

Tillamook Co. SO

Detail

Print Date/Time: 08/27/2003 13:26
 Login ID: sweber
 Case Number: 2003-00006822

Tillamook County Sheriff's Office
 ORI Number: OR0290000

Case Details

Case Number: 2003-00006822
 Location: 308 7TH ST

Incident Type: Marine
 Occurred From: 06/14/03 07:26:00
 Occurred Thru: 06/14/03 07:26:00

Reporting Officer ID: 281 - Fournier

Associated Cases	Status	Assisting ORIs	Role

Offenses

No.	Group/ORI	Crime Code	Statute	Description	Counts

Subjects

Type	No.	Name	Address	Phone	Race	Sex	DOB
Missing Person 1		TIMOTHY THOMAS ALBUS	[REDACTED] MADRAS, OR 97741		White	Male	
Missing Person 2		BARRY MICHAEL SUNDBERG	[REDACTED] CHENEY, WA 99004		White	Male	
Victim	1	DOUGLAS ROLAND DAVIS	[REDACTED] GARIBALDI,		White	Male	
Victim	2	STEVEN ALAN ALBUS	[REDACTED] EPHRATA, WA 98623		White	Male	
Victim	3	SIGMUND BOHNET	[REDACTED] COLLINSVILLE, IL 62234		White	Male	
Victim	4	KATHY MARIE CORLEY	[REDACTED] UKIAH, OR 97860		White	Female	
Victim	5	LARRY HERBERT FRICK	[REDACTED] SPOKANE, WA 99216		White	Male	
Victim	6	TERRY KAY GALLOWAY	[REDACTED] PORTLAND, OR 97211		White	Male	
Victim	7	RICHARD M HIDALGO	[REDACTED] GREEN BAY, WI 54311		White	Male	
Victim	8	EDWARD ELMER LOLL	[REDACTED] CEDAR RAPIDS, IA 52402		White	Male	
Victim	9	DENNIS MURPHY TIPTON	[REDACTED] UKIAH, OR 97880		White	Male	
Witness	1	TYLER BOHNET	[REDACTED] CANBY, OR 97013		White	Male	
Witness	2	DALE BROWN	[REDACTED] PORTLAND, OR 97211		White	Male	
Witness	3	TAMARA LOUISE BJELL	[REDACTED] CLOVERDAL, OR 97112		White	Female	
Witness	4	RICHARD FORSMAN	[REDACTED] VANCOUVER, WA		White	Male	
Witness	5	CHRIS HAMLETT	[REDACTED] PORTLAND, OR 97206		White	Male	
Witness	6	DANIEL HAMLETT	[REDACTED] PORTLAND, OR 97206		White	Male	
Witness	7	MARK HAMLETT	[REDACTED] PORTLAND, OR 97206		White	Male	
Witness	8	BRIAN LOLL	[REDACTED] BATTLEGROUND, WA		White	Male	

Subject #1 - Missing Person

Primary: Yes
 Name: TIMOTHY THOMAS ALBUS
 Address: [REDACTED]
 MADRAS, OR 97741

Phone: [REDACTED]

Subject #2 - Missing Person

Primary: Yes
 Name: BARRY MICHAEL SUNDBERG
 Address: [REDACTED]

Missing Person Type: Missing Person

Race: White Sex: Male
 Height: 5ft, 9in. Weight: 185.0 lbs.
 Eyes: Brown Hair: Black
 SSN: [REDACTED] DVL#: [REDACTED]

DOB: 01/16/60
 Build: [REDACTED]
 State: OR

Missing Person Type: Missing Person

Race: White Sex: Male
 Height: 5ft, 9in. Weight: 160.0 lbs.

DOB: 08/03/50
 Build: [REDACTED]

TILLAMOOK COUNTY SHERIFF

0 NARRATIVE REPORT

INCIDENT#: 03-6822

INCIDENT: BOATING ACCIDENT

SUMMARY:

The charter fishing boat *TAKI-TOOO* capsized while attempting to cross Tillamook Bar during hazardous conditions. 11 people, including the skipper Doug Davis, were confirmed deceased (DOA), 2 passengers missing but declared deceased and 8 survivors treated and released from the hospital.

ACTION TAKEN:

On Saturday June 14, 2003 at approximately 07:29 hours, I was dispatched to a boat capsizing at the mouth of Tillamook Bay. I responded code-3 from the Sheriff's Office.

While en route, dispatch reported that it was a fishing vessel with 19 people on board and that victims were going to be brought in to the U.S. Coast Guard station and also to the north side of the north jetty. I asked Deputy Prock to call Deputy Reeder at home to assist me with the incident. I called Deputy Taylor at home and called him out also.

As I was approaching the parking lot at Bar View near the Coast Guard Tower, I observed extremely rough surf conditions and waves breaking throughout the width of the jaws of the jetties.

I went down onto the beach and saw Fire-Rescue personnel attending to some victims. I saw some obvious deceased people and a Subaru station wagon full of people on the beach. I could see a white approximately 30' boat in the surf zone being washed ashore at the beach at Barview Park, on the north side of the north jetty of Tillamook Bay.

Surf conditions were extremely hazardous with 10-12 foot breaking waves and sloppy aerated water throughout the surf zone. I observed a life-buoy (raft) off shore about 100-150 yards. There were no victims on or around it, as it seemed to be circling near the jetty, caught in an apparent current.

I could see the two 47' Coast Guard Motor Life Boats (MLB) operating in the rough surf and just outside looking for victims. Later there were two Coast Guard Helicopters operating in the area.

I contacted fire command Garibaldi Chief Mike Sheldon and then assisted with transporting patients to ambulances off the beach. One of these victims was a female adult and medics and fire personnel were performing CPR as I brought them up to the Ambulance.

TILLAMOOK COUNTY SHERIFF

I removed all of the blankets I had in my truck and gave them to medics to assist in warming the conscious victims. I transported several of these "walking wounded" up to awaiting ambulances.

There was a large crowd of onlookers in the parking lot and along the beachhead watching the scene. A few of these people assisted or offered to assist while a greater number of them just stared and watched. It was later determined that dispatch never received any 911 calls from the onlookers even though many could be seen talking on their cell phones. The U.S. Coast Guard had notified dispatch of the accident.

We placed the covered bodies together on the beach in an attempt to minimize bystanders disturbing the scene. I could now see some of the bodies had contusions and lacerations. Dispatch was advised to notify my supervisor, the District Attorney and the County Medical Examiner. Deputy Reeder assisted me and arranged for Victim's Assistance and the Oregon State Marine Board received notification. I asked Deputy Taylor to handle the boat recovery.

One body was removed from the cabin of the boat at great risk to the rescuers. Another body washed onshore several hundred yards north of the primary accident location. I observed two bodies being removed from the water and transported to the beach by Coast Guard Helicopters. Rockaway Beach Fire-Rescue had responded with their jet ski. We decided that the conditions were just too hazardous to launch the craft.

Most of the survivors had their cold, wet clothes removed to help facilitate the warming process. Wallets and other personal effects were bagged up and placed into a locked police vehicle. One of the bystanders who owned the Subaru, and assisted all of the walking wounded, told me that one of the victims later told him that he had \$400.00 in his pants pocket when they removed his clothing.

However, the same victim told me later that it was \$1,000 in cash that he had in his pocket that was missing. This money, as well as quite a bit of other personal effects belonging to the survivors and those deceased, was never recovered and was believed to be lost in the ocean. Foul play is not suspected.

There were eight deceased removed from the beach. The U.S. Coast Guard Helicopter took two of the bodies out of the water, 1 was taken out of the hull of the TAKI-TOOO and five washed ashore.

The following are the deceased transported off the beach:

- 1) DENNIS TIPTON
- 2) KATHY CORLEY
- 3) STEVE ALBUS
- 4) SIGMUND BOHNET
- 5) EDWARD LOLL
- 6) LARRY FRICK

TILLAMOOK COUNTY SHERIFF

- 7) TERRY K. GALLOWAY
- 8) RICHARD HIDALGO

One of the deceased was picked up in the water by the U.S. Coast 47' MLB and taken to the Coast Guard Station in Garibaldi. This person was identified as the captain of the TAKI-TOO:

- 9) DOUG DAVIS (Captain)

The state and county Medical Examiners later determined the cause of death as drowning by asphyxiation, hypothermia for all of the deceased occupants of the TAKI-TOOO.

The two victims whose bodies have not been recovered but are declared deceased:

- 10) TIM ALBUS
- 11) BARRY SUNDBERG

The following are the names of the eight survivors whom were brought to Tillamook County General Hospital:

- 12) TYLER BOHNET
- 13) MARK HAMLETT
- 14) DAVID HAMLETT
- 15) CHRIS HAMLETT
- 16) BRIAN LOLL
- 17) RICHARD FORSMAN
- 18) DALE BROWN
- 19) TAMARA BUELL (Deckhand)

Undersheriff Terry Huntsman relieved me at the scene and asked me to go to the hospital to interview the survivors. I arrived at the hospital and all of the survivors, except for deckhand Tamara BUELL, were in the Emergency Department. BUELL had been admitted to the hospital and was on the second floor.

STATEMENTS:

All of the survivors were briefly interviewed at the hospital by me immediately following the accident, with the exception of Tyler BOHNET, who was too ill to speak to me in the Emergency Department. I spoke with Mr. BOHNET in July.

My brief interviews at the hospital were the first time that the survivors were interviewed about the capsizing. See the U.S. Coast Guard, and NTSB reports for additional in-depth interviews.

Of all the survivors, passenger Mark C. HAMLETT was able to give me the best recollection of the events leading up to and following the capsizing. Mr. HAMLETT was

TILLAMOOK COUNTY SHERIFF

uninjured, alert and oriented when I spoke to him briefly on the beach. He identified one of the deceased as his daughter's father-in-law, Edward Loll. I then spoke to Mr. HAMLETT.

Mr. HAMLETT has extensive experience as a fisherman and has a 19' vessel, which he operates extensively on the Columbia River.

Mark C. HAMLETT, DOB 11/16/1950, told me that before the capsizing, he was standing right below the flying bridge of the *TAKI TOOO* and he was listening to the marine radio traffic between the *TAKI TOOO* and the other boats in the area. HAMLETT told me he likes knowing what's going on and enjoys listening to the radio traffic.

HAMLETT told me that the captain and the deckhand girl were on the flying bridge. The *TAKI TOOO* was in a "holding pattern" and had been circling the area for 45 minutes to an hour, presumably waiting for the right time to attempt a crossing of the bar.

HAMLETT said that two boats had already crossed the bar that he knew of and he could hear them talking on the radio. They were the *D&D* and the "something *Pilot*", later determined to be the *Oakland Pilot*. HAMLETT said he heard both of these boats talking about the hazardous conditions. He said that they had radioed about having to have to avoid logs.

HAMLETT also said that he heard the Captain of the boat the *NORWESTER* say that when he went out he almost didn't have enough power to make it. HAMLETT also said that he heard on the radio somebody on the *Pilot* being injured. HAMLETT said the captain and the deckhand of the *TAKI TOOO* were both on the flying bridge when he overheard all of this on the radio.

HAMLETT said that *TAKI TOOO* headed out toward the jaws and he went inside the cabin because he thought he would get wet if he stayed outside. HAMLETT said they were going and he saw three big swells coming toward the boat. He said the boat took the first two swells and he believes they were facing into them. But the third swell was huge, he estimated it as being 15-20 feet, and he said that he heard the captain come off the power after coming over the second swell and turn the boat in a northerly direction. The third swell broke on the port side of the *TAKI TOOO* and HAMLETT said it rolled the boat.

HAMLETT believes the boat may have "barrel rolled" two complete times coming to rest upside down. HAMLETT said that his son Daniel, who was sitting outside the cabin right before the boat rolled, somehow got thrown inside the cabin and was in there with him. HAMLETT told me he saw the rest of his party now in the upside down cabin; his sons Daniel and Chris and Brian Loll and Ed Loll. HAMLETT said there were other passengers in the cabin with them.

HAMLETT told me there was about four feet of water now in the cabin and he began getting the life jackets out of the storage place where the captain had told him they were

TILLAMOOK COUNTY SHERIFF

before they left the marina. HAMLETT began handing the life jackets out, first to his sons, then to the others in the cabin. There were some broken windows and HAMLETT believed this was the only way out of the cabin at that time.

HAMLETT began assisting others with getting out the window and he believes his son Daniel was the last one to leave besides him and Ed Loll. HAMLETT said that he could see Ed Loll at the stern end of the cabin, which had more water in it than the bow end where he was located. Coolers, seat cushions and other debris pushed HAMLETT further into the bow section and he was unable to reach him. He said he could hear Ed gasping for air and he heard Ed say something but he did not know what it was. HAMLETT said this was the last time he saw Ed Loll alive.

HAMLETT said the boat then listed to port and he tried to make his exit through a starboard side window. HAMLETT could not fit through the window with his life jacket on so he took it off and held onto it under his arm. As he was exiting the boat, he got caught up in the hand railing. He ripped himself free of that and "bear-hugged" his life jacket and made it to the beach, where, he was assisted onshore by somebody.

Mr. HAMLETT told me that he saw that the Hazardous Bar lights were flashing on the Coast Guard tower as they were in their holding pattern. He said he heard the motor running. He believes the boat may have been underpowered but that it sounded like it was running fine. HAMLETT told me his opinion about the boat turning north right before the capsizing, "You don't turn on a roller."

BRIAN LOLL, DOB 02/26/1969, was sitting inside the cabin looking out the front window of the *TAKI TOOO*. It was Mr. Loll's second time going out fishing and he told me he was enjoying the rough ride.

Mr. Loll said they were circling for ½ hour to 45 minutes waiting to cross the bar and he remembers seeing the USCG boat. He said that he saw three other boats make it across, the *"NORWESTER"* and the *DADA* (later determined to be the *D&D*).

Mr. Loll said he was watching through the front window and he saw a wave, which was at least 10 feet bigger than the other ones coming toward the boat. He said that in the bottom of one of the big waves the boat turned sideways toward the north and when they came up, the wave crested and rolled the *TAKI TOOO* twice and landed upside down.

Mr. Loll said the windows of the cabin broke and water started coming in. Mr. Loll said he saw eight people in the cabin, including his father, Ed Loll. He said as the cabin was filling with water, coolers were floating inside. He said Mark HAMLETT was handing out life jackets. Mr. Loll put on a life jacket and then helped one person through the window. He then had to take off his own life jacket in order to fit through the window.

The next thing he knew, he was on the beach. Mr. Loll said that the *TAKI TOOO* was outside of the jaws of the jetty when the capsizing occurred.

TILLAMOOK COUNTY SHERIFF

RICHARD FORSMAN, DOB 11/13/1954, was sitting in the cabin with his friend Dale Brown because they wanted to keep dry. Mr. Forsman said he wasn't really paying attention and that all he remembers was that the boat got hit sideways by a big wave.

He said he remembers that the cabin filled up with water and they were all trying to get life jackets on. The boat was getting "slammed" by waves and broke the windows. Next thing he remembers is getting washed up on shore and being very fatigued and was unable to walk by himself.

DALE BROWN, DOB 02/12/1956, remembers only sitting in the cabin when the boat was hit sideways by a wave and rolled, once, he believes. He said there was an air pocket in the cabin.

Mr. Brown said he put a life jacket on and he thinks he went out the door of the cabin. The next thing he knew, he made it to the beach.

DANIEL HAMLETT, DOB 09/13/1984, told me he was sitting outside the cabin on the seat above the engine compartment on a cushion. He said he did not see the wave and he was thrown off then ended up inside the cabin.

He said his dad gave him a life jacket and he remembers being one of the last of the people to leave the boat. Then he landed on the beach.

CHRISTOPHER HAMLETT, DOB 04/18/1980, did not tell me much except that he was inside the cabin when it rolled and his dad gave him a life jacket and then he ended up on the beach.

TAMARA BUELL, DOB 05/04/1981, the surviving deckhand of the *TAKI TOOO* was interviewed briefly in her hospital room at 15:30 hours on 06/14/2003. She had family members with her including her brother, TRON BUELL, the captain of the *NORWESTER*.

The *TAKI TOOO* was operated by Garibaldi Charters, which is owned by Tamara's father, MITCHELL BUELL, who also claims to have been on the jetty watching his boats (*NORWESTER*, *D&D*, *TAKI TOOO*) cross the bar when the *TAKI TOOO* capsized.

Tamara Buell told me that she was sitting on the flying bridge with skipper Doug Davis. She said they were "joggin" for 45 minutes with the *NORWESTER*, *OAKLAND PILOT* and the *D&D*.

She told me that Davis wasn't nervous at all about crossing because he had done it a "1000 times before." Buell said that when they were making their move to cross the bar, they got into a couple of big swells and she heard Davis say something like, "I don't want

TILLAMOOK COUNTY SHERIFF

to get into this right now." Buell said that either they "washed sideways or he turned it sideways" and that Davis powered down.

They were then hit sideways by a big wave and she was thrown from the flying bridge and landed away from the boat. Buell told me that she did not have a life jacket but that she is used to the water because she is a surfer. She said she took off her clothes and began concentrating on surviving.

TYLER BOHNET, DOB 10/22/1974, was interviewed by phone after being released from the hospital. Mr. Bohnet said he was sitting outside the cabin, on the port side. His father, **SIGMUND BOHNET**, was sitting with him when the boat capsized. Mr. **BOHNET** told me he was never inside the cabin and he never had access to a PFD.

When the **TAKI-TOOO** rolled, Mr. Bohnet was thrown and landed 20-30 feet away from the boat. He was hit by a large wave and then swam to the floating life-buoy (raft). He reached the raft, but was knocked away from it. This occurred 5-6 times until he was pushed too far away and could not see the ring. He then remembers a wave pushed him in and onto the beach and two people helped him out of the water.

Mr. Bohnet remembers that before the capsizing, the **TAKI-TOOO** was circling and Tamara, the deckhand, yelled at him to get away from the railing because they were going to cross the bar. He remembers the boat was in the trough of a big wave and he believes he heard the motor reversed just before being struck by the wave that rolled them.

Bohnet remembers looking at the bar as they were circling and thinking to him that it looked big. However, he said no one else appeared concerned. Mr. Bohnet told me that when he first got on the boat, **DAVIS** went through the safety instructions and said their life jackets were in the cabin and that he would let them know if they needed them. Mr. Bohnet said that **DAVIS** told them that if they see the life-buoy (raft) floating in the water, then swim for it, because that meant the boat was not floating.

See other reports for further interviews with survivors.

POST-ACCIDENT

The Tillamook County Sheriff's Office secured the **TAKI-TOOO** on the beach on the afternoon of June 14, 2003 and attached a line to the boat to prevent it from being removed from the beach at high tide.

Deputies guarded the vessel until Sunday June 15, 2003, when representatives from the National Transportation Safety Board arrived. Tillamook County Sheriff's Office and the Tillamook County District Attorney's Office released the **TAKI-TOOO** to representatives of the NTSB, as they were assuming control of the accident investigation.

TCSO Marine Deputies and deputies representing the OSMB BAR team continued to assist the NTSB investigation as needed during the following weeks.

TILLAMOOK COUNTY SHERIFF**OTHER INFORMATION**

On Saturday, June 14, 2003 at approximately 6 A.M., the TAKI-TOOO left its slip at the Garibaldi Marina with 2 crewmembers and 17 passengers for a day of bottom fishing. The TAKI-TOOO was a 32'6" fiberglass, single-screw vessel with 250 HP John Deere Diesel engine built in 1977. The top speed was approximately 12-14 knots and it was rated for a total passenger load including crew of 22 people. It is an Inspected Commercial Passenger Vessel.

The 6 a.m. U.S. Coast Bar report issued a rough bar warning and cited 10 ft breaks as the reason. Bar crossings were restricted as follows: "All recreational craft and un-inspected commercial passenger vessels are not permitted to cross." The "Rough Bar" warning lights had been turned on at the U.S. Coast Guard Station and the North Jetty. There was a very low, -2.1 tide scheduled for approximately 07:21 hours.

There was a small craft advisory for hazardous seas for Friday evening. It called for 15-knot wind, wind waves at 2 feet, a west swell at 12 feet and a chance of showers.

According to witnesses who were on the bar that morning beginning at 04:30 hours, there were 12-14 foot swells with occasion larger breaking waves.

Jon Brown, captain of the KERRI-LINN, cancelled and rebooked his passengers for Saturday's morning after he, his son and their deckhand looked at the bar that morning. The KERRI-LINN is basically the sister ship to the TAKI-TOOO and the D&D. Essentially all three have boats an identical hull, however the KERRI-LINN has a Caterpillar Diesel and according to Brown, is a faster boat than the TAKI-TOOO was. Brown told me that one of the reasons they cancelled was because they will simply not go out if there are "double digit" swells. On this day, they thought it was "real hairy."

I followed up the report of an alleged injury on the OAKLAND PILOT to help confirm the severity of the seas that day. The OAKLAND PILOT crossed the bar before the TAKI-TOOO and allegedly reported an injury. The boat is nearly 20 feet longer than the TAKI-TOO and has twin engines. I spoke with two passengers of the OAKLAND PILOT chosen randomly from the manifest for June 14, 2003 ask them about sea conditions and how they affected their bar crossing.

Jeff Fishwick was a passenger on the OAKLAND PILOT and said that he was in the cabin because he felt sick and the boat went over a huge swell and dropped 10-12 feet off the back end. When the boat came crashing down, the deckhand left his feet and slammed his head into the ceiling of the cab and was knocked unconscious for several minutes. The deckhand also bit his tongue and was bleeding from the mouth.

John C. Heuvel was also a passenger on the OAKLAND PILOT and said the same thing about the deckhand, but also told me that when the boat dropped, a passenger hit his head and cracked the window and another passenger "gouged his hip pretty good."

TILLAMOOK COUNTY SHERIFF

After the accident, several people associated with the commercial charter industry in Garibaldi were quoted in/on the media reporting that the reason the TAKI-TOOO went down was because the bar was too shallow and needed to be dredged. Some even stated that the boat might have hit the bottom.

An Army Corps of Engineer study prompted by the accident confirmed that the shallowest portion of the bar had a depth of 18ft. and by their standards, did not require dredging.

Earlier this year, Garibaldi Fire Department responded to a fire at the TAKI-TOOO slip at Garibaldi Marina. However, it was an electrical problem with shoreline and it was determined that it did not mechanically damage the vessel.

The preliminary mechanical report states that the TAKI-TOO engine was functioning normally and there were no malfunctions of the steering mechanism prior to the capsizing. For more information about the post-accident mechanical inspection of the TAKI-TOO, see Deputy Reeder's and the NTSB Engineering report.

The U.S. Coast Guard's "Crossing the Bar" pamphlet emphasizes several things when crossing the bar during rough bar conditions. Some of these are:

- 1) Make sure everybody aboard is wearing a personal floatation device.
- 2) Keep the boat square before the seas.
- 3) Don't allow the waves to catch the boat on the side. This condition is called broaching and can easily result in capsizing.

ACCIDENT FACTORS:

My investigation has determined that the TAKI-TOOO accident occurred when the vessel attempted to cross Tillamook Bar during hazardous conditions. The vessel was making its way out of the "jaws" toward the north and was approximately 75-100 yards west and slightly north of the tip of the north jetty when it became parallel to the incoming waves. The TAKI-TOOO was hit by two very large swells on its port side and was then hit by a larger swell (estimated between 15-20 feet), which crested and broke on its port side causing it to roll to starboard and capsize.

The boat lay upside down for several minutes as survivors inside the cabin made their way out broken windows and the door. As the last survivor left the boat, it was beginning to list in the waves and eventually turned upright and washed ashore. The flying bridge of the vessel was torn off when the boat rolled.

TILLAMOOK COUNTY SHERIFF

The life-buoy (raft) deployed as it was supposed, and the EPIRB worked properly, it sounded at 07:12 hours. There were 22 adult PFD's and 3 child PFD's recovered. (See NTSB for more information).

There were official indicators that the conditions of the bar were hazardous prior to the capsizing of the TAKI-TOOO, including:

- 1) The bar was restricted.
- 2) "Rough Bar" warning lights were illuminated.
- 3) USCG bar report calling for hazardous conditions and 12 foot swells.
- 4) Published tide table listing of a negative 2.1 tide.

There were also numerous first-hand reports concerning the extreme conditions, including:

- 1) Several area charter boat captains cancelled trips after looking at the bar earlier in the morning and conditions were expected to worsen until the tide change.
- 2) The appearance of charter boat operators and "gawkers" on the jetty watching the boats as they jockeyed for position and waited for a lull to cross. This is not as common during calmer days.
- 3) There were several radioed warnings to the TAKI-TOOO from the vessels that did make it across the bar warning of the extreme conditions, debris seen in the water and injuries sustained while crossing. One survivor recalled hearing one captain of a larger boat suggest it was too rough for the TAKI-TOO to cross.
- 4) At least one of the passengers booked their trip on the TAKI-TOOO only after another boat had cancelled its trip due to bar conditions.
- 5) The fact that other captains, at least one with a nearly identical boat to the TAKI-TOOO, were canceling trips

SURVIVABILITY FACTORS:

- 1) Of the eight survivors, six of them had access to and used a personal floatation device at some point.
- 2) 6 of the 8 survivors were inside the cabin when the boat was upside down and were handed a PFD and had it at least in their hands when they left the boat.
- 3) One of the survivors, who was sitting outside the cabin when the boat capsized, had intermittent access to the floating life ring (raft) before being washed to shore.
- 4) The deckhand was thrown from the flying bridge when the boat capsized and has years of experience swimming (surfing) in rough surf conditions and was in excellent physical shape.
- 5) All the survivors state that the waves kept on taking them under water and all say that they were too fatigued to walk when they reached the shore. Had they not been carried into the shallow water by the surf, they most likely would have drowned.

ACTION RECOMMENDED: FORWARD TO DA.

TILLAMOOK COUNTY SHERIFF

SUPPLEMENTAL REPORT

INCIDENT#:03-6822

INCIDENT: TAKI-TOOO CAPSIZING

ACTION TAKEN:

On June 14, 2003 at approximately 7:30am, I received a call at my residence from Deputy Prock. He explained that a Charter Boat had capsized and there were many people in the surf. I was requested by Deputy Paul Fournier to respond. I responded code 3 to the Barview North Jetty on Tillamook Bay Bar.

I arrived at the Jetty area and observed the rough bar lights flashing, and breaks on the bar at least three waves deep. As I drove onto the beach I observed extremely rough bar conditions especially for this time of year. Also low water conditions, as this was a minus 2.1 low tide, which adds to the wave intensity on the bar.

I made my way down the shoreline of the beach to a point approximately 200 yards north of the north jetty. I observed the vessel Taki-Tooo resting grounded upright broadside in the surf with ocean breaks pounding it breaking clear over the cabin. The flying bridge, which I am familiar with the boat having, was gone. I also observed windows blown out in the cabin.

At that time there was a lot of debris floating in the water and also washing up on shore. I drove my patrol vehicle alongside Deputy Fournier's vehicle who along with fire and rescue personnel were at that time determining how many people were still unaccounted for.

I assisted in securing bystanders who were crowding an area with five bodies lying on the beach. Blankets had been laid over their faces. At that time I glassed the surf with my binoculars. I observed two 47 foot Coast Guard rescue boats and two Jayhawk Coast Guard helicopters running the surf lines north to Twin Rocks and South of the South Jetty area. I observed a Coast Guard rescue swimmer on a line from a helicopter retrieving a passenger of the Taki-Tooo 100 yards north of the North Jetty. I also observed fire and rescue personnel in helmets and dry suites wade out to the wreckage of the Taki-Tooo and search for survivors.

I observed a lot of fire and rescue personnel walking the shoreline picking up debris. I also went to the shoreline to assist in retrieval of debris until I saw bystanders again coming close to the area where the bodies were. A concerned man was shouting and crying as he neared the bodies, concerned that one of them was a family member. I assisted Deputy Fournier in consoling the man while telling him to please step back from the area. I then requested dispatch to contact Victims Assistance and a Chaplain and have them go to the hospital or come directly to the scene.

TILLAMOOK COUNTY SHERIFF

After filling my patrol vehicle with debris and assisting fire and rescue with transporting personnel to different areas of the beach, I off loaded the debris into Deputy Taylor's vehicle.

After again discussing with Deputy Fournier how many people were accounted for, it was determined that two were still missing at that time.

At this time I requested Burdens Towing Service be dispatched to the scene to secure the Taki-Too to the shore as the boat was tossing and turning in the surf.

I assisted in moving the bodies to the Coast Guard Tower in fire and rescue pickups where they were picked up by Wauds Funeral Home.

It was very difficult to keep bystanders away from the Taki-Too throughout the day. I had orders from Under Sheriff Huntsman to keep the vessel secure as the boat accident reconstruction teams from the Oregon State Marine Board, The National Transportation Safety Board and the Tillamook County Sheriffs Office needed to examine the vessel as all departments had active investigations pending. The vessel was secured until the NTSB arrived on scene and took possession of the vessel along with the responsibility for the investigation of the vessel.

The Taki-Too was removed from the beach on June 15th, 2003 at 1830 and was stored outside the Tillamook County Justice Facility until all investigations have been finalized.

I assisted Jim La Belle, Chairman from the NTSB Anchorage Regional Office and Kelly Gordon, a Chief Warrant Officer from the United States Coast Guard as part of the Propulsion Group. We investigated the propulsion and steering components on the Taki-Too.

The group found that there were no pre-accident mechanical malfunctions. To read more about the groups findings see the Propulsion Group Chairman's Interim Report, NTSB Accident file: DCA03mm035.

ACTION RECOMMENDED: Forward to DA