

The Officers, Directors and Members of

US SAILING

are pleased to present the

ARTHUR B. HANSON RESCUE MEDAL

to the rescuing crew of

REDHAWK

FOR THE RESCUE AS FOLLOWS:

Redhawk was sailing in wind of 25-35 knots en route to the leeward mark on May 2, 1999 during a SCORE race in Santa Cruz, CA. The afterguy was released and two crew began to pull in the collapsed spinnaker from the leeward shroud position. The sail temporarily re-filled and the two crew were catapulted about a boat length away from the boat. One victim wore a dinghy PFD and the other had no PFD. Both were wearing foul weather gear. This accident left six crew remaining on board.

The skipper rounded the boat up, performing a Quick-Stop and a crewmember released the halyard after untying the stopper knot. The spinnaker pulled free of the boat, with halyard, sheets and guys attached. With so many lines over the side, the skipper elected to sail back to the victims with the full main. The strength and varying speed of the wind made it very difficult to control the boat and the approach speed.

During the approach, the crew deployed the crew overboard gear and the Lifesling. Neither reached the victims and the boat tacked and came back. At this point, the skipper ordered the main dropped and started the engine. As *Redhawk* came by for a second pass, one victim was able to grab the horseshoe buoy and the other simultaneously grabbed the Lifesling.

At this point, they stopped the boat and physically pulled the first victim to the transom. Using a sheet, one crewmember was able to "lasso" the victim under the armpits, whereupon the victim was instructed to face away from the boat. The crew then pulled the victim over the transom and into the cockpit.

Another crewmember used a primary winch to pull the second victim with the Lifesling to the boat. When he was half way back (25 yd. to go), the rest of the crew pulled in the line hand over hand. The remaining spinnaker halyard was attached to the Lifesling, and he was hoisted aboard with both halyard and brute strength. The victims were in the 50-degree water for 15 minutes. Being hypothermic, they were stripped, bundled, left next to the warm engine and monitored.

For the rescuers determination in rescuing the victims in life-threatening conditions, US SAILING is pleased to award the Arthur B. Hanson Rescue Medal to the Rescuing Crew of *Redhawk*.

Ernie Messer
Chairman, Safety-at-Sea Committee

**The Hanson Medal was awarded by Santa Cruz Yacht Club
Commodore Charlie Roskosz at
Monterey Peninsula Yacht Club on July 31, 1999.**

THEIR STORY:

On May 2, during a windy SCORE race in Santa Cruz, the Santa Cruz 40 *Redhawk* lost two crew overboard at the same time. The boat was sailing in conditions described at 25 knots, with gusts to 35, enroute to the leeward mark. As the mark loomed closer, the crew misjudged the amount of time to go, and elected to douse the spinnaker bareheaded. The after guy was released, and two crew began to pull in the collapsed spinnaker from the leeward shrouds. The sail temporarily filled, and the two crew were catapulted about a boat length away from the boat, still sitting in the spinnaker.

The skipper rounded up the boat, and a crewmember released the halyard after untying the stopper knot. The spinnaker pulled free of the boat, with halyard, sheets, and guys attached. With so many lines over the side, the skipper elected to sail back to the victims with the full main. The strength of the wind made it very difficult to control the boat, and they found it hard to control the speed as they approached the victims. Apparently one victim had a dinghy pfd, and the other did not. Both had foul weather gear on.

As they approached, the crew deployed both the crew overboard gear and the Lifesling. Neither reached the victims, and the boat tacked and came back. At this point, the skipper ordered the main dropped, and fired up the engine. As *Redhawk* came by for a second pass, one victim was able to grab the horseshoe buoy, and the other simultaneously grabbed the Lifesling. The crew overboard gear was dragging behind the boat due to its floating line having been caught on a runner block.

At this point they stopped the boat and pulled the first victim and the crew overboard gear back to the transom. Using a sheet, crew Brad Sampson was able to "lasso" the victim under the armpits, whereupon he was instructed to face away from the boat. Brad and two other crew pulled him over the transom and into the cockpit.

Another crewmember used a primary winch to pull the second victim with the Lifesling to the boat. When he was half way back (25 yds. to go), the rest of the crew pulled in the line hand over hand. The remaining spinnaker halyard was attached to the Lifesling, and he was hoisted aboard with both halyard and brute strength.

Both crew were sent below to strip and wrap themselves in Polar fleece blankets. They then huddled by the engine, with a spotter to make sure they were OK.

The double rescue took 15 minutes. It took 12 minutes to get gear to the victims, and 3 more minutes to hoist.

Water temperature was around 50 deg. F, which is probably 7 deg. F less than normal due to La Nina.

Another boat with a very experienced crew was in the vicinity, but did not stay near when they saw that the rescue was proceeding successfully. They were unaware that there were two victims in the water.

Conclusions:

Redhawk's crew has sailed together for 2 years in many coastal races. They practice crew overboard drills and were working very well together during the recovery. The two least experienced crew went over,

leaving six onboard.