

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

GROWLER

for the rescue as follows:

On September 23, 2000, in the first race of the Big Boat Series at St. Francis Yacht Club in San Francisco, CA, with 8-12 knots of wind, smooth water, and 75-degree air temperature on board the Andrews 40, the crew was hiking hard all hanging on the lower lifeline about 20-seconds after the start, when a six-year old custom made opening hook on the lower lifeline broke in the middle of the boat.

Keith Ives (trimmer) and Mike Herlihy (trimmer), immediately fell into the water and clear of the boat. Scott Dickson (tactician) at back of boat, fell until lifeline hit a swedge against a stanchion. All three were wearing their PFD's. Two other boats in their section immediately came back for assistance, dropped their jibs, and stood by. Dickson dragged through the water still entangled in lifeline, the boat slowed, and he was hauled back on board regaining the tacticians job. Ives and Herlihy were now 200' from the boat and wearing foulweather gear when Growler sailed back downwind of them, went head to wind, slowed and hauled them back aboard using the macho lift method through the open transom. The crew had been in the water for two-minutes. Growler and the others re-joined the race, as they believed there were no injuries, however, later it was learned that Dickson had broken ribs.

Congratulations to Crew of Growler, including Neil Barth, Scott Beavis, Brad Webb, George Kellerman, Ethan Garr, David Oborn, Alan Andrews, Scott Dickson and Will Ianson for rescuing their fellow crew, in a prompt, efficient manner. 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 on August, 17, 2003 US SAILING Board Member Chuck Fuller during the Cal 20 National Championship at Long Beach Yacht Club, Long Beach, CA.

DETAILS:

Neil Barth reports that, custom fabricated hook on bottom lifeline, attached to a similar piece on pushpit via a lashing failed. The lifelines were standard plastic coated wire. The welded hook failed, the lashing did not fail. He suspects that the hook "aged out", being 6 years old. Crew and victim lists are accurate.

Scott Dickson
I'm not too up to speed on parts etc but it was a standard lifeline with a 'micro press' fitting. Basically a stainless (I

assume) loop on a swivel type base, and then the lifeline lashed into this, or possibly a snap type arrangement for easy locking and unlocking. I believe this fitting hangs out where you might have a 'gate' in the lifelines where you can open the lifelines for boarding etc. It was the loop that just opened up under load. So I think whether the lifelines were lashed or simply snapped into this fitting is not important. The boat was built in 1994 and won Kenwood Cup the same year. I suspect that the lifelines were original. I forwarded your email on to the current boat captain so hopefully he will be able to shed some light on the subject.

Scott Dickson Reports:

Manual inflation, Stearns packs. Not inflated, crew was not in any danger once in the water. Warm temperature, good visibility, inflation not necessary.

Date of Event: Sept 2000

Event City: San Francisco

Event State: CA

Date of Incident: Race Day 1, race 1

Body of Water: SF Bay

First Victims Name: Scott Dickson

First Boat Name: Growler

First Boat Length: 40

First Boat Make Model: Andrews 40

Second Victims Name: Mike Herlihy

Second Boat Name: Growler

Third Victims Name: Keith Ives

Third Boat Name: Growler

Rescuing Skipper: Neil Barth

Rescuing Boat Make Model: Andrews 40

Rescuing Boat Name: Growler

Rescuing Boat Length: 40

What was the nature of this incident: Man Overboard

Did a Mayday call go out: No

Was any injury sustained by the victim: Y

Can your story be published: Y

Can you provide articles about this event: N

Was a PFD worn: Y

What type: Stearns belt type pack

What type1: same

What type2: same

What position was the victim working before they went in: tactics, trim, trim (all hiking)

Was this day or night: Day

Wind speed: 8-12

Wave height: none

Water temperature: ? Warm?

Air temperature: 75?

How much time did the victim spend in the water: 2 minutes

What recovery method was used: Quick stop

Did the victims boat lose site of the victim: no

Was a rescue swimmer put in the water: n

Did the victim have a strobe light or whistle: n

Was the victim able to help in the recovery: Y

Rescuing Crews Names: 3 victims plus; Scott Beavis, Brad Webb, George Kellerman, Ethan Garr, David Oborn, Alan Andrews, Will Ianson

What happened: Crew fully hiking. approx 20 seconds after the start the lower life line broke at around the middle of the boat. Keith & Mike immediately fell into the water and clear of the boat. Scott D (at back of boat) fell until lifeline hit a swedge. Scott D dragged through the water still entangled in life line, boat slowed, hauled back on board. We then circled around to pick up Keith and Mike who were now approx 200' from the boat and wearing foulies.

Sailed back downwind of them, went head to wind, slowed and hauled them back aboard. Assessed that there were no serious injuries, continued with race.

2 other boats immediately came back for assistance. Race records should indicate who they were as I believe they were given redress.

They were standing by as Growler recovered the remaining crew.

What type hypothermia included: Scott D-Broken ribs

How did victim help himself back onboard: instructed approach to pick up Victims 2 & 3

How did the victim get hoisted onto the deck: Open transom boat. Big strong boys on board!!

Nominated by Susan Ruhne

There is a photo of Growler picking up their 2 crew on the 'lectronic latitude 38 site..... I talked with one of them, Mike Herlihy. He's the one wearing the Musto "swimming aid". The other guy had an inflatable that he chose not to inflate. Mike said they were both fine, not worried, and not too cold in the water (it was 63 degrees according to our instruments). They both sailed the race & did a dog & pony show for Yahoo after, then were at the bar! Their lifeline broke when they were hiking out at the start - we saw them in the water because we'd been over early & had returned to duck back over the line. We were going back upwind, saw them in the water, but saw 3 racing boats going back, all dropping jibs as they did. There were also a RC tender & a Farr 40's tender heading towards them. The other boats stood by, Growler retrieved them, and continued racing.