

STATEMENT REGARDING RB-S 25501 on 25MARCH2007 in PUGET SOUND

██████████ BM3
USCG MSST SEATTLE 91101
OFFICE- ██████████
CELL - ██████████

On March 25th 2007, a boat crew from Station Seattle was operating with a boat crew from MSST Seattle in the vicinity of Puget Sound, Vashon Island in particular. As well as these two boat crews MSST Anchorage was operating in the area. The 255002 from MSST Seattle and the 25661 from Station Seattle had finished a boarding in the vicinity of Manchester. PO ██████████ from MSST Seattle and PO ██████████ from MSST Anchorage had previously worked together, and were talking about meeting and catching up as friends do. We had completed the boarding and were headed to the Anchorage crew's location, Vashon Island.

Coxswain: BM1 ██████████ (EMT)

BO: BM3 ██████████

Crew: MST2 ██████████
BM3 ██████████ (Myself)

Operation: Op-tasking in the vicinity of Vashon Island. Ferry escorts.

Duties: ██████████ - Boat Operator at time of incident
██████████ - Navigator/Radio Comms
██████████ - Crew seated in aft seating
██████████ - Crew seated in aft seating

Location: At time of incident, in transit from Bremerton to Vashon

Mentioned: PO ██████████, MSST Anchorage Coxswain

On the day of March 25th 2007 we were headed to meet PO ██████████ from MSST Anchorage. PO ██████████ and PO ██████████ had worked together previously, and were going to meet to catch up. While headed to PO ██████████ location, a radio call was heard over channel 21. The call was approximately 14:10 it was for a man overboard. We approached the RB-S 25501 on its port side, noticed 02 persons in the water. The other crew members were hauling an apparently limp crew member into the well deck of the 25501. The other member in the water was holding on to the side of the vessel. He was pulled into the well deck and all members were out of the water. PO ██████████ maneuvered the 255002 alongside the 25501's port side. At this time it was apparent that PO Gill had a severe head laceration, and was unresponsive. PO ██████████ was the only and best qualified EMT on scene. PO ██████████ stepped over to provide EMT support; he took the EMT bag from the 255002. I secured a number one line from the 255002 to the 25501 to ensure our vessels stayed connected. Someone on our crew also rigged a

number four line to the 25501 as well. At this point in time we were in an alongside tow/ raft. PO [REDACTED] along with the crew from the 25501 started first aid response. PO [REDACTED] helped by pulling items from the EMT kit out as requested. PO [REDACTED] maintained station and handled radio communications. Throughout the earlier part of the day we had our partner vessel the 25661 handle communications with Sector Seattle via channel 83 secured. So at the time of the accident PO [REDACTED] relayed all the information to the 25661, and had that crew report it to sector. PO [REDACTED] crew and his vessel came alongside the outboard side of the 25502, dropped off PO [REDACTED] he then walked over to the 25501 and assisted in the medical response. A Helo was requested, but it was decided that the helo was too far to assist, and that Fauntleroy was to be the place for shore side emergency support. We broke tow, and let the 25501 make way to Fauntleroy terminal. We followed in the 255002, Myself, PO [REDACTED] and PO [REDACTED] After reaching the terminal, I had no further interaction with the medical response.

The above statement is true and accurate to the best of ability and recollection.

[REDACTED] BM3, U.S.C.G.

March 27, 2007

This information is being withheld under 5 U.S.C. Section 552(b)(6) and (7)(C)

Statement of BM3 [REDACTED] concerning Mishap of CG25501

ON March 25, 2007 a boat crew from the U.S. Coast Guard Maritime Safety and Security Team, (MSST), Seattle (91101) was tasked with conducting joint LE operations with a boat crew from Station Seattle. The MSST Boat crew was onboard the CG255002 and consisted of the following persons.

Coxswain: BM1 [REDACTED]

Boarding Officer/ Break-in Coxswain/ Crewmember: BM3 [REDACTED]

Crewmember/ Break-in Boarding Officer: MST2 [REDACTED]

Crewmember: BM3 [REDACTED]

After completing a boarding with station Seattle who had just terminated a kayaker to the Manchester boat launch. We made contact with one of the MSST Anchorage Boats who's call sign was Nemo on channel 21. We knew they were in the area as well and wanted to let them know that we were going to be working the Fauntleroy, Vashon Island, and South worth Ferry terminals. The informed us that they were currently engaged in an escort from Fauntleroy to Vashon. We informed them that we were working with station Seattle and that our working channel was 83 secure. At this time I was at the helm as the break-in coxswain. BM1 then instructed me to head to Fauntleroy so that our vessel and the Station's vessel could resume our escort duties. After rounding the backside of Blake Island I could see both MSST anchorage boats engaged in their escort. I observed the ferry stopped what look like just outside the inbound traffic lane and the MSST Anchorage small boats were setting up a stationary security zone. I then observed that the MSST Anchorage boat on the port side of the ferry making aggressive maneuvers, like drawing a line in the sand. I quickly realized that they were doing this because there was a sailing vessel under sail with a bow aspect well inside the ferry's 500 yard safety zone and closing on the port side security boat. I then asked BM1 to intercept the sail boat to inform them of the safety and security zones around the Washington State Ferry's. BM1 then called the MSST Anchorage boats and told them that were going to intercept the sailboat. They acknowledged our request and BM1 told me to make it happen. I then turned my vessels blue lights on and increased speed from thirty knots to best possible speed. As we approached the Security zone from the port side of the Ferry I observed the Ferry begin to move again and the MSST Anchorage boats beginning to position themselves for a moving limited access area. I then closed on the sail boat and slowed my vessel as we approached from the stern. BM1 and MST2 stepped out on the back deck and began to talk with the master as I pulled along the sailing vessels port side. BM1 asked me to position my vessel closer to the sailing vessel. BM1 and MST2 then stepped in the cabin and asked me to head towards Fauntleroy Ferry Terminal to pick up our next escort. I then observed that that there was a Ferry docked at the terminal in Fauntleroy and brought my vessel up to cruising speed as MST2 called the Station Seattle boat to tell them that we were heading to Fauntleroy. Seconds after I got my boat up on step I heard over a radio, on what I believe was channel 16, "NEMO MAN OVERBOARD!" I immediately turned my vessel around to port and BM1 asked me what was going on. I told him what I had just heard. I then brought my vessel up to full speed and headed towards the MSST Anchorage Boats for some reason heading towards the port side escort boat. Our range was about six thousand yards. I looked over my shoulder to see where the station Seattle's boat was and they were making the same maneuver I had just made. What seemed like seconds I was on seen at the CG25501 with my vessel. As I approached I came to clutch ahead to look for persons in the water. I observed to persons in the water and one of them was pushing the other onboard the CG25501. BM1 then told me to tie up to the CG25501's port side. I then yelled get ready to more starboard side to. MST2 and BM3 [REDACTED] then left the cabin to get the deck ready. We tied up starboard side to and BM1 then went over to the CG25501 and started directing their personnel. BM1 then yelled at me to establish communication with the Station Seattle boat, CG25561, and tell them that we had a medical emergency and that we needed a Medical Evacuation as soon as possible. I then Called the CG25561 established communication and told them that we had a medical emergency, we had an EMT on scene and that we needed a medical evacuation. I also passed that we were really busy with the medical emergency so that we need them to handle all radio communication with the sector and that I would pass information as soon

Statement of BM3 [REDACTED] concerning Mishap of CG25501

as I got it. I then went to the back deck to help with the emergency and observed the CG25501's crew and BM1 putting Petty Officer Gill in the recovery position. BM1 Then started asking for various items such as the EMT KIT, the AED, and other various items form inside the EMT kit. MST2 and I began grabbing these items to assist as fast as we could. BM1 then asked me to hit the man overboard button on my vessel. As I was hitting the man overboard button on my vessel the CG25561 then hailed my vessel to inform me that they recommend us transiting to the Fauntleroy ferry terminal because the Medical Evacuation was going to take on half an hour. I roggered up to their radio communication and informed them of the patients wounds, and vital signs. As I was talking with the CG25561 on the radio the other MSST Anchorage boat pulled up on my port quarter and dropped off one of their crewmembers to assist. I then informed BM1 what the CG25561 had just passed and he said ok break all lines and get the CG25501 underway towards Fauntleroy. He then told me that the CG255002 was my responsibility and that I was to call the Unit Command Duty Officer, (CDO) and tell them that we had a medical emergency and that there was no qualified coxswain onboard the CG255002. The CG25501 got underway and followed closely and handed my cell phone to MST2 to call the CDO to inform him that I was in control of the CG255002 and I was not qualified. I followed the CG25501 closely to the Fauntleroy ferry terminal. It seem like forever before got to the ferry terminal but I believe the distance we traveled was around five nautical miles. I then stood by as the CG25501 tied up to the ferry terminal and watched crewmember doing CPR until the Fire department took over. Then BM1 waved me in to tie up next to the CG25501. After tying up to the CG25501 BM1 then had me start placing blood filled equipment in biohazard bags. We then took the CG25501 into a side tow and cleared to terminal so that the ferry could resume operations. We then retrieved to crewmembers from the ferry terminal from MSST Anchorage and they took control of the CG25501. We then transited back to Seattle at a slow bell.

The above statement is true and accurate to the best of ability and recollection

[REDACTED]
[REDACTED]
[REDACTED] BM3, U.S.C.G.
[REDACTED] March 27, 2007

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