

From: [REDACTED]
To: [Wisniewski Luke](#)
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Subject: USCG/NTSB Joint Investigation - HOTSPUR
Date: Wednesday, August 3, 2022 1:17:56 PM
Attachments: [HOTSPUR VCP.pdf](#)
[DO942575 - 09OCT19 - 6879843.pdf](#)
[DO942575 - 04MAY20 - 6970441.pdf](#)

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Good Morning Sir,

MISLE Case: [REDACTED]
PIA: [REDACTED]
IIA: [REDACTED]

Just wanted to pass some information regarding the incident the vessel and crew prior to conducting interviews this morning. I have attached our MISLE Vessel Critical Profile to this email, the photos attached were taken by CG members in 2019 and 2020, please note it looks like the vessel has not had a valid FV examination since 2017.

Below is the initial briefs from our Command Center

021734U AUG 22: SCC Juneau received notification of a vessel that had capsized IVO Nunez Rock via a UMIB produced by Prince Rupert Coast Guard Radio. Initial reports included 05 individuals that had made it into a life raft and 02 good sams in the area although rescue attempts were being stymied due to nets and debris in the area. SCC Juneau requested a helo via D17. A/S Sitka briefed for launch. STA Ketchikan's RBM45767 on patrol was notified and diverted to the area of distress. Due to degraded communications in the area MCTS Prince Rupert updated SCC Juneau via landline that the vessel GODFATHER II had successfully retrieved all individuals from the life raft and was currently enroute to Ketchikan with no medical concerns. A/S Sitka stood down. SCC Juneau was able to make contact with the GODFATHER II and talk to the Master of the 58' F/V HOTSPUR who passed that he had went into the engine room and when he came back up the vessel was beginning to tilt and quickly capsized after that. Ketchikan EMS notified to meet the individuals and assess at Bar Harbor as a precaution. Master passed vessel had approximately 1100gal of Diesel onboard. MSD Ketchikan notified.

Situation: SCC Juneau received notification from MSD Ketchikan in conference with Sector Prevention and Sector Investigations regarding the initial marine casualty determination that had been reached. The value of the lost vessel is estimated at 1.2 million USD which passes the threshold into a Major Marine Casualty. Vessel's crew is currently conducting alcohol testing and a CG-2692 has been requested. Vessel is currently located in water ranging from 50-200ft. Case Pends for Investigations

PLEASE NOTE: The vessel sank in an area known as a DISPUTED zone between Canada and the United States

“The status of the waters around Nunez Rocks is disputed. Nunez Rocks is a low-tide elevation ("bare at half-tide") area (LTE) that is south of a line known as the "A-B" Line, which was defined in a 1903 arbitration decision on the Alaska–Canada boundary.” I took that from Wikipedia, I know it isn't a good source but I wanted to provide something; I am sure D17 is going to get involved someday due to location.

The crewmembers onboard the vessel were

- Dave Franklin – Master
- Ben Livingston – Deckhand
- Charlie Ridenour – Deckhand
- Pablo Andres – Deckhand
- Edras Nehemias Gudiel Alfavo – Deckhand

OF NOTE: It appears two of the crewmembers were not US Citizens, MSD Ketchikan is working with CPB right now, and we will address 75/25 as we can.

We will keep you up to date on times in which the interviews will take place; right now it looks like the interviews will include

- [REDACTED], MSD Ketchikan Supervisor,
- [REDACTED], Sector Juneau SIO, TELEPHONIC: [REDACTED]
- [REDACTED], NTSB, TELEPHONIC: [REDACTED]
- [REDACTED], MSD Ketchikan (possible attendance)

Please let me know if you have any questions or concerns. We look forward to working together with you in this matter.

[REDACTED]
Sector Juneau
Chief, Investigations Division
PH: [REDACTED]
C: [REDACTED]
F: ([REDACTED])

