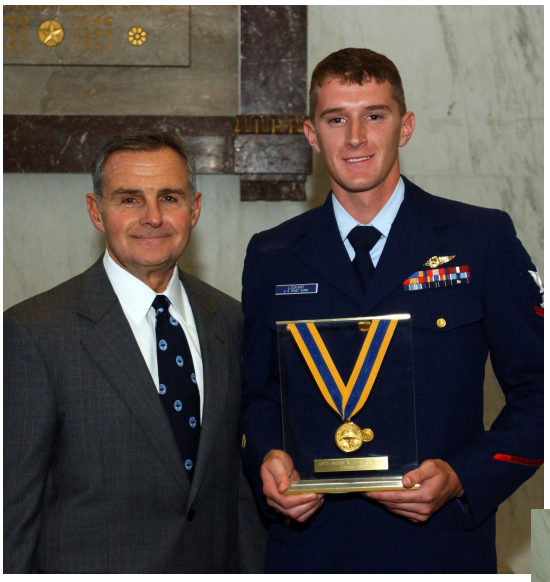
# AFRAS Newsletter

*Association for Rescue at Sea, Inc.*
*PO Box 565 • Fish Creek, WI 54212-0565 • (920) 743-5434 tel & fax • www.afras.org* *Autumn 2006*





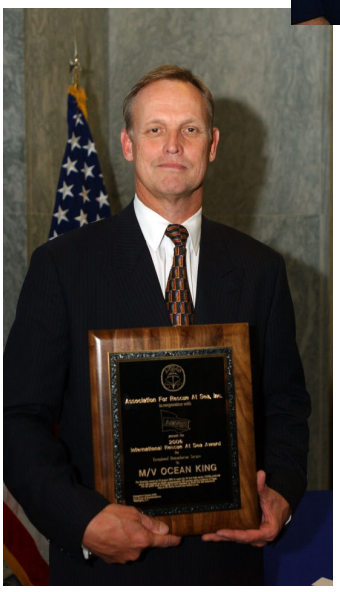
## AFRAS Gold Medal Winner

**Aviation Survival Technician**
**George R. Lockamy**
**U. S. Coast Guard**

## AFRAS Silver Medalist

**Toby Ducote**
**U. S. Coast Guard Auxiliary**

*Award accepted by DCO James Vass, U.S. Coast Guard Auxiliary, center, pictured with CDR Todd Campbell, left and Rear Admiral Joel L. Whitehead, USCG.*




## AMVER Plaque

**M/V OCEAN KING**
***Paul Carlton, President***
***MOL Bulk Shipping***

# Gold Medal Award

*AFRAS was pleased to award*

***Aviation Survival Technician Third Class George R. Lockamy, USCG***

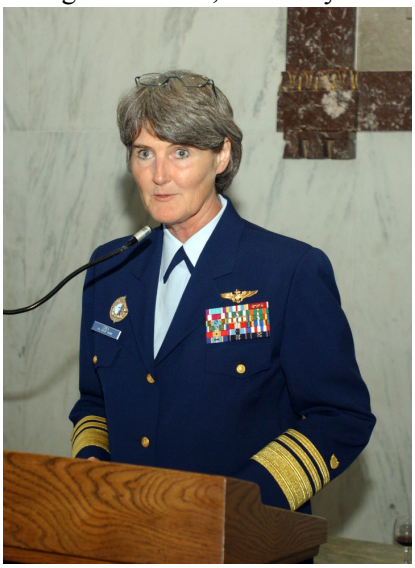
*the 2006 AFRAS Gold Medal for his heroic actions following hurricane Katrina.*

Within hours of his transit from Air Station Detroit to New Orleans, petty officer Lockamy was fully immersed in the action aboard CG helicopter 6520 patrolling the horrific aftermath of hurricane Katrina. While flying near a ten story building the crew spotted a man frantically waving from the roof. Lockamy was deployed to the rooftop and discovered the man was a doctor and that they were on the roof of a hospice care center with six patients in desperate need of rescue. As Lockamy entered the building to transport the patients to the roof for hoisting he noticed an unbearable stench and found that 5 of the 6 patients were already deceased. A 90 year old man was the sole survivor, but was rapidly approaching death himself. AST3 Lockamy swiftly carried the elderly gentleman out to the roof and assisted both survivors into the basket. They were quickly hoisted and rushed to a medical facility.

*George R. Lockamy and his parents.*

After refueling, the crew of 6520 noticed two men waving desperately from the roof of a house and deployed petty officer Lockamy to the rooftop to prepare them for immediate recovery. Nearing weight limitations, the aircraft departed to transport the survivors to a safe area leaving Lockamy on scene. From the roof, Lockamy could hear other survivors screaming for help from inside the flood ravaged home. Wielding the aircraft crash axe he began cutting an egress into the roof and discovered three men in the death trap. Lockamy guided the three onto the roof and returned inside to continue to search for survivors. Once again he heard cries for help, this time from the floor immediately below him. After a set of collapsible stairs crumbled to pieces, Lockamy put his own safety aside and jumped ten feet down where he located three more survivors, one a wheelchair bound diabetic. Knowing the only chance of survival was to get to the roof, AST3 Lockamy stacked coolers as a platform allowing two of the men to climb up and then directing them to assist, he lifted the man and his wheelchair up into the attic. Despite exhaustion from heat and dehydration, petty officer Lockamy remained steadfast and repeated the same grueling procedure, successfully lifting the man up onto the roof. After hours of arduous work and determination, eight people within the flooded home were all hoisted to safety.

Continuing their patrol, the crew responded to a woman hysterically waving from an open window. Lockamy was again deployed to the roof where he climbed down into the house and found ten survivors; among them, 3 teenagers and three infants. Guiding the group to the roof through a small window, Lockamy then signaled the aircraft and all were hoisted to safety. Lockamy was left to assist the remaining four to the rooftop while the aircraft transported the six survivors to a safe spot. During this rescue, Lockamy noticed a neighboring roof to be moving up and down and after hoisting and transporting the remaining four survivors he was deployed with his axe back to that rooftop. He cut a hole in the roof as an exit point, but realizing the two survivors were too weak to climb up, he found an empty



*VADM Vivien S. Crea, Vice Commandant, US Coast Guard*

refrigerator, pushed it on its side and positioned it below the hole to use as a step. These two survivors were carefully hoisted and transported to a medical facility.

After the minimum required crew rest requirement, Lockamy prepared himself for a second day of exhausting rescue operations amidst the harshest conditions imaginable. Again aboard CG 6520, the crew hoisted another survivor from his rooftop and attempted to hoist two more survivors when one of them collapsed. AST3 Lockamy was immediately deployed to provide assistance, but became entangled in a tree approximately 10 feet in the air and fell on the hood of a car when he tried to free himself. Ignoring the pain, Lockamy then waded through the heavily polluted water to the collapsed woman to find she was still alive but in need of immediate evacuation. Petty officer Lockamy carried her off the porch and into the quagmire in hopes of an easier recovery, but after securing the woman to himself and giving the pickup signal, he and the survivor were swung into the fallen tree again. Fortunately, Lockamy anticipated the swing and positioned himself between the woman and the tree to absorb the impact. Lockamy continued to monitor the survivor while the final person was successfully hoisted into the aircraft.

Once refueled, the aircraft and crew continued their mission and Lockamy was again lowered into a flooded one-story home to prioritize, organize and prepare 20 survivors for hoisting. Once the twenty were transported to safety, Lockamy was deployed on yet another rooftop with five survivors. One of the survivors demanded bringing several large bags with him. When Lockamy insisted he leave the bags, the man offered a bribe of money and then began digging for what appeared to be a weapon. Realizing the severity of the situation, Petty officer Lockamy launched himself into the basket and was immediately recovered into the aircraft.

In addition to the amazing rescues performed, petty officer Lockamy was actively engaged in delivering critically needed food and water throughout the flood stricken region, providing life-sustaining assistance to hundreds, if not thousands of victims. Unlike other aviation rescues which subject aircrews to hazardous conditions for relatively short periods, Katrina responders, such as petty office Lockamy were exposed to a continuous threat of grave danger, creating an operational environment unparalleled in Coast Guard aviation history. Over an amazing three days, George Lockamy and his crew saved the lives of 77 People from the devastation and carnage in some of the areas hardest hit by the storm. George Lockamy distinguished himself, performing at the extreme limits of personal endurance and aircraft capabilities and demonstrating extraordinary achievement while responding to this horrific disaster.

*"Petty officer Lockamy carried her off the porch and into the quagmire in hopes of an easier recovery, but after securing the woman to himself and giving the pickup signal, he and the survivor were swung into the fallen tree again."*

# Silver Medal Award

*AFRAS was pleased to award*

***Toby A. Ducote, U. S. Coast Guard Auxiliary***

*the 2006 AFRAS Silver Medal for his willingness to assist those in need following hurricane Katrina.*

U. S. Coast Guard Auxiliarist Toby Ducote was unable to contact anyone within the Coast Guard Auxiliary due to loss of communications following the devastation of hurricane Katrina. He drove to New Orleans with his father's flatboat and met up with local responders to assist in the rescue and recovery of thousands of New Orleans evacuees. Navigating his flatboat through waterways filled with contamination and hazardous debris Mr. Ducote worked over 100 hours in 8 days rescuing stranded victims from their flooded homes and transporting them to safety.

Auxiliary member Ducote displayed extreme vigilance and judgment as he focused on the key mission of saving lives and assisting numerous persons in distress and confusion. This, in spite of the fact that he was constantly in danger as areas within the city of New Orleans were plagued with violence that randomly threatened first responders attempting to rescue citizens trapped inside and on the roofs of flooded homes. After working tirelessly by himself for the first five days, the National Guard recognized the extreme dedication and effectiveness of Auxiliarist Ducote's operation and agreed to provide protection for his boat and assist him in rescue activities for the next three days.

*"After working tirelessly by himself for the first five days, the National Guard recognized the extreme dedication and effectiveness of Auxiliarist Ducote's operation and agreed to provide protection for his boat and assist him in rescue activities for the next three days."*

The National Guard Commander came to the conclusion after three days of escorted rescues that the Auxiliarist and the National Guard soldier were in too much danger to continue the operation and stopped the mission.

This volunteer USCG Auxiliarist put himself at unusual risk to save 250 individuals from dangerous flood waters within several downtown areas of New Orleans. These survivors owe their accelerated evacuation, and in some cases, their lives, to Auxiliary Ducote's bravery and initiative to respond even when not on duty. Through these actions, Toby Ducote brings great credit upon himself and the United States Coast Guard Auxiliary.

Unfortunately, Mr. Ducote was unable to attend the ceremony due to prior commitments with his work. District Commodore James Vass, USCG Auxiliary was pleased to accept the award on behalf of Auxiliarist Ducote.

*DCO James Vass, USCG Auxiliary*

# AMVER Plaque

*AFRAS was pleased to award*

***M/V OCEAN KING***

*the 2006 Amver plaque*


On 20 August, 2005 the United States Coast Guard Sector Guam received notification that an EPIRB had been activated on board the M/V CHEER ARROW. The CHEER ARROW is a 99 foot bulk carrier which was steaming almost 300 nautical miles North West of Guam. After trying to contact the vessel to no avail, Sector Guam first sent a Japanese Coast Guard aircraft to investigate and then notified the Amver M/V OCEAN KING requesting them to divert.

The aircraft located the stricken bulk carrier and advised that it was engulfed in flames. M/V OCEAN KING arrived on scene and the crew of CHEER ARROW immediately began to abandon ship. Fortunately the weather and seas were mild; 10 knot winds and 5 foot seas.

The crew of OCEAN KING made quick work of bringing all 23 crew members of CHEER ARROW on board as she burned and drifted at sea. All 23 crew were in good health and a salvage tug was called to tow the burning hulk back to port.

Thanks to the willingness of the captain and crew of M/V OCEAN KING to divert from course and go to the aid of the burning bulk carrier CHEER ARROW, the entire crew was saved.


*Paul Carlton, President of MOL Bulk Shipping, right, accepts the Amver plaque on behalf of M/V OCEAN KING from AFRAS Chairman Roger Rufe.*


*2006 AFRAS Award winners with VADM Vivien Crea, Vice Commandant, U.S. Coast Guard*

# *Letter from the President*

I am happy to announce that AFRAS is having a fantastic year. We have added a few highly qualified members to our board. But first, we regret to announce that VADM Roger Rufe has had to resign as our chairman after accepting a very challenging job at the Department of Homeland Security. He has been replaced by the former USCG Vice Commandant, VADM Terry Cross (ret.) who will do much to help AFRAS with its present programs. We have likewise added to our board Mr. J.J. Marie from Zodiac of North America, CDR James Quinn, USCG (ret.) from Lockheed Martin, Captain Steve Sawyer, USCG (ret.), former chief of SAR at USCG Headquarters and USCG Auxiliary National Commodore Steve Budar, who has replaced outgoing National Commodore, Gene Seibert who did much to help AFRAS and continues to provide us his support. We have a very professional board with considerable experience in SAR and are already at work on several new initiatives.

It is also a distinct pleasure to announce that thanks to some very nice corporate gifts from companies such as Lockheed Martin, General Dynamics, Northrop Grumman, Zodiac and U.S.I.A, AFRAS for the first time in years is back on a stable financial footing. Mind you, we do not consider ourselves wealthy, but we are now able both to meet our administrative expenses and even take on some small projects. Several of the projects are quite exciting. The board has recommended that we do more to recognize persons other than members of the USCG and USCG Auxiliary who have made heroic rescues at sea. We will of course preserve our Gold and Silver medal awards, plus the AMVER plaque for our annual ceremony on Capitol Hill, but we are now looking for other heroes whom we can recognize with an appropriate plaque to be presented in a venue closer to their homes. We have already done this in the case of the U.S. Navy Reservists who came to the aid of a capsized water taxi in the Baltimore Inner Harbor, and to the cruise ship *Holiday*. In addition, Captain Steve Sawyer and others have begun to look at the feasibility of AFRAS support for a large effort to upgrade the equipment, training, crew qualifications, and readiness of local maritime first responders operating in US waters. This is totally new for AFRAS, for we have traditionally worked almost exclusively to assist overseas rescue services.

Elsewhere in this Newsletter you will find the story of our recent Awards Ceremony. We are so proud of AST3 George Lockamy and Auxiliarist Toby Ducote for their heroic efforts to save lives during Katrina and *M/V Ocean King* for the rescue of all 23 crew members from a burning bulk-ore carrier. Call it serendipity, but we could not help but note that precisely at the time we were honoring AST3 Lockamy, many of us were enjoying the new Kevin Costner film *Guardian* and I had just completed my review of a great new book by Martha J. LaGuardia-Kotite, *So Others May Live* on the history of the Coast Guard rescue swimmer program. These are truly the elite of the USCG and AFRAS is proud to have recognized nine of them with a Gold Medal—including AST1 Mario Vittone in 1995 who was present at this year's ceremony.

# Thank you 2006 sponsors!

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*We never forget who we're working for™*

# *Coast Guard Introduces New Response Boat-Medium*

*Timothy R. Dring; CDR, USNR (Retired)*

Since its introduction in 1973, the U.S. Coast Guard's aluminum hull 41ft. Utility Boat-Large (UTB) has been a workhorse rescue and law enforcement craft for the service's multi-mission shore stations. After over thirty years of hard service, however, these hulls and their propulsion plants are worn out and in serious need of replacement. This, along with the need to also replace the legendary 44ft. steel hull motor lifeboat (MLB), and the multitude of different, smaller utility and rigid hull inflatable (RHI) craft, led the Coast Guard to embark on a major recapitalization program.

The essence of this program is described in the Coast Guard Commandant's Instruction 16114.20 of 31 October 2001, entitled "Response Boats 2010 – The Shore Based Response Boat Strategic Vision and Transition Plan." With the current 47ft. aluminum hull MLB replacing the 44ft. steel MLB, and the 25ft. Response Boat-Small (RB-S) replacing the variety of small utility and RHI craft, the plan specified the replacement of the 41ft. UTB with a new design to be called the Response Boat-Medium (RB-M). Not just a simple like-for-like replacement design, the RB-M is intended to provide significant enhancements in mission capabilities, crew comfort/safety features, and boat survival over its UTB predecessor. It is the Coast Guard's intention that all multi-mission stations will be assigned with at least one MLB or RB-M, plus one or more RB-S's, with the RB-S providing a secondary capability.

Motor lifeboats are considered "heavy weather assets", being self-righting/self-bailing in design and capable of operation in greater than 8-foot seas and 30-knot winds. The current 41' UTB is considered a "large response asset", designed to operate in moderate weather and sea conditions (i.e., up to 8-foot seas and 30-knot winds), while the majority of the smaller utility and RHI craft are classed as "small response assets", designed to operate in light to moderate weather and sea conditions (i.e., up to 4-foot seas and 20-knot winds). Prior to the 2001 terrorist attacks, it would have been rare for Coast Guard craft to be seen with heavy automatic weapons mounted, even for law enforcement missions. Today, however, this is standard operating procedure, dictating that these craft have the appropriate design features to accommodate such weapon mounts, their arcs of fire, ammunition storage, and operating personnel. Small craft for such law enforcement/security missions must also be maneuverable, capable of high speed, and provide protection for the crew from hostile weapons fire. These features can be, and quite often are, in opposition to features most desirable for heavy weather rescue missions, including heavier construction with self-righting/bailing capability, higher profile superstructures to improve the visual horizon for search purposes, protected accommodations for survivors, and faired superstructures to improve seaworthiness and reduce resistance to winds and seas.

The RB-M as a design is intended to be a higher speed, more survivable patrol and utility craft than the 41ft. UTB. On 10 August 2002, the Coast Guard issued its Phase I Request for Proposal and proposed boat specifications to industry for bids on prototype RB-M boat construction, and on 6 May 2003, awarded contracts for the construction of one initial prototype boat each to Marinette Marine/Kvichak, Textron Marine, and Ocean Technical Services. All three boats were delivered to the Coast Guard in October of 2003 for the Phase I Developmental Testing and Evaluation (DT&E), which was completed by April of 2004. In August of that year, the Coast Guard issued its Phase II Request for Proposal and revised boat specifications to industry for bids on pre-production model boat construction.

The three Phase I test boats were aluminum hull/foam collar, 45kt. prototypes, each representing a different design approach by their respective contractors: the one by Ocean Technical Services being a 44'11" long, non-self righting catamaran with twin 880BHP diesel engines and twin waterjets; the one by Marinette Marine Corporation/Kvichak Marine Industries being a 45ft. long, self-righting/self-bailing deep-V monohull boat with twin 825BHP diesel engines with twin waterjets; and the one by Textron Marine being a 44'11" long, non-self-righting, deep-V monohull boat with twin 788BHP diesel engines and twin waterjets.

Following its evaluation of each of the proposed designs, the Coast Guard on 23 June 2006 awarded a contract to Marinette Marine Corporation for RB-M production, based on the design that it, along with Kvichak and the British naval architect firm CAMARC Ltd., had developed. With initial production of several pre-production RB-M boats for final operational testing and design finalization, full production is expected to result in a total of about 180 RB-Ms to be delivered to the Coast Guard over the years 2007 to 2010.

While specifications have not yet been finalized, the MMC/Kvichak-built RB-M will be a 45ft. long boat with combined diesel/waterjet propulsion, designed as a multi-mission craft, but with a heavy focus on security/law enforcement mission needs. Inherent self-righting capability will be incorporated into the new boat, not so

much as a principle operating feature for rescue purposes but, rather, for boat and crew survival in the event of an accidental knock-down. In any event, the proposed performance specifications for this boat will result in a craft that is operable over a wider range of environmental conditions than the 41ft. UTB.

**Preliminary Characteristics:** 44'10.5" LOA, 14'7.75" beam, 3'4" full load draft; 36500lbs. displacement; twin diesel engines with waterjet propulsion; 42.5kts. maximum speed/30kts. cruise speed; maximum range at cruise speed 250nm.; 100ton towing capacity; 4 crew + 5 passengers; inherently self-righting as survivability feature; mounts for machine guns forward and aft.; operational environmental limits 8ft. seas/30kt. winds, but survivable in up to 12ft. seas/50kt. winds.; integrated navigation system; shock-mitigating seating for boat crew; deep-V double-chine rigid mono-hull marine grade aluminum with aluminum cabin; closed cell foam collar.

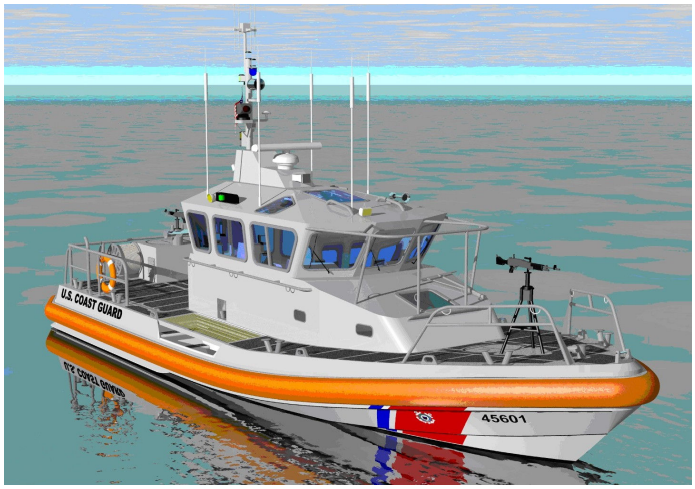
The design of the RB-M was developed by CAMARC based on a series of successful pilot and working boat models that are in service all over the world. CAMARC has also been involved with rescue craft design work for Britain's Royal National Lifeboat Institute. Here in the U.S., there is a CAMARC-designed and Kvichak-built pilot boat operating from New York, NY, as well as self-righting pilot boats that operate out of Astoria, OR and Sabine, TX. Key RB-M features that represent enhancements over the current UTB include:

- *-Inherent self-righting capability as a survival feature*
- *-Prominent fendering to protect hull when alongside other boats*
- *-Shock-mitigating seating for crew members to reduce injury and fatigue*
- *-Higher maximum and cruise speeds*
- *-Integrated navigation system*
- *-Headset crew communications system*
- *-Cabin air conditioning system*

Construction of the initial, low-rate production boats will take place at Kvichak's facility in Seattle, WA. After approximately 8 boats are built at Kvichak, a second production line will be started at Marinette's facility in Marinette, WI. Once the initial, low-rate production boats have been evaluated under real-world operational conditions by several different shore stations representing a range of requirements, the RB-M specifications will be finalized for the purposes of full-rate production.

The RB-M, with its improved design, features, and capabilities, will be an outstanding addition to the Coast Guard's Boat Forces, a very capable craft for rescue, law enforcement, and homeland security missions, and a worthy successor to the 41ft. UTB.


41ft. Utility Boat-Large CG41306




Camarc//MMC/Kvichak Design 45ft. Response Boat-Medium

*The author retired after 27 years of active and reserve service onboard U.S Navy destroyers and frigates, as well as reserve duty with composite Navy/Coast Guard coastal warfare and harbor defense units on the U.S East Coast. He is the co-author of a forthcoming book on the technical design history of all the coastal rescue lifeboats and surfboats ever used by the U.S. Coast Guard and its predecessor service, the U.S. Life Saving Service. CDR Dring in civilian life is a pharmaceutical scientist with the Johnson&Johnson Pharmaceutical Research & Development Corporation.*

# AFRAS director Bill Wilkinson co-authors new book



Long-time AFRAS board member William D. Wilkinson (Director Emeritus of the Mariners Museum, Newport News, VA) along with CDR Tim Dring, USNR (Retired) have written what is likely to be an important historical work on the technical design history of the coastal rescue craft used by the U.S. Life Saving Service and U.S. Coast Guard. The book is organized into two primary sections, a historical narrative and a technical information section, and will include photographs and detailed profile drawings of nearly every boat type that was ever used. In addition, this book attempts for the first time in print to catalogue each specific boat that was built and the station to which it was assigned. Having the support of the U.S. Coast Guard's Historian's Office, the manuscript is being submitted to the U.S. Naval Institute Press this fall, with publication expected by 2008. Look for announcements of the book's availability in future issues of the AFRAS Newsletter.

# IMO launches Award for Exceptional Bravery at Sea

The International Maritime Organization (IMO), the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships, has launched a new award for exceptional bravery at sea.

The Award will, uniquely, provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment.

At its 96th session in June, the IMO Council gave the formal go-ahead for the Award, approving guidelines for the process of selecting the winner. Nominations are now being invited for the 2007 IMO Award for Exceptional Bravery at Sea.

Nominations are expected to focus on such factors as location of the incident; prevailing weather conditions; skill displayed; leadership demonstrated; determination to conduct the rescue operation; exceptional courage demonstrated; and degree of risk (to human lives and/or the marine environment) involved. The Award may also be granted posthumously.

The nominations for the Award may be made, with a deadline of 15 April 2007, by United Nations Member States; intergovernmental organizations; and non-governmental international organizations in consultative status with IMO.

The nominations will be scrutinized initially by an assessment panel made up of members of non-governmental organizations in consultative status with IMO* who will serve in their personal and expert capacity and not as representatives of the organization nominating them. A panel of judges will select the winner from the shortlist provided by the assessment panel.

The winner of the Award will be presented with a medal, which will be accompanied by a certificate citing the act of exceptional bravery performed, at a special ceremony to be held, in London or elsewhere, on the occasion of World Maritime Day or another major IMO occasion.

## Join AFRAS

***Afras is here to provide you with a means of supporting worldwide voluntary lifeboat services and at the same time, providing you with a tax deduction here in the United States.***

### *AFRAS offers two basic membership packages:*

The first, a joint membership with the Royal National Lifeboat Institution (RNLI) for dues of $100 per year will provide you with a quarterly subscription to the RNLI's *Lifeboat* journal, their annual *Watermark* catalogue and other RNLI press releases and mailings throughout the year. We will also send you periodic AFRAS newsletters, press releases, and an invitation to our annual Gold Medal/Silver Medal/Amver award ceremony in Washington, D.C.

The second, a sole AFRAS membership for $20 per year will entitle you to all Afras mailings including newsletters, press releases and miscellaneous information from our counterparts throughout the world.

***All dues and donations given through AFRAS are tax deductible in the United States.***

If you are interested in joining AFRAS please fill out the information below and send along with your dues/donation to *Association for Rescue at Sea, Inc., P. O. Box 565, Fish Creek, WI 54212-0565.*

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Name _____

Address _____City_____State_____Zip____

Phone_____(day)_____(evening) E-mail_____

Membership (check one)_____AFRAS/RNLI ($100 dues)_____AFRAS ($20 dues)

Dues enclosed _____(amount) Donation enclosed _____(amount)

I would like to find out more about AFRAS. Please send me more information.


*Holiday greetings from the Officers and Directors of AFRAS*

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