



The Officers, Directors and Members of
US SAILING
are pleased to present the
ARTHUR B. HANSON RESCUE MEDAL
to
Skip Byrum and Claire Brock

On September 12, 2015 a short-lived 60 knot microburst hit the first race of the Flying Scot Atlantic Coast Championship in a fleet of 23 at Blackbeard Sailing Club in New Burn, NC.

The Race Committee onboard a Sabreline 36 *Piccolo* quickly became the Incident Command Center, calling for additional rescue boats from shore, as well as directing the other race support boats on the water.

Skip Byrum and his Labrador retriever Gus saw the storm approach on the 17' Key West powerboat as a standby safety boat. Immediately Byrum set up a spray hood near the weather mark. Gus moved under the spray hood

As the storm hit, a Flying Scot capsized and the crew was washed away. Byrum immediately went and recovered the PFD clad crew. When close by, he turned off the engine and physically pulled the crew over the low freeboard onto his boat.

Slow negotiations occurred when the skipper of the Flying Scot wished to stay with his boat and not come aboard Byrum's boat. With Byrum and the crew's effort, the skipper acquiesced. As the storm subsided, he returned the two to their now capsized boat, when the boat righted it took off leaving the crew in the water. Byrum recovered the crew once again, caught up to the Flying Scot delivering the crew on board and the Flying Scot sailed to shore.

Moving to the second boat that needed assistance, this Flying Scot was swamped, the PFD clad crew was swimming around collecting floating gear, the skipper was in the water clinging on, Byrum pulled both out of the water, then towed the Flying Scot to shore putting the skipper back on the helm of the Flying Scot for steerage.

The third Flying Scot had its mast stuck in the mud upside down. No amount of effort could get it unstuck, so Byrum returned to shore to get tools and added Claire Brock to his crew and headed back out. Successfully they cut the rig free, tied a floatation device to the mast for later retrieval and towed the boat with its crew back to shore.

It was 2-1/2 hours before everyone was back ashore. This signaled the end of the regatta with no races run. It took two hours for the shore crew to complete the head count, with a sigh of relief and smiles all around. In the initial storm as boats turtled in 10' of water, their masts went into the mud and the 3'-4' waves on the hull pounded the mast deeper into the mud. Next the wind shifted 180-degrees making it almost impossible to extract the mast out of the bottom. There were no injuries, and the water was cleared of all hazards by the end of the following day.

For the rescuing a four lives, and assisting in clearing the waterway of three navigation hazards, US Sailing is pleased to award the Arthur B. Hanson Rescue Medal to Skip Byrum and Claire Brock.

Chuck Hawley, Chairman
US Sailing Safety at Sea Committee
By Direction

On January 9, 2015 at the Blackbeard Sailing Club in New Burn, NC, Joleen Rasmussen, SAYRA Race Management Chair, a US Sailing Club Judge and a US Sailing Race Officer made the presentation of the Arthur B. Hanson Rescue Medals on behalf of the US Sailing Safety at Sea Committee.

Club members were entranced during the stirring telling, most of them had no idea the severity of what had taken place. The full presentation was nearly an hour long, and kept the audience. Joe Brake's story really set the stage well for the awards. People learned a lot during the ceremony.



Left to Right: Joleen Rasmussen, Eric Rasmussen, Robin Schaffer, Malcolm Shaffer, Ken Gurganus, Richard Schott, Eddy Parker, Mark Brennesholtz, Jeff Thomas, Skip Bynum, Jim Zahradkah, Clare Brock, Roger Brake, Joe Brake...and Sam the Dog.

NOMINATION

Date of Incident 09/12/2015

What was the nature of this Incident? Up to 60mph microburst capsized 23 of 20 boats in the Neuse River.

What Happened? Race 1, last leg of a WD2, Microburst formed, high wind, heavy rain. 20 boats capsized. Wind left as quickly as arrived. All sailboats boats in survival mode during the wind. 5 RC Motorboats at a standstill, nose to the wind, went into recovery mod as soon as winds abated. First, confirmed people in the water OK. Then started assisting with boat recovery. Shallow venue, turtle boats damaged masts. Additional motorboats from the community launched to assist with recovery. Shore personnel readied incoming boats. Sailors returned to the racing area to assist. Estimated duration form wind to last boat under tow, < 3 hrs.

Event Name Flying Scot Atlantic Coast Championship

Sponsoring Yacht Club Blackbeard Sailing Club

Event State NC

Event City New Bern

Body of Water Neuse River

Day or Night? Day

Air Temperature warm

Water Temperature warm

Wind Speed from 10-12 knots < 60mph is seconds

Wave Height 3-4'

Name Most racers

Boat Name several

Boat Length 18'

Boat Make & Model Flying Scot

What Position(s) was/were the victim working before they went in? Skipper & Crew

Was a PFD worn by the victim(s)? Yes

What recovery method was used (Quickstop, Reach Method, Figure 8, etc)? motor to the boat

Did the victim's boat lose sight of the victim? yes, in two cases

What search pattern was used? Visual, and the search area last known location

Was GPS or other electronic MOB function used to track or help locate the victim? No

How much time did the victims spend in the water? 20mins - 2 hrs

Did a Mayday call go out? in a way yes,

Who responded? Fairfield Harbor, Local residents

Nominator Name Joleen Rasmussen

Do you give permission to have this story published? Yes

Can you provide copies of articles published about this event? Yes

Skip was available and went out as an unscheduled safety for the event with Gus, his golden labrador retriever. Skip was near the Weather Mark when he saw the storm coming. Skip put on his life jacket, and prepared a throwable on a line before the storm hit him. Skip also set up his "spray hood" and ordered Gus to get under the hood. Skip motored towards his nearest boat as the storm arrived. Skip positioned his boat upwind of the boat. The crew immediately got washed away from the sailboat when it capsized. Skip collected the crew. (Turn off engine, Physical grab and hoist out of the water - boat has low freeboard, say a prayer and turn engine back on. Editorial - Skip still had visibility, storm was still building) Skip told Gus to move over. Gus moved an inch.

Crew crawled up next to Gus under the Spray Hood. Crew and Gus looked at each other, both visibly decided at the same time - no big deal. Crew later report that having Gus there was very very good for his mental state. Meanwhile, the captain did not want to abandon the boat. (boat was not turtled) The crew begged the captain to come on board the motor boat. Skip assured the captain they would stay with the boat or head of the docks, captain's choice. Skip kept the dialog lighthearted in order keep the captain from panicking. (Editorial-Skip is likely very close to the sailboat to be heard over the storm) Skip had been water safety instructor, and his training stood him well. During the storm, Skip realized he had been yelling into the VHF radio, which he knew just caused reception issues on the other end. Finally, the crew convinced the captain to come onto the boat. Again, Skip turned off the engine and did a body hoist into the boat. The captian joined the crew and Gus under the sprayhood. While they were all on the boat, the heavy wind shifted 180deg. The sails were so full of water, the boat did not flip over. Even with all the yelling during the storm, Gus was a solid mass of secure comfort for both captain and crew. After the storm, Skip motored skipper and crew to the ctrboard, boat was up in under 10 secs, and the boat sailed away with captain, and the crew got left behind. Skip recollected crew, and caught back up with boat. The boat was not swamped, and both skipper and crew sailed back in.

The next boat that Skip came to was upright, but swamped. Crew was collecting the floating stuff, Skip collected the crew out of the water and towed the boat in.

For the 3rd recovery, Skip anchored his boat and worked for an hour in the water helping Mills Jones with his mast in the mud. Quote, "is this boat insured? Response-yes. Eddy, got a knife?" Skip cut the sail from the boom to release the boat.

Boat still would not right. Skip went to detach the mast and found that something had bolts with lock nuts. There were no tools on the water, nor could the locate the correct socket size. Eddy was able to track down bolt cutters. Skip went to shore to get bolt cutters and collected Clair Brock who went back out with them. (Skip recommends that PHRF RC carry bolt cutters, to cut mast free if dismasting occurs). Clair was on the high rise bridge when she heard the RC hails. Clair had her VHF radio on, listing to RC onher way over to the clubhouse. When she got to the clubhouse, Claire was going to call Skip to collect her on shore and take her out to watch the racing. Once the bolt(s) was cut free, they were able to right the boat, leaving the mast marked with a flotation for later collection. Skip towed Honey Badger back in. A competitor later liken Skip as a man on a mission through out the recovery.