

ACCIDENT/DANGEROUS OCCURRENCE REPORT

Complete only those sections that apply

Name of contact person	Ken Swain	Phone number	250 667-0595
☐ Station Leader ☒ Other (specify)	Crew	Email	kenswainbc@gmail.com
PART 1 — PARTICULARS OF VESSE	L AND OF THE REPORTABLE ACCIDI	ENT OR INCIDENT (RE	EQUIRED FOR ALL OCCURRENCES)
Name of vessel RCR SAR 27 - J. C. Mc Gregor			
Type of vessel Type 2 - Falkin Class		Power Twin Jet - 870 HP	
Engine make and type Volvo D6		Hull material Aluminium	
Year built 2010		Length 36' 5"	
Date of occurrence 2014-06-18		Location (geographic Clarke Rock - Pipers	cal name of body of water, waterway or harbour) s Beach
Time of occurrence (hh:mm) Approx 1600		Latitude 49°13'31.44 N	Longitude 123°56'45.60 W
REPORTABLE	ACCIDENT		REPORTABLE INCIDENT
_	worthiness or renders it unfit for its Sinking Capsizing	☐ Bottom contact w ☐ Crew member ph of any person, pr	erboard (not requiring admission to hospital) vithout grounding hysical incapacitation, that poses a threat to the safety operty or the environment oring or grounding or beaching to avoid an accident
A person sustains a serious injury (requiresult of:	iring admission to hospital) as a	total failure of Navigation equip The main or auxil The propulsion o	liary power generation
Accident Description:		<u> </u>	

PART 2 — ENVIRONMENTAL CONDITIONS DURING THE REPORTABLE ACCIDENT OR INCIDENT (REQUIRED FOR ALL OCCURRENCES)												
WEATHER CONDITIONS			SEA CONDITIONS				Wind					
			Sea state 1-2`sse Swell (direction, height) 3`sse			Direct sse	tion					
☐ Overcast					Was vesse	l icing present?	☐ Yes	⊠ No	Speed	ed		
Other (spe	ecify)				Was sea ice present? ☐ Yes ☒ No			10 Kn	nots			
	Visi	BILITY			Approximate thickness ☐ Metres☐ Feet				TEMPERATURE			
Distance Unlimited Condition							Air	□ °C	□°F			
☐ NM ☐ Ca	ables Metres	□ Day □ N	ight [Twilight				Wate	r □°C	□°F		
PART 3 — C	CCURRENCE VI	ESSEL (REQUIR	ED FOR	ALL OCCUR	RENCES)							
ı	LAST VESSEL INSP	ECTION		ı	NUMBER OF P	ERSONS ON BOARD			Num	Number of Casualties		
Place				Crew				Injured pe				
Issued by Issue date				Passenge	rs			Minor inju		ries juries (an injury that is likely to require		
100de date										to hospital)		
		Lis	ST OF C	ASUALTIES	(If more spac	e is required, use a	a separate	sheet)				
Surname	Given name	Date of birth	Age	Ad	Role at time of occurrence Occupa		Occupat	tion	Type of Injury			
					INTENDED TR	AINING DETAILS						
Departed				Intended Destina	tion							
Date												
Time												
Description of	intended training											
Nature of operation at time of occurrence (e.g., high speed, docking, cruising, shore approach, etc.)												
List of life saving appliances and/or safety equipment used (firefight)				ghting equipr	ment, pumps, etc.)			Num	ber of persons evacu	ated		

PART 4 — PERSONNEL (REQUIRED FOR ALL OCCURRENCES)						
PERSONNEL	COXSWAIN ON DUTY: YES NO	HELMSMAN	Navigator	OTHER(S)		
Surname			Swain			
Given name			Ken			
Hours awake before the occurrence			8			
Total hours of sleep in the last 24 hours			8			
Total duration of last sleep period			8			
Total duration of call-out or training exercise prior to accident			20 min.			
PART 5 — DAMAGE (IN	CASE OF DAMAGE TO PROPERTY)				
	VESSEL DAMAGE		DAMAGE TO OTHER VESSEL(S) / OTHER OBJECT(S)			
☐ Total loss			Give brief description of	damage to		
☐ Constructive total loss			Other objects None			
☐ Partial Loss						
Brief description of damage No apparent damage - cleaned strainers and washed off boat and inspecded all systems		Other vessels None				
			Shore installations or oth	ner None		
State value of damage/ total loss if known — \$ State value of damage/ total loss if known — \$						
PART 6 — ADDITIONAL INFORMATION RELATED TO PERSONAL INJURY / HAZARDOUS OCCURRENCE						
		TYPE OF OC	CURRENCE			
☐ Minor	☐ Disabling injury	Other (specify				
Witnesses			First Aid Attendant's na	me and Contact (phone #)		
Site of hazardous occurre	nce		Direct causes of accide	nt		
Specify training in accident prevention given to injured employee in relation to duties performed at the time of the hazardous occurrence (PPE worn?)						

PART 7 — INCIDENT INVESTIGATION REPORT (completed by Station Leader)

A. Investigation Of Occurrence

Description of Occurrence- Sequence of Events (attach additional sheets, chartlets, diagrams as required)

We were tasked to a boat sinking/on the rocks at Clarke Rock. We headed to Clarke Rock. I was on Nav. Checked tide condition; it was falling but about to turn approx. 45 minutes. Weather was good SE wind clear visibility and 1-2 seas with some larger swells to 3 ft.

Our ETA 5 min, we arrived at Clarke Rock and began search for boat. Boat was spotted and we headed toward the boat. One of our new crew Claude Green was at the boat; he had been out for a walk on the beach with his wife and initially spotted the vessel in distress and called it in. We headed toward the beach. Chart, depth sounder and fish finder/sonar were on and all working.

Contacted Claude Green gave him a PFD and a VHF radio off bow of boat. Depth at bow of McGregor was approx. 3' and Approx. 4.5' at stern. At this point we backed off to assess options further and make plan. It was decided to transfer over a pump to the boat and while Claude Green pumped out the boat we would prepare to hook a line to turn the boat around to get the bow to the waves and sea.

Helm station kept about 30' feet off while we prepared the tow line and heaving line. I was assigned to setup the tow line and John T was monitoring depth from the radio position, which we could also see over the side. Passed pump to Claude was not started as stern was constantly awash so the intent was to wait until we had pulled the boat around into the sea leaving it aground so it could not completely sink and maintain some control over its freeboard.

We secured our tow line to the bow hook off the boat and letting out approx. 200' of line and began to maneuver the McGregor to turn the boat to sea. Once the boat was turned to the sea the boat was pumped out.

It was during the subsequent manoeuvering that we became aground. Once the boat was turned to sea and the pump running we headed back toward the boat into shallow water to reassess the situation it was during this maneuvering our situation changed. My assessment is that because of the shallow water Jerry Berry (helm) was not able to increase engine RPM's for fear of sucking mud and sand into the jets. This would have been necessary to compensate for the large swells and wind which were driving us toward the shore. I suggested we deploy an anchor to stop the swells from driving us further ashore which I did. By this point we were parallel to the beach and unable to produce enough forward thrust to overcome the swells. We touched the sandy bottom a couple times which stopped any forward movement but with the anchor set and holding we stopped being driven ashore. We knew it was a soft bottom and the tide would change shortly the call was made to JRCC to advise of the situation. Knowing we would soon be ready to power off the beach as the tide was now flood we cleaned the raw water strainers checked the engines and prepared to make the move to deep water.

The tow line was reattached to the boat and once we were in deeper water approx. 10' we secured the tow. Once we were both in deep water the tow line was adjusted to allow for sea swells and headed to Brechin Boat ramp.

At Brechin boat ramp we made sure the boat was secured and headed back to the boat house.

B. DIRECT CAUSES

In this section please identify all personal, environmental and/or role/system factors

In my opinion we failed to completely assertain the effects the wind and swells would have on the boat (McGregor). We stayed in shallow water with a jet boat who's manueverability is dependand on engine RPM's and thus reducing RPM's to try and avoid water intacts being blocked we lost the ability to contol the boat effectively.

C. ROOT CAUSES (BASIC CAUSE)

In this section please identify all substandard practices and/or substandard conditions if any

Underestimated the situation, nice sunny day with a boat sitting on the beach waiting for help. We failed to do a full SAP taking into full account wind, waves and equipment at hand, jet boat approaching very shallow water. Failed to question the effects of the waves and wind on the McGregor assuming it would manuever adequetly in shallow water against the wind and waves with very limited RPM's. Failed to have an eggress plan prior to needing it. Ground tackle was inadequet for the way we were trying to use it and deployed too late to be more effective.

D. Corrective & Preventative Measures					
Corrective measures taken and/or recommended to prevent recurrence					
E. RESPONSIBILITY FOR CORRECTIVE & PREVENTAT	IVE MEASURES/ACTIONS				
Corrective action responsibility assigned to	Date to be completed	Follow-up date			

F. INVESTIGATION COMPLETED BY		
Name of Manager or Manager Appointee	Telephone #	Signature

lanager's Comment	