

December 18th, 2016



City of Annapolis  
Harbormaster  
Office of Emergency Management



## PURPOSE OF AFTER ACTION MEETING

- Determine what went well during the Water Rescue and the Areas for Improvement in order to make response for any potential incidents in the future more efficient.
- This meeting is not intended to single out any specific group or department, but to share comments and observations constructively.
- After this meeting, action items should be recognized and completed by the appropriate parties.

Deputy Chief Kevin Simmons

DECEMBER 18TH, 2016

- Several sailboats took off out of the Severn Sailing Association.
- 16 of these sailboats were overturned due to strong wind gusts, causing at least one 911 call.

911 CALL



DECEMBER 18TH, 2016

- Reportedly 22 people went overboard into the waters. The age of these boaters ranged from 16 to 70 years old.
- A water rescue was conducted by Annapolis City, Anne Arundel County, U.S. Coast Guard Station Annapolis and civilian mariners.

**Dozens rescued after high winds flip sailboats in Potomac and Severn rivers**

By Martin Wolf and Lee Lane | December 18, 2016

As many as 23 sailboat racers and recreational sailors were rescued Sunday from Washington region waterways as a sudden and fierce cold front swept through, with winds that gusted as high as 54 mph.

No injuries were reported in the sailboat incidents, which occurred in the Potomac River near the Wilson Bridge, and in the Severn River in the Annapolis area.

As many as 22 people were pulled from the Severn — where, according to the Severn Sailing Association, a Frostbite racing event was underway, involving Laser sailboats. The boats usually are sailed by a single person.

It was not clear how many of those involved in the race in the Severn were rescued and taken aboard other vessels, as opposed to those who might have returned to shore after righting their Lasers by themselves or with help. Many agencies participated in helping the racers, and several counts were listed.

The U.S. Coast Guard said it received a report about 2:20 p.m. saying that 22 people had gone into the water. The Maryland Natural Resources police said 22 were plucked from the Severn. Their ages ranged from 16 to 70, the NRP said.

The Annapolis city fire department said half those aboard the 22 boats were rescued by emergency personnel, Good Samaritans, or representatives of local sailing groups.


In accounting for the 22 sailors, the Severn Sailing Association said all had "either sailed back to shore" or had been quickly picked up.

On its Facebook page, the sailing association said the day's racing was affected dramatically by the cold front, as wind speeds escalated rapidly. It said they rose "from 0-3 knots to gusts over 30 knots in a matter of minutes."

[https://www.washingtonpost.com/news/local/wp/2016/12/18/three-rescued-after-sailboats-overturn-in-potomac-river/?utm\\_term=.6803fc4d3a0e](https://www.washingtonpost.com/news/local/wp/2016/12/18/three-rescued-after-sailboats-overturn-in-potomac-river/?utm_term=.6803fc4d3a0e)

**More than 20 rescued from boats in Severn River**

John Henry, WUSA | 10:42 PM EST December 18, 2016



ANNAPOLIS, MD (WUSA9) - Strong winds in Annapolis put some boaters' lives in danger early Sunday afternoon.

According to the Maryland Department of Natural Resources Police, 16 small sailboats capsized in the Severn River around 2:20 p.m.

MDNR said calm winds increased to 40 miles per hour while boaters were on the water. Authorities say the change happened in just minutes.

"White caps were all over the place," said onlooker Stuart White.

Ultimately 22 people, from the ages of 16 to 70, had to be rescued from the water. Many of the boaters held on to overturned hulls while waiting for rescue crews.

"A couple of minutes later, you started hearing about people being picked up," said Aaron Boston, battalion chief of the Annapolis Fire Department. "Whether it was by Good Samaritans or manager of the sailing association."

MDNR said no one was seriously injured following the incident.

The Severn Sailing Association had been holding a racing event in the Severn River when the strong winds rolled into the region.

<http://www.wusa9.com/news/local/more-than-20-rescued-from-boats-in-severn-river/372335744>

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## 22 Pulled From Water After Sailboats Overturn in Maryland

During a massive rescue effort, 22 people were pulled from frigid waters after more than a dozen sailboats overturned during a sailing event in Maryland.

Authorities said everyone is accounted for after 16 boats overturned on the Severn River along Annapolis.

- Shedding Accident Critically Injures Dad, 4-Year-Old in Md.

Maryland Natural Resources Police say 22 people ranging in age from 16 to 70 were pulled from the water and that no one was harmed.

This incident happened around 2:30 p.m. Sunday when the boats encountered strong gusts of wind, and the water turned rough.

Officials said the boats that overturned were part of a Severn Sailing Association event. Many of those who were thrown overboard were wearing wetsuits.

Published at 9:29 PM EST on Dec 18, 2016 | Updated at 9:06 AM EST on Dec 18, 2016

<http://www.nbcwashington.com/news/local/22-Pulled-From-Water-After-Sailboats-Overturn-in-Maryland-44735283.html>

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U.S. | Sun Dec 18, 2016 | 11:20am EST

## Coast Guard plucks four sailors from icy waters off Annapolis after boats overturn

Four people were rescued from frigid waters off Annapolis, Maryland, on Sunday after more than a dozen sailboats capsized during a race held in rough, windy weather, the U.S. Coast Guard said.

The Severn Sailing Association reported that 22 people had fallen into the water off 15 small sailboats during a race on Sunday afternoon, the Coast Guard said in a statement.

Rescue teams from the Coast Guard's Maryland-National Capital Region, the Maryland State Police, Anne Arundel County Fire Rescue and Maryland Natural Resources Police all responded.

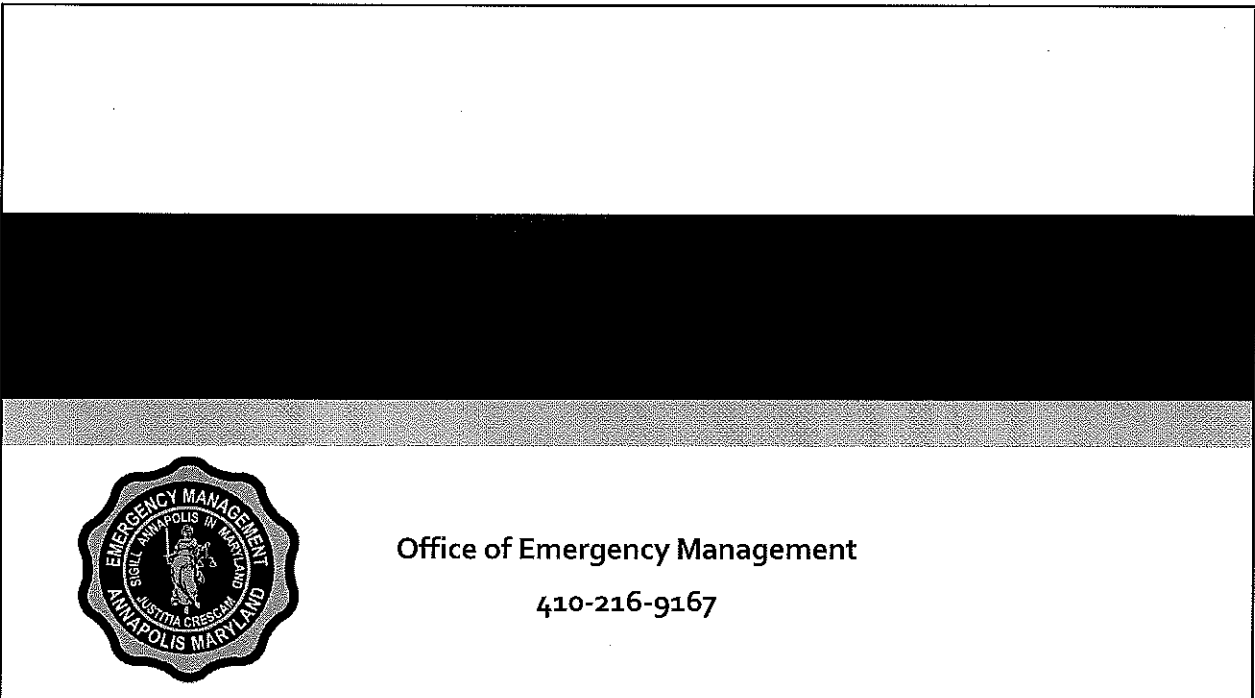
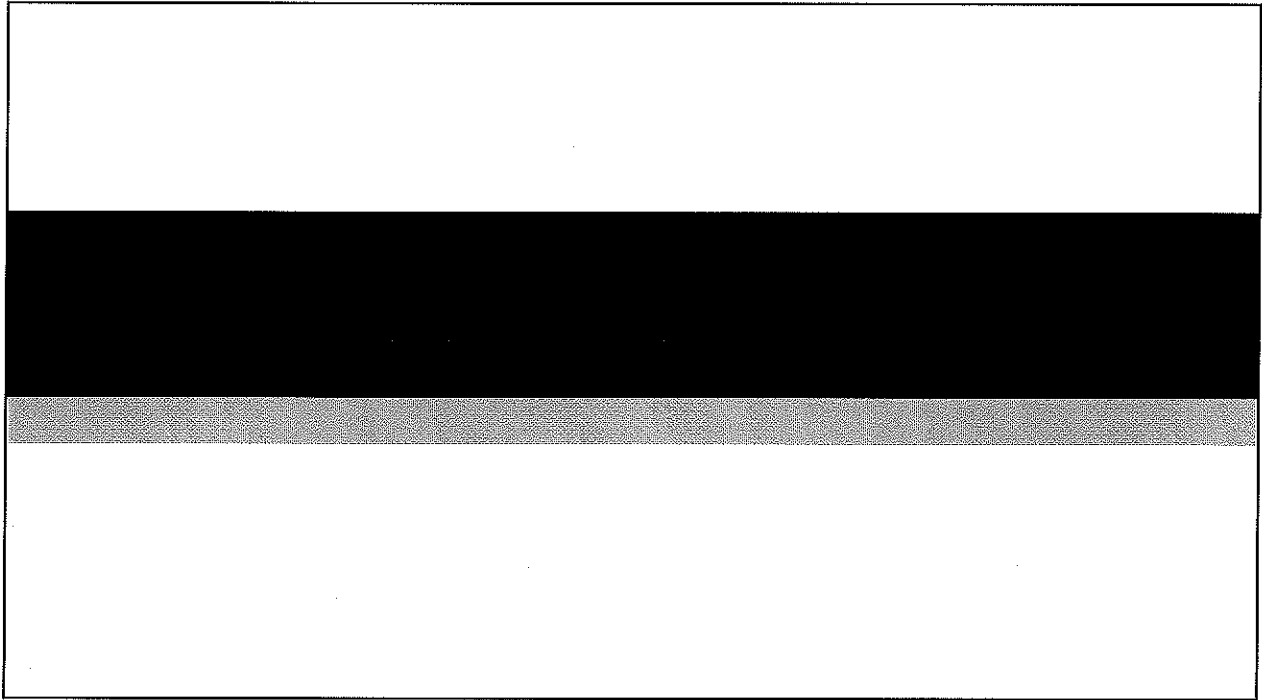
A Coast Guard crew based in Annapolis rescued four people from the frigid seas.

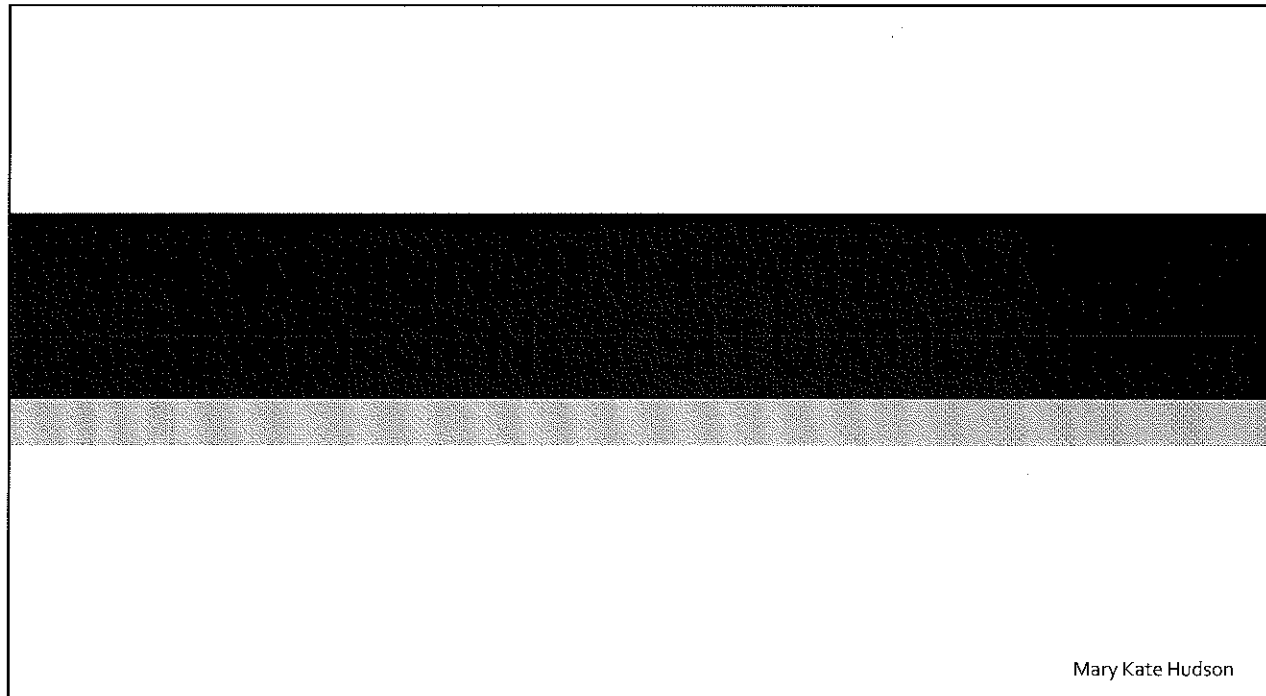
"The water temperature in the Chesapeake Bay today was 42 degrees, an extremely dangerous temperature for people in the water," Coast Guard Lieutenant Commander Sara Wallace said in the statement.

If the 22 people rescued without injury "weren't wearing a personal flotation device along with a wet or dry suit, we may have had a different outcome today," she said.

Wind speeds at the time of the race were sustained at 24 knots, with gusts up to 30 knots, the Coast Guard said.

<http://www.reuters.com/article/us-maryland-sailboats-idUSKBN1480U>





## THE DUNKIRK EVACUATION

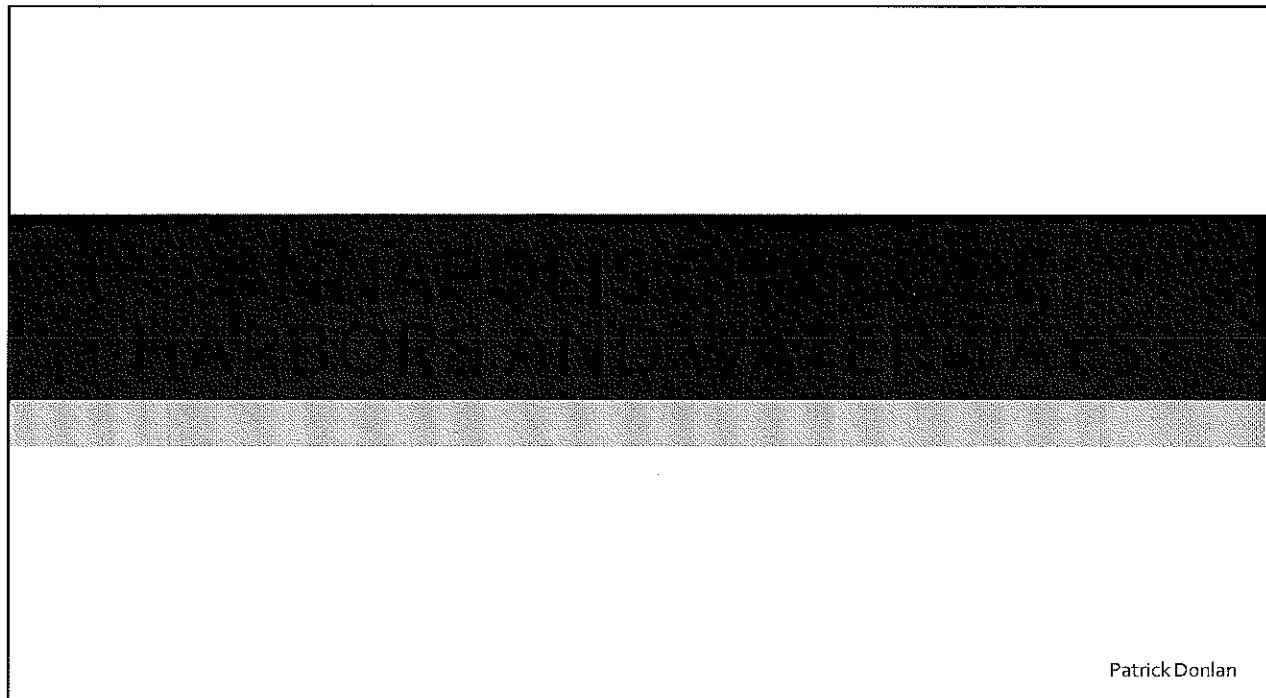
- The evacuation of Allied soldiers from the beaches and harbour of Dunkirk, France, between 26 May and 4 June 1940, during World War II.
- The operation was decided upon when large numbers of Belgian, British, and French troops were cut off and surrounded by the German army during the Battle of France.
- On the first day of the evacuation, only 7,669 men were evacuated, but by the end of the eighth day, a total of 338,226 soldiers had been rescued.
- Some soldiers were ferried from the beaches to the larger ships by what came to be known as "the little ships of Dunkirk", a flotilla of hundreds of merchant marine boats, fishing boats, pleasure craft, and lifeboats called into service for the emergency.

## US AIRWAYS FLIGHT 1549 - "MIRACLE ON THE HUDSON"

- US Airways Flight 1549, three minutes after takeoff from New York City's LaGuardia Airport on January 15, 2009, struck a flock of Canada geese just northeast of the George Washington Bridge and consequently lost all engine power.
- Unable to reach any airport, pilots Chesley Sullenberger and Jeffrey Skiles glided the plane to a ditching in the Hudson River off midtown Manhattan.
- A flotilla of rescuers, created by people who caught glimpses of something going wrong and did not have to be told to help. The Athenia, the Admiral Bennis and 12 other boats — all operated or chartered by New York Waterway — picked 135 people out of the river.

## BALTIMORE INNER HARBOR TAXI ACCIDENT — MARCH 6<sup>TH</sup>, 2004

- A water taxi with 25 passengers capsized Saturday afternoon in the Inner Harbor area of Baltimore, Maryland, near Fort McHenry. Five people died in the accident, and a one passenger, suffered what could be permanent brain damage.
- Several Navy reservists saw the accident, and immediately sailors rushed to a steel landing craft. Within minutes, they reached the taxi. About 15 people had climbed atop the capsized boat; others were hanging from the side and floating nearby.
- The reservists threw a rope to the taxi and pulled the boats close together. Those on top of the taxi climbed aboard the Navy vessel or were carried.



## 15.04.010 - JURISDICTION OVER VESSELS AND ANY PERSONS ABOARD

- Every vessel located in or on City waters and the people aboard each vessel are subject to City Code
- Every person in or on City waters shall obey lawful orders of the Harbormaster.
  - Including, but not limited to: orders to provide identification, evidence of citizenship, documentation regarding the vessel, voyage, and identity of owner and crew; to pay for municipal slips and moorings; and to register with the Harbormaster.
- Refusal to comply with any lawful order of the Harbormaster, or failure to provide correct and current information, is a municipal infraction and is cause for the revocation of mooring or docking privileges, as well as the imposition of other sanctions.



#### 15.04.020 - JURISDICTION OVER STRUCTURES IN CITY WATERS

- The Harbormaster shall have the authority to enforce Title 15 as it relates to every structure, mooring and other device found anywhere in City waters.

#### 15.04.030 - AUTHORITY TO ISSUE ORDERS AFFECTING VESSELS

- The Harbormaster may order the relocation of any vessel if relocation is required to ensure public safety, to prepare the harbor for scheduled events or to facilitate and protect harbor operations.
- If it is necessary to relocate a vessel, the Harbormaster shall order the owner or operator to relocate the vessel, if the owner or operator is aboard the vessel, or in the immediate vicinity of the vessel.
- If a person fails to relocate, or if the owner or operator is not found in the immediate vicinity, the Harbormaster or someone at his or her request may remove the vessel to a boat storage facility, or have the vessel relocated to a safe place of storage at the expense of the owner.
- A person who fails to comply with an order of the Harbormaster to relocate a vessel pursuant to this section is guilty of a municipal infraction.

#### 15.04.040 - COMPLIANCE DURING A DECLARED PUBLIC EMERGENCY

- During any Public Emergency the Harbormaster may refuse any vessel entry into City waters, refuse or revoke docking, anchoring or mooring privileges, order the relocation of vessels, and carry out any instructions issued by the Director of the Office of Emergency Management.
- It is unlawful for a person to fail to comply with an order of the Harbormaster made pursuant to this section. A violation of this section is a misdemeanor punishable by a fine or by imprisonment.

#### 15.04.050 - DELEGATION OF AUTHORITY

- During a period of absence, the Harbormaster may delegate authority to another member of the Harbormaster's staff.

## CHAPTER 15.12 DISTRESSED, SUNKEN, DAMAGED, DERELICT, DISABLED, NEGLECTED OR ABANDONED VESSELS OR PROPERTY

### 15.12.010 - DISTRESSED, SINKING OR SUNKEN VESSELS

- An owner or operator of any vessel which is distressed, sinking, sunken, capsized, severely damaged, derelict or disabled may not allow leave a vessel unattended and unassisted in City waters.
- When handling matters involving a distressed, sinking, sunken, etc. vessel, anywhere in City waters, the Harbormaster may assist with patrol boats and may order:
  1. Immediate assistance by a licensed towing and salvage operator.
  2. Immediate removal from City waters by haulout. The Harbormaster may contract with a licensed towing and salvage operator to remove it at the owner's expense if they are not available or refusing to comply.

## 15.12.010 - DISTRESSED, SINKING OR SUNKEN VESSELS. - CONTINUED

- When handling matters involving a distressed, sinking, sunken, etc. vessel, anywhere in City waters, the Harbormaster may assist with patrol boats and may order:
  3. Any vessel removed by order of the Harbormaster to be held in impound in storage. The owner of the vessel is responsible for all associated costs.
  4. If an unoccupied vessel is found sinking or sunken and the owner cannot be determined or cannot be located, the Harbormaster shall take immediate steps to remove the vessel from City waters and store it at the owner's expense.
    - If the owner cannot be determined or cannot be located, provisions for the removal and disposal of an abandoned vessel as provided in Section 15.12.030 may be undertaken.
    - If the owner is located and fails to take responsibility for the vessel and pay all fees, the owner may be charged with a separate offense for each day for which violation occurred, and may also be charged with abandoning a vessel if the provisions of that section apply.

## 15.12.020 - LEAVING PROPERTY OR VESSELS ON PUBLIC DOCKS, STREET ENDINGS OR SHORES AND ON PRIVATE DOCKS OR SHORES WITHOUT PERMISSION OF THE OWNER.

- This section applies to all vessels which could be docked and to all personal property at every public dock, street ending, park dock, shore or other shoreside real property within the City.
- A person may not dock, beach or leave any vessels or any personal property at any street ending, park dock or upon any public shore without the permission of the Harbormaster.
- The number of vessels which may be stored at any public street ending, park dock or upon any public shore having a boat launch shall not exceed one vessel for every ten linear feet of width of the total public frontage available, excluding the width of any launch ramps.
- At any street ending having a boat launch, no vessel may be berthed, beached or left in any manner which may obstruct access to and use of the boat ramp.

**15.12.020 - LEAVING PROPERTY OR VESSELS ON PUBLIC DOCKS, STREET ENDINGS OR SHORES AND ON PRIVATE DOCKS OR SHORES WITHOUT PERMISSION OF THE OWNER. - CONTINUED**

- Except for registered vessels which display a current sticker provided by the Harbormaster, no vessel may be berthed, beached or stored at any street ending, park dock, or upon any public shore for more than two consecutive nights, and no vessel may be stored at any street ending for more than ten nights in total per year.
- No vessel of more than twelve feet in length or twenty-five horsepower may be berthed, beached or left overnight at any street ending.
- No vessel at a street ending, park dock or public shore may be left secured side to, secured to a dock by both bow and stern lines, berthed by securing one line to the shore or dock and one to an anchor, or berthed and secured by means of illegal pilings or stakes.
- Small vessels docked, beached or left overnight must first register with the Harbormaster, and pay applicable fees and display current stickers provided.

**15.12.020 - LEAVING PROPERTY OR VESSELS ON PUBLIC DOCKS, STREET ENDINGS OR SHORES AND ON PRIVATE DOCKS OR SHORES WITHOUT PERMISSION OF THE OWNER. - CONTINUED**

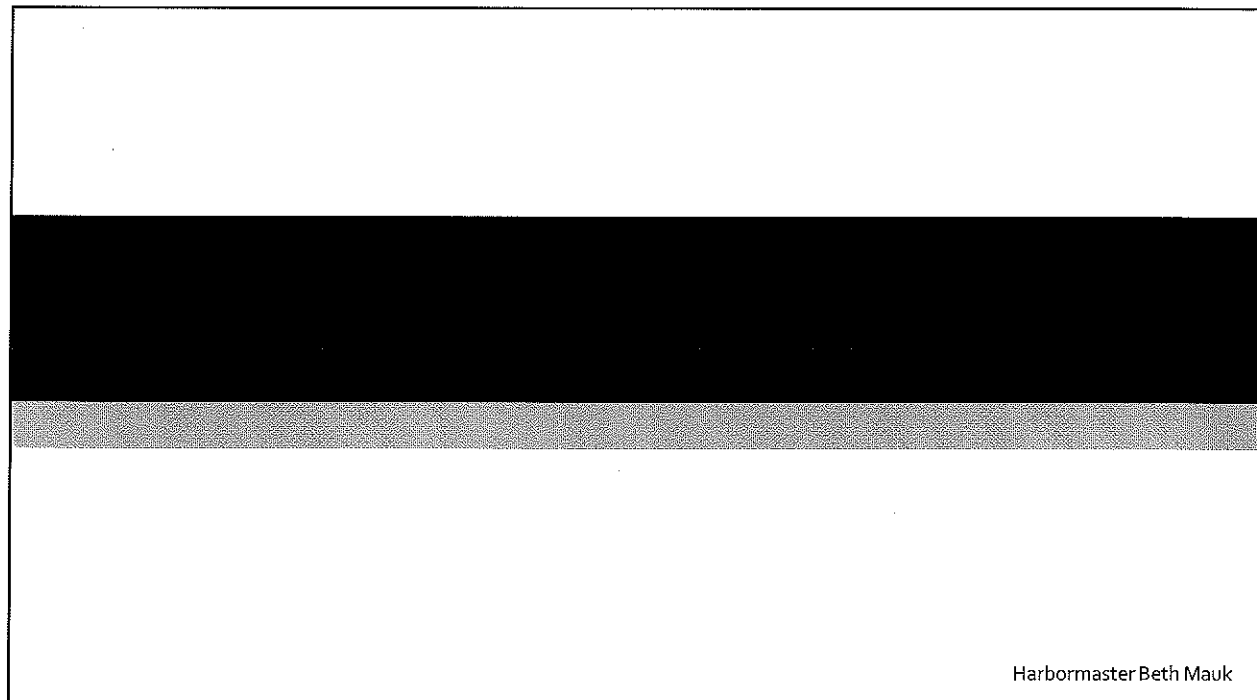
- Any small vessels found anywhere in City waters or beached on any City shores shall be kept in good condition, clean, well-secured, bailed, safe for occupancy, registered as required, and ready for use.
- No person shall dock, beach or leave a vessel at any private dock or on any private shore in the City without permission of the owner of the dock or shore. Upon complaint of the owner of the dock or shore of a violation of this provision, the Harbormaster may issue a citation.
- Any violation of this section is a municipal infraction. In addition, any vessels or property found in violation of this section may be removed by the Harbormaster at the expense of the owner, and held in impound until all violations have been abated and all fees paid.

## 15.12.030 - REMOVAL AND DISPOSAL OF ABANDONED VESSELS.

- Pursuant to the Natural Resources Article of the Annotated Code of Maryland Section 8-721(h), the Department of Natural Resources delegated to the City of Annapolis the authority to remove and dispose of abandoned vessels in accordance with Natural Resources Article Section 8-721, et seq.
- Accordingly, the Harbormaster may seize, remove, and take into custody any abandoned vessel in accordance with the Natural Resources Article Section 8-721, et seq.

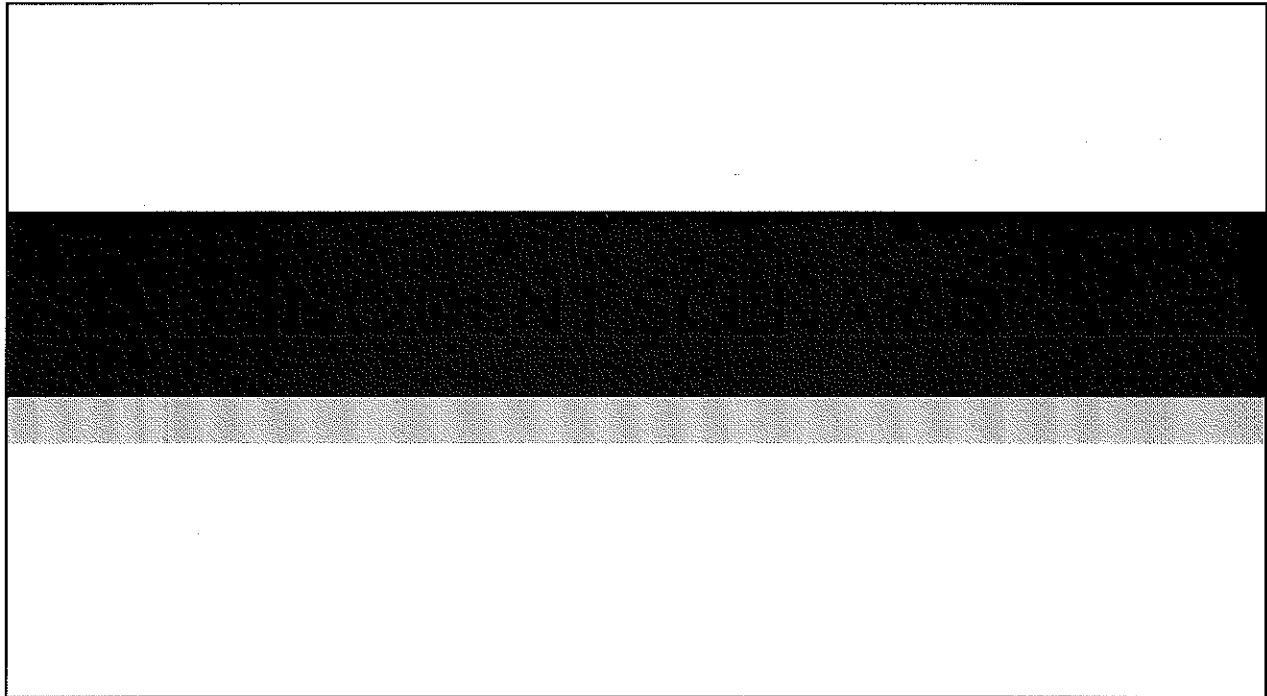
## MARYLAND NATURAL RESOURCES SECTION 8-721 AUTHORITIES DELEGATED TO CITY OF ANNAPOLIS HARBORMASTER

- Reviews the question of what is an "abandoned vessel".
- Department may not be held liable for any damage to an abandoned vessel which may occur during removal, storage, or custody of the vessel.
- No later than 15 days before an abandoned vessel is seized, removed, or taken into custody the Department shall send a notice to the last known registered owner of the vessel, as shown on the records of the Department.
- What information is required in the notice.
- If the vessel is unclaimed after 3 weeks, the department can sell the vessel.
- If not able to sell the vessel due to the condition, the Department can dispose of the vessel.



## CRITERIA FOR WRITING UP AN INCIDENT

- Factual
- 1st person
- Past tense
- Short
- Easily read sentences
- Chronological



## INCIDENT SCENARIO APRIL 30<sup>TH</sup> AT 0900

- You are out on one of the patrol boats on the harbor.
- Chesapeake Crabbing Charters boat is just outside the Annapolis Harbor.
- The crabbing boat is pulling collapsible traps.
- A radio call is coming in from a very frantic individual stating
  - "Harbormaster! Our Captain has fallen overboard! We cannot stop the ship! We need help! Harbormaster! Our Captain has fallen overboard! We cannot stop the ship! We need help!"



## INCIDENT SCENARIO CONTINUED

MAY 3<sup>RD</sup> AT 1430

*3 Days Later*

- Jane from the Crab Boat incident stops by the Harbormaster's Office to pick up a backpack that was found along shore.

**After handing over the belongings, what would your next action be?**

IS-100 - Introduction to Incident Command System  
IS-200 - ICS for Single Resources and Initial Action Incidents  
IS-700 - National Incident Management System (NIMS) An Introduction  
IS-800 - National Response Framework, An Introduction

Mary Kate Hudson

## IS-100.B: INTRODUCTION TO INCIDENT COMMAND SYSTEM

- ICS 100, Introduction to the Incident Command System, introduces the Incident Command System (ICS) and provides the foundation for higher level ICS training. This course describes the history, features and principles, and organizational structure of the Incident Command System. It also explains the relationship between ICS and the National Incident Management System (NIMS).
- The Emergency Management Institute developed its ICS courses collaboratively with:
  - National Wildfire Coordinating Group (NWCG)
  - U.S. Department of Agriculture
  - United States Fire Administration's National Fire Programs Branch

## IS-200.B: ICS FOR SINGLE RESOURCES AND INITIAL ACTION INCIDENTS

- ICS 200 is designed to enable personnel to operate efficiently during an incident or event within the Incident Command System (ICS). ICS-200 provides training on and resources for personnel who are likely to assume a supervisory position within the ICS.
- The Emergency Management Institute developed its ICS courses collaboratively with:
  - National Wildfire Coordinating Group (NWCG)
  - U.S. Department of Agriculture
  - United State Fire Administration's National Fire Programs Branch

## IS-700.A: NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS) AN INTRODUCTION

- This course introduces and overviews the National Incident Management System (NIMS).
- NIMS provides a consistent nationwide template to enable all government, private-sector, and nongovernmental organizations to work together during domestic incidents.

## IS-800.B: NATIONAL RESPONSE FRAMEWORK, AN INTRODUCTION

- The course introduces participants to the concepts and principles of the National Response Framework (NRF).
- The National Response Framework is a guide to how the Nation responds to all types of disasters and emergencies.
- NRF is built on scalable, flexible, and adaptable concepts identified in the National Incident Management System to align key roles and responsibilities across the Nation.
- This Framework describes specific authorities and best practices for managing incidents that range from the serious but purely local to large-scale terrorist attacks or catastrophic natural disasters.

