



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

On September 12, 2015 a short-lived 60 knot microburst hit the first race of the Flying Scot Atlantic Coast Championship in a fleet of 23 at Blackbeard Sailing Club in New Burn, NC.

The Race Committee onboard a Sabreline 36 *Piccolo* quickly became the Incident Command Center, calling for additional rescue boats from shore, as well as directing the other race support boats on the water.

Jim Zahradka and Mark Brennesholtz on the weather mark boat started watching the boat closest to them. They headed towards the boat to lend assistance, but then was getting overpowered themselves and had to turn the motor boat into the wind removing their Bimini. They hovered in place until the winds backed down some.

Once the winds lessened, they approached a turtled Flying Scot, put a line on boat to attempt to right it, but 60 the horsepower motor couldn't get the mast unstuck from the mud. They moved over to a second boat where the skipper was trying to put his PFD on the masthead to keep the boat from turtling. Brennesholtz yelled to the skipper to put his life jacket back on. Finally, the skipper put his jacket back on.

When they couldn't get boats re-righted, they pulled four PFD clad sailors out of the water and moved them to *Piccolo*, and made two trips from *Piccolo* with crews to the docks. At one point, they had six people on their boat making two trips to the docks. Zahradka found that a newly mounted swim ladder was of great assist.

They tried to help 2 boats, couldn't help right boats, instead pulled sailors out of the water and then as a taxi to the signal boat, then signal boat to the dock. All four pulled out of the water were wearing PFDs.

It was 2-1/2 hours before everyone was back ashore. This signaled the end of the regatta with no races run. It took two hours for the shore crew to complete the head count, with a sigh of relief and smiles all around. In the initial storm as boats turtled in 10' of water, their masts went into the mud and the 3'-4' waves on the hull pounded the mast deeper into the mud. Next the wind shifted 180-degrees making it almost impossible to extract the mast out of the bottom. There were no injuries, and the water was cleared of all hazards by the end of the following day.

For the rescuing a four lives, and assisting in clearing the waterway of navigation hazards, US Sailing is pleased to award the Arthur B. Hanson Rescue Medal to Jim Zahradka and Mark Brennesholtz

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

On January 9, 2015 at the Blackbeard Sailing Club in New Burn, NC, Joleen Rasmussen, SAYRA Race Management Chair, a US Sailing Club Judge and a US Sailing Race Officer made the presentation of the Arthur B. Hanson Rescue Medals on behalf of the US Sailing Safety at Sea Committee.

Club members were entranced during the stirring telling, most of them had no idea the severity of what had taken place. The full presentation was nearly an hour long, and kept the audience. Joe Brake's story really set the stage well for the awards. People learned a lot during the ceremony.



Left to Right: Joleen Rasmussen, Eric Rasmussen, Robin Schaffer, Malcolm Shaffer, Ken Gurganus, Richard Schott, Eddy Parker, Mark Brennesholtz, Jeff Thomas, Skip Bynum, Jim Zahradkah, Clare Brock, Roger Brake, Joe Brake...and Sam the Dog.

## NOMINATION

Date of Incident 09/12/2015

What was the nature of this Incident? Up to 60mph microburst capsized 23 of 20 boats in the Neuse River.

What Happened? Race 1, last leg of a WD2, Microburst formed, high wind, heavy rain. 20 boats capsized. Wind left as quickly as arrived. All sailboats boats in survival mode during the wind. 5 RC Motorboats at a standstill, nose to the wind, went into recovery mod as soon as winds abated. First, confirmed people in the water OK. Then started assisting with boat recovery. Shallow venue, turtle boats damaged masts. Additional motorboats from the community launched to assist with recovery. Shore personnel readied incoming boats. Sailors returned to the racing area to assist. Estimated duration form wind to last boat under tow, < 3 hrs.

Event Name Flying Scot Atlantic Coast Championship

Sponsoring Yacht Club Blackbeard Sailing Club

Event State NC

Event City New Bern

Body of Water Neuse River

Day or Night? Day

Air Temperature warm

Water Temperature warm

Wind Speed from 10-12 knots < 60mph is seconds

Wave Height 3-4'

Name Most racers

Boat Name several

Boat Length 18'

Boat Make & Model Flying Scot

What Position(s) was/were the victim working before they went in? Skipper & Crew

Was a PFD worn by the victim(s)? Yes

What recovery method was used (Quickstop, Reach Method, Figure 8, etc)? motor to the boat

Did the victim's boat lose sight of the victim? yes, in two cases

What search pattern was used? Visual, and the search area last known location

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

How much time did the victims spend in the water? 20mins - 2 hrs

Did a Mayday call go out? in a way yes,

Who responded? Fairfield Harbor, Local residents

Nominator Name Joleen Rasmussen

Do you give permission to have this story published? Yes

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

As the storm arrived, Jim & Mark starting watching the boat closest to them, they headed towards the boat to lend assistance, but then was getting overpowered themselves and had to turn the motor boat into the wind. Hovered in place until the winds backed down some. Put line on boat to attempt to right, but 60 hp motor couldn't do much much. 2nd boat similar. 2nd Boat, skipper was trying to put his PFD on the mast head to keep the boat from turtling. Mark yelled at the skipper to put his life jacket back on. Finally, the skipper put his jacket back on. Jim used a newly mounted swim ladder, which Jim had specifically purchase for safety, as well as convenience. In the past, Jim often left his portabled ladder behind. At one point, Jim had 6 people on the boat. Jim collected a floating

pack - which the owner was grateful to recover. Jim was a US park ranger at Cape Lookout. Jim let larger boats work the hull recovery while Jim moved crew to signal boat, and from signal boat to the docks. Jim made two trips to the docks. Jim said, initially, it seemed like the motor boats were in the way of each other, but things settled in over time, as each response boat found its niche in the mix.