

SAR 9



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CASE STUDY – Recreational Trawler EDEN BOUND



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SITUATION

- 320NM (515km) WSW of Honolulu, Hawaii
- Bad fuel & low fuel
- Disabled in 8 hours
- (2) people onboard
- INMARSAT comms poor
- Text only.
- Requested 400 gals
- (1514 ltrs) diesel
- 12 ft (4m) seas, 25-30 knt winds



Distress or Non-distress?

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Day 1

- **(RM)** AMVER – BW Gemini diverted but unable to provide fuel.
- **(RM)** Fast Response Cutter Joseph Gerczak launched, ETA next day at 1400hrs.
- 6-hour gap from expected DIW
- Weather conditions consistent
- Poor comms
- No commercial salvage or fuel service
- Only liability insurance
- Master doesn't want a tow.
- 3-4 days food & water



58FT (18M) CAPE HORN TRAWLER
64-TON, STEEL HULL
3800 GAL (14385 LTRS) IN 4 FUEL TANKS

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Day 2

- Cutter Joseph Gerczak arrives on-scene, **(RM)** unable to transfer assistance team.
- Weather conditions still 12 ft (4m) seas, 25knt winds
- Vessel motored 8 hours past expected DIW point.
- Cutter improves comms relay.
- Com-salv still not feasible.



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Day 3

- Cutter Joseph Gerczak remains on-scene, **still** unable to transfer assistance team, but able to pass a spare EPIRB since the vessel had none.
- Weather conditions still 10 ft (3m) seas, 25knt winds
- Vessel is dead in the water, drifting beam-to the seas.
- Com-salv still not feasible.
- **(RM)** Cutter Oliver Berry launched to relieve



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Day 4

- Cutter Oliver Berry (OB) arrives on-scene, **still** unable to transfer assistance team, but able to pass a spare EPIRB since the vessel had none.
- Weather conditions 8 ft (2m) seas, 15 knt winds
- **(RM)** OB gets assistance team on-board the vessel, recommends and establishes tow.



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Day 4

- Cutter Oliver Berry (OB) maintains the tow.



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Day 5 - Incident conclusion

- **CGC OLIVER BERRY completes the tow.**
- **Vessel underway, own power, using saved fuel and safely moored Kewalo Basin, Oahu.**
- **CG response boat escorted**



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TIMELINE

+0 hrs

+24 hrs

+48 hrs

+72 hrs

+96 hrs



HF-DSC Alert

Cutter on-scene

Cutter on-scene

Vessel in-tow

Vessel moored

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ANALYSIS

- **What went well**
 - Risk management, operational planning not rushed
 - Aligning tow with weather window
 - Towing assistance rendered to prevent loss of life or vessel
- **What could be done more effectively**
 - Offshore salvage / fuel delivery
 - Owner familiarity with vessel, safety equipment – EPIRB, communications

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QUESTIONS

