

The U.S. Coast Guard in Kodiak

The First 50 Years
1947-1997

Public Affairs Detachment — Western Alaska
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February 1, 1997

June 11, 1981	Confidence	<p>The CGC Confidence finally boarded a Japanese fishing vessel after a high seas chase in which the Japanese captain tried to ram the Confidence, fired shots across the cutter's bow and attempted to down a Coast Guard helicopter.</p> <p>The Confidence found the Marunaka Maru No. 88 after inadvertently running over the Japanese boat's gillnets about 45 miles south of Amchitka Pass June 10. The Marunaka Maru, with its name covered by a tarp, refused to stop and fired three shots across the bow of the Confidence. The Japanese crew also attempted to snag the Coast Guard helicopter as it hovered near the pilot house taking photographs.</p> <p>A call from the Japanese owners persuaded the ship's captain to allow the boarding.</p>
July 27, 1981	Support Center	<p>Capt. Benjamin K. Schaeffer relieved Capt. Beach of command of Support Center Kodiak.</p>
August 7, 1981	Air Station	<p>An HH-3F helicopter from Air Station Kodiak crashed while attempting the rescue of a fisherman from the fishing vessel Marlene which was adrift in a storm in Prince William Sound. The four crewmen aboard the H-3 were killed in the accident.</p> <p>The following article on the crash was published in the July-September 1981 Alaska Bear.</p> <p>Of all the places in the world where pilots fly their aircraft or sailors sail their ships, Alaska may well offer the greatest number of hazards.</p> <p>The select few who choose to brave the turbulent skies and the stormy waters of the Alaska Gulf - that is, pilots and sailors alike - know well the risks they take when each enter their particular element.</p> <p>Of those select few, the men and women of the U.S. Coast Guard perhaps know better than most the toll the waters and skies of Alaska take. Life and death struggles occur all too routinely in this wild region where "Mother Nature" is used to having her way.</p> <p>High winds, cold water and ever-changing weather are but a few of the problems confronting every Alaskan mariner or pilot.</p> <p>Today, the Coast Guard is without four of their own - four men who knew the risk their jobs demanded - as they lost their lives in the Gulf of Alaska while trying to rescue a fisherman aboard his stalled vessel.</p> <p>The drama began the night of Aug. 6 - a Thursday night - as the weather in the Gulf was all too familiar, low visibility, high winds, rain and 15-foot seas.</p> <p>Late that Thursday night, the Kodiak Communication Center was alerted by the fishing vessel Keeper that the fishing vessel Marlene, with its one lone occupant, was disabled and adrift in the vicinity of Prince William Sound.</p> <p>Early the next morning, an H-3 from Air Station Kodiak was onscene attempting to hoist the operator of the Marlene to safety. A C-130, which was relaying messages from the helo back to Kodiak, reported the H-3 was having some trouble getting the hoist to the vessel. A short time later, as the helo tried to lower a radio to the Marlene, the C-130 lost communications completely with the helo and began receiving a strong Emergency Locator Transmission.</p> <p>Air Station Kodiak, contemplating the worse, immediately launched a massive search for the missing helo and its four crewmen; Lt. Ernest Rivas, pilot; Lt. Joseph Spoja, co-pilot; AM1 Scott Finrock and AT3 John Snyder, Jr.</p>

Throughout Friday, the Coast Guard used aircraft from Kodiak and Air Station Sitka, along with the Coast Guard cutters Jellison and Campbell to conduct the search. Assistance was also received from the Air Force in Anchorage. The first full day of searching proved negative, and the bad weather didn't help matters.

Saturday, a Coast Guard helicopter located two bodies on the beach at Montague Island. They were positively identified as Rivas and Snyder, the lost aircraft's radioman.

By this time, two Exxon tankers, along with the vessel Aleutian Developer, were assisting in the search for the downed helicopter and the two remaining crewmen.

At 1 p.m. Sunday, the fishing vessel Daryl J. contacted the Coast Guard, reporting it had found what it believed to be the missing H-3 in the McPherson Range of Naked Island. A C-130 from Kodiak immediately flew over the area and confirmed that it was indeed the missing aircraft. It was floating upside down in shallow water. The CGC Sedge arrived later that afternoon, but upon inspection found no trace of the two remaining crewmen.

A ground search of Naked Island also yielded negative results.

By Monday, search units had discovered an inflated liferaft, a survival suit in its storage bag and the hood to a wetsuit on the shore of Long Island, 10 miles west of the helo's location.

At that time, a National Guard helicopter arrived onscene with the CGC Polar Star. The National Guard helicopter hoisted the downed H-3 to the deck of the icebreaker for transportation to Kodiak. There it would be examined in an attempt to discover the cause of the crash.

By Wednesday, despite intense efforts by the Coast Guard, Civil Air Patrol and several Coast Guard Auxiliary boats, the fate of the remaining crewmen was still in question.

The following morning, however, a Coast Guard helicopter discovered the body of Finfrock, the flight mechanic from the ill-fated H-3. Finfrock, who had apparently been able to struggle into a wetsuit before his death, was located and recovered on the southeast shore of Naked Island in Prince William Sound.

The next day, a Coast Guard H-3 found a right-hand glove in the vicinity of Disk Island. A ground search of Montague Island followed, but to no avail.

By Saturday, Aug. 15, after 10 days of combined effort by the Coast Guard and assisting agencies, the active search was suspended, leaving one crewman still missing, Lt. Joseph Spoja.

The operator of the fishing vessel Marlene, Skip Holden, managed to restart the engines and eventually make it back to his home in Cordova.

September 16, 1981 Air Station

A Coast Guard helicopter landed on Chirikoff Island, 160 miles west of Kodiak, and picked up two men and their dog. The men had been stranded on the island since April 24. Thomas Cornelius of Redmond, Ore., and Ron Winkle of Terrebonne, Ore., had been hired to manage cattle on the island for the Chirikof Cattle Co. They ran out of food June 27 and subsisted for two months by shooting and slaughtering beef from the herd or collecting wild berries, mushrooms and mussels. A resupply flight in August provided only enough food for two weeks. Finally they were reduced to eating dog food and what appeared to be Japanese "C" rations.

It turned out that Steven Ge'czy, who had hired the men to work on the island, had lost the rights to ranch on the island three weeks before the men were sent to the island. Ge'czy had not paid for grazing rights on the island.

CG 1471
DOWN
VIC HINCHINBROOK ISL
OPEN

OPENED 071128Z RGC KODIAK RECEIVED FROM CG 1601 LOSS
COMMS WITH CG1471 AND STRONG ELT ON 243.0MHZ BELIEVES
HELO DOWN 60-20N 146-00W 4 POB. CG 1601 REMAIN ONSCENE
ASSUME OSC. 1416Z CG 1469 ONSCENE COMMENCING SEARCH.
CONDUCTED SEARCHES OF HINCHINBROOK ENTRANCE, & HINCHINBROOK
ISLAND TO EGG ISLAND INCLUDING WATER AREAS TO 15 NM OFF
SHORE, UTILIZING VARIOUS AIRCRAFT FROM CGK EDF & SITKA.
INCLUDING CGC JELLISON WITH NEGATIVE RESULTS. 080539Z D
DIVERTED CGC CAMPBELL. ONSCENE WEATHER FORECASTED:
100FT OBSCURED, VIS 3 NM, WINDS 070/15Kts SEAS/15FT.
PLANS: CONDUCT SEARCH OF SHORELINE OF CAPE HINCHINBROOK,
MONTAGUE ISLAND, ZAIKOF POINT TO WOODED ISLAND. CASE
PENDS.

Northeast of Kodiak

Naked Island - Sound
Prince William
Lone Is. West of Naked Is.
Montague Isl.
South west
of Hinchinbrook
area



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER
Seventeenth Coast Guard District
P.O. Box 3-5000
Juneau, Alaska 99802

OPENED 0411Z-85 KOC 1001Z RECEIVED FROM CG 1601 LESS
COMING WITH COAST AND STRONG EYE ON 215.0000. AMPLITUDE
HIT DOWN 60-20N 145-00W. CG 1601 REMAINING ONSCENE
AGAINST 000. 1001Z-85 ONSCENE CONTINUING SEARCH.
CONDUCTED SEARCHES OF HINGWINGROCK, ANCHORAGE, & HINGWINGROCK
ISLAND TO THE ISLAND INCLUDING WATER AREA TO 15 MI OFF
SHORE, DETECTING VARIOUS AIRCRAFT FROM COAST. 0001Z-85
INCLUDING ONE JETLISON WITH NEGATIVE RESULTS. 0001Z-85
DIVERGED ONE CAMPBELL. 0001Z-85 WEATHER FORECAST:
1001Z-85, VLS 3-4, WINDS 0-15 KTS. 0001Z-85
BLANK: CONDUCT SEARCH ON SHORELINE OF CAPT HINGWINGROCK,
HONGKONG ISLAND, CALKON POINT TO HONGKONG ISLAND. CASE
REDS.

Handwritten notes:
West Coast of Alaska
Point Island
Juneau, Alaska
1001Z-85 West of 145-00W
1001Z-85
1001Z-85
1001Z-85
1001Z-85



COAST GUARD NEWS

Release No.: 3-175

Contact:

LT HAZEL
PAL FREEZE

TELEPHONE RELEASE

Date: 7 AUG 81

Time of Release: IMMEDIATE
3 PM

SIDEBAY

COAST GUARD HELICOPTER MISSING

A Coast Guard helicopter has located the fishing vessel MARLENE in Anderson Bay on the north side of Hinchinbrook Island. The owner/operator of the vessel Skip Holden was found unhurt aboard his boat.

Holden was interviewed by the crew of the Coast Guard helicopter on scene. He said that he saw the Coast Guard helicopter which was attempting to hoist him early this morning, descend into the water near his vessel at which time he lost site of it.

Holden added that at approximately 7 to 8 am he again sighted the helicopter which he said was floating inverted in the water. He was able to maneuver his boat around the helicopter several times and reported seeing two bodies floating face down in the water near the helicopter.

He said they appeared tethered to the helicopter by some means which he could not see, as they seemed not to be floating away from the helicopter.

Holden went on to state that one body appeared to be in a survival suit and the other in a lifevest.

He saw no signs of life in the area of the helicopter. Feeling he could not be of any further assistance he departed the scene. He stated that the boat antenna had been lost and he was unable to communicate with anyone.

The MARLENE was able to reach Anderson Bay where he established contact with the fishing vessel SUNSHINE LADY.

RELEASE 3-3-3

The fishing vessel SUNSHINE LADY reported the position of the MARLENE to the Coast Guard.

One of the helicopters from Kodiak engaged in the search was diverted to make contact with the MARLENE.

That helicopter is searching a position 5 miles Southeast of Hinchbrook Island, which the Coast Guard believes to be probable location of the downed helicopter based on current weather and sea conditions in the area.

The Coast Guard plans to continue its search and is listing the four crewmembers aboard as missing.

The weather on scene continues to be a major hinderence to the search efforts.

-USCG-

NOTES: NAMES

LT. ERNEST RIVAS , 33, THE AIRCRAFT COMMANDER

LT. JOSEPH SOPJA , 31, CO-PILOT

AVIATION MACHINIST MATE

FIRST CLASS SCOOT FINFROCK, 25 , FLIGHT MACH.

AVIATION ELECTRONICS TECH.

THIRD CLASS JOHN SNYDER, 21 , THE RADIOMAN.



COAST GUARD NEWS

Release No.: 5-175

Contact: LT HAZEL

TELEPHONE RELEASE

Date: 8 August 1981

Time of Release: IMMEDIATE

BODIES OF TWO CG HELO CREWMEN LOCATED

1100

AUG, 8
At 8:25AM, a Coast Guard helicopter located the bodies of two crewmen from the *Downed* Coast Guard helicopter which ~~went down early yesterday morning while engaged in a rescue mission.~~

The dead crewmembers were identified as Lt. Ernest "Pat" Rivas, 23, the Aircraft Commander, and Aviation ~~Electronics~~ Technician Third Class John Snyder, ^{Jr} 21, the Radioman.

~~The~~ Coast Guard helicopter located the bodies washed ashore on the Northeast end of Montague Island, at the Hinchinbrook Entrance to Prince William Sound. The helicopter making the discovery reported that Rivas was clothed in a flightsuit and his lifevest was inflated. A strobe light attached to his vest ~~has~~ been activated. Snyder was reported to be wearing a wetsuit and an uninflated lifevest.

The bodies ~~will~~ *were* be transported to Elmendorf AFB in Anchorage where ~~autopsies will~~ *were* be performed to determine the cause of death.

continued
~~The Coast Guard is continuing~~ the search for the downed helicopter and the two remaining crewmen. ~~Further details will be made available as they are received by the Airstation at Kodiak.~~



COAST GUARD NEWS

Release No.: 6-175
Contact: LT. HAZEL

TELEPHONE RELEASE

Date: 8 August 1981
Time of Release: IMMEDIATE

7:00 P.M.

SEARCH CONTINUES FOR MISSING CG HELO AND TWO MISSING CREWMEN

There are no new developments in the Coast Guard search for one of its HH-3F helicopters missing since early Friday morning. The helicopter and two of its crewmembers, Lt. Joseph Spoja, the Copilot, and Aviation Machinist Mate First Class Scott Finfrock, the Flight Mechanic, are still listed as missing.

Earlier this morning, a Coast Guard helicopter from Kodiak located the bodies of the two other crewmembers aboard the aircraft when it was lost.

Dead are Lt. Ernest "Pat" Rivas, the Aircraft Commander, and Aviation Electronics Technician Third Class John Snyder, Jr., the Radioman.

Plans at this time call for the search to continue, using two Coast Guard helicopters and an HC-130 aircraft, an Air Force helicopter from Elmendorf AFB, and three Coast Guard cutters. Also participating in the search are the Alaska State Trooper Vessel Enforcer, and Mr. Ralph Yetka, a civilian from Whittier, Alaska. Mr. Yetka, a ^{former} ~~retired~~ Coast Guard pilot, volunteered to search with his Hughes 500 helicopter and has been assigned a search area.



COAST GUARD NEWS

Release No.: 6-175 cont'd

Contact:

Date:

Time of Release:

Current plans call for the helicopters to continue their search efforts until dark, at which time they will suspend their search until first light Sunday morning. The Coast Guard HC-130 will remain ^{ad} on scene tonight, and continue ^(thru out the) to listen for an emergency locator transmitter signal and watch for flare sightings. Surface units will also search ^{ed} through the night.

Should the helicopter or the two missing crewmembers not be located, plans call for the search to continue for the next several days, said Captain Stephen D. Csintyan, Commanding Officer of the Airstation at Kodiak and Search and Rescue Coordinator for the Kodiak SAR Sector.

No further news releases are anticipated until after 9 A.M. ADT Sunday unless significant developments occur.



COAST GUARD NEWS

Release No.: 9-175

Contact:

LT HAZEL

Date: 9 August 1981

Time of Release: IMMEDIATE

5:00PM

TELEPHONE RELEASE

MISSING CREWMEMBERS NOT ABOARD HELO

AUG. 9
About 4PM, a Coast Guard helicopter landed a salvage party and two divers on Naked Island at the site of the overturned Coast Guard helo. The divers entered the aircraft and did not locate the two missing crewmembers.

Shortly afterward, another Coast Guard helo located the one six-man raft from the downed helicopter inflated and overturned on the Northern tip of Lone Island, 10 miles west of Naked Island. Also found near the raft was a survival suit in its storage bag and a wetsuit hood. Normally, six survival suits are carried aboard the helicopter.

The ~~Plans~~ *search* now are to continue *along* searching the shoreline of the many islands in the area with helicopters for the remainder of daylight. The USCGC Sedge and Alaska State Trooper vessel "Enforcer" will remain *downed* with the mishap helicopter and assist in salvage operations.



COAST GUARD NEWS

Release No.: 7-175
Contact: LT HAZEL

Date: 9 August 1981
Time of Release: 9 AM

TELEPHONE RELEASE

SEARCH CONTINUES INTO THIRD DAY

Two Coast Guard crewmembers and their HH-3F helicopter remain unlocated as the search continues into its third day in the Gulf of Alaska, sixty miles south of Valdez. The bodies of the other two crewmen aboard the helicopter at the time it was lost were recovered early yesterday.

Dead are Lt. Ernest "Pat" Rivas, 33, and Aviation Electronics Technician Third Class John Snyder Jr, 21. Their bodies were located on the northeastern end of Montague Island within two miles of each other by a Coast Guard helicopter from Kodiak.

Lt. Joseph Spoja, 31, and Aviation Machinist Mate First Class Scott Finfrock, 25, and the helicopter they were flying in continue to be the objects of an extensive search effort today. The search area has been expanded to include the areas East, South, and West of Hinchinbrook Island.

Participating in the search today are two helicopters and two HC-130 aircraft from the Coast Guard, an Air Force helicopter from Elmendorf AFB, three Coast Guard Cutters,



COAST GUARD NEWS

Release No.: 7-175 (cont'd)

Contact:

Date:

Time of Release:

and the Alaska State Trooper vessel "Enforcer".

Captain Stephen D. Csintyan, Commanding Officer of the Coast Guard Airstation at Kodiak and Search and Rescue Coordinator for the Kodiak SAR Sector said last night that plans call for the search to continue for several more days, should the helicopter and the two missing crewmen not be located today.

→ AUG 9, The Commandant of the Coast Guard has convened an Accident Investigation Board in an attempt to determine the cause of the mishap. The board members will be arriving in Kodiak over the next few days.

Further releases will be made as significant developments occur.



COAST GUARD NEWS

Release No.: 8-175

Contact: LT HAZEL

Date: 9 AUGUST 1981

Time of Release: IMMEDIATE

TELEPHONE RELEASE

MISSING COAST GUARD HELICOPTER LOCATED

At 1 PM ^{AUG, 9} the F/V Deryl J. relayed a message to the Coast Guard that she had located what she believed to be the missing Coast Guard helicopter in the McPherson Passage of Naked Island in Prince William Sound. A Coast Guard HC-130 from Kodiak operating in the area immediately diverted to that position and confirmed the sighting as the missing Coast Guard HH-3F helicopter, floating inverted in shallow water.

The Alaska State Trooper vessel "Enforcer", with a diver aboard, ^{WAS} has been diverted to the scene ~~and is expected to arrive within the hour.~~ The USCGC Sedge is ~~also enroute,~~ ^{at the scene} and should arrive ^{at} around 3:30 this afternoon. ~~The Coast Guard HC-130 continues to orbit the scene.~~

The two remaining crewmembers aboard the helicopter at the time it was lost Friday morning ^{AUG 7} ~~have not been located at this~~ ^{were} time.

~~Further details will be made available as they are received.~~



COAST GUARD NEWS

Release No.: 10-175
Contact: LT HAZEL

Date: 10 AUGUST 1981
Time of Release: IMMEDIATE
0800

TELEPHONE RELEASE

SEARCH CONTINUES FOR MISSING CREWMEMBERS

A MASSIVE SEARCH EFFORT CONTINUES TODAY IN PRINCE WILLIAM SOUND FOR THE TWO REMAINING CREWMEMBERS OF A COAST GUARD HH-3F HELICOPTER WHICH CRASHED EARLY FRIDAY MORNING WHILE ENGAGED IN A RESCUE MISSION. The helicopter, from the Airstation at Kodiak, was located yesterday afternoon in shallow water on Naked island. An inflated liferaft, a survival suit in its storage bag, and the hood to a wetsuit were also located 10 miles west of the helicopter, on the shore of Long Island.

On Saturday, the bodies of Lt. Ernest "Pat" Rivas and Aviation Electronics Technician Third Class John Snyder Jr. were located on the shore of Montague Island at the entrance to Prince William Sound. The helicopter is believed to have crashed south of Hook Pt. on Hinchinbrook Is. and drifted to the west and north, along with the survival equipment and crewmembers already located.

Lt Joseph Spoja and Aviation Machinist Mate First Class Scott Finfrock continue to be the objects of an intensive search plan as the fourth day of the case unfolds.



COAST GUARD NEWS

Release No.: 10-175 (cont'd)
Contact:

Date:
Time of Release:

Search units participating today are two Coast Guard and HC-130 aircraft and two HH-3F helicopters, the Cutters Cape Jellison and Campbell. Joining the search effort today is the Cutter Bitt from Valdez, the Coast Guard Icebreaker Polar Star and her two HH-52 helicopters, and eight Coast Guard Auxilliary vessels, four each from Whittier and Valdez.

~~The Cutter Sedge is still at the location of the downed~~
~~helicopter assisting in its salvage.~~ *The Sedge was*
in the effort by an Army National Guard Sikorsky Skycrane heavy-lift helicopter from Ft. Richardson in Anchorage. ~~Plans~~
~~are to lift~~ *was lifted* the downed helo ~~onto the deck of the Polar Star~~
and transport *it* to Kodiak, where it will be examined in an attempt to determine the cause of the crash.

Weather is improving this morning in the search area, but large swell systems in the sound could indicate a worsening of the weather to come in days ahead.

Additional information will be made available as developments occur.

DEPARTMENT OF TRANSPORTATION COAST GUARD DAILY OPERATIONS HIGHLIGHTS



FLAG PLOT (G-OFP/74)

U. S. COAST GUARD HEADQUARTERS
WASHINGTON, D. C. 20590
204 426-1830

0830Z
DATE: 12 August 1981

CCGD3: P/C KAREN E. - RAMMED/SUNK - NEW YORK

The search continued yesterday for this 38 foot pleasure craft struck by a barge in Long Island Sound. Numerous aircraft and vessels searched without locating the remaining four persons. ACTIVE SEARCH SUSPENDED PENDING FURTHER DEVELOPMENTS.


CCGD8: S/V SALLY FORTH (US) - BECALMED/UNLOCATED - GULF OF MEXICO

Sunday morning this 47 foot ketch, with two persons on board, were reported becalmed 165 miles south of Pensacola, Florida. The SALLY FORTH's auxiliary engine was reported inoperative and the vessel was out of food and water. A C-131 aircraft from Aviation Training Center MOBILE conducted track line searches on Sunday and Monday and was joined by a C-130 aircraft from Coast Guard Air Station CLEARWATER on Tuesday. No trace of the vessel or its occupants have been located. The search will continue today. CASE PENDS.

CCGD17: HELICOPTER CGNR 1471 - DITCHED/MISSING - ALASKA

Early Friday morning an HH-3F helicopter from Coast Guard Air Station KODIAK was responding to a distressed 27 foot fishing vessel approximately 16 miles southwest of Cordova, Alaska, when the accompanying HC-130 aircraft lost communications with the helicopter and heard several minutes of Emergency Locator Beacon transmissions. Initially additional HH-3 helicopters from Air Station SITKA and Elmendorf Air Force Base were dispatched to locate the missing helicopter. Surface units responding to

search included the CGC CAPE JELLISON, the Alaska State Trooper vessel TROOPER and the tanker EXXON PHILADELPHIA. Some time later in the day the F/V MARLENE, which the missing helicopter was trying to assist, was located near Hinchinbrook Island and the operator was debriefed by the crew of the HH-3 from SITKA. As can best be reconstructed at this time the events are as follows: The F/V MARLENE was disabled and drifting when HH-3F 1471 attempted to hoist the operator off his vessel in high seas and winds. When the hoist was unsuccessful the helicopter attempted to place a data marker buoy in the water and to pass a radio to the vessel. During this evolution the orbiting C-130 lost radio contact with the helicopter. About five hours later the vessel's operator sighted the helicopter inverted in the water. The vessel had regained power but did not have steering, it was able to get close enough to observe that two persons were in the water, apparently lifeless, and attached or tethered to the aircraft. Due to the steering failure the vessel was not able to investigate the aircraft further. Saturday morning an HH-3 from Sitka located the bodies of the aircraft commander and one of the air crewmen on the beach of Montague Island approximately 10 miles west of the crash position. Coast Guard and Air Force aircraft plus three Coast Guard Cutters and five civilian vessels continued the search through the weekend but found no trace of the remaining two crewmen. On Sunday afternoon the wreckage of the aircraft was located by a fishing vessel more than 70 miles from the crash site. Monday CGC POLAR STAR arrived on scene and hoisted the helicopter on deck. Monday and Tuesday the search continued utilizing numerous aircraft from Coast Guard, Air Force, Air National Guard and Civil Air Patrol along with CGC's POLAR STAR, CAPE JELLERSON, CAMPBELL, SEDGE and BITT. The Coast Guard Auxiliary provided shore line searches, however the two crewmen remain missing. The search will continue today. CASE PENDS.


W.F. BODNER, JR.
CDR, USCG



COAST GUARD NEWS

Release No.: 14-175
Contact: LT HAZEL

Date: 13 August 1981
Time of Release: IMMEDIATE
11:45 AM

TELEPHONE RELEASE

THIRD CREWMEMBER LOCATED

^{e/} ^{1 AUG. 13,} This morning a Coast Guard helicopter located a body in a wetsuit on the southeast shore of Naked Island in Prince William Sound. The body was ^{re} recovered and positively identified as that of Aviation Machinist Mate First Class Scott Finfrock.

Finfrock was the Flight Mechanic aboard the CG helo which was lost last Friday ^{AUG 7} ~~while engaged in a rescue mission in the Gulf of Alaska. The bodies of the Pilot and Radioman were recovered earlier this week, but the fate of the Copilot, Lt. Joseph Spoja, is still unknown. The search continues~~ ^{at} ~~this time.~~ ^{the Copilot Lt. Joseph Spoja}

^{was} Finfrock's body will be transported to Elmendorf AFB in Anchorage, AK. for medical examination. ~~Further information will be made available as it is received.~~

DEPARTMENT OF TRANSPORTATION COAST GUARD DAILY OPERATIONS HIGHLIGHTS



FLAG PLOT (G-OFP/74)
U. S. COAST GUARD HEADQUARTERS
WASHINGTON, D. C. 20590
202/426-1830


0830Z
DATE: 13 August 1981

CCGD8: S/V SALLY FORTH (US) - BECALMED/UNLOCATED - GULF OF MEXICO

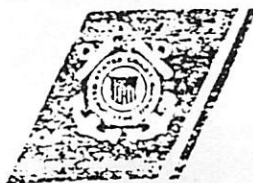
The search continued yesterday for this 47 foot ketch, with two persons on board, that was reported becalmed 165 miles south of Pensacola, Florida. A C-130 aircraft from Coast Guard Air Station CLEARWATER and a C-131 aircraft from Coast Guard Aviation Training Center MOBILE searched 11,700 square miles without locating the vessel. The search will continue today. CASE PENDING.

CCGD17: HELICOPTER CGNR 1471 - DITCHED/MISSING - ALASKA

The search continued yesterday for the two missing crewmen utilizing numerous aircraft, vessels and shore parties. The crewmen remain missing and the search will continue today. CASE PENDING.


W. F. BODNER, JR.
CDR, USCG

DEPARTMENT OF TRANSPORTATION COAST GUARD



DAILY OPERATIONS HIGHLIGHTS

FLAG PLOT (G-OPF/74)

U. S. COAST GUARD HEADQUARTERS

WASHINGTON, D. C. 20590

: 26-1830

DATE: 0830Z
17 August 1981

CCGD5: M/V GENERAL K. ORBAY (TK) - MEDEVAC - NORTH CAROLINA

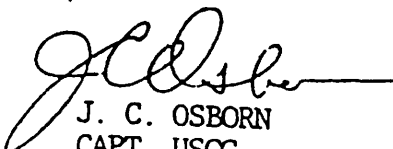
Friday evening the Morehead City Pilot Boat reported that they had recovered a man overboard from the Turks and Caicos vessel GENERAL K. ORBAY. The man reportedly attempted suicide. Two minutes later they reported that a crewman aboard the vessel needed immediate medical attention for severe head injuries received when he was struck in the head by a handcrank while lowering the lifeboat to save the man overboard. It was determined that the vessel could moor before the man could be MEDEVACED so ambulance services were arranged dockside. The pilot boat delivered the man overboard to Coast Guard Group FORT MACON. A boarding party from FORT MACON took the man overboard back to the vessel where upon he was attacked by the crew as soon as he stepped aboard requiring the boarding party to break up the melee. It was decided that the man be removed from the ship for his own safety and the crew once again attacked him when he tried to leave the ship. Again the boarding party broke up the attack. Word had been received at the ship that the man with the head injuries died at the hospital. Coast Guard MSD MOREHEAD CITY is conducting an investigation. CASE CLOSED.

CCG09: 38 FT P/C AND 16 FT P/C - COLLISION - LAKE MICHIGAN

Thursday afternoon a thirty eight foot pleasure craft collided with a sixteen foot pleasure craft near Algoma Wisconsin the smaller craft was sunk throwing its two occupants into the water. A nearby pleasure craft assisted and recovered the two persons from the water while a 41 foot utility boat from Coast Guard Station STURGEON BAY was en route. The 41 footer towed both vessels into port. The two injured persons who were earlier transported by the civilian vessel were taken to a local hospital where one died from severe cuts of the torso inflicted when he was run over by the larger boat. Coast Guard Marine Safety Office STURGEON BAY will conduct an investigation. CASE CLOSED.

CCG017: HELICOPTER CGNR 1471 - DITCHED/MISSING - ALASKA

On Thursday the body of a third crewman from the downed Coast Guard helicopter in Prince William sound was located and recovered on Naked Island. At the end of the days activities on Saturday one crewman remained unlocated. ACTIVE SEARCH
SUSPENDED PENDING FURTHER DEVELOPEMENTS.


J. C. OSBORN
CAPT, USCG