

**The Officers, Directors and Members of**

**US SAILING**

are pleased to present the

**ARTHUR B. HANSON RESCUE MEDAL**

to

**KATHIE FRYER**

**FOR THE RESCUE AS FOLLOWS:**

On December 3, 1994, "Night Runner" was participating in the Vashon Island Race, Puget Sound. Winds were Northerly 25-35, gusty and unpredictable. It was very cold and seas were 3-5 feet. The fleet rounded the windward mark and bore off for the downwind leg. Few boats set spinnakers and there were many broaches and control problems. As "Night Runner" was blasting downwind with spinnaker maintaining sustained speeds of 9 1/2 to 12 knots, a person in the water wearing a red hat was spotted to the port side about 200 yards off amidships. "Dream Speaker" had lost the victim overboard as well as three other members of the crew (they were attached to the boat with tethers or caught in the lower lifeline) in a broach-submarine incident that occurred when they attempted to set a spinnaker and take down their jib. "Night Runner" promptly went quickly head to wind, stopped the boat and got the spinnaker on deck.

Under main and power, as "Night Runner's" foredeck was too filled with sails to get a jib up, she performed the Lifesling circle, and again stopped the boat head to wind with the Lifesling in the victims grasp. The victim had never seen the Lifesling before and "Night Runner" crew Mark Mannard talked her into the Lifesling. She was brought along side and it took (5) strong people (3) "pulls" to bring her aboard manually. From time of sighting the pick-up was slightly less than 9 minutes. She had probably been in the water 3-5 minutes before being sighted by the "Night Runner". She was immediately taken below and treated for hypothermia by the (3) medical professionals aboard the "Night Runner." She was scared and cold and exhibited signs of hypothermia. The "Night Runner" crew gave her lots of nurturing to help her get over her terror. Crew member Carol Kus, an Occupational Therapist, snuggled up with her under (5) or (6) blankets to warm and talk to her, and that probably was as important psychologically as it was medically. She was wearing a yellow lifejacket and red hat, which along with the timely recover, saved her life. The "Night Runner" crew did an excellent job of sail handling to effect the rescue. Without the Lifesling, "Night Runner" would never have been able to get her back.

Important points of the rescue include:

1. She was wearing flotation and red and yellow gear which could be seen. The lifejacket kept her afloat and saved her life.
2. In cold Puget Sound waters, (10) minutes usually leads to the onset of hypothermia symptoms. The "Quick Stop" is critical to accomplishing recovery within the (10) to (15) minute window.
3. The engine was used because the "Night Runner" needed the power to get to windward of the victim and was not able to get a jib up quick enough. In most of the case histories that used an engine in an emergency situation, a line wrapped around the prop. "Night Runner" verified the lines were aboard before starting the engine, and disengaged the engine once they were to windward of the victim and could do the circle under the main.

4. The victim was not familiar with the Lifesling. Because Mark Mannard talked to her calmly and clearly and explained the Lifesling and what she needed to do, she was able to get into the Lifesling on the first pass. Had she not understood the Lifesling, and a second pass may have been required, she might well have had more significant hypothermia symptoms and "Night Runner" might have had to send someone in the water to get her into the Lifesling.

5. The "Quick Stop" maneuver under spinnaker is essentially the very same "Quick Stop" that is utilized with a jib. It is easy to learn. You must know your boat and her performance characteristics and bring her quickly into the eye of the wind but not through the eye of the wind, and releasing the halyard which basically dumps the spinnaker onto the foredeck. IT IS ESSENTIAL TO STOP THE BOAT CLOSE TO THE VICTIM. Whether a well executed "Quick Stop" stopping the boat, or by broaching it, you must stay close to the victim. In this case, even though "Night Runner" went immediately head to wind, most of the recovery time was engaged in getting back to windward of the victim. In several of the case histories, the boats that were going downwind and lost people were simply unable to get back to them.

Testimonials:

She was driving. It was a great job of going head to wind in 25-35 knots with the chute up and not broaching. She turned the boat so fast there wasn't time to broach, and the chute came down without a fuss.

Matt Pedersen

A little background. The story that you read from our case histories did not mention Kathie, however the story as you see below was submitted to US Sailing using Kathie's name which resulted in her receiving a medal. I was given the Medal at one of the US Sailing meetings, which I, in turn gave to Kathie upon my return. I don't know where in the US Sailing records the information is. By the way, Kathie was driving Night Runner when the incident occurred and orchestrated the whole rescue without even thinking about what had to be done. I know, because both Matt and myself were there.

Frank Shriver

**The Arthur B. Hanson Rescue Medal was awarded to  
Kathie Fryer**