



The Officers, Directors and Members of
US SAILING
are pleased to present the
ARTHUR B. HANSON RESCUE MEDAL
to
Malcolm and Robin Schaffer and Charlie Marr

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.

Malcolm and Robin Schaffer were cleaning their powerboat, and Charlie Marr was working in his yard when the storm hit. Once abated they recognized that hands were needed and headed out to help. Robin, a nurse, prepped their team mentally on what worst-case scenarios they may run into. Once on the racecourse, she likened the scene to the movie "Titanic" with boats and people everywhere in the water.

The first Flying Scot they came upon was unmanned. A turtled Flying Scot nearby responded that they "thought" that the sailors had been taken ashore, but weren't sure. It was confirmed later that this team had been recovered by another rescue boat.

They went to assist the second boat. They learned that one of the victims had been tangled in the lines in the initial capsizes. Fortunately they were able to self-extricate from the lines. For one and a half hours they tried to right it (the Schaffer's daughter was a sailing instructor and they were texting back and forth trying different ideas). The crew had to come aboard the powerboat to take rest from time to time. Finally it was accomplished by sacrificing the mast, breaking it off at the deck. Eventually the PFD wearing victims came on board the powerboat and were visibly shaken. Robin noted that the crew was dazed, exhausted and numb. They were towed to shore and turned over to helpers ashore. Later the mast was recovered.

The Schaffers and Marr returned to sea to learn that the situation was well in hand.

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 of two lives, and assisting in clearing the waterway of a navigation hazard, US Sailing is pleased to award the Arthur B. Hanson Rescue Medal to Malcolm and Robin Schaffer, and Charlie Marr.

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

Malcolm and Robin were cleaning boat and watching the racing, they ran inside when the storm hit. Went back outside as soon as the storm stopped. Charlie Marr(88), their neighbor was also outside before the storm, working in his yard. Charlie came back outside and the 3 headed out. Robin, being a nurse, prepped Malcolm on what may be needed when they got to the sailboats. As they headed out, Robin texted her daughter who is a sailing instructor at Carolina, sailed at New Bern for the past 10 years, on Flying Scots many times. Robin likened what she saw to a scene from the Titanic. Malcolm stopped at the first boat they came to. First they confirmed crew ok, then asked how can they help. Malcolm also asked if the turtled boat nearby had the crew collected. The sailors

weren't sure, thought maybe yes. Malcom checked the other boat, no crew around. (Perhaps RC should duct tape a hull when crew are recovered) Malcolm continued assisting with righting boat. Even with 250hp, it over an hour to get the boat right (1.5hr). They tried different things, throwing different lines. Robin's daughter stayed in texting communication during the recovery, providing suggestions to Robin. The mast ended up breaking off at the deck. They righted the boat, which was swamped, and the crew readied it for tow. During the recovery, the group talked about various things, as strangers got to know each other. Finally, the sailors climbed out of the water into the motor boat. Crew were visibly shaken when they got into the motor boat. They began to show their dazed state. One of the crew members had been tangled in the lines with the initial capsizing. Concerns such as how were they were going to get home as keys and phones were lost surfaced. Robin asked if they keys were in a waterproof container. Reached into the swamped boat and brought out a small gear bag. One set of keys (with phone) recovered. Malcolm towed to shore, the sailors were dazed. After dropping them off into the hands of the shore crew, Malcolm returned back to venue. Everything was well in hand. Malcolm, Robin, Charlier returned home. one was caught in the lines. titanic, daughter sails for carolina, in communication w/daughter via texting. 88 year old man. Charlie Marr, puttering in yard. found box w/phone with keys. duct tape mark boats collected.