempts to communicate with the PROBLEM CHILD proved unsuccessful. The Coast Guard immediately launched a search and rescue operation for the missing boaters.

A good Samaritan rescued John J. Navaraz, 32, Elijs Navaraz, 31, and Rebecca Sullivan, 28, locating them floating in the water, about 30 miles east of Brunswick, GA, Tuesday at approximately 1 PM. The good Samaritan contacted Coast Guard watchstanders via VHF radio channel 16 at the time of the rescue. Survivors were transported aboard the 87-foot Coast Guard Cutter YELLOWFIN and then a 47-foot motor life boat to Coast Guard Sector Jacksonville at Mayport.

The location of the Problem Child and cause of the incident are not known at this time.

Coast Guard assets involved in the search:

- 87' patrol boat, CGC YELLOWFIN, homeported in Charleston, SC
- CGSTA MAYPORT 47' motor life boat
- 270' CCG BEAR, homeported at Portsmouth, VA
- CGAS SAVANNAH HH-65
- CGAS CLEARWATER C-1 30

**Three at risk; three saved after two days in the water. By luck. Unnecessary risk; unnecessary cost. Inadequate distress-alerting, position-indicating, active-signaling.**

MAR 2011

## DISTRESS – 20' P/C W FOUR POB OVERDUE FROM DAY TRIP OFF FT LAUDERDALE

Family member reported the group overdue late Wednesday after they failed to return from offshore fishing trip. POB: Coast Guard member assigned to TACLET South, member's father, wife and brother. Only general float plan available.

Aggressive search planned and executed. At 0905 a CGAS MIA C-144 located four survivors clinging to capsized hull 20NM offshore. 0935 STA LWI boat picked up survivors. Debrief. Vessel capsized around 2200 Wednesday night. Donned PFDs; stayed with capsized hull.

Four at risk. Four lives saved after spending night in water.

**Inadequate distress-alerting, position-indicating, active-signaling capabilities.** Adequate survival – PFDs carried, accessible, used. Timely overdue report with general distress position information triggered aggressive search and rescue response sufficient, with a little luck, to good outcome in good weather, warm water. **Unnecessary risk, unnecessary expense.**

**Probability of success of planned search (approximate):**

**For Capsized hull: about 50% Probability of Containment about 80% Probability of detection about 60%**

**For PIW: about 8% Probability of Containment about 80% Probability of detection about 10%**





MAR 2009

## DISTRESS - P/C OVERDUE W FOUR POB FROM DAY FISHING TRIP OFF TAMPA FL

Two NFL players and two USF football friends reported overdue from offshore fishing trip off Tampa-St. Pete. Resource intensive, fifty-sortie, three-day search, covering over 24000 SQNM. One survivor rescued from capsized hull about 40 NM offshore.

Four at risk; one saved, three missing at suspend. Inadequate distress-alerting, position-indicating, survival capabilities. Unnecessary loss of life, unnecessary cost. With ELB this should have been a four-save, one-sortie case, resolved within an hour or two of capsized.

NFL player involvement in this case attracted intense national media attention, focusing issue. Friend who had gone fishing with owner days before this trip encouraged getting beacon.



FEB 2011

### DISTRESS - 25' P/C CAPSIZED W FIVE POB 3NM OFF SOUTH PASS LA

Departed Venice, LA early morning to fish 12 mile rig line in Gulf. Flooded and capsized about 0800, three miles offshore. Discovered at about 1300 by passing offshore supply vessel SEA ANGEL. One survivor on hull. Bodies of other four recovered nearby. Water temp 52 F.

Five at risk; one life saved; four lives lost. Inadequate distress-alerting, position-indicating, survival capabilities. Fixed VHF onboard. MAYDAY call made after flooding detected, before capsized without effect. PFDs accessible, but not worn. Obtained just before capsized, not able to don in water, but used for flotation. Insufficient protection against cold water.






29 MAR 2011

**DISTRESS – S/V BLACKWITCH TAKING ON WATER W TWO POB 200NM S OF NOLA**

BLACKWITCH taking on water. Activated 406MHz EPIRB. COSPAS-SARSAT system detected EPIRB signal approximately 205 NM south of New Orleans. Coast Guard District 8 Rescue Coordination Center (CGD8) contacted the vessel and launched a fixed wing aircraft and a boat to the scene. Coast Guard boat towed the distressed vessel to port.

Two at risk; two saved. Timely, effective, efficient rescue at moderate public cost.

Good distress-alerting, position-indicating, active-signaling preparedness and performance.



AUG 2011

DISTRESS – P/C OVERDUE FROM DAY FISHING TRIP W THREE POB S OF DAUPHIN ISLAND AL

Reported overdue from offshore day fishing trip. Multi-day, CG, local forces search. One rescued by Good Samaritan about ten miles offshore. One body recovered. One missing at suspend.

Three at risk; one saved, one life lost, one missing.

Inadequate distress-alerting. position-indicating, survival capabilities.

11 March 2012  
U.S. Coast Guard  
News Release

## Coast Guard locates capsized boat; 3 bodies recovered

SAN PEDRO, Calif. - The Coast Guard located a capsized 24-foot recreational boat near Santa Cruz Island, Calif., about 1 p.m. Sunday.

At approximately 9 AM, a family member of one of the four men aboard the boat reported the group OVERDUE to the Channel Islands Harbor Patrol. The men had departed the mainland the previous morning for an offshore day fishing trip to the north side of Santa Cruz Island. CIHP contacted Coast Guard Sector Los Angeles-Long Beach command center to initiate the search and rescue case.

The Coast Guard launched a 47-foot motor lifeboat from Station Channel Islands Harbor, the Coast Guard Cutter Halibut, and a MH-65 Dolphin helicopter from Air Station Los Angeles to search for the men. A Santa Barbara County Sheriff Department helicopter and the Santa Cruz Island Park Rangers also assisted in the search efforts.

Three of the men's bodies have been recovered as the search continues for the fourth missing man.

Four at risk, three lives lost, one missing. Unnecessary loss of life, unnecessary search effort, unnecessary risk for apparent inadequate distress-alerting, position-indicating, active-signaling and survival preparedness and performance. Water temperature about 56F. Expected survival time for unprotected persons just a few hours. These men likely perished before reported overdue.

An emergency locator beacon and some form of cold water protection could have almost certainly saved these men. Lifejackets provide little protection against cold water.

0 50 km

26 JUN 2010

## Coast Guard rescues 4 boaters from Gulf of Mexico

4 men were rescued by a Coast Guard helicopter after their boat overturned in the Gulf of Mexico (Courtesy US Coast Guard)

CLEARWATER, Fla. - The Coast Guard 4 men whose boat had capsized were rescued in the Gulf of Mexico early this morning, about 25 miles west of St John's Pass.

Coast Guard officials said they received a distress call from the boat's owner, Joseph DiGiovani of Seminole, via VHF radio around 7:05 AM. He told watch commanders at the Coast Guard station in St. Petersburg that the three other men were with him, and that his boat was taking on water.

He was able to give the ship's general location, but communication was quickly cut off.

However a signal from a Emergency position-indicating Radio Beacon or, EPIRB, was able to give rescuers the exact location of the men, said Petty Officer 1st Class Mariana O'Leary.

A Coast Guard HH-60 Jayhawk helicopter was dispatched to the area, and rescuers found the found the men clinging to debris near their overturned boat about 7:50 a.m.

DiGiovanni and his passengers, Phillip Vozza 50, Bryan Smock 31, Sean Vozza 17, were safely lifted to the helicopter. None were hurt.

"We just got a chance to make that one call, but the little EPIRB that's in the pocket of my inflatable lifevest went off, and they found us," said Phillip Vozza.

video at [http://www.abcactionnews.com/dpp/news/region\\_north\\_pinellas/clearwater/coast-guard-rescues-4-boaters-from-gulf-of-mexico](http://www.abcactionnews.com/dpp/news/region_north_pinellas/clearwater/coast-guard-rescues-4-boaters-from-gulf-of-mexico)

Four at risk. Four saved. Timely, effective and efficient rescue. Initial alert by VHF at edge of R21 coverage, reporting taking on water and limited position information. VHF contact lost with capsize. 406MHz beacon did its job providing excellent alerting, position-indicating and active-signaling. One H-60 sortie and done.

D8 External Affairs  
U.S. Coast Guard  
News Release  
Date: March 24, 2012

### **Coast Guard rescues one, recovers another northeast of Port Aransas**

HOUSTON — The [Coast Guard](#) rescued one boater and recovered the body of another after their 30' Scarab sank 24 miles northeast of the Port Aransas jetties, Friday.

Coast Guard [Sector Corpus Christi](#) watch standers received a report at approximately 11:30 PM Friday from a concerned wife reporting her husband and a friend overdue from a Thursday fishing trip northeast of the Port Aransas jetties.

Coast Guard Sector Corpus Christi coordinated the launch of multiple rescue assets. [Air Station Corpus Christi](#) launched an [HU-25 Falcon jet](#) and an [MH-65 Dolphin helicopter](#). [Station Freeport](#) launched a [45-foot Response Boat-Medium](#). Station Port Aransas launched a 45-foot Response Boat-Medium and a [25-foot Response Boat-Small](#). The Coast Guard Cutter Steelhead was also diverted to assist in the search.

At approximately 2:30 AM, Saturday, Sector Corpus Christi was contacted by an oil rig in Matagorda Bay stating that one of the missing persons had swum to the rig while the other man stayed with the vessel and was wearing a personal flotation device.

At 8:45 AM, a good Samaritan located the remaining person floating in the water. A helicopter rescue crew recovered the man from the good Samaritan and transported him to [Spohn Shoreline Hospital](#) where he was pronounced deceased.

Two at risk. One swam to rig and survived. One life lost. Water temperature 73F. Unnecessary loss of life, unnecessary risk, unnecessary response cost due to lack of distress-alerting, position-indicating, active-signaling, survival capabilities. VHF-FM fixed radio, cell phone, PFDs not sufficient to offshore, flooding, sinking, cold water circumstances.



Date: 29 April 2012

Location: 160 NM southeast of Raleigh, NC

Description of Rescue: The COSPAS-SARSAT system detected a 406 MHz EPIRB at 34 29.1N 75 41.4W, 160 NM southeast of Raleigh, NC. The pleasure craft FISH TALES suffered complete electrical failure and the crew of four manually activated the vessel's EPIRB. Coast Guard District 5 Norfolk, (CGD5) received the unlocated alert, and contacted the vessel's owner who confirmed that FISH TALES was not in port. CGD5 made radio call outs for the FISH TALES, which were answered by a Good Samaritan vessel in visual contact with FISH TALES. The Good Samaritan provided CGD5 with their position via sat phone and CGD5 dispatched CG 47211 a 47 foot motor life boat. CG47211 located FISH TALES, towed it into Beaufort inlet and transferred the tow to Sea Tow, which towed it into port.

Four at risk. Four saved. Adequate distress-alerting, position-indicating, active-signaling--EPIRB. Effective, cost effective response.

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U.S. Coast Guard  
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24 November 2010

## Coast Guard recovers body of missing kayaker

MENDOCINO, Calif. – The Coast Guard with help from the Mendocino Fire Department recovered the body of a missing kayaker at 8:45 PM, after a 15-hour search today.

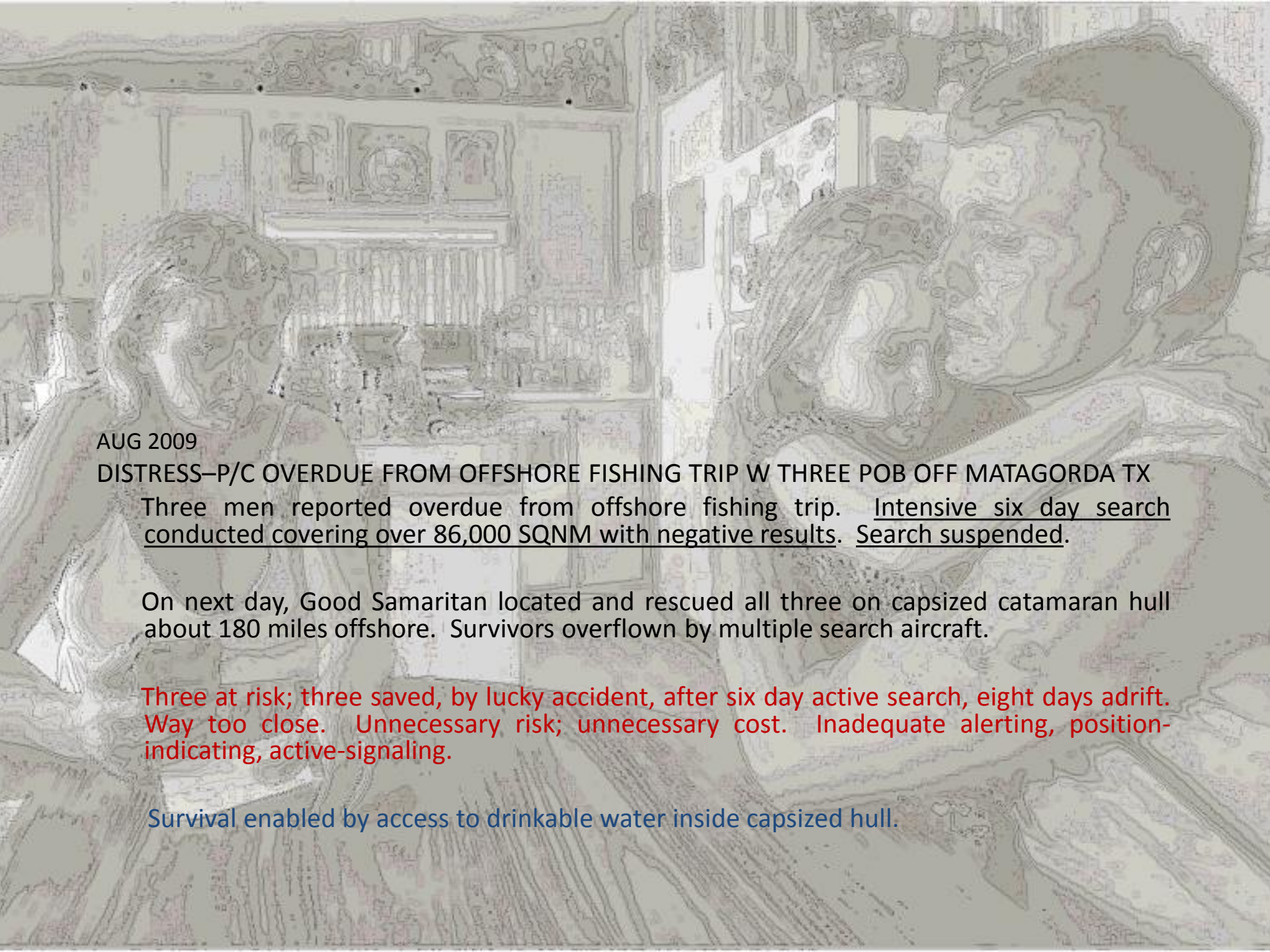
On Tuesday evening at 5:38 p.m., the Coast Guard received a call from the California Department of Forestry and Fire Protection reporting an overdue kayaker just south of Cape Mendocino near the Big River inlet.

The kayaker, a 50-year-old male, was reported missing by his wife when he did not return at the specified meeting time. A Coast Guard 47-foot motor lifeboat from Station Noyo River and an MH-65 Dolphin helicopter from Air Station Humboldt Bay were launched to conduct the search. Mendocino Fire and Sheriff's resources also conducted a shore-side search. Over 200 square miles of search area were covered through the night.

This morning a C-130 Hercules aircraft from Air Station Sacramento, along with a 47-foot motor lifeboat from Station Bodega Bay were launched to supplement the search efforts. At 8:24 a.m., a helicopter crew spotted a body, which matched the description of the kayaker, approximately 10 yards from a kayak near the Big River inlet. The body was recovered by Mendocino Fire Department Jet Ski crews and was transferred to a Coast Guard motor lifeboat. The man was taken to Station Noyo River where he was transferred to a county coroner.

The Coast Guard reminds all those on or near the water that the waters and shoreline of Northern California are extremely rugged and hazardous. The Coast Guard recommends that anyone planning to be on the waters have, not only a personal flotation device, but multiple signaling devices including a waterproof handheld VHF radio that can be used to contact the Coast Guard. Mariners and boaters alike are reminded to check current weather and marine forecasts, file a float plan with a friend or family member and go out with someone whenever possible.

**One at risk, one life lost. Unnecessary risk, unnecessary cost. Inadequate distress-alerting, position-indicating, active-signaling, survival preparedness, performance.**



AUG 2009

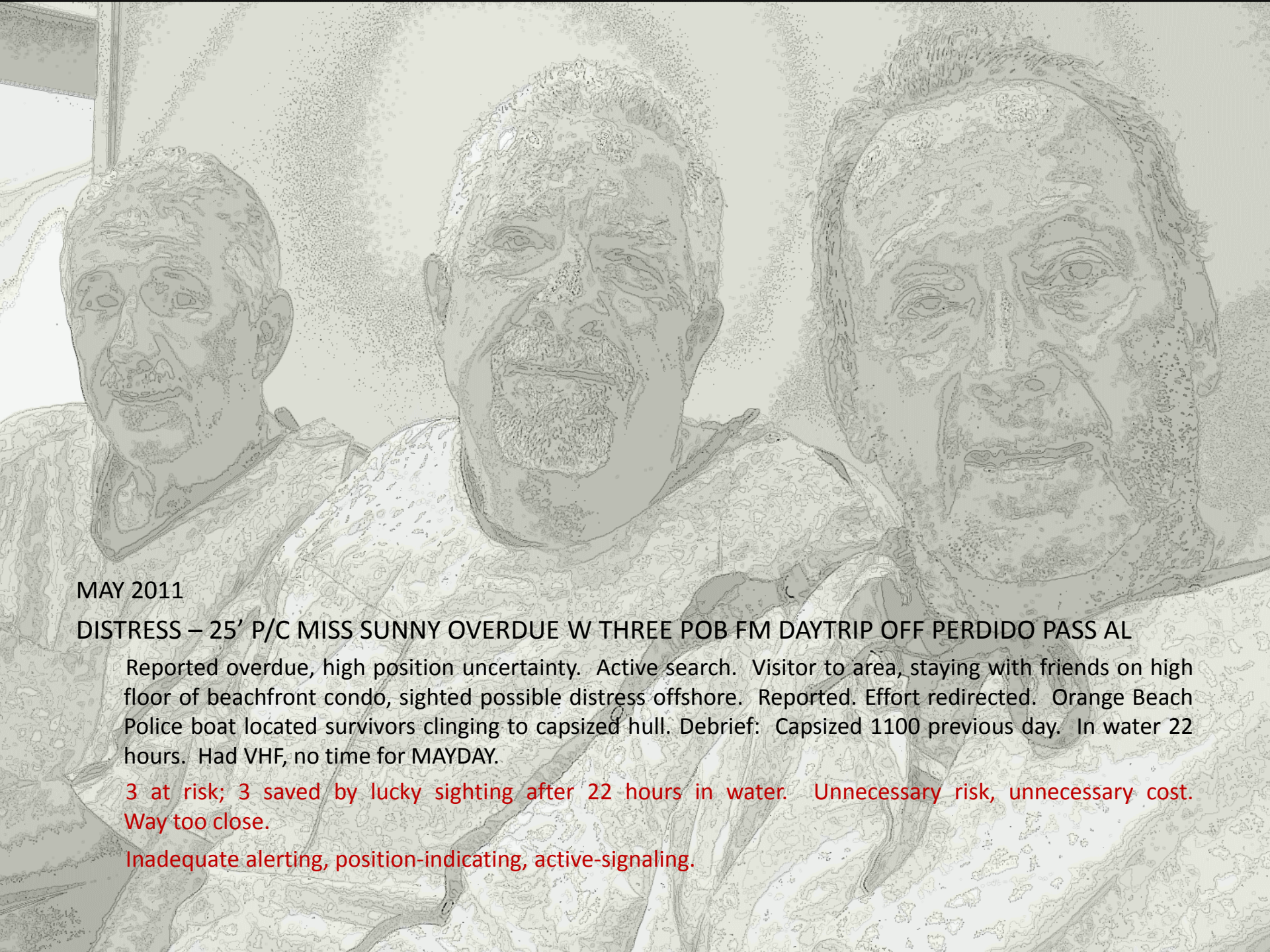
DISTRESS—P/C OVERDUE FROM OFFSHORE FISHING TRIP W THREE POB OFF MATAGORDA TX

Three men reported overdue from offshore fishing trip. Intensive six day search conducted covering over 86,000 SQNM with negative results. Search suspended.

On next day, Good Samaritan located and rescued all three on capsized catamaran hull about 180 miles offshore. Survivors overflown by multiple search aircraft.

Three at risk; three saved, by lucky accident, after six day active search, eight days adrift. Way too close. Unnecessary risk; unnecessary cost. Inadequate alerting, position-indicating, active-signaling.

Survival enabled by access to drinkable water inside capsized hull.



MAY 2011

**DISTRESS – 25' P/C MISS SUNNY OVERDUE W THREE POB FM DAYTRIP OFF PERDIDO PASS AL**

Reported overdue, high position uncertainty. Active search. Visitor to area, staying with friends on high floor of beachfront condo, sighted possible distress offshore. Reported. Effort redirected. Orange Beach Police boat located survivors clinging to capsized hull. Debrief: Capsized 1100 previous day. In water 22 hours. Had VHF, no time for MAYDAY.

3 at risk; 3 saved by lucky sighting after 22 hours in water. Unnecessary risk, unnecessary cost. Way too close.

Inadequate alerting, position-indicating, active-signaling.

5 July 2013

## **Search ends for historic U.S. sailing vessel missing in the South Pacific – Seven Presumed Dead**

WELLINGTON, NEW ZEALAND (BNO NEWS) -- Rescue teams on Friday called off the search for a historic American sailing vessel that disappeared in the South Pacific between New Zealand and Australia in early June, officials said, leaving the seven occupants presumed dead.

The 21-meter (70 feet) American schooner called Nina left Opua in the Bay of Islands on May 29 and was en-route to Newcastle in Australia when it was last heard from on June 4, when the 1928-built vessel was about 370 nautical miles (685 kilometers) west-northwest of Cape Reinga.

But despite more than 10 days of extensive aerial searches, there has been no sign of the vessel, which was equipped with a satellite phone, a spot device and an emergency beacon that was never activated. The schooner was carrying a total of seven people, including 3 American men, 3 American women, and a 35-year-old British man.

Last week it became known that the vessel's last transmission, a text message on June 4, had not been delivered to its intended recipient by satellite communications company Iridium. The undelivered text message contents were obtained by New Zealand's Rescue Coordination Center on Wednesday.

The message showed that the vessel was being affected by a storm at that time, but gave no indication of immediate distress. "THANKS STORM SAILS SHREDDED LAST NIGHT, NOW BARE POLES. GOING 4KT 310DEG. WILL UPDATE COURSE INFO @ 6PM," the undelivered text message said.

# Erie County coroner: Bodies found in Lake Erie appear to be missing father daughter kayakers

Related Links [Search suspended for missing kayakers](#)

Posted: 04/26/2013

HURON, Ohio - The Erie County coroner said the bodies of a young girl and a man pulled from Lake Erie Friday appear to be those of a father and daughter reported missing earlier this month after they went kayaking.

Petty Officer 3rd Class Lauren Laughlin with the U.S. Coast Guard told NewsChannel5 a fisherman came across the first body at about 11 a.m. about eight miles north of the Vermilion River. Crews said it appeared to be an early teen girl.

Dr. Brian Baxter of the Erie County Coroner's Office said the body has been tentatively identified as 12-year-old Viola Francis.

Then at about 2:30 p.m., crews found a second body closer to Cedar Point amusement park in Sandusky. The sheriff's office and coroner said it appeared to be the body of Jonathan Francis, Viola's father.

Jonathan and Viola went kayaking April 6 and never returned. They were last seen leaving their Crystal Rock home with two kayaks.

The search for the two was suspended in Sandusky Bay after their kayaks were found on the other side of the bay the next day.

The circumstances around the missing persons investigation made things difficult for the family, especially after investigators reported both Jonathan and Viola were not wearing life jackets.

**Two at risk. Two lives lost. Inadequate distress-alerting, position-indicating, active-signaling, and survival capabilities. It is impossible to overstate the importance of these capabilities in cold water environments, even near shore. Unnecessary loss of life. Unnecessary response cost.**

# 2 missing fishermen found dead in Lake Erie

May 16, 2013 Detroit Free Press

Rescuers from Detroit and Toledo found the bodies of two missing metro Detroit fishermen, floating in life preservers in the waves of western Lake Erie on Thursday.

Detroit-based U.S. Coast Guard Lt. Justin Westmiller confirmed that the bodies were those of Godfried McKinney, 54, of Southfield and Kendrick Kovington, 64, of Detroit, who were reported missing near dawn Thursday after they failed to return from a fishing trip Wednesday near Luna Pier.

McKinney and Kovington left on McKinney's boat from Monroe. Westmiller said McKinney's wife called 911 around 6 a.m. Thursday.

The bodies were found about 6 miles offshore of Brest Bay, southeast of the Fermi 2 Nuclear Power Plant in Monroe, said U.S. Coast Guard Petty Officer James Badgett from the Detroit Command Center. McKinney's boat was still missing, he added.

Police found McKinney's vehicle and trailer at a Monroe-area boat launch ramp, Westmiller said. Coast Guard investigators analyzed cell phone records to try to find the pair.

A Detroit-based U.S. Coast Guard helicopter searched the water with four rescuers aboard. A Coast Guard rescue boat from Toledo was involved in the search, too. Rescuers from the Monroe Fire Department, U.S. Customs and Border Protection and the Monroe County Sheriff's Office also assisted.

Two at risk. Two lives lost. Inadequate distress-alerting, position-indicating, active-signaling, survival gear. Alerting by float plan triggered overdue report. PFDs inadequate protection against cold water. Unnecessary loss of life. Unnecessary cost.



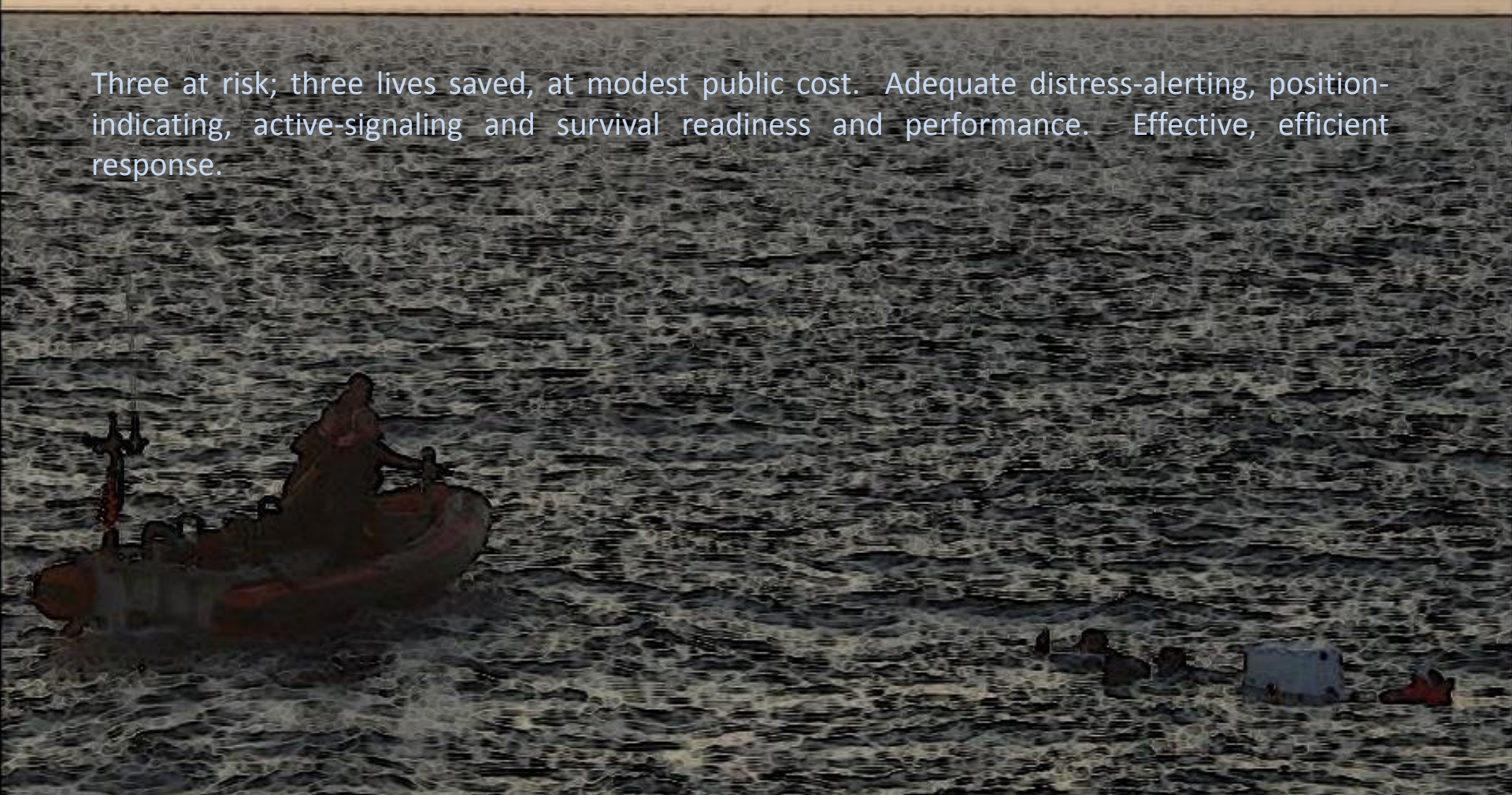
22 MAY 2011

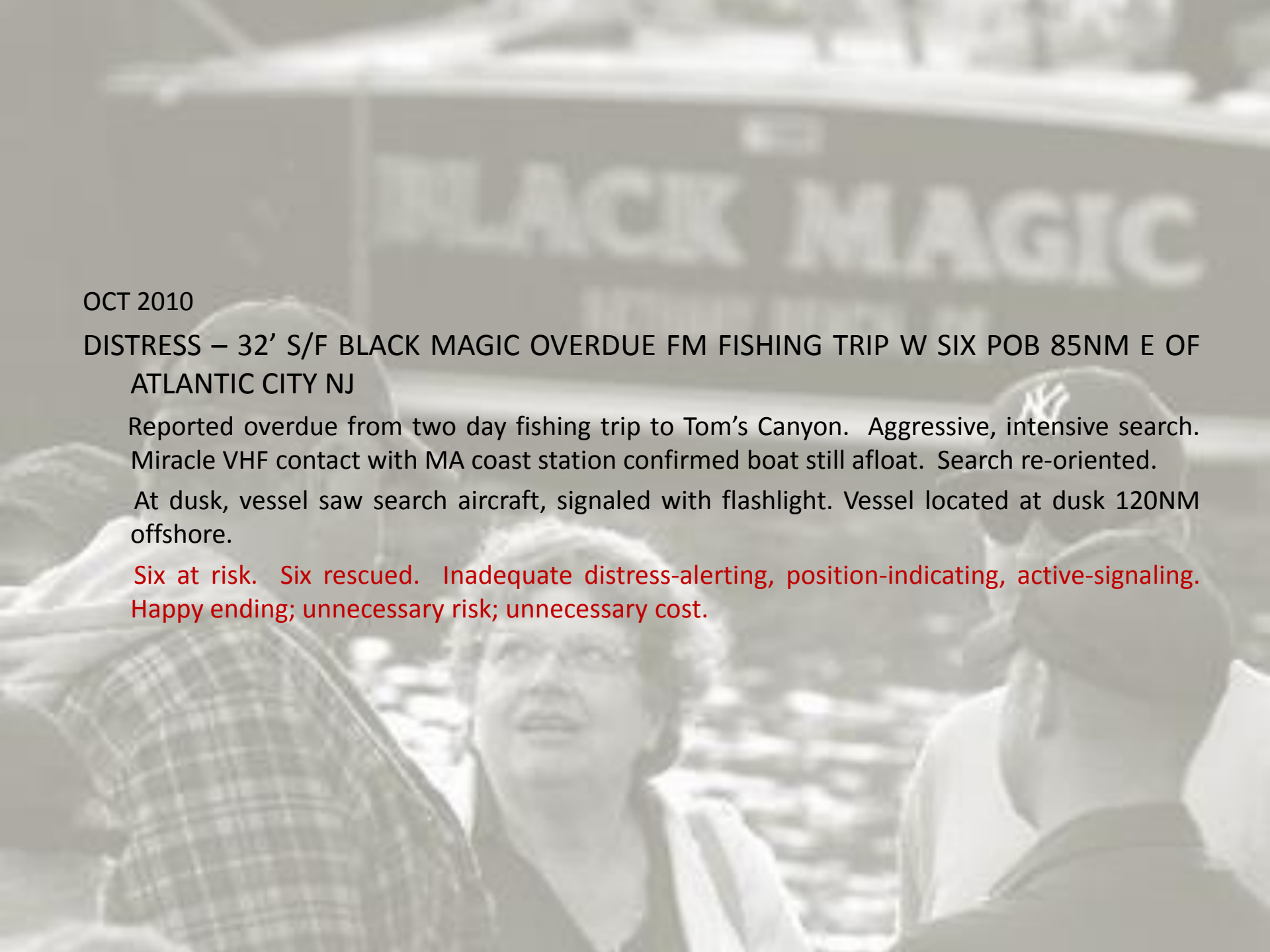
**DISTRESS – 406MHz PLB ALERT 22 NW OF WEST END GRAND BAHAMAS ISLAND**

CG RCC Miami received alert. Launched CGAS MIA HC-144 to investigate and assist. Diverted CGC BLUEFIN for rescue. MIA 144 located three people in the water and vectored BLUEFIN to scene. BLUEFIN picked up the survivors who were found wearing PFDs and clinging to a cooler.

Debrief: Anchored 35' P/C 22 NW of West End. Awakened to flooding. Grabbed PFDs; activated PLB.

Three at risk; three lives saved, at modest public cost. Adequate distress-alerting, position-indicating, active-signaling and survival readiness and performance. Effective, efficient response.





OCT 2010

DISTRESS – 32' S/F BLACK MAGIC OVERDUE FM FISHING TRIP W SIX POB 85NM E OF ATLANTIC CITY NJ

Reported overdue from two day fishing trip to Tom's Canyon. Aggressive, intensive search. Miracle VHF contact with MA coast station confirmed boat still afloat. Search re-oriented.

At dusk, vessel saw search aircraft, signaled with flashlight. Vessel located at dusk 120NM offshore.

Six at risk. Six rescued. Inadequate distress-alerting, position-indicating, active-signaling. Happy ending; unnecessary risk; unnecessary cost.

12 DEC 2011

## **Coast Guard Rescues 4 Men After Boat Sinks Off the Coast of Catalina**

The Coast Guard rescued four boaters after their 26-foot boat sank about 13 miles northeast of Avalon Harbor on Catalina Island, CA at about 9:30 p.m. Monday. Water temperature about 54F.

Coast Guard Command Center personnel heard three quick mayday calls via VHF radio channel 16, but with no identification or distress position. Using the Coast Guard's Rescue 21 communication system, watchstanders were able to pinpoint the origin of the radio transmission.

Command Center personnel also received a SARSAT alert from a 406MHz personal locator beacon with a correlating distress position. Using the beacon registration contact information, watchstanders were able to obtain a description of the men and boat, route, and destination.

An MH-65 Dolphin helicopter from Air Station Los Angeles located the four men floating in the water, in darkness, and deployed a rescue swimmer to recover three. A 45-foot Response Boat from Station Los Angeles-Long Beach arrived and rescued the fourth boater and picked up the rescue swimmer.

A 25-foot response boat from Maritime Safety and Security Team Los Angeles-Long Beach and the 87-footer Coast Guard cutter BLACKFIN were diverted to assist in the search for vessel debris. Avalon Baywatch assisted in the search efforts as well.

The Coast Guard commends these boaters for greatly increasing their own chances of survival, helping rescuers to reach them by:

- Having and using a marine radio
- Having, registering and using a 406MHz Personal Locator Beacon
- Having and using lifejackets
- Having and using cold water protection gear
- Telling a friend or family member the departure location, route and destination of trip

The men were evaluated by emergency medical technicians and found to be suffering from only minor hypothermia and were released.

Four at risk; four lives saved. Timely, effective, efficient rescue. Excellent distress-alerting, position-indicating, active-signaling, and survival preparedness and performance.

NOV 2010

# ***SAIL WORLD***

## ***Sailor drowned, two lost for 12 days, no EPIRB***

*Today almost every tragic tale of being lost at sea involves the admission of carrying no EPIRB.*

What was meant to be a routine sail from Martha's Vineyard in Massachusetts in the USA to the Caribbean this month was no different.

The voyage of 41' *EMMA GOLDMAN* ended in tragedy after an inaccurate forecast, advice 'not to worry if you don't hear from us', and the lack of an EPIRB.

*One sailor's life was lost, the ketch was dismantled and the two remaining sailors fought for their lives to survive for 12 days before they were fortuitously rescued by a merchant ship, days they were forced to endure because of the lack of an EPIRB.*

Greek tanker, TRIATHALON, rescuing the survivors

photo by Glenn T

2 DEC 2010

DISTRESS S/V NIM (FR) W 4 POB CAPSIZED 1000 NM ESE OF BERMUDA

50' Trimaran capsized. Crew activated beacon. Stayed with capsized vessel. LANTAREA diverted AMVER vessel La Scala (UK) to scene. La Scala located and rescued all four persons.



Four at risk. Four saved. Timely rescue at minimal public cost.

14 October 2010

## **Kayak Found, Fisherman Missing**

Thursday 14 October Michael Alexander's girlfriend reported him overdue from a 13 October trip offshore. His truck was found parked at his usual launch site.

Thursday afternoon boaters found his kayak about 20 miles offshore, but found no sign of 49-year-old Michael Alexander.

Multiple agencies spent days searching an area approximately twice the size of Jacksonville in an effort to find Alexander, before suspending the search at 6pm Saturday evening.

Thursday morning 21 October a fisherman located Alexander's body 12 miles off Cocoa Beach. Coast Guard and Brevard County Sheriff Deputies recovered the body.

One at risk, one missing at suspend, body recovered days later.

Inadequate distress-alerting, position-indicating, active-signaling, survival preparedness and performance. Unnecessary loss of life, unnecessary cost.

**BREAKING NEWS**

**SEARCH FOR MISSING KAYAKER**

**OFF PORT CANAVERAL**

9 August 2010

By [Lona O'Connor](#)

Palm Beach Post Staff Writer

**WEST PALM BEACH —** After two worrisome days of drifting on the Atlantic Ocean, John Land got a tow home behind a big Navy cruiser. His 32-foot fishing boat was dwarfed by the 567-foot USS Leyte Gulf, which rescued him and two friends.

As Land slept off his adventure this afternoon, his wife Marilyn pieced together the story.

Land, with David Blakeney and Kevin Wood, left Singer Island at 6 a.m. Thursday.

They were about 30 miles offshore near Juno Beach when the boat's engine shut off. They discovered that the boat's oil pan blew a gasket and the engine shut off to protect it from burning up, said Marilyn Land.

Land then found out that he could not transmit on his radio, though he could hear the Coast Guard trying to communicate with him.

"Don't worry, guys, my wife will call the Coast Guard," he said.

But a friend discouraged Marilyn Land from calling too early.

"What if he got in a patch and didn't want to leave the fish," the friend told her. "Don't worry, he's got the best fishing boat money can buy. He's not going to sink."

"I started worrying at 9 p.m., but I didn't call until midnight," said Marilyn Land wearily. "I'll follow my gut next time."

During the first night, the fishing boat got caught in a storm, with some 10-foot waves that washed over it.

"He's pretty fearless," said Marilyn Land. "He was more worried about us not knowing if they were dead or alive."

The search party included a jet, a prop plane, five Coast Guard boats and boats from the Bahamian Air and Sea Rescue Association and Royal Bahamas Defence Force. They scoured the ocean from Fort Lauderdale to Jacksonville and east to the Bahamas, the Coast Guard said.

Early Saturday, the crew of the Leyte Gulf spotted the 32-foot pleasure craft Shade Maker carrying Land, 48, of West Palm Beach, David Blakeney, 39, of Royal Palm Beach, and Kevin Wood, 45, also of West Palm Beach.

The U.S. Coast Guard says the blue-and-white center-console SeaVee was spotted about 85 miles east of Jacksonville, where it apparently had drifted in the rapid current of the Gulf Stream. All three men were unharmed.

When Land spotted the Leyte Gulf, he set off a flare and the big cruiser was soon there.

**Three at risk; three saved. Unnecessary risk; unnecessary cost. Inadequate distress-alerting, position-indicating, active-signaling.**

John Land with his wife, Marilyn Land and daughter, Kayla Land at home in Royal Palm Beach with his boat, Shade Maker.

7th Coast Guard District

News Release

Date: June 10, 2010

## Coast Guard rescues man after sailboat capsizes

Cedar Key, Fla. - The Coast Guard rescued a 66-year-old man after his boat was found adrift about 5 miles east of Cedar Key Thursday.

Watchstanders at Coast Guard Sector St. Petersburg were contacted at about 2:45 p.m. by a good Samaritan reporting that a 16-foot catamaran sailboat with no one aboard was partially submerged and adrift east of Cedar Key.

The Coast Guard immediately launched a Coast Guard Air Station Clearwater, FL, MH-60 Jayhawk helicopter crew and a Coast Guard Station Yankeetown, Fla., 27-foot rescue boat crew to search for Mike Miller, the owner of the sailboat.

Miller was found in the water at about 5 p.m. approximately one-half mile northwest of his sailboat and was safely transported to awaiting EMS in Cedar Key. Miller stated that his boat had capsized the night before and he had been in the water since.

"This case highlights the extreme importance of following safe-boating practices every time you go out on the water," said Petty Officer 2nd Class Matthew Clifford, a search-and-rescue coordinator at Coast Guard Sector St. Petersburg. "Always file a float plan, wear a lifejacket, have a VHF radio onboard your vessel and take a safe boating course."

His condition is unknown.

**One at risk. One saved after about twenty hours in the water. Alert by Good Samaritan that happened upon capsized boat. Unnecessary risk. Inadequate distress-alerting, position-indicating, active-signaling. With PLB, timely one and done.**



## Coast Guard suspends search for mariners off of Ocean Beach

Date: May 24, 2010

SAN FRANCISCO - The Coast Guard suspended the search for two mariners off the coast of Ocean Beach late last night. At approximately 4:46 p.m. Sunday, the Coast Guard received a report of a sailing vessel underway off the coast of San Francisco that appeared to be in distress. The Coast Guard immediately launched a 47-foot motor lifeboat from Station Golden Gate to the scene. Once arriving on scene, the lifeboat crew attempted to hail the operators of the distressed sailing vessel, but received no response. The crew was unable to determine if there were any persons on board.

Coast Guard Sector San Francisco issued an urgent marine information broadcast for a possible person(s) in the water, launched an additional 47-foot motor lifeboat, an MH-65 Dolphin helicopter from Air Station San Francisco, contacted San Francisco Police and Fire Departments and the National Park Service who also responded to the scene.

Soon after arriving on scene, National Parks Service personnel located what appeared to be two persons in the water in the vicinity of Camel Rock off of the Cliff House. Rescue personnel recovered the body of a woman from the rocks, however, they were unable to recover the second person as he was seen floating in the surf near the rocky cliff.

A Coast Guard crew member aboard the motor lifeboat was able to climb aboard the sailing vessel and reported that damage had been sustained to the windows and there was water in the hull. The Coast Guard was able to obtain the contact information for the owners of the vessel and contacted the family. At approximately 11:30 p.m., the decision was made to suspend the search after saturating the area with response assets combing the San Francisco coastline as far south as 5 miles south of Ocean Beach, as far east as Alcatraz Island, and the waters south of Marin County.

The body of a man washed up on Ocean Beach this morning, however, the coroner has not made a positive identification of the man.

The 33-foot sailing vessel was not towed to a safe area by Coast Guard crewmembers due to the on-going search and rescue efforts, hazardous weather conditions, and unstable condition of the vessel. The vessel beached itself in the vicinity of China Beach in San Francisco around 8:00 p.m.

Coast Guard oil pollution investigators confirmed that no pollution threat exist on board the sailing vessel and they have been working with a salvage company to remove the vessel.

It is reported that the sailing vessel had departed Pillar Point Harbor Sunday morning.

**Two at risk; two lives lost. Inadequate alerting, position-indicating, active-signaling, survival capabilities.**

9 OCT 2009

## Coast Guard Suspends Search for Missing Fisherman

**Salem-News.com** Coast Guard crews and local agencies searched for a 65-year old man who was reported overdue from a fishing trip.

ASTORIA, OR - The Coast Guard suspended the search for an overdue 65-year-old fisherman who was reported missing in Oregon's Nehalem Bay Friday.

The Coast Guard searched for the fisherman approximately five hours before suspending the search pending any new information.

Coast Guard Air Station Astoria initially received a report from the Tillamook County, Ore., Sheriff's Office of an overdue fisherman who was last seen fishing in Nehalem Bay Thursday.

A Coast Guard MH-60 Jayhawk rescue helicopter crew from Air Station Astoria launched to the area and discovered an overturned 12-foot skiff matching the size and description of the overdue vessel approximately two miles from the opening of Nehalem Bay.

Boat and land crews from Coast Guard Station Tillamook Bay, Ore., and Nehalem, Ore., Manzanita, Ore., and Rockaway Beach, Ore., fire departments and an Oregon State Police plane crew, also assisted in the search.

**One at risk; one missing at suspend. Inadequate alerting, position-indicating, active-signaling, survival.**

A small boat crew from Coast Guard Station Tillamook Bay, OR, approaches an overturned skiff found while conducting a search for a missing boater near Nehalem, Ore., Friday, Oct. 9, 2009.

U.S. Coast Guard photo by Petty Officer 2nd Class Shawn Eggert. U.S. Coast Guard photo by Petty Officer 2nd Class Shawn Eggert.

Date: 30 April 2012

Location: 125 NM southeast of Nassau, Bahamas

Description of Rescue: The COSPAS-SARSAT system detected a 406 MHz EPIRB at 24 01.4N 75 16.1W 125 NM southeast of Nassau, Bahamas. The sailing vessel TELL TALES ran aground and the two people on board abandoned ship into the vessel's life raft. Before abandoning TELL TALES, the crew made a MAYDAY and activated the vessel's EPIRB, which they took with them onto their life raft. Coast Guard District 5 Norfolk (CGD5) received the un-located SARSAT alert. CGD5 learned that TELL TALES was en route to the Bahamas from the vessel's emergency contacts. CGD5 briefed CGD7 on the distress details and requested CGD7 assume SMC. Not long after CGD7 became involved in the case, the Bahamas Air Sea Rescue Association (BASRA) contacted CGD7 and requested their assistance. CGD7 correlated the SARSAT alert with the MAYDAY call and provided BASRA with SARSAT coordinates, as they became available. BASRA launched an aircraft to the SARSAT location. The BASRA aircraft located the TELL TALES life raft, and vectored the Good Samaritan vessel, JOUIX D DUES, to the life raft's position. The JOUIX D DUES rescued the crew of TELL TALES, and no further assistance was required.

Two at risk. Two lives saved. Adequate distress-alerting, position-indicating, active-signaling, and survival capabilities--VHF-FM radio, registered EPIRB (non-GPS), and raft. Effective and efficient response.

NOV 2010

# ***SAIL WORLD***

## ***Sailor drowned, two lost for 12 days, no EPIRB***

*Today almost every tragic tale of being lost at sea involves the admission of carrying no EPIRB.*

What was meant to be a routine sail from Martha's Vineyard in Massachusetts in the USA to the Caribbean this month was no different.

The voyage of 41' *EMMA GOLDMAN* ended in tragedy after an inaccurate forecast, advice 'not to worry if you don't hear from us', and the lack of an EPIRB.

*One sailor's life was lost, the ketch was dismantled and the two remaining sailors fought for their lives to survive for 12 days before they were fortuitously rescued by a merchant ship, days they were forced to endure because of the lack of an EPIRB.*

Greek tanker, TRIATHALON, rescuing the survivors

photo by Glenn T

14 October 2010

## **Kayak Found, Fisherman Missing**

Thursday 14 October Michael Alexander's girlfriend reported him overdue from a 13 October trip offshore. His truck was found parked at his usual launch site.

Thursday afternoon boaters found his kayak about 20 miles offshore, but found no sign of 49-year-old Michael Alexander.

Multiple agencies spent days searching an area approximately twice the size of Jacksonville in an effort to find Alexander, before suspending the search at 6pm Saturday evening.

Thursday morning 21 October a fisherman located Alexander's body 12 miles off Cocoa Beach. Coast Guard and Brevard County Sheriff Deputies recovered the body.

One at risk, one missing at suspend, body recovered days later.

Inadequate distress-alerting, position-indicating, active-signaling, survival preparedness and performance. Unnecessary loss of life, unnecessary cost.

**BREAKING NEWS**

**SEARCH FOR MISSING KAYAKER**

**OFF PORT CANAVERAL**

OCT 2011

## Crews cover over 18,500 square miles searching for missing fisherman

HONOLULU – The [Coast Guard](#) suspended the search for an overdue local fisherman at 6:30 p.m. pending any new developments Wednesday.

Kon Wai Young, a 53-year-old local fisherman, was reported missing Saturday after he departed on a fishing trip aboard his 19-foot green and white pleasure craft.

The Coast Guard searched more than 18,500 square miles, an area three times the size of the Big Island.

Coast Guard assets involved in the search Cutters [Ahi](#) and [Kiska](#), [HC-130 Hercules](#) and [MH-65 Dolphin](#) aircraft.

The [Honolulu Fire Department](#) air and surface units also assisted in the search.

The Coast Guard used its [Search and Rescue Optimal Planning System](#) to determine the search area with the highest probability for locating Young. [SAROPS](#) is a computer program which calculates environmental factors such as weather, wind speed and direction, current speed and direction and the size of the search object. From that data, a search area is calculated. In addition to [SAROPS](#), the Hercules aircrew deployed a self-locating datum marker buoy, which measures currents for search planning.

"We know that he had a hand-held VHF, he did have a cell phone, he did have his life preserver," said Young's neighbor Barney Robinson. "As far as where his plan was for that day where he was going and exactly what time he was expected back -- we didn't have that information."

It was Robinson who called 911 after Young's boat trailer and truck were found at Maunalua Bay Saturday.

Besides a float plan, rescuers say it is essential to have the right safety equipment on board as well.

"Like an EPIRB," said Captain Terry Seelig of the Honolulu Fire Department.

"It's a big ocean and a lot of things can happen out there so yes, it's really a reminder, screaming reminder for safety that you want to be prepared because anything can happen out there," said Robinson.

"We'll work with what we have but the more we have to work with the better the chances that we can focus our best efforts on finding the person quicker than later," said Seelig.

One at risk, one missing at suspend after an exhaustive search. Circumstances unknown. Reported to have carried reasonable distress-alerting, position-indicating, active-signaling and survival gear (handheld VHF, cell phone, PFD). No EPIRB or PLB. EPIRB/PLB may have made difference. Once activated beacons continue to transmit until battery exhausted or turned off.

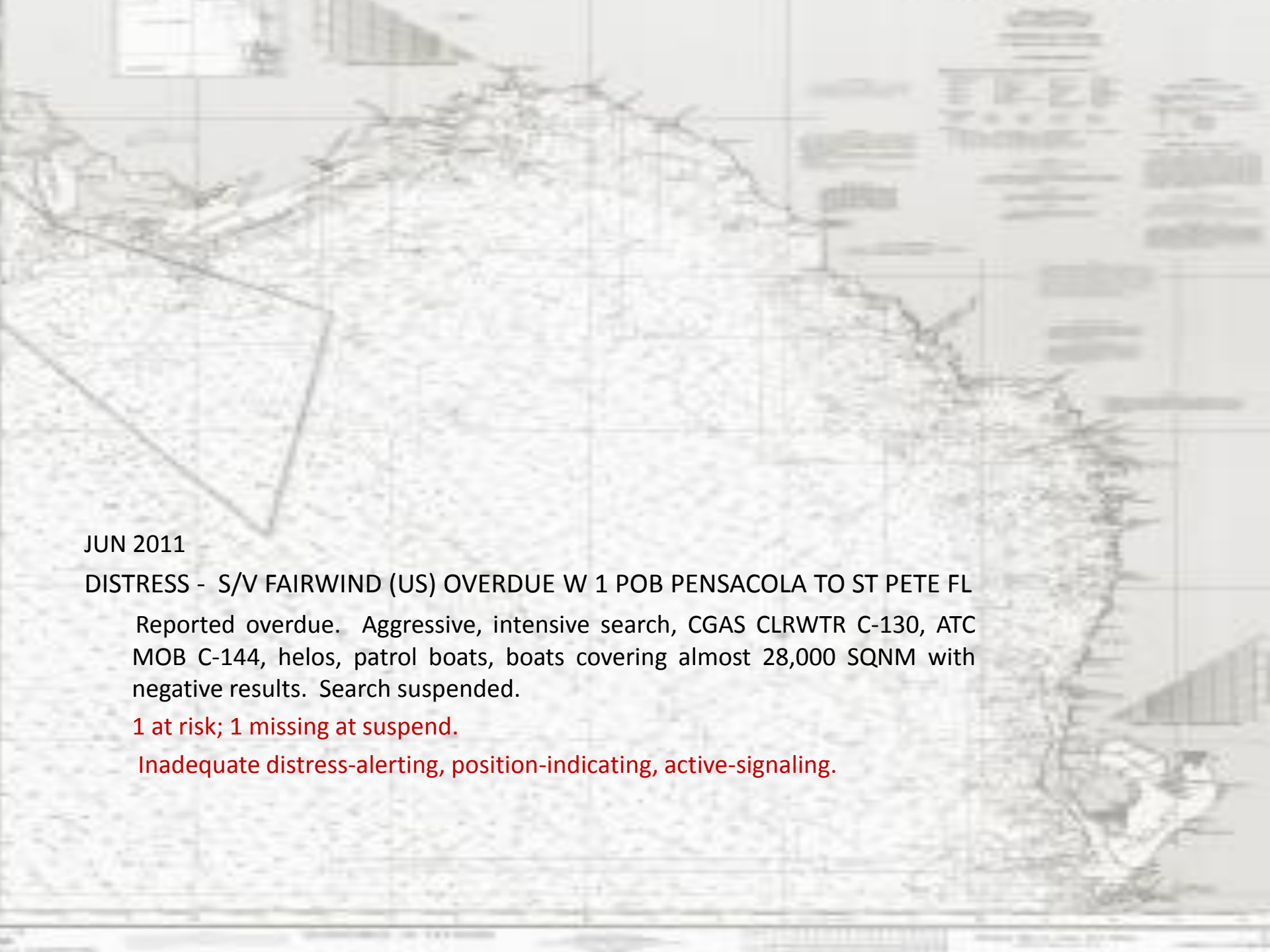


FEB 2012

**DISTRESS – 18' P/C OVERDUE W 1 POB FROM DAY TRIP OFF PILLAR PT CA**

64 YO man reported overdue by son. Search discovered capsized vessel offshore. STAs Golden Gate and Monterey 47's, CGAS SF H-65s, CGAS SAC C-130s, CGC TERN together with San Mateo County aircraft and boats, Pillar Point Harbor Master boats and CG Aux assets searched more than 3800 SQNM. Active search suspended.

**1 at risk; 1 missing at suspend. Inadequate alerting, distress position-indicating.**



JUN 2011

DISTRESS - S/V FAIRWIND (US) OVERDUE W 1 POB PENSACOLA TO ST PETE FL

Reported overdue. Aggressive, intensive search, CGAS CLRWTR C-130, ATC MOB C-144, helos, patrol boats, boats covering almost 28,000 SQNM with negative results. Search suspended.

1 at risk; 1 missing at suspend.

Inadequate distress-alerting, position-indicating, active-signaling.



27 MAY 2011

## DISTRESS - S/V TEPACAP (FR) CAPSIZED AND SINKING W ONE POB 420NM NE OF PUERTO RICO

1 at risk far offshore, distress-alerting, position-indicating, active-signaling by satellite phone, handheld GPS, EPIRB; survival by raft w water, food.

1 saved, timely, at minimal public cost.

Coast Guard crews in combined efforts with the crew of the cargo vessel *Megalodon* rescued a sailor aboard a life raft Friday, approximately 420 nautical miles northeast of Puerto Rico.

“We are pleased that Mr. Barriere was rescued after abandoning his boat into a life raft,” Lt. Matthew S. Baker, Coast Guard Sector San Juan command duty officer. “This case is a good example of the effectiveness of modern survival equipment, including a properly registered 406 megahertz EPIRB and a satellite phone. We are also grateful to the *Megalodon* for their willingness to divert from their voyage and rescue Mr. Barriere and for the joint communication between them, our command center and our HU-25 Falcon crew.”

Operator was able to board his life raft with food, water, a satellite phone, a handheld GPS device, and a 406MHz-EPIRB. The sailor communicated his distress by activating his 406MHz-EPIRB and calling back to France using his satellite phone.

Coast Guard Sector San Juan received notification at 8 a.m. Friday from French Rescue Coordination Center Martinique, reporting that the French-flagged sailing vessel had sunk approximately 420 nautical miles east of Puerto Rico.

The Coast Guard immediately launched an HU-25 Falcon Jet from Coast Guard Air Station Borinquen to search for the distressed sailor. They also conducted an Automated Mutual Assistance Vessel Rescue (AMVER) callout to identify and notify vessels transiting in the vicinity of the distress.

5 March 2012

## Coast Guard rescues man adrift for three days aboard capsized catamaran off the coast of Loiza, Puerto Rico

San Juan, Puerto Rico – Coast Guard crews rescued a man adrift for three days aboard a capsized catamaran Monday, approximately five nautical miles off the northern coast of Loiza, Puerto Rico.

The rescued man reportedly was transiting Friday from Culebra Island to Fajardo, Puerto Rico, when his catamaran capsized shortly after departing Culebra .

At 12:30 AM Monday the cruise ship CARNIVAL VICTORY notified watchstanders at the Sector San Juan command center in Puerto Rico that a passenger reported seeing a man on top of a capsized vessel screaming for help and waving a pole signal.

CARNIVAL VICTORY notified Coast Guard San Juan of the time and position of the sighting following confirmation that the ship's camera system detected the distress.

Coast Guard Sector San Juan launched an Air Station BORINQUEN MH-65 Dolphin helicopter and a Station San Juan 45-foot Response Boat to search for the distressed boater.

The MH-65 Dolphin arrived on scene, located the capsized catamaran and survivor and vectored in the response boat to the scene. The Coast Guard boat crew rescued the boater and transferred him to awaiting Emergency Medical Service personnel at Coast Guard Base San Juan. The boater was transported to a local medical facility in Santurce, Puerto Rico for further medical care for dehydration and exposure.

One at risk. One rescued, after three days adrift. Unnecessary risk. Inadequate distress-alerting, position-indicating, active-signaling. Alerting by luck. Survival by luck.

Posted on Friday, 06.29.12

## Coast Guard: 2 missing boaters rescued from Gulf after nine days adrift

ST. PETERSBURG, Fla. -- The U.S. Coast Guard says two missing boaters have been rescued in the Gulf of Mexico 90 miles northwest of Tarpon Springs. Officials say a man on a tug boat spotted 48-year-old Vance Bryan and 37-year-old Gerald Chessher on a raft Thursday evening. The man called the Coast Guard and the Cutter Bonito picked up the men and took them to a Coast Guard station in St. Petersburg.

Coast Guard officials say the men had been adrift in the Gulf for nine days. They told officials their barge sank during Tropical Storm Debby.

The Tampa Bay Times reports the men left Captiva Island on June 18 and headed for Cancun. They never arrived and were reported missing on Sunday. *The Coast Guard initially searched for the men but didn't find them.*

Two at risk. Two saved by Good Samaritan after active search suspended. Inadequate distress-alerting, position-indicating, active-signaling. Adequate survival capabilities and application. (Canopied raft with water.) Unnecessary risk. Unnecessary response cost.

# Coast Guard suspends search for missing sailor

John Koopman, Jim Doyle, Chronicle Staff Writers

Friday, February 2, 2007

Jim Gray, a top computer scientist, has been missing since Sunday, when he failed to return from a solo voyage. Microsoft file photo via Associated Press  
The Coast Guard suspended its search late Thursday for San Francisco computer scientist and sailor Jim Gray, who has been missing since Sunday when he failed to return from a solo trip to the Farallon Islands to scatter his mother's ashes.

Gray's family and friends, however, continued to search the Pacific Ocean in the hopes that they might still find some clue to his whereabouts, or find out what happened to him.

Gray, 63, is a nationally recognized researcher and founder of Microsoft's Bay Area Research Center.

Since Sunday night, when Gray's wife, Donna, reported him missing, aircraft and patrol boats had used sophisticated technology to scour tens of thousands of square miles of ocean, and found nothing.

Gray was aboard his 40-foot sailboat -- named Tenacious -- which is no small vessel.

After planning Wednesday to end the search at 1 a.m. Thursday, the Coast Guard decided to extend it one more day. But again, nothing was found, and at 5:30 p.m., the search was called off indefinitely.

All week, the Coast Guard had sent helicopters and C-130 aircraft to fly over a grid, using computer models that would indicate where Gray's 40-foot sailboat might be, based on weather and ocean currents.

Earlier Thursday, the Coast Guard had expanded its search to an area that stretched to about 200 miles offshore, 40 miles north of the Oregon border and 200 miles south of Farallon Islands.

The Coast Guard had also focused on a new "drift pattern," based on information that Gray had an inflatable life raft on board that he could have manually deployed if he needed to abandon the sailboat.

After consulting with Gray's family, the Coast Guard also searched along the routes of Gray's previous trips and favorite offshore cruising areas. His wife and daughter told officials that he had ample food and water aboard. In addition, they checked marinas and coastal installations in case Gray decided to go ashore.

Lt. Cmdr. Jonathan Copley, the Coast Guard's command center chief, said the search aircraft have radar and infrared devices that can spot all manner of debris in the water, even something as small as a cooler.

Employees of Google Earth have reviewed their satellite map images of the area in hopes of finding some sign of Gray's vessel, and have turned that information over to the Coast Guard.

"Some of us are well placed to bring assets to bear that might not be marshaled otherwise," Frew said. "But these kinds of satellite systems are not (designed) to be torqued around for emergency searches. Very few of them are designed for real-time response."

Swatland said people reported seeing a red sailboat near the Farallon Islands on Sunday afternoon, and the search covered the area where the boat could have gone at a normal speed of 6 to 10 knots, or if it were adrift.

When Gray last spoke with his family on Sunday morning, he told his daughter, Heather, that the weather and sea conditions were good during the voyage.

Swatland said the Coast Guard has been told that Gray's PDA had synced with an antenna device at 7:30 p.m. Sunday. That suggests the device was active at the time, but there was no information Thursday as to where the PDA was when it made contact.

Meanwhile, the San Francisco Police Department has opened a missing person investigation into Gray's disappearance. Investigators have interviewed Gray's wife, Donna, and have also examined the vehicle that he left at the marina. They have found no signs of foul play.

Investigators were also trying to determine whether a one word "help" message by an unidentified male that was heard by a harbormaster on marine channel 16 at 6:30 p.m. Sunday was a true call-in, or a hoax.

Staff Writer Patrick Hoge contributed to this story. E-mail the writers at [jkoopman@sfgate.com](mailto:jkoopman@sfgate.com) and [jdoyle@sfgate.com](mailto:jdoyle@sfgate.com).

29 AUGUST 1991

HURRICANE BOB DISTRESS - 38' BENETEAU OVERDUE TAMPA TO NEWPORT RI  
W THREE POB LAST KNOWN POSITION LITTLE RIVER SC

SITUATION. SURVIVORS LOCATED IN RAFT 80NM OFF JERSEY COAST BY LAST C-130  
ON SCENE ON NEXT TO LAST LEG OF PATTERN, ON LAST DAY OF PLANNED SEARCH.  
SAFELY RESCUED BY USN HELO OFF CARRIER OPERATING 50NM FROM SCENE.

DEBRIEF. OVERTAKEN BY HURRICANE BOB. BENETEAU BADLY DAMAGED, TAKING ON  
WATER. ABANDONED TO RAFT. ADRIFT 12 DAYS. CAPSIZED NUMEROUS TIMES IN  
HEAVY WX IN FIRST DAYS. LOST MOST SUPPLIES. SURVIVED ON TWO GALLONS OF  
WATER, FISH AND SEAWEED. SAW SEARCH AIRCRAFT PREVIOUS DAYS, NOT SEEN.

THREE AT RISK. THREE SAVED BY MASSIVE, MULTI-DAY SEARCH, AGAINST ODDS  
RESCUE. ALERTING BY OVERDUE FOUR DAYS AFTER SINKING. HUGE DISTRESS  
POSITION UNCERTAINTY. INADEQUATE DISTRESS-ALETING, POSITION-INDICATING,  
ACTIVE-SIGNALING. UNNECESSARY RISK, COST. ASKED ABOUT LESSONS LEARNED,  
SKIPPER, REPLIED, " I ONLY HAVE THREE THINGS TO SAY, EPIRB, EPIRB, EPIRB."

EPILOGUE: INCIDENT SUBJECT OF 1993 MADE-FOR-TV MOVIE - DESPERATE JOURNEY – THE  
ALLISON WILCOX STORY. AT TIME DR. WILCOX WAS FIVE MONTHS PREGNANT. SHE GAVE  
BIRTH TO A HEALTHY BABY BOY, ADRIAN, NOW 21. DR. WILCOX IS A CLINICAL PSYCHOLOGIST  
PRACTICING IN TEXAS.

AUGUST 1991

## DISTRESS-AEROCOMMANDER TWIN DITCHED W FOUR POB 10-20NM E OF WEST PALM AUG. 4

5 PM: Aero Commander 50 twin-engine prop plane takes off from Walker's Cay in the Bahamas, heading southwest to Palm Beach International Airport. Aboard are: pilot Jerry Langford, 48, of Hobe Sound; J.B. Stephens, 55, of West Palm Beach; and Michael Sperber, 41, and his son, Matthew, 14, both of Lake Clarke Shores.

5:20 PM: Forty miles short of Palm Beach, at 6000 feet, both engines on plane simultaneously die. Langford radios MAYDAY distress call before ditching plane in three to five foot seas. Passengers struggle to open hatch, then scramble onto wing. Pilot, who is bleeding from the head, realizes he lost his life jacket. They have no food, water or flares. Plane sinks below surface within five minutes of landing.

5:20 PM: Private pilot picks up the group's distress signal and notifies air controllers in Miami who call Coast Guard Miami Rescue, which sends out a Falcon jet and two helicopters.

7 PM: A Coast Guard helicopter passes nearly directly over the four but does not see them. The passengers, each wearing a life jacket, hold injured pilot in a homemade sling between them.

## AUG. 5

AFTERNOON: Several search planes fly by but do not see the four. A sports fishing boat and a freighter each pass within 100 yards of the crash survivors without noticing. The victims' skin swells from submersion and sunburn.

NIGHT: The four are stung repeatedly by Portuguese man-of-war. They begin to hallucinate and to wonder if rescuers will call off the search. They pray together.

## AUG. 6

10:56 AM: A Coast Guard Falcon jet sees the foursome 60 miles east of Cape Canaveral and drops a smoke canister to mark their location. Four minutes later, a Coast Guard helicopter plucks the three men and the boy from the water. They are taken to hospital at Patrick Air Force Base. The three passengers are treated and released. Pilot remained hospitalized this weekend with head injuries and concussion, dehydration and exhaustion.

Four at risk; four rescued after about 43 hours in the water, drifting about 100 miles. Unnecessary risk, unnecessary cost. Inadequate position-indicating, active-signaling. Lucky. Mr. Sperber became an effective 406MHz emergency beacon advocate.

20 MAY 1991

DISTRESS-18' OUTBOARD OVERDUE FROM DAY FISHING TRIP W FOUR POB 20NM OFF MARCO

20 MAY1430. Concerned family member reported group overdue from 19 May trip to return before dark. Three adult males, one male child. Probable destination towers about 20 NM offshore. 1973 18' runabout recently acquired, history of engine problems. Seas 6-8. Winds 20-30 KTS. VIS 4NM, near zero in local squalls. Weather conditions deteriorating.

DELTA 23 MAY

VSL LOCATED 23 MAY 11:37 A.M.

ACTION TAKEN.

20 MAY. ISSUED UMIB. CGAS MIA HU-25, CGAS CLRWTR H-3 and STA FT MYERS boats searched over 1000 SQNM before dark in poor conditions with no sightings of interest.

21 MAY. CGAS CLRWTR C-130s and H-3s, CGAS MIA HU-25s and H-65s, NAS Key West H-3s flew 18 sorties covering 6000 SQNM. Difficult search conditions, no sightings of interest.

22 MAY. USCG and USAF C-130s and USCG helos flew 12 sorties covering 6500 SQNM. Poor on scene weather, no sightings of interest.

23 MAY. WX improved. USAF and USCG C-130s and CG HU-25s and H-3s flew 8 sorties planned to cover 6500 SQNM. Shortly before noon a CGAS CLRWTR C-130 located the 18' outboard disabled adrift about 90 NM west of Fort Myers, over 100 NM from their reported fishing destination.

VSL DISABLED 19 MAY MIDDAY

ALPHA 20 MAY

BRAVO 21 MAY

Four at risk. Four saved. Inadequate distress-alerting, position-indicating, active-signaling preparedness and performance. Massive four day search effort, covering almost 20,000 SQNM at a public cost of between \$500K and \$1M in 1991 dollars. Unnecessary risk and unnecessary cost.

9 MAY 1991

## DISTRESS – 406MHz ALERT 36' F/V PATRICIA ANN 130 NM NW OF TAMPA

**INITIAL REPORT:** 9 MAY 91. 8:21 AM. Coast Guard Rescue Coordination Center (RCC) Miami received a 406 MHz EPIRB alert via the search and rescue satellite (SARSAT) system. The 406 "satellite" beacon first alert provided an accurate distress position, the name and description of the distressed vessel - PATRICIA ANN, a 36 foot fishing vessel, and the names and phone numbers of two shore side points of contact.

**SITUATION:** F/V PATRICIA ANN in apparent distress 130 nautical miles (NM) northwest of Tampa.

**WEATHER:** Seas: 6-8 FT. Winds: 15-20 KTS. Visibility: 10 NM.

**INITIAL POSITION UNCERTAINTY:** Alert position accurate to within 3 NM. Area less than 10 SQ NM.

**ACTION TAKEN:**

8:38 AM RCC Miami called shore side points of contact. Owner confirmed PATRICIA ANN was fishing near alert position. Owner reported no recent communications. Owner attempted communications without success.

8:49 AM RCC Miami launched Coast Guard Air Station Clearwater's ready rescue helo.

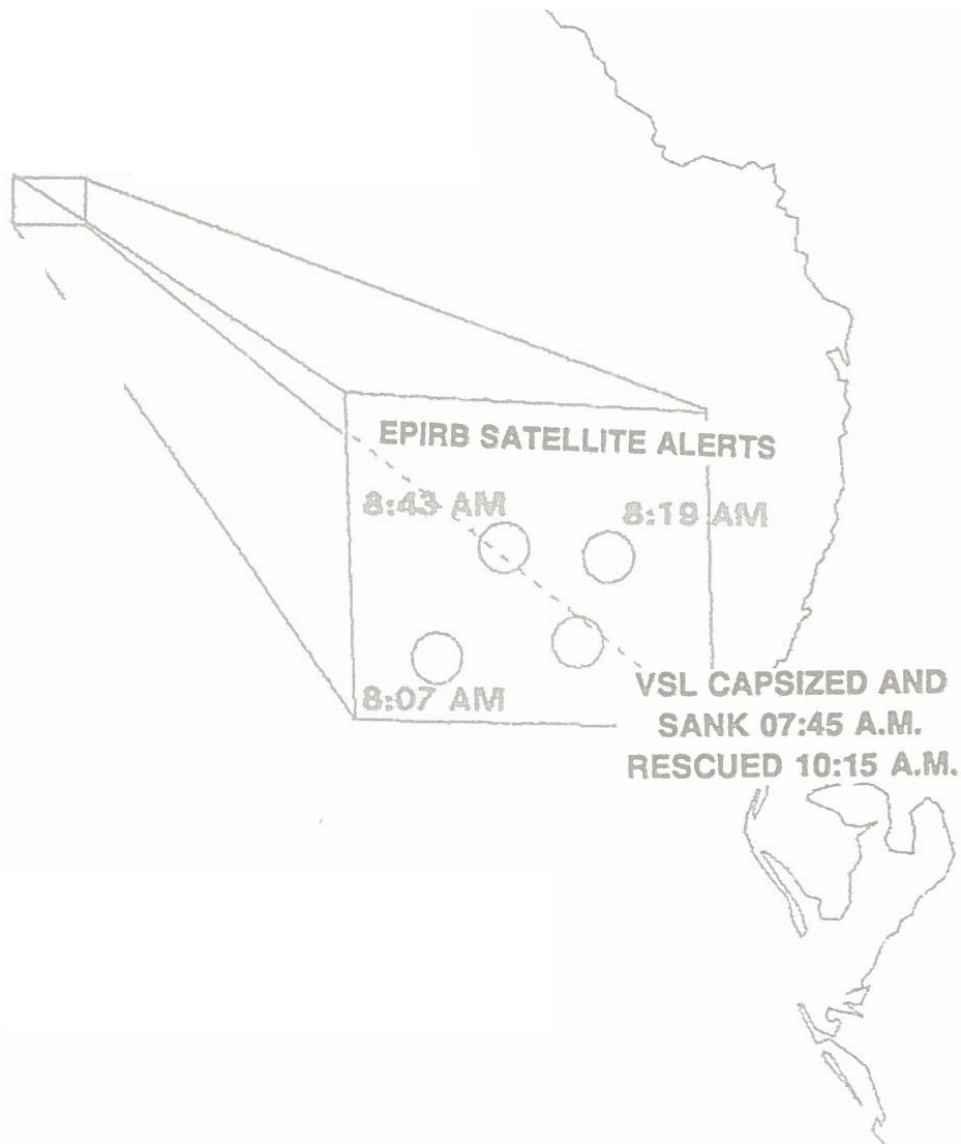
9:15 AM Rescue 1486 airborne en route distress position 110+ NM away. Aircrew acquired satellite beacon's 121.5 MHz homing signal almost immediately.

Rescue 1486 overflow the signal source twice as indicated by helo direction finder's 180 degree needle swings.

10:00 AM Rescue 1486 sighted two men clinging to a hatch cover in the 6-8 FT seas. Within minutes the helo crew spotted another man with a life-ring and the EPIRB.

10:15 AM Rescue 1486 safely hoisted all three crewmen.

11:10 AM Rescue 1486 safely delivered the three to CGAS Clearwater.





# Copter Saves Family A Day After Boat Sank

12 November 1985 | By John J. Glisch of The Sentinel Staff

COCOA — Four members of a family who survived nearly 24 hours in 5-foot seas after their pleasure boat sank Sunday off Palm Beach were rescued early Monday 50 miles off the coast of Melbourne.

The four were plucked from the ocean by a Coast Guard helicopter at 8:18 a.m. and flown to Patrick Air Force Base, where they were treated for exposure but otherwise given a clean bill of health, said Air Force Dr. Paul Ebbert.

"They were weak and tired and worn out but all things considered they are amazingly well," he said.

Coast Guard officials said the four drifted more than 80 miles from where their 45-foot boat YORKIE EXPRESS went down Sunday morning. The water temperature was about 75 degrees.

"As we flew by they waved at us," said Lt. Fred Pendleton, pilot of the rescue helicopter. "They had life jackets on and were hanging on to what looked like a fish box, maybe 5 feet long.

The owner of the boat, Robert Wood, 59, of Jupiter, and his wife, Lois, 58, were in fair condition Monday night at the Patrick Air Force Base hospital.

Spokesman Sgt. Charles Miller said doctors would keep the couple overnight before transferring them to a hospital in Jupiter.

Miller said the couple's daughters, Nancy Nadeau, 35, of Killingsworth, Conn., and Karlen Peterson, 34, of Bloomfield, were released after treatment.

Ebbert said the family had no idea what caused the boat to sink. "They said it took on water and went down quick," he said.

Coast Guard Lt. Kim Rose said the Woods and their daughters left Jupiter Inlet Sunday morning for a trip to the Bahamas. About 30 miles out the boat hit a large wave, lost its rudder and started taking on water.

"They were going full blast and were all up on the bridge," said Coast Guard Petty Officer Joseph Dye. Wood "felt the boat was sluggish and went down to the engine room to look and it was flooded. It went down in two and a half minutes."

Officials said the Woods sent out a distress call that was picked up by a nearby Coast Guard cutter about 9:30 a.m.

A pair of Falcon jets, two helicopters and a C-130 plane were dispatched from Miami and Clearwater to hunt for the boat, officials said.

The aircraft searched 5000 square miles of the Atlantic Ocean between Lake Worth and Freeport, Bahamas, during daylight Sunday. The search resumed at dawn Monday.

Four at risk, four saved after a day adrift in the gulf stream, drifting almost 100 miles. Lucky. Unnecessary risk, unnecessary cost. Inadequate distress-alerting, position-indicating, active-signaling. VHF MAYDAY call made from about 30 miles offshore copied only by CGC POINT BARNES, with "two hours out of West Palm" position. With beacon, one and done.

Mr. Wood became an effective advocate for 406MHz emergency beacon use.

The Associated Press

2 November 1983

## Baseball Players Rescued from Gulf, But Two Still Missing

DATELINE: PUNTA GORDA, FL

Two professional baseball pitchers were rescued after spending 20 hours bobbing in the Gulf of Mexico, but a search resumed today for two other men tossed into the water when their boat sank.

Treated for exposure and released from a Punta Gorda hospital after they were found Monday were John Mitchell, 18, of Nashville, Tenn., and Scott Skripko, 22, of Hampton, N.J., both pitchers with the Winston-Salem Red Sox of the Class A Carolina League, a Boston Red Sox farm team.

The search continued today for another team member, Tony Latham, 20, of Robersonville, N.C., and Mark Zastrowmy, 35, of Punta Gorda, owner of the boat which was swamped while the four were trying to retrieve a cap which had blown into the water.

Search crews from the U.S. Coast Guard, the Florida Marine Patrol and the Charlotte County sheriff's office continued combing the Gulf waters for the other two.

Mitchell and Skripko said they saw fishing boats while bobbing in the water, but it was not until nearly 12:30 Monday when Skripko, clutching the cooler, saw fishermen 150 yards away and was able to attract their attention with whistles.

**Four at risk. Two saved after more than 20 hours in the water. Two missing at suspend.  
Inadequate alerting, position-indicating, active-signaling, survival capabilities.**

Sports Illustrated revisited this story on 4 March 2009, on the heels of the NFL player accident in the Gulf. Tony Latham was an extraordinary young man. He would be 50 now.

# The New York Times

## Family of Correspondent Rescued in the Caribbean

UPI

Published: August 15, 1982

**MIAMI, Aug. 14—** The wife and two children of an NBC News science reporter, Robert Bazell, were rescued this evening by the crew of a Japanese tanker after they had been missing for three days in the Caribbean, Grand Cayman Island authorities said.

Mr. Bazell's wife, Margot, 40 years old, his son, Joshua, 12, and his daughter, Rebecca, 14, were reported in good condition.

They were to be put ashore on Grand Cayman Island. The Coast Guard in Miami said the family was found drifting about 40 miles southeast of Grand Cayman Island, about 150 miles south of Cuba.

Mr. Bazell's family had been missing since Wednesday evening, and had been the subject of an intense search by a Coast Guard cutter and Coast Guard, Navy and Air Force search planes.

The family's 14-foot aluminum boat ran out of gas late Wednesday while Mr. Bazell and his family were about two miles from the Grand Cayman Island, where they had been vacationing.

Mr. Bazell, 37, swam to shore to get help, but when he returned in a larger vessel the small boat, which carried no food or water, had drifted out to sea.

Three at risk; three lives saved ... after three days adrift. Near miss.

Inadequate distress-alerting, position-indicating, active-signaling, survival capabilities.

Unnecessary risk, unnecessary cost.

## Cold hard facts on winter boating

**Transport Safety Victoria** (TSV) has published a series of tips for safer boating in winter.

With shorter days and colder waters, TSV is urging people to prepare more carefully if the trip is essential and be more willing to wait for better weather if the trip is optional.

**TSV said crucially, carrying an Emergency Position-Indicating Radio Beacon (EPIRB) or Personal Location Beacon (PLB) would help rescuers find you when every minute counted.**

According to the TSV tip sheet, “cold shock” can occur in these conditions if people enter the water — that is, they will gasp involuntarily and, if their head is under the water, they may inhale water into their lungs.

TSV issues advice

TSV advises that cold shock lasts about one minute.

“To ensure your head stays above the water while you get your breathing under control, wear a Type 1 lifejacket even if you don’t legally have to — for example, on inland waters,” TSV said.

It said cold water gave you less time to deal with an emergency situation and stay safe, and would affect your ability to swim; even a strong swimmer might not be able to swim a short distance to safety in cold conditions.

“If you do end up in the water, can you get back into your boat?” TSV said.

“Think about installing a ladder to help you or practise in shallow water first.”

TSV said the best way to avoid entering the water was to ensure the boat was suitable for the current wind and sea conditions and be ready for any expected, or unexpected, changes.

It said to talk to a local before you head out if you’re unfamiliar with the waterway or don’t know how weather will affect it, and if you still have doubts, defer your trip.

# Coast Guard unveils boating safety app

Author: [News4Jax.com Staff](http://News4Jax.com), [webteam@wjxt.com](mailto:webteam@wjxt.com)

Published On: May 18 2015 01:36:04 PM EDT Updated On: May 18 2015 01:36:14 PM EDT

JACKSONVILLE, Fla. - The United States Coast Guard has released a free mobile app to help boaters improve boating safety.

As the nation's recreational boating safety coordinator, the Coast Guard works to minimize loss of life, personal injury, property damage, and environmental harm, the Coast Guard said in a news released about the app.

“Our boating safety program involves public education programs, regulation of boat design and construction, approval of boating safety equipment, and vessel safety checks for compliance with federal and state safety requirements,” the release said. “The Coast Guard mobile app supports these missions by providing the essential services and information most commonly requested by boaters.”

Features of the app include:

- State boating information
- Safety equipment checklist
- Free boating safety check requests
- Navigation rules
- Float plans
- Calling features to report pollution or suspicious activity

When location services are enabled, users can receive the latest weather reports from the closest National Oceanic and Atmospheric Administration weather buoys as well as report the location of a hazard on the water.


**The app also features an Emergency Assistance button, which -- with locations services enabled -- will call the closest Coast Guard command center.**

**The Boating Safety Mobile app was not designed to replace a boater's marine VHF radio, which the Coast Guard strongly recommends all boaters have aboard their vessels. The app was mainly designed to provide additional boating safety resources for mobile device users.**

The app is self-contained, so personal information is stored on the phone and is not sent to the Coast Guard unless the user chooses to send it. The Coast Guard does not track a user's location, and the app does not track a user's location unless the app is being used.

To download the app, search “Coast Guard boating safety” in either the Apple App Store or the Google play store for Android phones.

# Other Cases of Interest January – May 2015

A person is seen in a small inflatable boat on a choppy sea. The scene is bathed in a warm, orange light, suggesting a sunset or sunrise. The person is positioned in the lower-left quadrant of the frame, facing right. The water is textured with small waves, and the horizon line is visible in the upper third of the image. The overall mood is serene yet slightly somber due to the monochromatic color palette.

Case slides from  
1 January 2015  
Brief on Select 2014 Incidents

# PLB, Cell Phone, and GoPro Onboard

Date: August 3

Distress Location: 21 14.2N 157 26.8W, 27 NM east of Honolulu, HI.

Description: PLB was activated when a 21-foot recreational vessel sank with 8 people on board. Coast Guard District 14 Rescue Coordination Center (CGD14) received the SARSAT alert and issued an Urgent Marine Information Broadcast. Shortly after the initial SARSAT alert, CGD14 received a call from a father stating his son and seven others were in distress off Honolulu. CGD14 dispatched a helicopter, which located the 8 people, who had tied 3 kayaks together. The helicopter arrived on scene and safely hoisted four people into the helicopter and transported them to Sandy Beach Park where members from the Honolulu Fire Department were waiting to assist the victims. The helicopter returned two more times to the scene to pick up the remaining people from the water.

Eight at risk. Eight saved. Efficient rescue. No search. Distress alerting, position indicating, active signaling by PLB.



# VHF [Not Configured for R21]

U.S. Coast Guard November 30, 2014

UPDATE: Coast Guard seeking public's assistance in locating vessel in distress

Audio available

HONOLULU — The Coast Guard is seeking the public's assistance after receiving a MAYDAY call from a mariner in distress approximately 46 miles west of Kailua-Kona Thursday. [27 November]

After reviewing additional audio files of the distress call the name of the vessel may be Molea or Malia. Watchstanders at Sector Honolulu Command Center received a MAYDAY call over VHF radio channel 16 from a distressed mariner at 8:03 a.m. The mariner reported flooding on his small boat and provided a GPS position near Alenuihaha Channel before communications were lost. Currently searching are an HC-130 Hercules airplane crew and an MH-65 Dolphin helicopter crew from Coast Guard Air Station Barbers Point. Coast Guard Cutter AHI, an 87-foot patrol boat homeported in Honolulu, is en route and is expected to arrive on scene at 12 a.m. The Dolphin and AHI crews will search throughout the night. Current on scene weather conditions are 35-mile per hour winds with six foot seas. The description of the vessel and number of people aboard are unknown. Anyone with information that could assist in identifying the mariner in distress, the vessel, or voyage plan should contact the Sector Honolulu Command Center at (808) 842-2600.

**One at Risk. One missing at suspend after aggressive four-day search. Inadequate distress alerting, position indicating, active signaling.**

# Almost Half of All Fatalities Occurred in Water Temps below 70F



... where water temp known. Reported as unknown in 651 accidents with 119 fatalities.

**Table 11 • WEATHER AND WATER CONDITIONS 2013**

	Accidents	Deaths	Injuries
	4062	560	2620

WATER TEMPERATURE	39 degrees F and below	29	8	16
	40 - 49 degrees F	110	30	79
	50 - 59 degrees F	325	70	168
	60 - 69 degrees F	688	109	433
	70 - 79 degrees F	1383	119	904
	80 - 89 degrees F	858	101	593
	90 degrees F and above	18	4	12
	Unknown	651	119	415

# Survivor--Object of Aggressive, Costly, 4-Day Search-- Rescued 8 Days after Active Search Suspended

U.S. Coast Guard December 09, 2014

UPDATE: Missing mariner rescued after 12 days at sea

Audio and video available

HONOLULU — A boater who has been missing since Nov. 27 was found alive and uninjured aboard his 25-foot sailing vessel Malia 64 miles south of Honolulu, Tuesday.

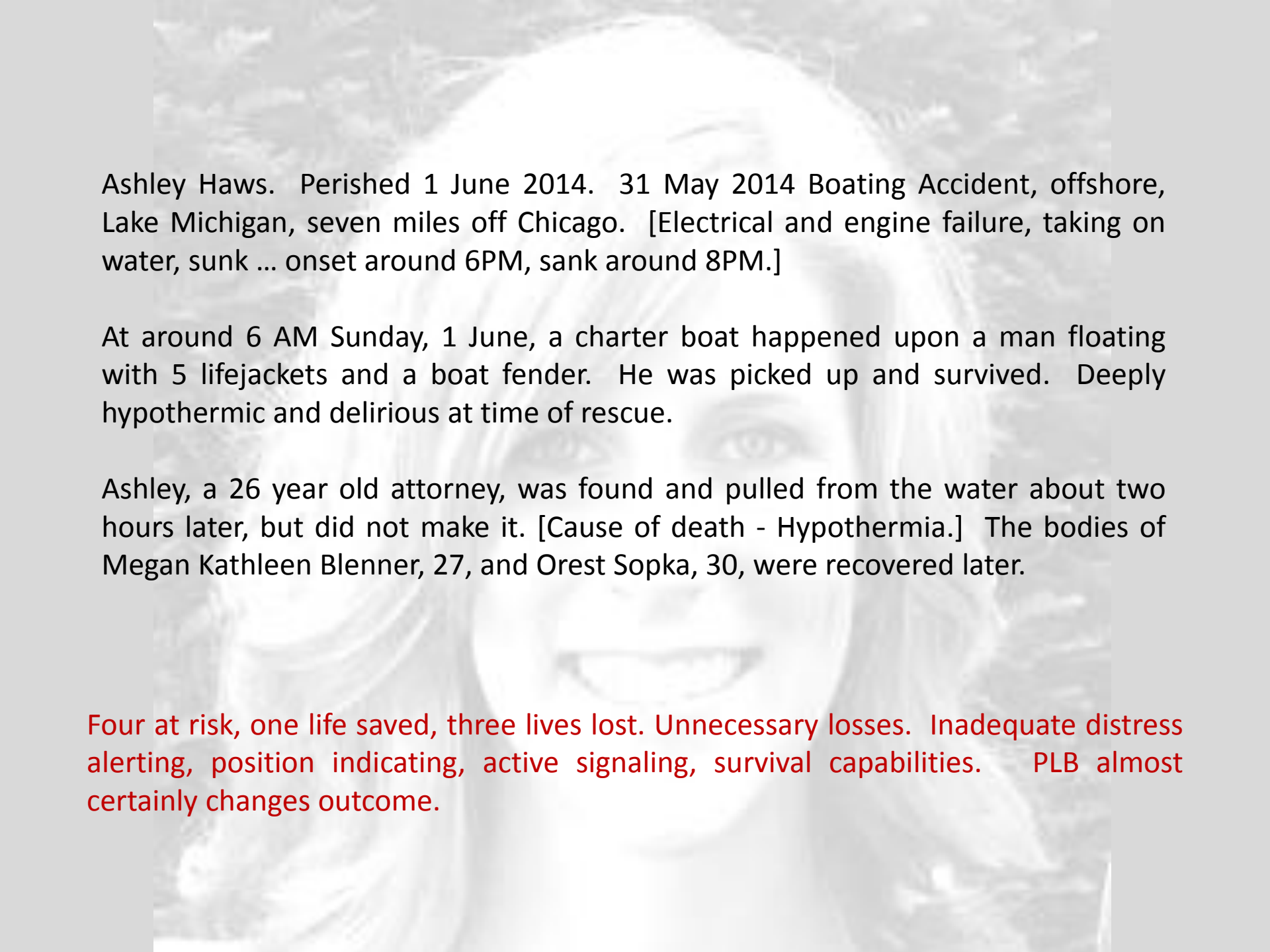
Ron Ingraham, 67, was last heard from when he placed two MAYDAY calls Nov. 27, saying his vessel was taking on water and in danger of sinking 46 miles west of Kailua-Kona. Coast Guard watchstanders at Sector Honolulu Command Center received a short MAYDAY call today from the master of the sailing vessel Malia over VHF channel 16 at 0755. Watchstanders issued an urgent marine information broadcast and the Arleigh Burke-class guided-missile destroyer USS Paul Hamilton (DDG 60) was approximately 14 miles away and responded to the UMIB at 0832. USS Paul Hamilton arrived on scene with Malia at 0900. The U.S. Navy ship reported Ingraham was weak, hungry and dehydrated. The crew provided food and water to Ingraham and a rescue and assistance team is attempting to affect repairs to the outboard engine aboard Malia. An MH-65 Dolphin helicopter and HC-130 airplane crew from Coast Guard Air Station Barbers Point launched for this case. Additionally, the 110-foot Coast Guard Cutter Kiska, home ported in Hilo, is en route to the scene.

The Coast Guard suspended the search for Ingraham Dec. 1. Coast Guard and Navy crews conducted an extensive search of the area, flying 59 sorties and covering approximately 12,000 square miles.

Saving Lives and Guarding the Coast Since 1790.

The United States Coast Guard -- Proud History. Powerful Future.

One at Risk, One Life Saved. Unnecessary risk, expense, delay. Fortunate circumstances allowed 12 day survival. Distress alerting by VHF CH 16. Inadequate position-indicating, active signaling. No ELB. Almost certainly a one- or two-sortie, life saved, two hour case with ELB. Family and friends presented survivor with EPIRB on return to shore.



Ashley Haws. Perished 1 June 2014. 31 May 2014 Boating Accident, offshore, Lake Michigan, seven miles off Chicago. [Electrical and engine failure, taking on water, sunk ... onset around 6PM, sank around 8PM.]

At around 6 AM Sunday, 1 June, a charter boat happened upon a man floating with 5 lifejackets and a boat fender. He was picked up and survived. Deeply hypothermic and delirious at time of rescue.

Ashley, a 26 year old attorney, was found and pulled from the water about two hours later, but did not make it. [Cause of death - Hypothermia.] The bodies of Megan Kathleen Blenner, 27, and Orest Sopka, 30, were recovered later.

Four at risk, one life saved, three lives lost. Unnecessary losses. Inadequate distress alerting, position indicating, active signaling, survival capabilities. PLB almost certainly changes outcome.

## Boating accident on Lake Erie leaves two dead, two missing

April 18, 2014 12:02 AM

### [Search continues for bodies in Lake Erie](#)

By Mark Reiter and Tom Henry / Block News Alliance

OAK HARBOR, Ohio -- The Coast Guard has suspended its search for the two remaining people in the water near South Bass Island in Lake Erie tonight pending any new developments.

On Thursday, authorities released the names of the two victims whose bodies were recovered in Lake Erie following a boating accident in which **four people were reported missing**.

Amy Santus, 33, of Perrysburg, Ohio, and Paige Widmer, 16, who lives out of state, were identified as the two victims, [Ottawa County](#) authorities said. **Their bodies were located several miles off shore.**

Dan Cadigan, Ottawa [County coroner](#), said they were wearing [life preservers](#) when they were found in the water by the search teams. Petty Officer Christopher Yaw, of the U.S. Coast Guard in Cleveland, said crews from the Coast Guard and other agencies were continuing the search for the two men who also were on the boat. Their names and ages were not being released.

Though not confirmed by the Coast Guard, Andrew Rose, 33, of Maumee, Ohio, was one of the two missing men who were on the boat, friends told the Block News Alliance. Mr. Rose was a bartender and an avid outdoorsman. "He lived to be outside. If he wasn't on the water he was hunting," said Christopher Titus, a close friend. The boaters were reported missing about 1:30 a.m. Thursday.

[Chief Petty Officer](#) Gabriel Settel said a body was pulled from the water about 9:45 a.m. near the area where the partially submerged Tracker Tundra [bass boat](#) was found. More than 200 nautical square miles in the lake had been combed by search and rescue crews by late afternoon, Petty Officer Yaw said.

Four at risk. Four lives lost. Alert by overdue report. Inadequate distress alerting, position indicating, active signaling, survival capability. Unnecessary loss of life, risk, expense. ELB almost certainly a game changer.

## Brits Rescued Hundreds of Miles off Bermuda Coast after Storm Sinks Boat

US Coast Guard rescue three people and dog from life raft after radio beacon directs ships to location in [poor visibility](#). Leonard and Lisa Rorke, first mate Henri Worthalter and Dexter the [Jack Russell terrier](#) were 'preparing to die' prior to their rescue Friday 25 April 2014 19.06 EDT

A British sailor said that he had "prepared to die" after his boat sank hundreds of miles off the coast of Bermuda. Two others were rescued from a life raft along with a dog after thier [sailboat](#) sank in a storm hundreds of miles off the coast of [Bermuda](#).

Leonard Rorke, 55, was rescued from a liferaft, along with Lisa Rorke, 50 and Henri Worthalter, 29, after their 49ft yacht, Blue Pearl, sank on Thursday evening. It had been badly battered during two days of Atlantic storms. Dexter was also rescued alive and well from the raft. The group had an electronic position-indicating radio beacon (EPIRB) in the liferaft that allowed the coastguard to direct ships toward their location. "We were preparing to die," said Rorke, who added that they were holding on "for dear life" and having to patch up the raft amid poor visibility, 25ft waves and winds reaching about 40mph.

"We were bailing water. It was life and death. We're very grateful. We are very, very lucky," he said in the recording of the [rescue](#)'s debriefing. Rorke said the yacht sank after the bulkhead broke up and the vessel began taking on water. He said: "The last thing we did was step off into the life raft. Well, we didn't step off. We had to jump and hold for dear life."

The ordeal ended about 12.30am after the Tilda Kosan, a 351ft tanker, diverted course from its planned trip to Mexico. The ship found the group after making three passes in dark, stormy conditions. It was about 36 miles away from the life raft when it first joined the search.

The US Coast Guard was notified on Thursday by the International Rescue Center after a message came in saying that people were in a liferaft and needed help. A call for assistance from any commercial ships in the vicinity was answered by three ships which diverted their course to aid in the search. Rorke had high praise for the speed with which the coastguard reacted as the radio beacon which he was using only lasts for about 48 hours. He also praised the crew of the Tilda Kosan, saying: "They were 32 nautical miles away in the pitch black. They got the first position and they couldn't find us and they went back and they got the second position and a third position and then they actually travelled to our second position."

Petty officer 1st class James Hines, a search and rescue controller at the 5th District Command Centre in Portsmouth, said in a statement: "The presence and proper [activation](#) of the emergency position indicating radio beacon was instrumental in saving the crew members of the Blue Pearl. This stresses the importance of a properly registered EPIRB, which provided us with an emergency point of contact and information on the boat."

Three and a dog at risk. Three and a dog saved. Effective, efficient response. Distress alerting, position indicating, active signaling by ELB. Survival by raft.

7th Coast Guard District  
News Release  
Date: May 18, 2010

**JACKSONVILLE, Fla. – Three boaters have been rescued clinging to a cooler approximately 30-miles off the coast of Brunswick, GA, Tuesday following an extensive three-day search, covering more than 2,700 square miles.**

The 20-foot pleasure craft, PROBLEM CHILD, departed the Mayport Boat Ramp Sunday morning with three onboard to go fishing and return Sunday evening. When they failed to return at the original scheduled time, a family member contacted the Coast Guard. Attempts to communicate with the PROBLEM CHILD proved unsuccessful. The Coast Guard immediately launched a search and rescue operation for the missing boaters.

A good Samaritan rescued John J. Navaraz, 32, Elijs Navaraz, 31, and Rebecca Sullivan, 28, locating them floating in the water, about 30 miles east of Brunswick, GA, Tuesday at approximately 1 PM. The good Samaritan contacted Coast Guard watchstanders via VHF radio channel 16 at the time of the rescue. Survivors were transported aboard the 87-foot Coast Guard Cutter YELLOWFIN and then a 47-foot motor life boat to Coast Guard Sector Jacksonville at Mayport.

The location of the Problem Child and cause of the incident are not known at this time.

Coast Guard assets involved in the search:

- 87' patrol boat, CGC YELLOWFIN, homeported in Charleston, SC
- CGSTA MAYPORT 47' motor life boat
- 270' CCG BEAR, homeported at Portsmouth, VA
- CGAS SAVANNAH HH-65
- CGAS CLEARWATER C-1 30

**Three at risk; three saved after two days in the water. By luck. Unnecessary risk; unnecessary cost. Inadequate distress-alerting, position-indicating, active-signaling.**