

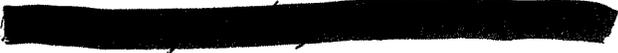
THE FOLLOWING STATEMENT IS FROM MK3 MCKENZIE, CHRISTOPHER L. OF STATION UMPQUA RIVER, FOR THE EVENTS THAT TOOK PLACE ON 19 SEP 05.

AT APPROXIMATELY 1950 ON THE ON THE 19TH OF SEPTEMBER 2005 I WALKED INTO THE COMMUNICATIONS ROOM TO SEE IF SN REHFELDT NEEDED A STANDBY. I HEARD SN REHFELDT TALKING ON THE PHONE THE CAPTAIN OF THE SYDNEY MAE II. SN REHFELDT TOLD HIM MULTIPLE TIMES THAT OUR BAR WAS RESTRICTED TO ALL RECREATIONAL AND UNINSPECTED VESSELS AND HE WOULD HAVE TO WAIT UNTIL MORNING WHEN THE TIDE CHANGED TO COME IN OR GO DOWN TO COOS BAY. WHEN SN REHFELDT GOT OFF THE PHONE HE INFORMED ME OF WHAT WAS GOING ON AND SAID THE SYDNEY MAE II WAS OUTSIDE OUR BAR AT THE U BOUY WANTING TO COME ACROSS THE BAR. I INFORMED BM3 DAVIS, BM1 CHAPMAN, AND BMC HALSTEAD OF THE SITUATION. BMC HALSTEAD SAID TO TELL THE SYDNEY MAE II TO EITHER WAIT FOR THE MORNING WHEN IT WAS SAFER OR FOR HIM TO GO TO COOS BAY. I PASSED TO THE WATCHSTANDER WHAT BMC HALSTEAD HAD TOLD ME. AT APPROXIMATELY 2000 I HEARD OVER THE RADIO VHF CHANNELS 16 AND 22A, OTHER CHARTER VESSEL CAPTAINS TELLING THE SYDNEY MAE II THAT THE BAR WAS CALM ENOUGH FOR HIM TO CROSS AND HE SHOULD COME ON IN ACROSS THE BAR. THE SYDNEY MAE II SAID HE WAS ABOUT 1.8 NAUTICAL MILES OUT WAS HEADED TOWARDS THE BAR. I NFORMED BM1 CHAPMAN AND BMC HALSTEAD OF THE MESSAGES AND THAT THE SYDNEY MAE II WAS INTENDING TO CROSS THE BAR. BMC HALSTEAD SAID FOR HIM TO STAY OFF THE BAR AND TO GO TO COOS BAY. WHEN I RETURNED TO THE COMMUNICATIONS ROOM TO RELAY THE MESSAGE, SN REHFELDT SAID THE SYDNEY MAE II CALLED FOR AN UPDATED BAR REPORT. HE INFORMED THEM THAT THE RESTRICTIONS REMAINED THE SAME AND THE SYDNEY MAE II SAID THEY WERE GOING TO COOS BAY. I INFORMED BMC HALSTEAD THAT THE SYDNEY MAE II WAS HEADED SOUTH TO COOS BAY. WHEN I RETURNED TO THE COMMUNICATIONS ROOM, SN REHFELDT WAS ON THE PHONE WITH BMC HERRERA AND HAD INFORMED HIM OF THE SITUATION. WHEN SN REHFELDT GOT OFF THE PHONE HE SAID BMC HERRERA TOLD HIM TO CALL COOS BAY AND INFORM THEM THAT THE SYDNEY MAE II WAS HEADED TOWARDS COOS BAY FOR THE EVENING. SN REHFELDT INFORMED BMC HALSTEAD OF WHAT BMC HERRERA HAD TOLD HIM AND PROCEEDED TO CALL STATION COOS BAY. AT APPROXIMATELY 2015 SULLY BEGAN TRYING TO HAIL THE SYDNEY MAE II ON VHF CHANNELS 16 AND 22A AND WAS RECEIVING NO RESPONSE. SULLY COTACTED OUR STATION ON VHF CHANNELS 16 AND 22A. SULLY TOLD US HE WAS ON THE HILL AT THE LIGHTHOUSE WATCHING THE SYDNEY MAE II AS THEY APPROACHED THE RIVER ENTRANCE. HE HAD LOST SIGHT OF THE SYDNEY MAE II AND HEARD A LOUD CRASHING SOUND ON THE JETTYS. HE THEN SAW A FLASHING STROBE LIGHT IN THE WATER AND WAS WORRIED SOMETHING HAPPENED. I INFORMED BMC HALSTEAD AND BM1 CHAPMAN OF THE SITUATION. BMC HALSTEAD SAID WE WERE GOING TO LAUNCH A MLB AND TO GET CHANGED OUT. AT APPROXIMATELY 2045 MLB 47229 WAS UNDERWAY HEADED TOWARDS THE BAR. AS WE PROCEEDED TOWARDS THE BAR WE STRAPED OURSELVES TO THE BOAT AND RECEIVED A BRIEFING FROM BM1 CHAPMAN ON WHAT TO EXPECPT AS FAR AS THE BAR AND OCEAN CONDITIONS WERE. AS WE APPROACHED THE BAR BM1 CHAPMAN PROCEEDED TO LAUNCH MK-127 FLARES SO WE COULD SEE THE BAR THROUGH THE FOG. UPON EXITING THE BAR WE SAW A FLASHING STROBE LIGHT AND PROCEEDED IN THE DIRECTION OF IT. AS WE APPROACHED THE RAFT THE STROBE LIGHT WE COULD SEE IT WAS A LIFE RAFT. BMC HALSTEAD BROUGHT THE MLB ALONGSIDETHE RAFT. BM1 CHAPMAN AND MK3 MASSEY PROCEEDED TO THE WELL DECK TO CHECK THE LIFE RAFT. THE RAFT WAS EMPTY SO BMC HALSTEAD SAID TO LEAVE IT AND BEGAN TO SEARCH THE AREA FOR SURVIVORS. APPORXIMATELY 05-10 MINUTES LATER WE CAME ACROSS TWO SURVIVORS YELLING FOR HELP. BM1 CHAPMAN, MK3 MASSEY, AND SN VANCE LAYED TO THE WELL DECK TO PULL THE IN, I RADIOED STATION AND PASSED TO THEM WE FOUND 02 SURVIVORS AND PASSED THE POSITION. I THEN PROCEEDED TO THE WELL DECK AND HELPED THE SURVIVORS INTO THE SURVIVORS COMPARTMENT. I WENT TO THE FORWARD COMPARTMENT TO GET BLANKETS AND PROCEEDED TO HELP WARM THEM. MK3 MASSEY TURNED ON THE HVAC

TO WARM UP THE SURVIVORS. I CHECKED WITH MK3 MASSEY TO SEE IF HE NEEDED ASSISTANCE WITH ANYTHING AND HE TOLD ME HE HAD THEM UNDER CONTROL. I WENT BACK TO THE AFT DECK TO HELP CONTINUE LOOKING FOR SURVIVORS. MK3 MASSEY, SN VANCE AND MY SELF TOOK TURNS WATCHING OVER THE TWO GENTLEMEN TO ENSURE THEY WERE ALRIGHT. APPROXIMATELY 05-10 MINUTES LATER WE FOUND WHAT WAS LEFT OF THE SYDNEY MAE II AND CHECKED FOR ANY SURVIVORS. THERE WAS NO RESPONSE OR VISUAL OF ANY SURVIVORS AND WE PROCEEDED TO CONTINUE SEARCHING FOR MORE SURVIVORS. AFTER APPROXIMATELY 02 HOURS OF SEARCHING WE WERE RELIEVED BY THE MLB 47243 SO WE COULD BRING THE SURVIVORS TO THE STATION WHERE WE WERE MET BY PARAMEDICS. WE HELPED THE TWO GENTLEMEN OF THE MOTOR LIFE BOAT AND THE WERE LOADED INTO THE AMBULANCE AND TAKEN TO THE HOSPITAL.

THIS STATEMENT IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

McKENZIE, CHRISTOPHER L. MK3



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