

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

Clark Pellet, Steve Hamming,
Ned Sher and Shane Montgomery

for the rescue as follows:

On Sunday the 27th of August 2006 the J/105 class of sailboats were participating in the Herb Kaczmarek Race held by the Chicago Corinthian Yacht Club on Lake Michigan. The winds were 15-20 knots, the chop was three to four feet, the air temperature was in the 70s and the water temperature was 70 degrees. Onboard Sealark, Craig Warner was sailing as the pitman and tactician. During a quick tack to avoid a vessel on the opposite tack, Craig slipped, slid down the deck and overboard under lifeline. His inflatable PFD operated flawlessly.

The remaining crew on Sealark responded immediately. Having recently practiced for a man overboard situation in preparation for the Chicago to Mackinac Island Race, they quickly began a Quickstop maneuver. Keeping Craig in site at all times, they luffed up, furled the jib, tacked, bore away, jibed and returned in less than a minute. Passing a line to Craig, they moved him to the stern ladder where he was able to easily climb aboard. After donning a fresh PFD, they resumed racing and placed third.

The effective lookout and quick actions of the crew of the sailing vessel Sealark, combined with their skillfully executed man overboard recovery efforts resulted in the successful rescue of a person in need and reflected great credit upon themselves, while upholding the best traditions of seamanship.

US SAILING is proud to present the Arthur B. Hanson Rescue Medal in recognition of their accomplishment.

Bill Stump
Chairman, Safety at Sea Committee
By Direction



Don Glasell presented the Arthur B. Hanson Rescue Medal to Clark Pellet at the
2006 Chicago Yacht Club Mackinac and Offshore Winners Dinner

Don Glasell presented the Arthur B. Hanson Rescue Medal at the Chicago Yacht Club Mackinac and Offshore

Winners Dinner to Sealark skipper Clark Pellet. Left to right, Clark Pellet with nominator (and MOB) Craig Warner.

THEIR STORY:

Date of Incident: 08/27/06
Event Name: Herb Kaczmarek Race
Sponsoring Yacht Club: Chicago Corinthian Yacht Club
Event City: Chicago
Event State: IL
Body of Water: Lake Michigan
Was this day or night: Day
Air temperature: 75
Water temperature: 70
Wind speed: 15-20
Wave height: 3 to 4
Victims Name: Craig Warner
Victims Boat Name: Sealark
First Boat Length: 35
First Boat Make Model: J 105
Was a PFD worn: y
What type: inflatable
Rescuing Skipper: Clark Pellet
Rescuing Boat Make Model: J/105
Rescuing Boat Name: Sealark
Rescuing Boat Length: 35
What was the nature of this incident: Man Overboard
What recovery method was used: Quickstop
Did the victims boat lose site of the victim: no
What search pattern was used: no
Was electronic MOB function used to locate the victim: no
Was a rescue swimmer put in the water: no
Did the victim have a strobe light or whistle: yes
What color clothes were visible above the water: red jacket, yellow pfd
Was the victim able to help in the recovery: y
Was any injury sustained by the victim: no
Was a Lifesling aboard: y
Was it used: no
How much time did the victim spend in the water: one minute
Did a Mayday call go out: no
Was the race sailed under ISAF regulations: no
Nominators Name: Craig Warner
Can your story be published: yes
Can you provide articles about this event: no articles printed
Rescuing Crews Names:
Steve Hamming main trimmer
Ned Sher jib & spinnaker trimmer
Shane Montgomery fore deck
Clark Pellet helm
Craig Warner pit tactician

What happened:

I would like to take this opportunity to nominate Mr. Clark Pellet for the Arthur B. Hanson medal. Mr Pellet is the owner and skipper of the J 105 Sealark. On August 27th. I was crewing on the Sealark under the command of Mr. Pellet. We were participating in the Chicago Yacht Club's Herb Kaczmarek Race, part of the CYC's boat of the year series. The race was a windward leeward and was a multi class with well over 40 boats on the race course. The crew onboard is as follows, Steve Hamming/main trim, Ned Sher/ jib and spinnaker trim, Clark Pellet/skipper and helm, Shane Montgomery/foredeck and myself Craig Warner/pit/tactician. The weather conditions were brisk winds over 15 knots waves 3 to 4 feet. We were on the first windward leg on port tack about 4 miles off the Chicago lake front, in Lake Michigan when a decision was made to quickly tack to give way to a crossing boat.

At the initiation of the tack I was on the windward rail. Being a little slow to move to the new windward rail I found myself now on the leeward rail. For whatever reason I lost my grip while trying to climb to the windward side of the boat. The next thing I knew I had slid off the boat and was in the water. What happened after that is a testament to the crew's proficiency and boat handling of the skipper. I was wearing an inflatable PFD and full foul weather gear. The PFD worked flawlessly. At first I was just barely able to keep my mouth out of the water. Seconds later my vest was automatically inflated providing enough buoyancy to keep my head and a lot of my chest area out of the water. Floating was now effortless. The crew went into our man overboard drill instantaneously. We recently completed the Chicago to Mackinac Island Race and practiced this drill and discussed it in some detail. Our practice session paid off handsomely as I will relate. Simultaneously with my departure from the boat, "man overboard" was announced. Steve Hamming released the main, Ned Sher released the jib, Shane Montgomery roller furled the jib, and Clark Pellet put the boat into the wind. The boat stopped quickly keeping me near the side of the boat. A perfectly executed Quickstop maneuver. Steve Hamming kept me in sight and tossed me a line. I was able to grab onto it. The crew pulled me to the stern at which time Ned Sher deployed the swim ladder. Clark Pellet continued to steer the boat and grab me with his free arm as I floated near the stern. With a quick pull from Clark I placed one foot on the ladder and climbed aboard. The whole rescue took less than one minute. I put on a new PFD and in no time we resumed the race and placed third.

Perhaps at first glance this rescue may seem too routine to be considered for this award. This is precisely the reason why this rescue deserves to be noted and Mr. Pellet awarded this medal. A man overboard as we all know has the potential to be a real disaster. The dangers associated with a man overboard event can be mitigated when the crew has been drilled to cope with this emergency. I am a former military pilot and a current airline pilot. I know all too well the value of safety training. The reason for my safe rescue can only be credited to Mr. Pellet's leadership, boat handling skills and a commitment towards safety. Our man overboard drill, the knowledge and responsibilities that he has honed into his crew was the reason for the quick and successful rescue. Without the quick response by the crew this scenario could have had a far different ending. Mr. Pellet's skill, knowledge and dedication to boating safety are something to be admired by all and I set him as an example as a yachtsman to emulate. A greater advocate of safe boating would be hard to find. This rescue is what every crew should strive to achieve. It is therefore my honor to nominate Mr. Pellet for this prestigious safety award. Should you decide to honor Mr. Pellet I feel that the safety of our sport would be greatly enhanced.

Thank you for taking the time to evaluate my nomination of Mr. Pellet.

Craig Warner

What difficulties were experienced with electronic locator: did not use

How did victim help himself back onboard: initially grabbed onto boat staying close and was able to retrieve line thrown to victim.

How did the victim get hoisted onto the deck: swim ladder

What type hypothermia included: none