

SEARCH

SEARCH AND RESCUE CHARITABLE FOUNDATION

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NEWSLETTER

TO ASSIST VOLUNTARY SEARCH AND
RESCUE ORGANIZATIONS THROUGHOUT
THE S.W. NORTH ATLANTIC
AND CARIBBEAN

NUMBER 58

YOUR MONEY SAVES LIVES . . . MAYBE YOURS!!!

July 2009

★ **PLEASE CHECK YOUR ADDRESS LABEL.** The number above your name is the last year you donated. If a zero or no number is present, no donation has been received. **Please send your 2009 donation NOW.** Many thanks!

PRESIDENT'S LETTER

It was encouraging that 2008's contributions were a little higher than those for 2007, despite the downturn in the general economy. Just under 500 contributors kindly donated over \$54,000, for which we thank them again, while interest on our bank accounts dropped by half! Following our practice of donating all our net income to our beneficiaries yielded \$34,000 to be shared between the nine voluntary search and rescue (SAR) organizations that SEARCH supports throughout The Bahamas and Caribbean.

As usual, our greatest expense was our attempted education and solicitation by these newsletters of those who have not yet contributed towards their safety in the region, which is beyond the ready reach of the US Coast Guard and looked after by our voluntary SAR beneficiaries.

Whilst I have now cut down the mailing list by deleting many who have never donated after several

years, I'm also still adding new names, most of whom have recently been in The Bahamas or Caribbean aboard their yachts, enjoying the "protection" of the local volunteers.

Once more I feel obliged to bring this to your attention and encourage many more of you, please, to make a tax-deductible donation towards the safety at sea in the region of yourselves, your families and friends. I have included, below, some examples of rescue cases, to show the type of situations dealt with by the volunteers, often, happily, with the willing assistance of US Coast Guard facilities. You may also see a story of a more elaborate rescue, of a man who fell overboard from his yacht between the Exuma Cays and Nassau, in our website (see web address above).

Sincerely,

Nick Wardle

President



RESCUE CASES



HERE ARE SOME OF THE CASES acted upon by Bahamas Air-Sea Rescue Association (BASRA) and Antigua & Barbuda Search and Rescue (ABSAR), illustrating typical situations, difficult, unexpected and sometimes confusing. They also indicate some situations to be avoided by boaters in the interests of safety.

1. One day, a varied group of power yachts left Key Largo in Florida, bound for The Bahamas. They had planned to leave at 0600, but did not do so until 0930. Due to differing cruise speeds, the group was spread out by the time they reached Cat Cay to clear Customs. At about 4.30p.m. the lead boat decided they had time to reach Chub Cay in the Berries by nightfall, so they all left. One yacht was much slower and, by NW Channel Light (some 70 miles across the Great Bahama Bank), was about 8 miles behind the lead group, who were entering Chub Cay at about dusk. The lead boat stayed outside the marina, waiting for the slower boats. As the last one approached Chub Cay it was urged to head towards the

lead boat's searchlight - ***mistake!!*** The boat crashed hard onto Mamma Rhoda Rock, several persons sustaining various injuries. **BASRA** was called and managed to arrange for a US Coast Guard helicopter to evacuate all six occupants from Chub Cay the same night, to receive medical attention in Nassau. *The moral of this incident is "always do your own navigating on your own vessel".*

2. On a summer evening BASRA received a call from Nassau Harbour Control that there was a panicky-sounding person on the VHF radio, talking somewhat incoherently about a friend who had fallen overboard off the north coast of New Providence. It became impossible to obtain any sensible information from the radio caller, who was unable to supply any coherent information or acknowledge any replies or advice given him about how to act. A commercial ship offshore was able to see two smaller boats nearer shore, one of which was, happily, able to confirm that the other was the one having a prob-

(Continued)

YOUR CONTRIBUTION WILL
BE GREATLY APPRECIATED!

I wish to make a **tax-deductible donation*** to SEARCH of \$ _____ for this calendar year.

My geographic area of interest is _____

My check is enclosed.

Please send my certificate and recognition decal.

I hereby pledge an annual donation of \$ _____ for the next _____ years.

Please send me information about Legacies Special projects.

Name _____ Date _____

Address _____

City _____ State _____ ZIP _____

Yacht's Name/Aircraft Type & Reg. No. _____

***Contribution categories range from "\$50.00" to "more than \$75,000.00".**

CONTRIBUTIONS ARE DEDUCTIBLE FOR U.S. TAX PURPOSES

Please make checks payable to **SEARCH** and mail this form with your generous donation.

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RESCUE CASES *(Continued)*

lem and gave the general location. With this information an ambulance was dispatched to the area. The second boat was also unable to communicate sensibly with the victim's boat, but was able to go to it and lend assistance in bringing the victim aboard and then head for shore. Further, a nurse aboard the assisting boat was able to give CPR to the victim, who, unfortunately, did not survive. Much valuable time was lost by being unable to communicate sensibly, an early opinion even being expressed that it might have been a "hoax" call!

3. BASRA received a VHF call at 9 p.m. from a 63 ft. motor yacht taking in a large amount of water about 8 miles NW of Lyford Cay, New Providence. The yacht was unable to detect the source of the water and was doubtful that its bilge pumps could cope. **BASRA** advised the captain to put the yacht on the beach just east of the Lyford harbour entrance, rather than enter the harbour. Apparently the yacht had struck an unlit buoy on the way across the Great Bahama Bank and, after stopping to check that it had not been a boat, finding nothing, they had continued their journey. Water appeared to be flowing in near one engine, which they shut down, but the water continued to flood in. The captain succeeded in beaching the yacht safely, where, next day, the hole in her hull was successfully patched.

HERE NOW IS A SELECTION OF CASES HANDLED BY ABSAR, copied from their website, which you may see through the link in **SEARCH's** website (*see this newsletter's masthead*).

▶ 20 July 2008 15:23 - 44' Sea Ray Fire

ABSAR received a call for a vessel afire off Cades Reef on Antigua's south coast. 11 persons aboard were rescued by Curtain Bluff's Dive boat. The vessel burned for nearly 1 hour before sinking in 10-12' of water (*see photo*).

▶ 26 June 2008 15:15 - Mayday Call

ABSAR received a Mayday call for a 40' catamaran on the rocks outside Memora Bay, Antigua. The Captain had fouled both props on an unmarked fishing net at the harbour entrance. The catamaran broke up completely within 2 hours.

▶ Antigua Classic Regatta & Antigua Sailing Week

ABSAR responded to the least amount of medical and rescue call outs in the past 10 years at this event.

▶ 20 April 2008 21:15 – Mayday Call

ABSAR monitored a Mayday call by a 33' catamaran that had gone aground off Green Island. Tug Nichole assisted the stricken vessel and rescued 4 persons.

▶ 24 Feb. 2008 12:45 pm – Mayday Call

ABSAR responded to a Mayday call 1 mile east of Green Island. A French fishing vessel had run out of fuel and was drifting towards the shore.

▶ 21 Jan. 2008 6:22 am - Fire Response

ABSAR responded to a fire on board S/Y Keturah. With assistance from the yachting community and the Antigua Fire Department the fire was controlled.



ABSAR - 44' SEA RAY FIRE

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