

**The Officers, Directors and Members of**

**US SAILING**

are pleased to present the

**ARTHUR B. HANSON RESCUE MEDAL**

to the crew of

**ALGOMARINE**

**FOR THE RESCUE AS FOLLOWS:**

On July 21, 2002 at 8:30PM during the Chicago Yacht Club Race To Mackinac, in the Straights of Mackinac, the 44-foot Chris White Explorer, *Caliente*, was impaled by a squall with 50-80 knots of wind, 5-7 foot seas with 70-degree water temperature. The screecher and main sheets were let run, however, the wind pushed the nose of the trimaran into the water, and the boat tripped over one arm and capsized.

Tim Doran was separated from the boat with an inadequate PFD and hailed for help. Mark Muehler jumped, and the two clung together, supported by Muehler's PFD. The upturned hulls acted like sails, pushing the boat out of sight until its mast ran aground, ¼ mile away.

The remaining four crewmembers gathered on the upside down boat. They cut the netting to retrieve their ditch kit. At 9:15PM, they fired a flare, called a "Mayday" and turned on the EPIRB.

Doran and Muehler had swallowed and inhaled a lot of water, coughing hard. Their strength was being zapped by the wave action, shock and the cool water. They turned on a personal strobe light. The storm was abating and the waves dropped to 2-4 feet. However, Doran was succumbing to shock and his breathing shallowed. In his own words, he was "clearly at the end of my rope."

Algomarine, a 730-foot Canadian freighter that was beyond this scene, saw the flare, then turned around in the narrows of the Straights while radioing the United States Coast Guard of the flare sighting. The shallows of the reef prevented Algomarine from approaching Caliente, or the two separated victims.

At 9:31PM, Kokomo, a Shock 55, after seeing the flare and hearing the Mayday, arrived, with Algomarine radioing and pointing at Doran and Muehler with their high powered arc spotlight. This shortcut got Kokomo to Doran and Muehler quickly and they hauled the soaked sailors over their stepped transom. The spotlight then swung to Caliente, Kokomo turned and picked up two more pairs of sailors, with all recovered successfully by 9:55PM. Kokomo provided dry clothes, sleeping bags for warmth and hot lasagna to the victims. Kokomo received redress from the Protest Committee, for the time spent saving her fellow sailors, maintaining her first place finish.

Congratulations to the Crew of Algomarine, Captained by Neil Olsen, for responding immediately to a Mayday situation, providing clear and concise communications to the United States Coast Guard, relaying critical information to Kokomo, and guiding Kokomo by priority to the right place which assuredly saved a

sailors life. US SAILING is pleased to present the Arthur B. Hanson Rescue Medal in recognition of this event.

Ron Trossbach, Chair  
Safety at Sea Committee  
by direction

**US SAILING Board Member and Safety at Sea Committee member Gene T. McCarthy presented the Arthur B. Hanson Rescue Medal to the Crew of ALGOMARINE at Chicago Yacht Club on Saturday, November 2, 2002.**

US SAILING Director and Safety at Sea Committee member Gene T. McCarthy (left), presenting the Arthur B. Hanson Rescue Medal to Algomarine, represented by Al J. Vanagas (left middle) Chicago Yacht Club Commodore Raymond Green (middle right) and Chicago Yacht Club Mackinac Committee co-chair Rick Lillie (right).

Photo by Nick Hawkins

**DETAILS:**

The United States Coast Guard provided the following to Algomarine:

Mr. Tim S. Dool  
President, Algoma Central Corporation  
63 Church Street, Suite 600  
St. Catharines, Ontario L2R 3C4

Dear Mr. Dool,

I would like to extend my sincere appreciation to the captain and crew of the motor vessel *ALGOMARINE* for the assistance they rendered on July 21<sup>st</sup>, 2002, to the six-man crew of the sailing vessel *CALIENTE*. While transiting the Straits of Mackinac, the *ALGOMARINE* spotted a red flare fired from the capsized sailing vessel, changed course proceeding toward the distressed vessel and assisted in removing the crew from the water.

Coast Guard Search and Rescue operations were clearly enhanced by the professional actions of your captain and his crew. By virtue of their efforts, they became members of SAR Team 9, the network of individuals who perform Search and Rescue on our Great Lakes. Once again, please convey my thanks for heeding the distress call.

Sincerely,  
R. F. SILVA  
Rear Admiral, U.S. Coast Guard

Nominators Name: Tim Doran, also nominated by Dean Cady on behalf of Chicago Yacht Club and Bill Luksha.

Event Name: Chicago Mackinac Yacht Race  
Sponsoring Yacht Club: Chicago Yacht Club  
Date of Event: 7/20/02  
Event City: Chicago  
Event State: IL./MI.  
Date of Incident: 7/21/02  
Body of Water: Lake Michigan  
First Victims Name: Tim Doran  
First Boat Name: Caliente  
First Boat Length: 44'  
First Boat Make Model: Chris White Explorer 44  
Second Victims Name: Mark Muehler  
Second Boat Name: Caliente  
Second Boat Length: 44'  
Second Boat Make Model: Chris White Explorer 44  
Rescuing Skipper 1: Wesson Schulz  
Rescuing1 Boat Make Model: Schock 55  
Rescuing1 Boat Name: Kokomo  
Rescuing1 Boat Length: 55'  
Rescuing Skipper 2: Neil Olsen  
Rescuing Boat2 Make Model: ALGOMARINE  
Rescuing Boat2 Length: 730'  
What was the nature of this incident: Capsize  
Did a Mayday call go out: Yes  
Who responded: ALGOMARINE & Kokomo  
Was any injury sustained by the victim: N  
Can your story be published: Y  
Can you provide articles about this event: Y  
Was a PFD worn: Y  
What type: Musto "Bubble Pack"  
What type1: Mustang Inflatable  
What position was the victim working before they went in:  
Furling Screacher  
Was this day or night: Dusk.  
Wind speed: 50-60+  
Wave height: 2-4 feet  
Water temperature: 70 F  
Air temperature: 80F  
How much time did the victim spend in the water: 90 minutes  
What recovery method was used: Motor to victims then hauled aboard from stern.  
Did the victims boat lose site of the victim: Y  
Did the victim have a strobe light or whistle: Yes, both  
What color clothes were visible above the water: Not sure  
Was a Lifesling aboard: Y  
Was it used: N  
Was the race sailed under ISAF regulations: Y  
If so what category: 2

What happened:

We were caught in a Micro-burst approx. 30 miles from finish. Trimaran Caliente pitch-poled and threw 5 of 6 crew into Lake Michigan at Gray's Reef. Mark Muehler and I were in the water for 90 minutes. I stayed afloat by hanging onto Mark. Mark was wearing a Mustang inflatable which was enough to keep

us both barely afloat.

What type of injuries, hypothermia included:

About the last 10-15 minutes my breathing started to get shallow and I knew that shock was starting to set-in.

How did the victim get hoisted onto the deck: From stern of Kokomo.

Thanks for the reply. To the best of my knowledge the Captain of the ALGO MARINE was the first vessel to respond to the S.O.S. sent by Caliente. I believe he was responsible for guiding Kokomo to where Mark and I were in the water using his spotlights and radio communications. His involvement expedited Kokomo's rescue of Mark and myself. By the time Kokomo picked us up I was clearly "At the end of my rope", and any delay in retrieving at least myself would have made the difference.

In reading some of the statements from the Coast Guard personnel the fact that he maneuvered his ship in very tight quarters as well as the risk of running it aground should at least garner honorable mention for his efforts.

I was also wondering if there was a way to get a recording of the radio transmissions from the vessels that participated in the search and rescue. It might be useful as a teaching tool for how to execute a successful rescue.

Look forward to your response and good luck this weekend, sail fast.

Best regards,  
Tim Doran

I believe Kokomo would have seen our strobe light. However, having the Algo Marine shine its search beacon on us made Kokomo's job a lot easier. Certainly it would have taken Komoko longer to reach us. How much longer is hard to estimate, but as you read in the article we didn't have much time to spare. The Algo Marine's presence was crucial for even it was about one half before we were hauled from the water, we at least new rescue was on the way. I don't know what the wind speed was at the time of our recovery other than to say it was considerably less than when the storm hit us and capsized the Caliente.

When Mike Steck return home on Monday evening, there is a message from the Coast Guard waiting for him on his answering machine.

Tim and I tried to bolster each spirits, especially prior to Algo Marine's arrival. We prayed and did a lot of burping caused by the water we had swallowed.

Mark Muehler