

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

CHARLES-HENRI MANGIN

**for the rescue as follows:**

On June 16, 2000 aboard Strella Encore, forty-five minutes into the Newport to Bermuda Race, the double-handed father-son team of Charles-Henri Mangin and Louis-David Mangin, onboard the Hylas 54, while sailing at 9 knots on a close reach in 30 miles per hour of wind, Louis-David went forward on the leeward side to clear a line trailing in the water. With the boat heeling at 20-degrees, Louis-David was on his way back to the cockpit on the low side when a large wave washed Louis-David over the lifelines.

Appropriately harnessed and tethered to the jackline, Louis-David was being dragged alongside the boat. Charles-Henri, at first, started to turn the boat "head to wind" to stop the boat, but turned the boat down to heel it more, bringing the rail edge closer to Louis-David. Louis-David grabbed a stanchion and Charles-Henri then steered the boat up into the wind to relieve the force of the water pressure on Louis-David. Louis-David was then able to pull himself on to the deck. What especially made this work was Louis-David's youth and strength.

It is recognized that a danger of not stopping the boat, is that a chest attached harness can have the victim facing forward, causing a bow-wave like wave of water submerge the victims face at four knots of speed or more.

The series of events lasted less than 15 seconds. The only harm done was one shoe was lost to Louis-David's only pair on board.

Congratulation to Charles-Henri Mangin for his quick thinking and unique solution which most assuredly saved his son from injury. US SAILING is pleased to present the Arthur B. Hanson Rescue Medal in recognition of this event.

Ralph Naranjo  
Chairman, Safety at Sea Committee  
By Direction

**The Arthur B. Hanson Rescue Award was awarded to Charles-Henri Mangin in front of a sell-out crowd of 250 people at the Bonnell Cove Foundation's Suddenly Alone Seminar on April 7, 2001 in Mystic, CT by The Cruising Club of America's Commodore Jim Harvie on behalf of US SAILING.**

**DETAILS:**

My report of this MOB incident is copied below:  
"I lost my shoe overboard; luckily I made it back on!"

I discovered this entry when I was reviewing the Bermuda Race Accident and Illness Survey that each yacht was asked to submit along with their Certificate of Compliance when they finished the 2000 Race and signed in at the Royal Bermuda Yacht Club in Hamilton. It was signed by "L. Mangin" (Louis David Mangin, son of CCA member

Charles-Henri Mangin). This father/son team raced STRELLA ENCORE, a brand new Hylas 54, in the Doublehanded Division of the Race.

After I found this comment I visited STRELLA ENCORE and asked Charles-Henri and "L.D." for the details. I was told that L.D. had indeed gone overboard and was quickly recovered by his father, losing only his shoe. Early in the Race (when the wind was up) L.D. had been forward to the mast and was heading aft, when a lurch tossed him over the lifeline into the water. He was tethered to the jackline and was dragged alongside. Charles-Henri was at the wheel. He told me that his first reaction was to stop the boat by turning into the wind. He then said that he could see L.D. dragging along and figured he would grab a stanchion if the boat stayed on the heel, so he kept the boat on a heel (falling off) and brought the deck closer to L.D. L.D. grabbed a stanchion and pulled himself back on board.

Except for the lost shoe, nothing else happened. L.D. and Charles-Henri called home after the Race and had Marguerite bring another pair of shoes to Bermuda for L.D. For the entire visit in Bermuda L.D. wore one brown and one white boat shoe. (I have a photo of this, still in my camera)

Before I visited their yacht I downloaded the Nomination Form for the Arthur B. Hansen Rescue Medal from the US SAILING Web Site and asked Charles-Henri to fill it in for his MOB incident. He responded that he didn't think this was necessary (or words to that effect). I dropped the subject.

On reflection, I still think it is worthy of submitting for consideration for the Arthur B. Hansen Rescue Medal and I plan to ask Charles-Henri to reconsider. The lesson I see here is that L.D. was indeed hooked on and the gear worked!

I also see how a quick thinking helmsman greatly facilitated the rescue. There also may be room for discussing going forward/aft on the high side. We need this type of story, in my opinion, to advertise successes in Safety.

If this comes about, I plan to recommend that this award be given at a conference tentatively called "Suddenly Alone" which I am recommending that the CCA's Bonnell Cove Foundation set up this winter. (This is in the embryo stage only right now).

In respect for Charles-Henri's privacy I think we should get his permission to use this case as outlined above before we go any further with this. I will call him and talk to him about it after he has had a chance to read this account.

16 June 2000 Newport to Bermuda  
Victims Name: Louis-David Mangin  
Boat Name: Strella Encore  
Boat Length: 54  
Make Model: Hylas 54  
Rescuing Skipper: Charles-Henri Mangin  
Nature of this incident: MOB  
Did a Mayday call go out: No  
Was any injury sustained by the victim: N  
Was a PFD worn: Y  
What type: Mustang manually inflatable  
What position was the victim working before they went in: Deck (this was the double handed crew)  
Was this day or night: Day  
Wind speed: 30 knots apparent  
Wave height: 4'  
Water temperature: 68  
Air temperature: 75  
How much time did the victim spend in the water: Less than 30 seconds  
Did the victims boat lose site of the victim: No  
Was electronic MOB function used to locate the victim: N  
Was a rescue swimmer put in the water: N  
Did the victim have a strobe light or whistle: Whistle only  
Was the victim able to help in the recovery: Y  
Was a Lifesling aboard: Y

Was it used: N

Was the race sailed under ORC regulations: Y

If so what category: One

What happened:

The incident happened about 45 minutes after the start of the Bermuda Race 2000. We had entered the double-handed category, and only my son, Louis-David, and I were on board. Strella Encore was on a starboard tack sailing 40 degrees from apparent wind at close to 9 knots. Apparent wind velocity was close to 30 knots, and heel angle was close to 20 degrees. My son, LD, had to go on the port side to pick up a line trailing in the water. As he was coming back toward the center cockpit, a wave washed him over the lifelines. I was at the helm and it took me a few seconds before I turned my head to check whether LD was coming back into the cockpit. I saw him being dragged in the water on the port side, and my automatic reflex was to go toward the wind to stop the boat, but I also immediately realized that the rail on the port side was in the water and that if I would keep it in the water, LD, being 21 and quite strong, would probably be able to come back on board by himself. I then heeled Strella Encore so that LD could grab a stanchion, pull himself up on the toe rail, and then I sailed up wind so that by righting the boat, I would scoop him out of the water. The whole affair lasted about 15 seconds, and the only damage was the loss of LD's left shoe. We had problems with our SSB and could only report the incident to the race committee two days later.

How did the victim get hoisted onto the deck: Through a unique use of wind and heel.