



The Officers, Directors and Members of
US SAILING
are pleased to present the
ARTHUR B. HANSON RESCUE MEDAL
to
The Rescuing Crew on Martha Seabury

On September 10, 2012, the brand new 60' wooden schooner Martha Seabury was traversing Buzzards Bay on the Atlantic Coast off Massachusetts on a trip from Gloucester, MA to Newport, RI. There was 23 miles of wind in 2' – 3' seas at 7:30pm with the sundown below the horizon when deckhand Allison Phillips spotted people in the water waving their arms one-half mile away. Captain Michael Moreland called for all sails to be dropped, headed into the wind and started the engine.

Once prepared they motored to an overturned 15' sailing dinghy with three souls in their 20's clinging to the bottom. Two were wearing PFDs, while one was not. One by one each swam to the Martha Seabury, and were brought up on deck. All were showing signs of hypothermia, low on strength and energy.

Below decks, Phillips began tending to the victims by removing their wet clothing and getting them wrapped in sleeping bags, wool hats and socks. Two of the three were violently vomiting seawater and barely responsive.

Chief Mate Paul Bracken called the USCG on emergency channel VHF 16 and began arranging a rendezvous to transfer the victims to shore. The USCG requested that they steam towards Wood's Hole, MA where they had deployed a 41' cutter heading towards them.

Around 10:15pm they spotted the cutter, with the USCG requesting they come alongside for a transfer. It was too rough even though the USCG coxswain disagreed. The two boats came together in a touch and go to transfer the USCG medic onto Martha Seabury with success. They turned towards Cuttyhunk towards calmer waters.

The medic confirmed that the victims had stabilized and were in no immediate threat, and agreed that doing the transfer in calmer waters was appropriate as time was no longer a critical factor at this point. At 10:40pm, they got into the lee of a reef on the northeast side of Cuttyhunk, the USCG Cutter came along side at which point the victims had much more strength and were easily transferred to the cutter.

For maintaining a watch leading to the rescue, for rescuing three souls, and providing the necessary medical attention, US Sailing is pleased to award the Arthur B. Hanson Rescue Medal to Capt. Michael Moreland, Billy "Ollie" Campbell (owner), Paul Bracken, Allison "Ali" Phillips, Gabe St Denis, Dan Rutherford and Oliver Cote.

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

The Medal was presented to Captain Michael Moreland at the American Schooner Association Annual Meeting February 20, 2016 in Mystic, CT by US Sailing Board Member and Safety at Sea Committee Member Sheila McCurdy to an audience of 80 to 100.



Captain Michael Moreland and Sheila McCurdy.

NOMINATION

Date 4/7/2013 12:16:11 PM

Date of Incident Monday, September 10, 2012

What was the nature of this Incident? WATER RESCUE

What happened? SCHOONER MARTHA SEABURY WAS ENROUTE TO CUTTYHUNK WHEN SEVERAL VICTIMS WERE SPOTTED IN THE WATER. UPON RESCUE ONE WAS DETERMINED TO BE HYPOTHERMIC, USCG WAS CALLED AND RESPONDED FROM WOODS HOLE. A COPY OF THE USCG REPORT HAS BEEN REQUESTED THROUGH FOI-NOT YET RECEIVED.

Name and Home Town (City, State) TBD-requested report from USCG via FOI

Skipper's Name CAPT MORELY

Boat Make & Model (39) CUSTOM SCHOONER

Crew's Names and function each performed in the rescue: BILLY

Boat Name (41) MARTHA SEABURY

Boat Length (42) 60FT

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

Was a rescue swimmer put in the water Y/N? No

What type (hypothermia included)? HYPOTHERMIA

Did a Mayday call go out? NO

Name George E Wall

Do you give permission to have this story published? Yes

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

ADDITIONAL RESEARCH

John:

I have now received the USCG report of the incident. All names have been redacted due to privacy rules. It's also clear that that CG didn't record any contact information of the victims. So this appears to be a dead end in that regard. It does provide some additional details. It's clear (to me at least) that the rescue was a life saving one for the three victims. I can send you the report for your info and file.

Let me know the best way to proceed.

Thank you for your help.

regards

Capt. George Wall

John:

I am awaiting the CG report. Just learned that the victims IDs will be redacted (due to privacy laws) and the letter is awaiting an Admirals signature. When I receive it, my plan is to write to the Admiral and ask if the CG would contact any one of the victims and ask if the victim would voluntarily contact you or me regarding the rescue. Unfortunately this will take time and may not ultimately be possible.

regards

Capt. George Wall

John:

Found this report written by Captain Michael Moreland regarding rescue via a Google search. Still waiting on USCG report. I'll pass additional information as I get it.

Captain Moreland is affiliated with the DORY SHOP out of Lunenburg, Nova Scotia. I don't yet have an email address for him but I'm working on it.

regards

Captain George

John-

Got voice message and email. I believe the added detail is contained in the USCG report of the rescue (they responded out of Woods Hole because one victim was experiencing hypothermia. I had to submit an FOI(Freedom Of Information) request to obtain a copy. I've asked for an estimate as to when I will receive it but have yet to hear from them.

When I do I'll Let you know.

regards

Capt George

Martha Seabury rescues three in Buzzards Bay

We're just today receiving details of a rescue operation carried out by the crew of the Schooner *Martha Seabury* as she sailed from Gloucester to Newport earlier this week. The crew, headed by Capt. Michael Moreland and including the vessel's owner Billy Campbell, Paul Bracken, Allison Phillips, Gabe St Denis, Dan Rutherford and Oliver Cote, is credited as saving the lives of the three young men rescued in Buzzards Bay. Here are excerpts from Capt. Moreland's official report:

September 10th, 2012 1930

The schooner *Martha Seabury* was underway, undersail in force 5 conditions and 2-3' seas, en route to Cuttyhunk Island, approximately 4 nm from the island. The sun was just below the horizon and getting dark quick, when deckhand Allison Phillips spotted persons in the water waving the arms in distress. They were about .5 nm away, and I immediately called to take in all sail and rounded up while starting the main engine.

We motored up to the victims who were clinging to the top of an overturned 15' sailing dingy. The three victims were in their 20's, with two in PFD's and one without one on. It was quickly apparent that all three were hypothermic and low on strength and energy. We called for them one by one to swim over to the schooner and we hoisted them aboard and quickly got them below decks where Allison Phillips began tending to them by removing their wet clothing and getting them wrapped in sleeping bags, as well as wool hats and socks. Two of the three were violently vomiting seawater and were barely responsive. Chief Mate Paul Bracken called the USCG on VHF 16 and began arranging a rendezvous to transfer the victims to get to shore....The USCG requested that we steam towards Wood's Hole, MA where they had deployed a 41' cutter towards us.

Around 2015 we spotted the cutter and began comms with them and determined that we would heave to, and they would attempt to come alongside us in our lee. It was quickly apparent that it was too rough for the transfer, even though the cutter coxswain disagreed, as the two vessels had very different rolling motions and damage to the schooner would have been unavoidable. I agreed to quickly get one of the USCG medics onboard, with a touch and go maneuver, which was executed fairly well, and then immediately started steaming towards Cuttyhunk and calmer waters. The medic onboard confirmed our assessment that the victims had stabilized and were in no immediate threat, and agreed that doing the transfer in calmer waters was appropriate as time was not a critical factor at this point. At 2040, we got into the lee of a reef on the northeast side of

Cuttyhunk, and the cutter came along side at which point the victims had much more strength and were easily transferred to the cutter. The cutter crew and victims thanked us and we continued into Cuttyhunk harbour and got alongside for night.