

Statements by Coast Guardsmen

Seaman Raymond Anderson

Seaman Scott Long

BM1 Harvey Hatfield

FA Weston Andrade

BM3 Gabriel Wilch

MK3 Joshua Teeter

Seven (7) pages total including this cover

This is a statement by SN Anderson on the events leading up to the capsizing of the fishing vessel Taki-Too on the morning of 14June2003.

On the morning of 14June2003 my duty was to stand the 0400 tower watch. At approximately 0545 the charter vessels Oakland Pilot and Norwester approached the Tillamook Bay Bar. Due to the restriction on the bar, I hailed the Oakland pilot and Norwester requesting to know how many people they had on board and their estimated time back to Tillamook Bay. At about 0550, the charter vessel's Taki-Too and D&D approached the Tillamook Bay Bar. I then proceeded to hail the Taki-Too and the D&D. It was then the Taki-Too reported to the tower that they had 19 people on board. At this time, due to the conditions on the bar, MLB 47210 was standing bar patrol and all four charter vessels were standing by for the bar to lay down to cross. The wait for the bar to lay down continued until 0650 when the charter vessel Norwester crossed the bar in 15 ft. breaks. When the Norwester was safely across the bar, I notified MLB 47210 that they were safely across the bar. At 0655 the Oakland Pilot then Crossed the bar in the 15 ft breaks. Again, when they were safely across the bar I notified the MLB 47210. At 0700 I was relieved of tower watch by SN Long and the Taki-Too and D&D were still inside the jetty. At 0715 while at the Q waiting for breakfast the SAR alarm sounded for the capsizing of the Taki-Too and people in the water. At this time got to the station as quickly as possible and assisted SN Patterson with communications watch.

SN Raymond C. Anderson



ORIGINAL

F. J. [Signature]
MSO Portland, OR
6-16-2003

14JUN03

To the best of my knowledge all of the following information is true and accurate. At 0700 I relieved the first light tower watch stander. As I was walking up the tower stairs I was watching the charter vessel OAKLAND PILOT cross the bar, I saw him take a brake from a wave on his port bow. After I relieved the tower watch stander I was watching two charter vessels the D&D and the TAKI TOOO waiting for their chance to cross the bar. Both vessels would venture out towards the tips and would turn back in when they were unsure of crossing the bar they repeated this three to four times. Then at approximately 0713 the charter vessel D&D crossed the bar and did so successfully without taking any major brakes. Approximately two minutes later at 0715 the vessel TAKI TOOO began to cross the bar. Approximately 100 to 150 yards north west of the north jetty I saw the TAKI TOOO parallel to the waves. As I watched the vessel through the big eyes I notice that it seemed as if he was not moving. Then I saw him go down in the trough of the waves. And as I watched the vessel in the trough I saw a wave approximately 15 feet high brake and hit the vessel on its port side causing the vessel to flip over. Immediately after the vessel had flipped I notified the MLB 210 that the TAKI TOOO had flipped, then I notified the station. As the boat was hit I saw at least two people being ejected from the port side of the boat. As I kept my eyes on the vessel I saw people surfacing the water grabbing on to life vests and the life rafts. Every time someone grabbed a hold of the life raft a wave would knock them off. I then received a call on vhf channel 16 from garibaldi charters that there were 19 people on board the vessel, I then returned that message to the MLB 254 who was about to cross the bar. By this time debris was starting to come ashore along with the first survivor who had a life jacket on. Approximately 15 to 20 minutes after the boat capsized it had been righted by the surf and was beached. By now I was watching the ground rescue units pulling unconscious bodies out of the water and begin CPR. Then I watched as our 47 crew picked up a body out of the water and exit the surf zone. Now that the TAKI TOOO was beached I saw a fire rescue crew make its way out to the beached vessel and board the boat. I watched as one rescuer pulled a body out of the cabin and drop him over the side to the other rescuers. Then I watched as the helo picked a body up out of the water and drop it off on shore. As I kept scan the shoreline I saw the pile of bodies increasing. About 45 minutes after the helo dropped the body off on shore, they had found another body. I watched as the helo pulled the boy out of the water and dropped it off on shore, this was the last body found for the day.

A handwritten signature in black ink, appearing to read 'SN LONG', with a long horizontal line extending to the right.

SN LONG

Statement of BMI Harvey Hatfield in reference to capsizing of Charter vessel TAKI TOOO at the entrance to Tillamook Bay on 14 JUNE 2003:

My position and duties on the MLB was Coxn/Surfman

At approximately 0720, while preparing to get underway on MLB 47254 to relieve the MLB 47210 of bar patrol, we received the report of a capsized charter vessel on the north side of the North Jetty with 19 people on board. We arrived on scene at approximately 0732. From our position outside the breakers on the north side of the north jetty we could not see the vessel or any people in the water. As we searched just outside the surf line I spotted what appeared, and turned out to be, a person floating face down just inside the surf zone. Once I confirmed it was a person, I radioed to the station that I have located a victim and was maneuvering to pick him up. At the time I was in approximately 15 foot breaking waves. Once my crew had the victim on board and in the recess I maneuvered out of the surf zone. I ordered my crew to bring the person to the aft deck and assess his condition. I notified the station and OIC of the patient's condition which was unconscious, no pulse and no respirations. I was then notified by my OIC that unless I saw more victims, to return to station to turn this person over to EMS. I made a quick scan of the immediate area and sighted no more people. I ordered my crew to move the person down to the survivor's compartment until we were safely across the bar.

Once we were safely inside the jetties I ordered MK3 Teeter and FA Andrade to lay to the Survivor's compartment and commence CPR. We arrived back at the station and moved the person onto the dock inside the boat house. BMCM Kent boarded the MLB 47254 and we immediately got back underway. I took BMCM Kent out to transfer him to the MLB 47210 due to them not having a surfman onboard. While making an approach to transfer him to the 47210 my boat was picked up by a wave and dropped down on the port beam of the 47210. Causing, what turned out to be, a 2 inch crack in the hull about 5 feet from the waterline and just forward of frame 14. We then backed off and, due to conditions too rough to transfer personnel, BMCM Kent jumped in the water and swam to the 47210.

I then maneuvered the 47254 back into the surf to begin searching for more victims. No more victims were located. The 47210 returned to the station after searching for several more hours. We maintained our searches along the surf line until we noticed two more charter vessels that left Tillamook Bay in the morning returning to go back inside the bay. I maneuvered the 47210 to the south side of the entrance and stood by to watch the vessels until they were safely inside the bay. We had a report that there was one more charter boat out so we maintained our position in that area. Once the last charter boat was safely back inside Tillamook Bay, we were relieved of our patrol by the 47210. We then returned to the station.

 BMI, USCG

Statement of Weston Andrade FA, USCG

On the morning of 14 June 2003 the station received a call at approximately 0720 of a capsized charter vessel, just north of the north jetty of Tillamook Bay. We were notified that there were 19 people in the water. BM 1 Hatfield, MK 3 Teeter, and BM3 Wilch, and I got underway on the MLB 47254 at about 0732. Ensuring that everyone on our boat had the proper heavy weather attire we transited the bar. We arrived on scene at approximately 0740. We then began searching for people in the water. We saw one man lying face down wearing a green jacket blue jeans and a white tee shirt with no life preserver on. BM3 Wilch, MK3 Teeter and myself went down to the aft deck. When BM1 Hatfield said it was safe we went to the recess deck and pulled the man out of the water. The Man was unconscious when we brought him onboard. We brought him to the aft deck and when we were clear of the surf zone MK3 Teeter and I brought him to the survivor's compartment, and immediately started CPR. The two of us continued CPR until arrived back at the station with medical personal waiting at the dock, who took over. After the man was on the dock we proceeded back out to where we found the man and continued to search. We found some debris including a crate, a very long 6x4 piece of wood and a life preserver. We continued to search until the 47210 returned from chow to relieve us.

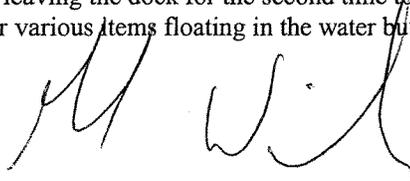
The above statement is complete and true to the best of my knowledge.


Weston Andrade FA, USCG

14 JUN 2003

Statement of Gabriel B. Wilch, BM3, USCG

Station Tillamook Bay received a call at about 0715 on the 14 June 2003 of an overturned vessel later identified as the Taki Too. BM1 Hatfield, MK3 Teeter, FA Andrade, and myself arrived on scene at about 0735 the weather was 10 to 12 feet breaks in all areas. As we commenced the search for any survivors we came across a man wearing blue jeans, a white shirt, and a green jacket floating face down in the water not wearing any lifejackets. As we maneuvered the boat to do a alongside recovery FA Andrade and myself went into the starboard side to pick the victim up. When the victim was brought on board MK3 Teeter checked for vitals and found the victim had none so he and FA Andrade began CPR until medical personnel took over. After leaving the dock for the second time to search for other missing people we found a lifejacket, and other various items floating in the water but no more victims.

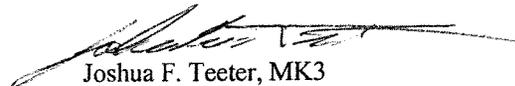


BM3, USCG

Gabriel B. Wilch, BM3, USCG

Statement of Joshua F. Teeter, MK3

PO Hatfield, PO Wilch, FA Andrade and myself at approximately 0720 were preparing to get underway to relieve the 47210 of bar patrol, we received the report of an capsized charter vessel on the North side of the North jetty carrying 19 people aboard. We arrived on scene at 0732, we could not see the overturned vessel from our current location, and we then proceeded backing into the surf zone. We spotted a body face down in the break line. PO Hatfield maneuvered the boat around for a STBD side pickup. We brought the victim onboard and assessed his condition. PO Hatfield ordered to take him into the Survivor's Compartment. The crew started CPR. We arrived back to the boathouse and paramedics took over.



Joshua F. Teeter, MK3