

**The Officers, Directors and Members of**

**US SAILING**

are pleased to present the

**ARTHUR B. HANSON RESCUE MEDAL**

to

**GLENN McCARTHY**

**and the crew of**

**ESTA ES**

**FOR THE RESCUE AS FOLLOWS:**

**RESCUER'S WORDS:**

I have been asked many times today, "What made the recovery successful?" I have to say that John Bonds made the recovery successful.

Following your Safety-at-Sea seminars at Great Lakes Naval Training Base, the work you did at Annapolis Naval Training Academy before becoming Executive Director for US SAILING and you being a motivator for my father to join the Safety-at-Sea Committee.

My father following your lead and passing along all stories from the US SAILING Safety-at-Sea Committee helped tremendously (as hard as it is for a son to say that Dad isn't #1 each time). The night before the race I had read more information that he had just received from US SAILING. The information had said, get flotation to the guy in the water.

Going out and being the video taped spinnaker boat a few years back demonstrating the Quick Stop helped (this is in the US SAILING library).

Jumping overboard twice on our offshore boat when our crew and helmsman were unprepared helped and being damned mad that flotation was not thrown to me either time.

This being my 5<sup>th</sup> real recovery helped:

3 times on a Star boat, 2 times on an offshore boat.

4 times daytime, 1 time nighttime.

3 times from my boat, 2 times off of other boats.

5 times no one was wearing a PFD.

5 times were successful recoveries.

There is no doubt in my mind that flotation is the most important. A PFD is great (personally I don't wear one). This past weekend the MOM at the closest was 50 feet away from the COB. It was useless for flotation for the COB, but did give notice to us that there was a potential COB. Our Horseshoe ring has a

built in drogue, 2 sewn in flaps that weren't deployed and sailed over the horizon. Any flotation must get right to the COB or visibly to the COB within 1 foot of the COB's head.

In summation John Bonds education effort has been NUMBER 1.

Recovered crew from Apparition:  
Pat Ruchirushkul

Crew of Esta Es:  
Glenn T. McCarthy  
Robert I. Zeman, Jr.  
Robert I. Zeman, III  
Laura Zeman  
Amy Zeman  
Kristen Keuth  
Tony Chambers  
George Hartman  
Nora Omera  
Mike Mayer  
Neal Williams  
Marci Wood

**The Arthur B. Hanson Rescue Medal was presented to Glenn T. McCarthy at the US SAILING Board Meeting, October 21, 1993. The presentation was made by Bruce Eissner, Chairman of the Safety-at-Sea Committee, Robert H. Hobbs, President of US SAILING and John Bonds, Executive Director of US SAILING.**

**The inscription on the medal reads, "To the Crew of Esta Es."**

REPORT:

Yesterday we successfully recovered a crew from another boat.

Situation:

Jackson Park Yacht Club's Lutz Regatta, 9/12/93.

Winds: South 30-35 knots.

Seas 4-6 feet.

Water Temperature: 68 F.

Crew lost from Apparition, Frers 41, PHRF Section 3.

Crew recovered by Esta Es, C&C 43, PHRF Section 3.

Esta Es' normal crew Gene and Barbara McCarthy left for their 40-year wedding anniversary Caribbean cruise the morning of the race. Other crew had commitments out of town. Esta Es' 12 crew was all pick up with the exception of Glenn McCarthy being the only one who had sailed Esta Es before.

The race was a triangle-windward-leeward-windward. On the third leg the wind had switched to a 135 degree run. Two boats, AirWaves and Apparition put up their chutes to maintain their 1<sup>st</sup> and 2<sup>nd</sup> place positions. We were 3<sup>rd</sup>. None of the other boats in the section flew chutes. Esta Es (23,500 pounds) was surfing on the waves with a #4 and full main at 12.5 knots. Approaching the leeward mark, Apparition went into a picture perfect death roll and pirouette, full rudder and keel exposure, mast in the water jibe

with full main, #4 and full chute. Applause and cheers broke out among the jib and main boats, until Apparitions MOM went off.

I immediately instructed my crew to look for COB in the water. I then saw someone on Apparitions old low side, now the unplanned high side pointing in the water. One crew on our boat said, "I see one in the water." I said, "Where." My entire crew pointed.

I instructed one crew to get the horseshoe life ring in hand and be ready to throw it to the victim. I instructed another crew to prepare the Lifesling for deployment. We had a preventer on as a boom vang and I instructed the crew to take it off. Apparition was still flat down in the water without the ability to recover their COB.

We sailed past the COB and turned 180 degrees to head up in the wind. The first and only error popped up. The preventer had been loosened and re-cleated, not removed. This action stopped us 135 feet away and forced us over to starboard tack. During our turn we all saw the COB go under and not come up. My stomach started a heave at the thought, but stopped, and the crew started to all shout and shriek. A new vengeance came to me and I shouted "Shut up and listen to me." I called and asked the crew to make sure all lines were on board. I did not wait for a response since we had not used any spinnaker gear yet and it was all made fast. I fired up the engine and motored, main aback, just to weather of the COB, bore off a little (port tack) and killed the engine. The COB stuck his head above water for the first time since we saw him go under (thank God) and the horseshoe ring was thrown and missed the target by 3-1/2 feet and was last seen on its way to Mackinac Island attempting to set a new course record. At this time we were dead in the water and 8 feet away from the COB. The Lifesling was flown like a kite and the wind gently dropped the Lifesling right on the COB. I instructed the COB to put it under his armpits, he pulled it over his head and we pulled him to the side of the boat.

Four of the crew, average 200 pounds tried to lift this 140-pound COB out of the water. It took a good 15 seconds of struggle to lift him onto the boat.

One of our crew got on the radio and talked to Apparition. I asked him to confirm that there was only one crew in the water and the response was, "yes, only one crew."

I jumped back to the helm and started steering for the mark. I asked for a full assessment of the COB and noticed a red spot on the COB's head. I asked him if that was a head injury or a birthmark. He said it was a birthmark. He had swallowed some water, was shivering, had total leg cramps from kicking to keep him afloat, completely exhausted and completely coherent.

I asked the COB if we could continue our race. He said, "No, take me in!" I informed the crew that we were going in. On the way in, we stripped him down to his skivvies, everyone volunteered dry clothing and layered him.

This was the COB's second time sailing. His position on Apparition was to hold the boom out (human catapult). He had a full 2 piece rain gear and boots on and no life jacket. Total time in the water, approximately 4 minutes.

The COB admitted to us that he had given up on life. He figured this was the end, we estimated he had about 1 minute left before sinking in 65 feet of water.

Apparitions MOM was facing aft and inflated and blew into their cockpit. They then had to lift it up and throw it overboard.

The Race Committee had been enjoying the day until their radio cackled with our call when we said, "Apparition, do you have any more crew overboard?" They went wide-eyed at that point.

I thanked each and everyone in my crew for the successful recovery. Teamwork made this happen. There wasn't any individual effort. Even though this was the teams' first practice, I would sail with this team anytime anywhere. Picking a COB out of the water on the first attempt in those conditions was no easy feat.