







CASE STUDY – Recreational Trawler EDEN BOUND



Kevin Cooper
Search and Rescue Program Manager
JRCC HONOLULU

SAR 9 Pacific Community Community Open Community of Pacifique





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?

SAR 9 Pacific Communication of the Pacific Co





- (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









- 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 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



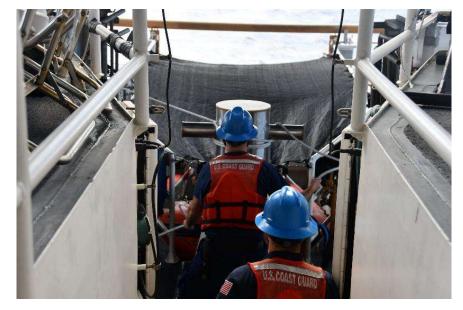






- Cutter Oliver Berry (OB) arrives on-scene, still unable to transfer assistance team, but able to pass a spare EPIRB since the vessel had none.
- Weather conditions 8 ft (2m) seas, 15 knt winds
- (RM) OB gets assistance team on-board the vessel, recommends and establishes tow.















Cutter Oliver Berry (OB) maintains the tow.









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











TIMELINE









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









QUESTIONS

