

Success Stories

Coast Guard rescues Longview fisherman as boat sinks

The Daily News

July 20, 2010

A Longview man survived the sinking of his commercial fishing vessel off the Oregon coast Tuesday morning.

A Coast Guard rescue swimmer hoisted Michael Arthur Stone, 53, aboard just as the 32-foot, 9 ton Rose Marie began to slip beneath the waves.

"It was like the Titanic," Petty Officer 2nd Class O'Brien Starr-Hollow told the Astorian newspaper. "The bow went up, then the whole boat went straight up in the air and that was it. It maybe took 20 seconds."

Coast Guard officials said the Rose Marie, built in 1928, was 20 miles west of the Columbia River entrance at about 5 a.m. when Coast Guard Group Astoria received an emergency beacon signal and a broken "mayday" radio call.

A nearby fishing vessel, Gallatin Point, responded to the emergency beacon and reported that the Rose Marie was low in the water and that one person was in a life raft hanging on to the boat's stern.

An MH-60 Jayhawk helicopter crew from Air Station Astoria, and a 47-foot motor lifeboat crew from Station Cape Disappointment were dispatched to the scene.

Coast Guard Petty Officer Nate Littlejohn said Stone was taken by ambulance to Columbia Memorial Hospital in Astoria to get checked out, "but he appeared to be just fine." A hospital spokesman said Stone was treated and released.

Littlejohn said there would be no investigation by the Coast Guard into the cause of sinking.

Stone told Starr-Hollow he was fishing for tuna when his boat ran into trouble.

"The poor dude was just bummed he wasn't still fishing," Starr-Hollow said.

Stone has owned the Rose Marie for more than 10 years.



Boat sinks off NC coast with 8 on board

Eyewitness News

July 16, 2010

FORT MACON, N.C. - Some fisherman participating in a fishing tournament benefitting the Boys and Girls Club had some scary moments this morning.

The boat "Reel Time" sank early this morning sending eight people into the water about 14-miles off shore of Fort Macon.

Fortunately, all survived with little to no injuries.

The boat was participating in the Barta Billfish Tournament, which benefits the Boys and Girls Club. This year, they were on their way to raising one-million dollars.

But, the tournament came to a halt when a distress call came into the Coast Guard early this morning from the boat "Reel Time".

The Marine Corps helicopter Pedro, the Navy vessel Tempest, and the Coast Guard all arrived within 20 minutes of the call to find eight people in the water, all wearing life jackets.

The Tempest transferred five people to the Coast Guard ship where they joined two other victims.

Pedro transferred one person.

The Coast Guard says engine problems caused the boat to sink.

Fortunately, there were no injuries and everyone is back on shore.



4 rescued while vessel burns

Associated Press

July 11, 2010

KODIAK, Alaska (AP) - The Coast says four men are safe after being rescued from a life raft used to escape their burning fishing vessel near Alaska's Sitkinak Island.

A Coast Guard helicopter crew headed to the site in response to an automated emergency alert set off just before 8:30 a.m. Sunday from the 52-foot vessel Nakat.

The Nakat was on fire when rescuers arrived at 10:20 a.m. at the site, five miles off of Sitkinak Island 80 miles southwest of Kodiak.

Coast Guard officials say the helicopter crew quickly found the fishermen on the life raft more than two miles away.

The men were hoisted to the helicopter and taken to Kodiak. No one was injured.

Officials say the cause of the fire is unknown and is being investigated.



EPIRB rental saves three lives off the Mendocino coast

SF Boating Examiner

July 8, 2010

Renting an Emergency Position Indicating Radio Beacon (EPIRB) for \$65 before sailing her 32-ft catamaran from Crescent City, California to the San Francisco Bay area saved the lives of Bay Area sailor Kristy Lugert and her two crewmen off the California coast on Saturday, July 3. The three were bringing home the newly purchased catamaran, Catalyst, when they ran into 50-knot winds and 20 foot seas about 20 miles west of Fort Bragg just after noon. The boat capsized in the extreme conditions temporarily pinning them beneath its hulls.

Shortly before the boat flipped, the crew activated the EPRIB. A U.S. Coast Guard helicopter was able to home in on the signal given by the EPIRB, quickly finding the floating wreck awash in the frigid sea. With the help of rescue swimmer David Foreman, Catalyst's three crew were quickly plucked from the water and loaded into the helicopter for a life-saving flight to the hospital. Ms. Lugert's body temperature was only 79°F and pulse barely 30 beats per minute. All are expected to fully recover.

"That EPIRB saved their lives," said USCG Lt. George Suchanek, an MH-65C Dolphin helicopter pilot that responded to the call. The Coast Guard also credits the crew for staying with the boat after it capsized and filing a float plan, which allowed the rescuers to expedite the search.



Coast Guard rescues 4 men from overturned boat

The Associated Press

June 27, 2010

The Coast Guard has rescued four people after their boat overturned about 25 miles west of Clearwater.

Authorities say Joseph DiGiovanni sent a distress call on Saturday stating that his ship was taking on water. Rescuers were then unable to make any further contact with him.

The Coast Guard says it received a signal from an emergency radio beacon which gave the exact position of the four men onboard.

A helicopter crew located the men clinging to debris near the overturned boat shortly thereafter.

None of the rescued men were injured.



GME EPIRB credited for saving all 64 in schoolship sinking

North American Press Release

5 March 2010

The Associated Press reported from Rio De Janeiro last week the sudden sinking of the 57-meter 3-masted sailing vessel Concordia and the subsequent rescue of 48 students plus 16 professional crew. Her Captain, William Curry, attributed the capsizing to a microburst which laid the steel vessel, built in 1992, on her side and caused her to founder in only 15 seconds; the Concordia went from sailing to submerged in 30 minutes, rendering all of her onboard radio communications systems inoperable. But a GME AccuSat MT403FF EPIRB self-released, as designed, automatically activated, and triggered a rescue operation which saved all 64 crew.

The SV Concordia, registered in Barbados, was built as a floating classroom for gap-year and university students to earn high school and university credits while sailing around the world. She had set sail on February 8 from Recife on Brazil's northwest coast, bound for Montevideo in Uruguay, as the next leg on her 5-month semester "Class Afloat" program. The 188-foot schooner was said "to meet all of the international requirements for safety."

While the sinking off the coast of Brazil will be the subject of detailed investigations by both the Barbados government and the Canadian Transportation Safety Board, with findings to be submitted to the International Maritime Organization (IMO), everyone from crew to students to rescue forces ashore and afloat credits the GME EPIRB for alerting the world

that an emergency was occurring 300 miles offshore from Rio. The 64 crew rode out high winds and heavy seas in liferafts for 30 hours before search aircraft located them and were able to divert two merchant ships, among which the Philippine-flagged Hokuetsu Delight found 44, and a Coast Guard vessel to pluck the sailors from the South Atlantic 10 hours later.

While there remains some uncertainty in the precise cause of the sinking, it is evident that the training and expertise of the crew, coupled with the vessel carrying appropriate emergency rescue equipment, averted what could otherwise have become a major maritime tragedy. In this case, the GME float-free EPIRB performed as designed, was “seen” by the COSPAS-SARSAT satellite network, and ultimately brought help in time.

The GME AccuSat MT403FF is a Category 1 EPIRB, supplied in a fully enclosed mounting bracket that includes a hydrostatic release. When immersed to a depth of 2-4 meters, this release will, as in the case of the SV Concordia, open the bracket and allow the buoyant EPIRB to float free to the surface. It automatically activates and begins transmitting on 406 MHz, a frequency “watched for” by a constellation of satellites orbiting the Earth.

Successive overhead passes by one or more of these satellites, using the Doppler Shift in the frequency as they traverse the sky and relaying this information to ground stations, both alerts a worldwide rescue network that an EPIRB beacon has been activated and computes the location where that signal is emanating. That information, in the case of the SV Concordia, was relayed to the Brazilian Coast Guard who immediately notified all ships in the area of the Concordia’s plight.

The sinking dramatically emphasized the risk in an emergency situation afloat of normal navigation and communications electronics being “drowned” before a Mayday call can be made. The rescue of SV Concordia’s crew proves the effectiveness of not only the COSPAS-SARSAT system but also of GME’s EPIRB.



5 in Lifeboat Rescued From North Atlantic

CBC News
November 25, 2009

A longliner crew rescued from a lifeboat hundreds of kilometres off the Newfoundland coast will arrive in St. John's Wednesday afternoon.

The five men abandoned their fishing vessel, Newfoundland Pearl, Tuesday afternoon after it caught fire. The 19-metre vessel was fishing about 350 kilometres off St. John's at the time.

Another fishing vessel, the Sir Eldon, was in the area, just a couple of kilometres away, and was able to rescue the fishermen from the small lifeboat.

The crew was transferred to the coast guard ship Leonard J. Cowley early Wednesday morning to return to their home port of St. John's.



Coast Guard Rescues Three Fishermen Off Charleston Coast After Fishing Boat Sinks

September 8, 2009

CHARLESTON, S.C. - A Coast Guard HH-65 Dolphin rescue helicopter crew from Air Facility Charleston rescued three fishermen approximately 45-miles east of Charleston Sunday, Sept. 6, after the fishing vessel they were aboard sank.

The Coast Guard received a maritime distress signal via a 406 MHz Emergency Position Indicating Radio Beacon at about 9:17 p.m. from the fishing vessel Captain Smoke, a 39-foot fishing boat. The boat sustained heavy damage after being struck by two large waves and sank as a result.

A Coast Guard Air Facility Charleston rescue helicopter crew was launched shortly after the distress call and arrived on-scene at 10:14 p.m. The crew located a debris field and observed three flares shot from the surface. The rescue helicopter aircrew deployed a rescue swimmer and three fishermen were located alive in a life raft. All three fishermen were safely recovered and hoisted aboard.

The fishermen were transported to the Medical University of South Carolina in Charleston.

This rescue illustrates the importance of having safety equipment in the event of an emergency. When activated, an EPIRB disseminates an emergency signal

during a maritime distress that is detected by satellites and transmitted to rescue coordination centers worldwide. 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 the EPIRB is unregistered, a distress alert may take as much as two hours longer to reach the Coast Guard over the international satellite system.

One of the survivors aboard the Captain Smoke made the decision to manually activate the EPIRB device before abandoning ship to their life raft. This decision greatly enhanced their timely rescue by the Coast Guard.

In addition, the use of signal flares enabled the Coast Guard rescue crew to pinpoint the location of the three fishermen.

"It appears that the vessel captain was prepared for an emergency. The combination of a properly registered EPIRB, a working liferaft, and signal flares allowed us to find and recover the crew without delay," said Capt. Michael McAllister, commander, Sector Charleston. "Anyone who heads to ocean waters, whether on a commercial or recreational boat, should be similarly prepared. This is especially true as water temperatures start dropping with cooler weather and a few hours less search time becomes critical."



Survivor of Philippine ferry disaster rescued after 30 hours adrift

By Al Jacinto and John M. Glionna

September 8, 2009

Reporting from Zamboanga City, Philippines and Seoul -- For 30 long hours, ferry passenger Lita Casumlum bobbed in the churning seas. Buoyed by her life jacket, guzzling seawater for energy, her face scorched by a relentless sun, she forced herself to concentrate on her husband and son as she prayed for her rescue.

Her pleas were answered on Monday as a Philippine air force helicopter plucked the 39-year-old homemaker to safety -- a day after the Super Ferry 9 with more than 1,000 passengers on board sank off the Philippine coast, killing nine.

"I never thought I would be rescued," she said. "I just prayed and prayed hard that some ships or fishing boats or the navy would rescue me, but there was none. No ships until I saw the helicopter."

Philippine television showed dramatic footage of a military rescuer, suspended from a cable, reach down into the waters to snatch Casumlum to safety.

She was found about 15 nautical miles from where the 7,200-ton ferry sank early Sunday amid chaos that resulted in many panicked passengers leaping into the sea.

Officials called Casumlum's rescue a miracle. Shortly after noon on Monday, rescuers scanned the vast ocean aboard two military Huey helicopters and search planes. They knew time was running out -- few people could survive this long in such high seas.

"We knew the current was really strong and the waves were huge but we continued until we spotted her," said air force Maj. Antonio Mandaue. "She was like a dot in the vast blue ocean. Her orange life jacket was the only thing that told rescuers that she was from that" ferry.

The mammoth Super Ferry 9 had left General Santos in the southern Philippines on Saturday, en route to Iloilo city in the central part of the archipelago.

Pepito Casumlum, a 40-year-old carpenter from Iloilo Province, said he was riding below deck with his wife, 7-year-old son Christopher and a nephew when they heard a tremendous thud.

"There was a loud noise like something hit [the boat] below where we were staying," he said. "We didn't know if it was cargo hitting each other. Others say there was an explosion."

The lights flickered and died, only to return and go out again.

"We could hear people screaming and crying and somebody was shouting to abandon the ship," said Casumlum.

With the ferry now listing by 35 degrees, officials issued the order to abandon ship about 4:40 a.m.

The order sent panicked passengers to the railings, where many began jumping into the dark waters below as parents lowered children into life rafts, survivors said.

In the madness, Lita Casumlum was separated from her family.

"I didn't know what to do. All I remember was that we were separated when we jumped into the water," she recalled during an interview from her hospital bed in Zamboanga City.

"The current was strong and I kept calling my husband's name and my son's, but I was drifting away and away. I was so tired. The sea was so cold, everything is

cold at night and it was so hot during the day. I was hungry and drank seawater only."

There were moments, she said, when she waited for death: "I thought I would never see my son and husband and nephew again. I cannot explain my feelings. I am so happy to be alive."

Within minutes of the call to abandon ship, Philippine Coast Guard officials had summoned help from two passing cargo ships as well as a fleet of military aircraft and gunboats -- used to combat terrorist groups in the region -- based 50 miles from the accident site.

Hundreds of survivors were rescued from boats and from the water, including Pepito, his son and nephew. The ferry, built in 1986 in Japan, sank about 11 a.m. Sunday.

As the search continued Monday, pilots spotted an oil slick near the sinking site. But authorities have so far ruled out a terrorist attack.

About 1:15 p.m., as a rescue helicopter hovered about 500 feet above the water, a pilot spotted Casumlum and the craft dipped low to pluck her from the frigid waters.

"She was not moving when the chopper brought her in for first aid," said Mandaue. "I thought she was dead -- she was badly burned by the sun, her face was swollen and she looked bad."

Then the survivor moved.

"She was trembling and thirsty and hungry and she could hardly speak because of a sore throat. We gave her first aid and water and a blanket to warm her body."

Rescuers found two crabs -- each about 2 inches long -- inside Casumlum's pockets. The crabs had cut her legs but Casumlum was too cold and in shock to feel the pain, officials said.

Added Mandaue: "Lita was really lucky."

Casumlum's rescue leaves only one of the super ferry's passengers unaccounted for, authorities said. Encouraged rescuers said the hunt for the last missing passenger would continue.

Today, Casumlum was reunited with her husband and son. With an intravenous tube stuck in her arm, she smiled weakly as her family stood by her side.

"It is a miracle that we all survived," said Pepito, his eyes tearing as he held the life jacket that kept his wife afloat. He plans to return home once Lita regains her strength.

"I pity my wife," he added. "Look at her, her face is swollen, her arms are swollen. She is really in pain, but we are also happy because we are all here together."

Jacinto is a freelance writer based in Zamboanga City

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Fishermen rescue 3 after scallop boat catches fire near Barnegat Light

Posted by afriedma July 19, 2009

MANASQUAN -- Fishermen plucked three people from a lifeboat 20 miles outside Barnegat Light this morning after their 80-foot vessel went up in flames, according to the Coast Guard.

The three survivors were on board the Captain O J Riggs, which was harvesting scallops. One of them broadcast a mayday call just before 3:25 a.m., reporting an engine fire and later the deployment of a life boat, said Petty Officer Chris McLaughlin.

A nearby fishing boat, Miss Peaches, relayed the message to the Coast Guard. The agency sent a helicopter from Air Station Atlantic City, a rescue boat based at Coast Guard Station Manasquan and the Coast Guard Cutter Elm, with a home port of Atlantic Beach, N.C.

When they arrived between 90 minutes and two hours later, McLaughlin said, crewmembers on a second nearby fishing boat -- the A.L. Milliken -- had lifted the three from the lifeboat.

The rescue boat took the three survivors to Coast Guard Station Manasquan. None were injured.

The Captain O J Riggs "broke apart completely" and sank around 11 a.m., McLaughlin said.

Those rescued were not identified by the Coast Guard, which is investigating the incident.



New technology saves boaters

Reported by: Cathi Carson

June 29, 2009

SAINT MARYS, Ga.-- Three boaters were rescued after their boat capsized about 20 miles off-shore. Fortunately, the Coast Guard was able to find them fast.

When the Coast Guard gets a distress call a few minutes can be the difference between life and death. And according to Petty Officer Michael Hulme a new device called an Emergency Position Indicating Radio Beacon or EPIRB is making it much easier for rescuers to find boaters in trouble.

"What these do is send out a signal to the Coast Guard that alerts us where you are."

It works like a GPS. Boaters can either manually activate it or it can be set off when it gets wet.

"Most of them are automated so if you are in trouble, and an accident or crash happens, it's going to launch and be sending out a signal for you."

Not everyone wants to spend the extra money. But rescuers say when your life is on the line it's money well spent.

"The cost of these range from a couple of hundred dollars to a couple thousand dollars, but you can't put a price tag on life. So whatever it costs it is worth having on your boat. You never know when an emergency situation can happen."

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Coast Guard rescues survivor of vessel on fire after receiving 406MHz EPIRB distress signal

News Release

Date: May 3, 2009

SAN JUAN, Puerto Rico - The crew of the Coast Guard Cutter Cushing rescued a man aboard a life raft Sunday morning after his vessel caught on fire, exploded and sunk 20 nautical miles south of Cabo Rojo, Puerto Rico.

The survivor is a resident of Cape May, N.J., 45, who was traveling alone aboard the 71-foot wooden fishing trolley Doris Jean and was reportedly transporting farm equipment from Jacksonville, Fla. to Dominica, when he was forced to abandon his vessel due to a fire onboard. The cause of the fire remains unknown at this time.

Coast Guard Atlantic Area controllers in Portsmouth, Va. received a 406 MHz Emergency Position Indicating Radio Beacon (EPIRB) distress signal from the Doris Jean Sunday morning and relayed the information to Coast Guard Sector San Juan Joint Rescue Sub Center controllers.

Sector San Juan controllers immediately launched an HH-65 Dolphin helicopter from Air Station Borinquen, diverted the Cushing to the scene and transmitted an Urgent Marine Information Broadcast (UMIB) to advise vessel traffic in the area of the ongoing distress. The crewmen aboard the tank ship Tarantella responded to the Coast Guard UMIB and reported to controllers that they could see black smoke in the vicinity of the distress. The Tarantella arrived on scene with the distressed vessel on fire and located the survivor safely aboard the Doris Jean's life raft. The Cushing arrived afterwards and safely embarked the survivor from the life raft and transported him to Mayaguez, Puerto Rico. The survivor did not require medical attention and was released upon arriving to the Port of Mayaguez.

"This was a great response due to the fact that the survivor had a 406Mhz EPIRB onboard his vessel," said Jaime Balzac, Sector San Juan controller, the distress signal transmitted by the EPIRB was received by the Coast Guard and the EPIRB had been properly registered, which allowed controllers to confirm the vessel and owner's information quickly and coordinate the rescue of the survivor."

The Coast Guard Cutter Cushing is a 110-foot patrol boat homeported in San Juan, Puerto Rico.

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## **EPIRB helps Coast Guard locate 2 after boat capsizes**

News Release  
Date: April 26, 2009

MIAMI- The crew of a Coast Guard HH-60 Jayhawk helicopter from Air Station Clearwater, deployed to Andros Island, Bahamas in support of Operation Bahamas, Turks and Caicos, located two men Sunday morning following the activation of their Emergency Position Indicating Radio Beacon (EPIRB) when their vessel capsized near Foxtown, Bahamas.

A father and son, from Land O' Lakes, Fla., were traveling from Foxtown, Bahamas, to Marsh Harbor, Bahamas, when their 25 foot vessel capsized Saturday morning from rough weather.

Seventh Coast Guard District search and rescue coordinators in Miami received notification of the EPRIB signal Saturday night and deployed the crew of an HU-25 Falcon jet from Coast Guard Air Station Miami to search for boaters in distress.

The searches conducted by the Falcon crew yielded negative results and an HH-60 Jayhawk helicopter crew was deployed Sunday morning to conduct a first light search of the area. At 8 a.m., the helicopter crew located the two men stranded on a rock and was able to vector in a good Samaritan vessel to pick up the two men.

The good Samaritan transferred both men with no injuries to Foxtown.

"The EPIRB onboard this vessel was instrumental in saving the lives of these two men," said Lt. Justin Nadolny, a Coast Guard Search and Rescue Duty Officer in Miami. "Once the EPIRB was activated, we were able to begin a concentrated search and focus our assets in the area of the signal. The Coast Guard cannot stress enough the importance of having safety equipment on board any vessel and to test it occasionally to be sure it is in working order. Doing so could help save your life or the lives of others aboard your vessel."

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## **EMERGENCY SIGNAL HELPS U.S. COAST GUARD RESCUE MARINER OFF MOLOKAI, FRIDAY, APRIL 17, 2009**

Office of Public Affairs  
U.S. Coast Guard  
Press Release  
Date: April 17, 2009

HONOLULU — The U.S. Coast Guard today rescued a mariner from an overturned fishing vessel after he activated his 406 MHz emergency beacon approximately a quarter of a mile from Molokai's northwest coast.

The Coast Guard's 24-hour emergency command center in Honolulu first received a signal from the fishing vessel Nalu Kea at 10:43 a.m. Friday, April 17. The signal was detected by satellite and initially provided no GPS position information.

The signal was registered and the Coast Guard determined the vessel was underway with one person aboard on a weekend trip to Molokai. The next satellite pass provided a location approximately three miles off Ilio Point, Molokai (the northwest corner of the island).

A Coast Guard Auxiliary aircraft and an HH-65 Dolphin rescue helicopter crew from Air Station Barbers Point on Oahu were diverted to the scene. The HH-65 crew found the capsized Nalu Kea at 12:07 a.m. with one person on the hull holding a red smoke flare.

The pilots of the HH-65 lowered a rescue swimmer into the water, who helped the mariner from the hull into a rescue basket. The rescued mariner was hoisted aboard the HH-65 and flown to Air Station Barbers Point.

"It's a great feeling being able to quickly respond in these situations and successfully rescue a mariner in distress," said Lt. Catharine Johann, one of the HH-65 pilots. "This guy was really prepared and had all the right gear -- a 406, flares and smoke. He made it real easy for us to find him."

Search and rescue controller Lt. Marvin Kimmel of the Coast Guard's command center in Honolulu said having the 406 MHz beacon properly registered made it easy to investigate the initial report and quickly launch assets.

The HH-65 crew reported the weather on scene to be "ideal" with light variable winds of five knots and seas of one to two feet. The mariner lives on Oahu and was picked up from the air station by his wife.

NOTE: Still images and video of the rescue and return are available for download at [www.uscgohawaii.com](http://www.uscgohawaii.com). Media may contact 808-535-3230 for more information.

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Two ACR EPIRBs Help Rescuers Locate Capsized Vendee Globe Racer

Press Release

FORT LAUDERDALE, FL - FEBRUARY 13, 2009 - Jean Le Cam, a sailor competing in the Vendee Globe solo round-the-world race, activated his ACR SATELLITE2 406 MHz EPIRB early on January 6th after his sailboat capsized in chilly seas, 200 miles west of Cape Horn. Even though Le Cam, 50, was trapped inside his overturned, carbon hull boat, the beacon's signal was accurately received through the hull by the COSPAS-SARSAT satellite tracking system.

The emergency signal received by COSPAS-SARSAT satellites was relayed to a ground receiving station, which determined Le Cam's location. A Chilean Search and Rescue (SAR) aircraft flew straight to the vessel's exact position and made a visual identification of the 60-foot boat. Authorities then diverted a nearby 180-ton petrol tanker to the scene. In rough sea conditions, swells of five meters and winds of 25-30 knots, the tanker could not safely execute a rescue.

Seven hours after his initial EPIRB activation, Le Cam decided to trigger his other ACR EPIRB, a GlobalFix 406 GPS unit, to inform rescuers that he was alive. Two fellow race competitors in two separate vessels used the position continuously received by COSPAS-SARSAT to sail to Le Cam's boat and assist in the rescue. The first sailor to arrive, Vincent Riou, shouted to Le Cam, who responded by signaling with a flag poking out of one of the boat's through-hull fittings.

Knowing that he was not alone, Le Cam, wearing a survival suit, escaped through an emergency escape hatch into the cold sea (43 F, 6 C). He followed the boat's structure as a guide and swam to the surface where he breathed fresh air. He was taken aboard and the Vendee Globe boats were routed to the nearest coast. With Le Cam safely sailing to dry land, the rescue operation by the Chilean Navy was called off.



Man Rescued from Boat Explosion off N.C.

USCG News Release
February 8, 2009

WRIGHTSVILLE BEACH, N.C. - A man was rescued 20 minutes after making a mayday call at 1:30 p.m. and reporting an explosion on board his 60-foot fishing vessel 20 nautical miles from Masonboro Inlet Sunday.

The captain of the Beau Vin expended all fire fighting capabilities and abandoned ship into his life raft with a 406 MHz Emergency Position Indication Radio Beacon (EPIRB).

Coast Guard Stations Wrightsville Beach and Oak Island launched rescue boat crews to the location received from the EPIRB. Coast Guard watchstanders also issued an urgent marine information broadcast to inform other mariners of his distress.

The captain of the Sea Swirl responded to the broadcast and came along side the life raft and picked up Beau Vin's captain.

The Station Oak Island crew arrived on scene and recovered the captain from the Sea Swirl. The captain was taken to Station Wrightsville Beach and met with EMS for minor burns on his hands, however he did not require any further medical assistance.

Coast Guard watchstanders are transmitting a Safety Marine Information Broadcast to notify other mariners of the abandon ship.



New Technology Assists in Local Rescue

USCG Feature Story Release
Jan. 30, 2009

CHARLESTON, S.C. - New technology associated with 406-MHz electronic position indicating radio beacon searches have been paying dividends throughout the country and recently played a significant role in a case off of South Carolina.

The sailing vessel Audrey communicated a mayday call on their VHF-FM marine radio at 6:01 a.m. January 25 after they became disabled 37-miles east off the coasts of North Carolina and South Carolina. Rescuers in Charleston heard the call and began the process of determining where the vessel was located and what the nature of distress was. The Audrey's distance offshore made radio communications difficult to determine the nature of the distress call.

Since the vessel was without power and had torn their sails, the crew also manually energized their 406-MHz EPIRB. This sent a report that contained the EPIRB's code, along with a geographic position to a satellite 22,000 miles above the vessel. This information was transmitted to the United States Mission Control Center in Maryland and forwarded to the Coast Guard's command center in Miami for action. Since the Audrey's EPIRB had been properly registered and was up to date, rescuers were quickly able to determine specific information about the vessel.

A Coast Guard HH-65 Dolphin helicopter was launched from Air Facility Charleston to the GPS position. New direction finding equipment recently

installed on the helicopter allowed the crew to pick up the GPS and hone in on the signal.

"We picked up the EPIRB signal at 25-miles, and at 11-miles we were able to lock onto the position," said Lt. Russ Mathis, the Air Station Savannah, Ga., pilot who flew on the rescue. This was the first operational use of the direction finding equipment on a rotary-wing asset.

The new direction finding equipment, the Rockwell Collins DF-430, was installed following almost

Greg Johnson receives the Secretary's Award for Excellence from the Department of Homeland Security for his research and efforts with 406 MHz emergency positioning indicating radio beacons. Coast Guard photo.

more than 10 years of research by Greg Johnson, Sector Charleston's commercial fishing vessel safety examiner. Johnson demonstrated that Coast Guard aviation assets could detect the 121.5-MHz signal, but they were having difficulty detecting the stronger 406-MHz signal. The DF-430 allows the pilots and crew to pick up the line of bearing to the 406-MHz signal itself, thus reducing the ambiguity involved.

"My research shows that the 406-MHz EPIRB, coupled with the new direction finding equipment aboard Coast Guard aviation platforms will dramatically increase the chances of someone in the water being located," said Johnson. "Anyone who goes out into the water without a 406-MHz EPIRB is taking an unnecessary risk."

Johnson began his research after a commercial fisherman he worked with complained that the helicopters kept flying right over him as he nearly froze in icy cold waters with his arms around the 406-MHz EPIRB following the sinking of his vessel. Since 1999, he has examined every single case in the Coast Guard launched an aircraft following a 406-MHz EPIRB signal receipt. After talking to pilots involved in the searches and reviewing data, he determined that although the pilots were able to detect the EPIRB's 121.5-MHz homing signal, they were not able to detect the stronger 406-MHz signal with existing equipment. In 2007 Johnson received the Secretary's Award for Excellence from the Department of Homeland Security for his research and efforts.

In 2006 the Coast Guard initially invested \$2.6 million into outfitting its fixed-wing platforms, including the C-130 Hercules and ultimately the HU-25 Falcons, with the DF-430's. More recently, the Coast Guard began the installation on rotary-wing aircraft. The DF-430 has been directly involved in saving 43 lives since the Coast Guard began using it.

A boat crew from Coast Guard Station Wrightsville Beach, N.C., was vectored in by the helicopter crew and towed the Audrey and crew up the Cape Fear River,

N.C. The boat crew then transferred the tow to a boat crew from Coast Guard Station Oak Island, N.C., and they towed them to a local marina.



EPIRB Helps Coast Guard Rescue Sailors

Lumina News
Friday, January 30, 2009

One of the most valuable pieces of equipment an offshore boater can have is a 406 MHz EPIRB (electronic position indicating radio beacon), which, when activated, broadcasts a signal with information to assist rescuers, including the vessel's location, the owner of the vessel and contact information.

On Sunday, one of the devices proved its worth as two crewmembers on a disabled sailboat were rescued 30 nautical miles off the North Carolina Coast.

A mayday call was received by Sector North Carolina early Sunday morning, followed by the EPIRB signal. Helicopters were dispatched from Elizabeth City and Savannah, Ga., and boats from Coast Guard stations in both Wrightsville Beach and Oak Island responded, as well.

"We got the call from Sector North Carolina," said BM2 Derek Cannoy of Station Wrightsville Beach. "They got a mayday call and an EPIRB hit, and they called us, and we responded. It was off of Frying Pan Shoals. Oak Island was on their way, and they wanted us to respond."

Cannoy said it took only a matter of minutes for Station Wrightsville Beach's 47-foot motor lifeboat to get under way.

"It really doesn't take long at all," he said. "The longest part is getting dressed. The water temp was less than 50, so we put on our drysuits — maybe 15 minutes total to get out of bed, get dressed out in drysuits and get going."

The EPIRB signal was invaluable in the rescue, as the triangulated position of the mayday call provided a search area that was approximately 40 miles different than the actual position, said Petty Officer First Class Richard Hynson, a watchstander at the Fifth Coast Guard District command center.

"If it weren't for the EPIRB, we would have been looking in a totally different area for them," Hynson said.

Boaters should also try to provide as much information about their boat, situation and position as they can while making a mayday call in order to reduce search areas and response times.

The Coast Guard located the disabled vessel, a 36-foot sailboat called the Audrey, and Wrightsville Beach's 47-footer was able to provide a tow. The boat's sails were shredded, and she had lost power from her engine.

"They didn't have any means of propulsion or any way to get back toward an inlet," Cannoy said. "The seas were 4 to 6 feet on average, so it wasn't that bad out there. There weren't any injuries or medical conditions on board; they were in pretty good shape, so there was no need to pull them off the boat. It makes it easier to tow them if they have a rudder so they can steer behind us."

When they reached the Cape Fear River, the tow was transferred to a boat crew from Coast Guard Station Oak Island, who towed the sailboat to a local marina.



Coast Guard Rescues Vessel Thanks to EPIRB

Submitted by [WWAY](#) on 26 January 2009

A 30-foot sailboat ended up almost 40 miles off shore with torn up sails and no power. If it wasn't for the distress call system they had on board, the search may have had a much different outcome.

The lost boat sent out a mayday through an Emergency Positioning Indication Radio Beacon, or EPIRB.

The EPIRB is a device the coast guard recommends all boaters have, because it uses satellites to send out the distress signal and can reach help no matter how far out on the water a vessel is.

EPIRB also provides information as to where a boat is, and who owns it. It was this information that made the difference in this weekend's rescue.

Chris Parker, of the Wrightsville Beach Coast Guard, said, "With the use of the EPIRB, it saved their boat, saved their life and made the coast guards day a lot easier we get out there get back in and that was it."

Many boaters also use marine VHF radios to make distress calls. However, according to experts, these radios do not pin-point the vessels exact location, and they also don't work more than 10 miles offshore.

If you do want to have an EPIRB on your vessel, call your local boating store because most only keep a couple in stock.

The device is pricey, costing around \$900, but if you can afford it, it's a good tool to have.



Two Chignik Men Safe After Rescue from Remote Alaskan Island

USCG News Release
January 4, 2009

KODIAK, Alaska - Two men from Chignik, Alaska are safe after abandoning their fishing boat and being rescued by the Coast Guard from a remote Alaskan island in the North Pacific Ocean today.

Rescued were vessel master Jim Brewer, and crewman Jay Kingsley, who abandoned the 42-foot fishing vessel American Way after losing engine power.

The Coast Guard Rescue Coordination Center in Juneau, Alaska, received a 406 Emergency Position Indicating Radio Beacon signal at 3:03 p.m. from the vessel.

The Coast Guard used the registration information from the beacon and contacted the wife of the master. Prior to the EPIRB signal and during the transit from Kodiak to Chignik, the master of the vessel contacted his wife and reported he was near Sutwik Island in the western Shelikof Strait, three or four hours from Chignik. He was not in distress at that time.

At 3:41 p.m. the master of the vessel contacted the Coast Guard by satellite phone and reported that he and the other crewman were safe on the northernmost part of the Semidi Islands, southwest of Kodiak. The men took a life raft and reached shore about 100 feet away. With them they had food, warm clothes and fire starting materials.

An MH-60 Jayhawk helicopter was launched from Air Station Kodiak to rescue the two men from the island. Upon reaching the island the air crew spotted a fire the men had built to stay warm. At about 6:30 p.m. they were safely hoisted into the helicopter and flown to Chignik where the vessel is home ported.

Weather conditions at the time of the rescue were winds of 20 mph, seas of 13 feet and air temperature of 12 degrees.



Coast Guard Rescues 4, Credits EBIRB and Flares

December 21, 2008

The USCG rescued four from a sailboat south of Block Island, R.I., during a snowstorm.

The crew of the 45-foot Moonshine left East Greenwich, R.I., bound for Puerto Rico were caught in the storm which ripped the sails and disabled their motor.

The crew was able to activate the boat's Emergency Position Indicating Radio Beacon (EPIRB) about 7 miles south of Block Island, enabling the Coast Guard to pick up the signal and track the stricken vessel's position.

The Coast Guard launched a 47-foot motor lifeboat rescue crew from Station Point Judith, R.I., and a helicopter crew from Air Station Cape Cod.

At about 1 a.m., both rescue crews arrived at the last position the EPIRB indicated, but winds as high as 40 knots were driving the sailboat faster than the beacon could transmit. Visibility was less than one mile and the seas were as high as 12 feet.

It was only when the crew of the Moonshine shot off a flare that the rescue crews located the disabled sailboat. The passengers were taken onboard the USCG cutter unharmed.

A Coast Guard command center spokesman in Boston said . "If they didn't have the EPIRB or flares, it would have been extremely hard to find them out there in the snow."



Lobster Boat Sinks on First Trip of Fall Season Life Raft Used Successfully

November 25, 2008

The first day of what was already shaping up to be a bad lobster fishing season was also the last for one vessel, which sank yesterday morning on its first trip out to drop its traps. Fundy Secrets was just a few kilometres out of Yarmouth, on Nova Scotia's southwestern tip, when it started taking on water, said Jeri Grychowski of the Joint Rescue Co-ordination Centre in Halifax. "They couldn't keep ahead of the water coming in, so they abandoned the boat and got onto a life raft and they were able to put out some distress flares," she said. A call came

into the centre, she said, "but before we could get a helicopter, the Cormorant, in the air, another fishing vessel picked them up." None of the four people on board the Fundy Secrets was injured.



Safety Gear Enables Quick Rescue

USCG Press Release
October 6, 2008

SOUTH PORTLAND, Maine - A Newcastle, Maine, man is home safe today because of survival equipment he carried with him while kayaking in the Sheepscot River, in Maine Sunday.

Robert Yarmey, of Newcastle, Maine, used a handheld radio to call the Coast Guard for help at 7:38 p.m., Sunday, when he was forced to swim to shore in 53-degree water after his kayak overturned near Reversing Falls in Sheepscot, Maine.

Once ashore, Yarmey informed the Sector Northern New England command center staff that he was handicapped and that he feared he was experiencing hypothermia. The command center staff continued to communicate with him on the radio while they reached out to the Newcastle Fire Department for help with the rescue since Coast Guard boats are too large to navigate through the Sheepscot River.

In addition to the radio, Yarmey was carrying a cell phone, a strobe light and a Personal Emergency Position Indicating Radio Beacon, which when activated transmitted his GPS coordinates to the Air Force Rescue Coordination Center. He was also wearing a bright yellow life jacket.

"Having the proper safety equipment is what saved Mr. Yarmey's life," said Senior Chief Petty Officer Joe Tallent, a search and rescue coordinator at Sector Northern New England. "The electronic devices he used to communicate that he was in distress proved crucial in helping responders find him."

The Newcastle firemen saw Yarmey's strobe light flashing in the distance and were able to locate him about 30 minutes after his initial call for help. They transported him to an ambulance where he was evaluated and released without any injuries.



Two Rescued from Fishing Boat in Sitka Sound

The Fairbanks News-Miner
Tuesday, June 10, 2008

ANCHORAGE -- Two people were pulled from the waters of Sitka Sound after their fishing vessel sank Tuesday.

Kendall Didrickson and Courtney Cross were rescued by the crew of a National Oceanic and Atmospheric Administration research ship, the Rainier.

Coast Guard Petty Officer 3rd Class Levi Reed said the agency received a distress call at 9:10 a.m. from the pair on board the Crickett.

Didrickson and Cross, 15 miles offshore, said their boat was taking on water and they were abandoning ship.

The Coast Guard launched a helicopter from Sitka and broadcast a call for boats in the area to help.

The Rainier reached the pair at 9:30 a.m., Reed said.

Coast Guard Ensign Andrea Manuel told the Anchorage Daily News that Didrickson and Cross were wearing survival suits.

The boat went down in southern Sitka Sound about 17 nautical miles from Sitka.

Manuel said the vessel sank fast and the cause had not been determined.

The Crickett's home port was Sitka.



Two People Saved After Boat Sank

U.S. Coast Guard / Military.com
Saturday, June 7, 2008

NEW YORK-Two people were rescued from a life raft after their sportfishing vessel sank approximately nine miles off the coast of Moriches, N.Y., at about 5:45 p.m., today.

Greg Mastonardi, owner of the 33-foot Topaz sportfishing boat First Light, was transiting between Egg Harbor Inlet N.J., to Shinnecock Inlet, N.Y., with passenger Mark Edwards, when he called Coast Guard Sector Long

Island Sound to notify them his boat was taking on water and his dewatering pumps were having a difficult time keeping up. The Coast Guard instructed Edwards and the other passenger to put on their life jackets.

"We launched a 47-foot motor life boat from Coast Guard Station Shinnecock, a 27-foot rescue boat from Station Moriches, and a HH-60 rescue helicopter from Air Station Cape Cod immediately," said Peter Winters, a civilian search and rescue controller at Sector Long Island Sound.

Nine minutes later, Mastonardi notified search and rescue controllers at Sector Long Island Sound that water was overtaking the vessel and he was going to have to abandon ship.

"We asked them to activate their Emergency Position Indicating Radio Beacon (EPIRB) right before we lost communications with them," said Winters. "Seatow overheard Mastonardi call to Sector Long Island Sound and told us they were nearby. We passed their position to Seatow and they headed towards the location."

Seatow arrived at 6:03 p.m. where they pulled Mastonardi and Edwards from their life raft to safety. The First Light sank in 108-feet of water.

The 27-foot rescue boat is currently escorting the Seatow vessel back to Coast Guard Sector Field Office Moriches to safely bring Mastonardi and Edwards.

The First Light was carrying 250 gallons of diesel fuel, though no pollution was reported on scene.

Winters attributes the timely success of this rescue to the alert mariners aboard Seatow, and the Coast Guard Rescue 21 system, which is composed of two, 400-foot towers at Station Shinnecock and Coast Guard Station Montauk that are able to assist in cases just like this.

"We managed to get a latitude and longitude from them," said Winters. "After we lost communications with them we used Rescue 21 to create a fix on where they would be. It was right on the money."

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North Carolina Man Rescued After Two Days on Life Raft

The Norfolk Virginian-Pilot
Saturday, June 7, 2008

A North Carolina man floated on a life raft in the ocean for about two days without food or water before the U.S. Coast Guard found him Friday, the Coast Guard said in a statement.

Robert Brakes, 60, of Morehead City, was sailing off the coast of Cape Lookout Wednesday evening when his boat quickly began taking on water, the Coast Guard said.

According to the statement:

Brakes tried unsuccessfully to use his radio to call for help. The boat sank so quickly that he didn't have any way to take food, water or his distress beacon.

On Friday morning, the crew of the cruise ship Grandeur of the Seas reported seeing a capsized sailboat 102 miles southeast of Cape Lookout, and the Coast Guard began a search.

A Coast Guard crew from Elizabeth City in a C-130J aircraft searched the area. The crew saw debris and a life raft with a cover over it about 3:30 p.m.. They flew close to the raft several times and saw a person onboard it.

Brakes was hoisted onto a Jayhawk helicopter and flown to Carteret County General Hospital in Morehead City to be treated for mild hypothermia and dehydration, the Coast Guard said. He was released after treatment, a hospital spokeswoman said Saturday morning.

"Brakes said that he felt he would not be able to survive another day without food and water but knew he was going home after he saw the Coast Guard C-130 flying over his raft," Coast Guard Lt. j.g. Scott McGrew said in the statement.



Fishing Crew Rescued By Coast Guard

All Reported In Good Condition

POSTED: 6:10 am EDT May 27, 2008

BOSTON -- The U.S. Coast Guard rescued the three-member crew of a fishing vessel based in Rhode Island who had to abandon ship more than 180 miles southeast of Cape Cod.

The crew based in Point Judith, Rhode Island, sent a distress signal late Monday, saying their 82-foot "Dona Maria" was rapidly taking on water. The signal was picked up and relayed to the Coast Guard by sailing vessel "ING Coffey."

The crew were told to manually activate their Emergency Position Indicating Radio Beacon to enable the Coast Guard air crews to track their location. A Coast Guard Falcon jet arrived at the scene at about 7:20 p.m. and identified the location of the life raft. A Jayhawk helicopter arrived about 50 minutes later and hoisted the fishing crew aboard.

They were flown to Cape Cod and are all reported to be in good condition.



78-Year-Old Man on Life Raft Rescued After Fishing Boat Sinks

Staff report May 25, 2008

A 78-year-old man was rescued from an inflatable life raft Friday night after he reported his boat had sunk, U.S. Coast Guard officials said.

The man, whom officials could not identify Saturday, called for help on his hand-held radio. He described his location as 13 miles west of the Lake Worth Inlet, but when Coast Guard officials tracked his location he actually was 15 miles north of there, Petty Officer Jennifer Johnson said.

A Coast Guard helicopter picked him up near Jupiter about 8:30 p.m., Johnson said.

The man told rescuers his boat hit something beneath the water and immediately took in water. He was alone in a 36-foot sport fisher called *Susie Q*. He hopped in the life raft and grabbed the radio and a flotation device.

The man suffered minor injuries but treated himself, Johnson said.

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Fisherman Wearing Immersion Suit Swept to Shore After Boat Sinks

Anchorage Daily News (03/23/08 00:24:36)

ICY STRAIT -- A man was rescued Saturday morning after his fishing boat sank in Icy Strait, according to the U.S. Coast Guard.

David Bailey was traveling alone on a 24-foot fishing boat, called a bar tender, when he called in Friday evening to report he was disabled in the strait.

The Coast Guard dispatched a helicopter, but before it could get to him, he called in again, saying the waves were washing over the boat, causing it to take on water. The waves were 3 to 6 feet at the time.

"Then we received a broken and garbled transmission that he was going down, and we lost contact with him after that," said Petty Officer Joe Castro in Juneau.

The helicopter searched for him but found only some debris, Castro said

Early Saturday, another fishing boat spotted Bailey on the beach at Lemesurier Island, about 90 miles west of Juneau.

He was wearing a survival suit when his boat capsized. The current caught him and delivered him to shore, Castro said.

*Copyright © Mon Mar 24 2008 07:14:58 GMT-0400 (Eastern Daylight Time) 1900
The Anchorage Daily News (www.adn.com)*



LSA Equipment Credited for Saving Lives

Excerpts from the Seattle Times

By the time the Warrior pulled close to its sister ship's position, the Ranger's crew had abandoned ship. While some made it into life rafts, others floated haplessly in frigid waters, their beacons flashing in the blackness.

• • •

Besides Cook, 58, of San Diego, the victims were skipper Eric Peter Jacobsen, 66, of Lynnwood; first mate David Silveira, of San Diego; and crew member Byron Carillo.

The four helped others off the boat before finally heading overboard, perhaps preventing further loss of life. All four men were in the water for at least six hours and died of hypothermia, officials said.

The captain of the Coast Guard cutter that rescued 20 survivors described a harrowing several hours in which helicopters hovered precariously to pluck survivors from the sea.

"The big issue was just locating them in the water, in the darkness," said Capt. Craig Lloyd of the 378-foot cutter Munro. "It was an amazing scene."

Lloyd credited the Alaska Ranger's crew members with aiding in their own survival by getting in survival suits and staying together as much as the rough seas would allow.

"They did all the right things. They deserve credit for following the training they had," Lloyd said.

• • •

The cause of the sinking is under investigation.

"Some of them, when they were brought on board, were severely hypothermic," he said, adding that some had been in the water about two hours. "We got them out of their survival suits and their wet clothing, set up blankets and heaters and gave first aid. We gave them shirts and shorts and jackets, books and Bibles and playing cards. We've been able to put many of them in touch with family members."



EPIRB Credited with Major Reason for Saving Lives Following Ship Sinking off Guam -- 13 rescued, 3 deceased, 6 missing

The US Coast Guard issued a press release stating that a log-carrying ship sank in the North Pacific Ocean 375 miles northwest of Guam. The ship's emergency position indicating radio beacon (EPIRB) alerted authorities to the distress and its location. Coast Guard and Navy aircraft, a Coast Guard cutter, and various commercial vessels diverted to the scene. Ten crewmembers were rescued; twelve were missing. A second press release states that three additional crewmembers were rescued and three bodies were recovered. A third press release states that the search for the six missing crewmembers has been suspended.



LIFE RAFT SAVES MAN ON BURNING R.I. FISHING VESSEL

Chris Lutyens, escaped in a life raft and called Coast Guard Station Castle Hill by cell-phone, reporting the Lucy, a Jamestown-based boat, on fire south of Lands End, R.I. the only person aboard the Lucy when it burst into flames, was taken aboard a 25-foot response boat from Station Castle Hill, transported to the Jamestown pier and transferred by awaiting Jamestown EMS to Newport Hospital for follow-up treatment.

"Since Mr. Lutyens had a life raft aboard and the knowledge of how to use it, he was able to safely evacuate the vessel and call for help. We strongly urge all boaters to ensure they have operable emergency equipment when planning to be at sea," said Petty Officer Jason Ronin of Station Castle Hill.



U. S. Coast Guard Rescues Man After EPIRB Alert

The Coast Guard on 20 July 2007, rescued a vessel in distress in northern Lake Michigan after the operator activated his Electronic Position Indicating Radio Beacon.

William S. Cooper was returning to Glenview, Ill. in a 33-foot sailing vessel Talisman after participating in a sailing race when his boat's mast collapsed in heavy seas. His radio was malfunctioning and his cell phone had no service, so he activated his EPIRB at approximately 6:40 a.m.

An HH65 dolphin rescue helicopter from Air Station Traverse City arrived on-scene at approximately 8:02 a.m.

The positive results of this incident are attributed to Cooper's use of the 406MHz EPIRB, which reduced Coast Guard response time.

Boaters who have not already done so should consider purchasing a 406 MHz EPIRB. The 406 MHz EPIRB provides a more reliable and accurate beacon than the 121.5/243 MHz EPIRB which is being phased out. 121.5/243 MHz EPIRBs are no longer sold and satellite detection and processing of distress signals on those frequencies will terminate on 1 February 2009.