



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

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.

Roger Brake and Eric Rasmussen were onboard the judge and photo boat, as they saw the storm approach they headed to shore and dropped off the photographer and his equipment. Upon returning to the race area, they learned of the severity of the storm.

The first Flying Scot they approached had two PFD clad sailors in the water, they pulled them onboard and took them to shore for rest.

The second Flying Scot they approached had the crew removed earlier by another rescue boat and was capsized. Brake and Rasmussen helped right the boat, getting the skipper back on his boat and the skipper had been taught the method of hove to in these conditions while cleaning up. The skipper said he would sail in on his own.

When Brake and Rasmussen motored away, they saw that the skipper had fallen overboard and was being dragged by his boat still hove to. They returned, Rasmussen boarded the Flying Scot releasing the sails and pulled the skipper back on board. The Flying Scot sailed safely back to shore.

Brake and Rasmussen continued to assist at least two other Flying Scots in need. Later, they went back to shore to bring the first Flying Scot team they rescued back to their boat out on the water and helped with the recovery of this boat.

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 three sailors lives, and assisting in clearing the waterway of navigation hazards, US Sailing is pleased to award the Arthur B. Hanson Rescue Medal to Roger Brake and Eric Rasmussen.

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

Roger Brake	Eric Rasmussen	Took the photographer/gear/spectators to shore prior to the rain arriving. Winds arrived as boat was docking. Met by Joleen Rasmussen at the docks to assist with the unloading of gear and personel. Returned to racing area, winds were decreasing as we got back out to the racing area. Was not aware of the capsizes until they got back out on in the river.
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Roger Brake	Eric Rasmussen	Pulled Jack and John out of the water. Took to shore. Rested, took back out to boat and provided assistance righting
Roger Brake	Eric Rasmussen	Assisted Dave in righting his boat at which point, david said he was fine. Roger left to assist a near by boat. David's boat, hoved to, sailed away with David holding on to the spinnaker sheet. Roger returned to David, Eric got into the Scot, uncleated the jib, and pulled David out of the water into the Scot.
Roger Brake	Eric Rasmussen	Having a big motor, this boat assisted in righting other boats that the smaller skiffs could not right.