



# THE WEATHERVANE

## New Details Paint Bleak Picture for NFL Players in Overturned Boat

### Inside

Southbound Cruise	2
Education	3
Change of Watch	3
EPIRB Registration	3
Upcoming Events	4



### Kingsway Bridge

- **Commander**  
Jeff Stevens, JN
- **Executive Officer**  
Drew Stanwyck, P
- **Administrative Officer**  
Bill Nelson S  
Asst. Linda Hess
- **Treasurer**  
Chris Scherler, AP  
Asst: John Calabrese, P
- **Education Officer**  
Clarence Cramer, SN  
Asst: Ron Forst, P
- **Secretary**  
Penn Hess, AP

**Flying** magazine, popular among private pilots, has a column titled *Aftermonth*. Based on NTSB accident reports, its intent is to bring issues raised during accident investigations to the attention of readers. It is not intended to judge or reach any definitive conclusions about the ability or capacity of any person, living or dead, or any aircraft or accessory. It's in that same interest that we reprint an Associated Press story about a recent boating mishap in Florida.

**TAMPA, Fla. — Two NFL players may have died just a few hours after their fishing boat capsized in rough seas and possibly before rescuers were even alerted that they and two others were lost off the west coast of Florida, according to Coast Guard records.**

The lone survivor, Nick Schuyler, told the Coast Guard that one by one, the other three

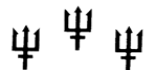


men took off their life vests and disappeared during the ordeal that began the evening

of Feb. 28, according to a 23-page report provided to The Associated Press under a Freedom of Information Act request.

The Coast Guard report, which redacts the men's names, says the group went roughly 70 miles — or 62 nautical miles — to fish for

[Overturned p. 2]



### Commander's Message

I remember when "BAILOUT" meant you had a leaking boat. For whatever reason, I seem to be very concerned this tax season as I crunch the numbers and seriously reconsider my dreams of purchasing a new boat this season. I may have to "bailout" of that idea. I'm sure that I'm not alone as I consider the spring



commissioning of the fleet. I will once again do my small part to stimulate the economy and pay for the necessary service and buy the required equipment to "have fun and go boating" this season. We have started the spring season with "a blast" (of cold air) and several of our members had a great time at the Spring Conference in Ocean City, MD. Our next big Kingsway event is our annual Change of Watch at Ramblewood Country Club. I would feel honored to have any and

all of our squadron members attend this event and support Bill Nelson and our incoming Bridge. We welcome Brad and Megan Humphrey to the Bridge this year and look forward to great things happening. As this is my final Commander's message, I would like to extend my most sincere thanks and appreciation to this year's members of Bridge for their efforts on behalf of myself and Kingsway.

[Message p.3]

[Overturned]

amberjack. Besides the 24-year-old Schuyler, also aboard the 21-foot Everglades boat were Oakland Raiders linebacker Marquis Cooper, free-agent NFL defensive lineman Corey Smith, who played for the Detroit Lions last season, and former University of South Florida player William Bleakley. The bodies of Cooper, Smith and Bleakley have not been recovered.

Around 5:30 p.m., the report said the group ran into trouble: Their anchor was stuck. Schuyler told investigators that he believed it was caught in a coral reef and they tried to free it, but water filled the boat and it capsized. Tossed into the frigid water, the men managed to grab their life vests. Schuyler, also a former South Florida player, said they held on to the boat for four hours. But as the night wore on, their will to survive appears to have weakened and the effects of hypothermia were likely setting in. Schuyler told the Coast Guard that one of the men "freaked out" and took off his life vest and disappeared that night.

Another started getting unruly, throwing punches and later took off his life jacket, dove under the water and was never seen again. The third man thought he saw land nearly two days after the boat capsized and decided to swim for it.

That man said his life jacket was too tight and he took it off, Schuyler told the Coast Guard. Officials have said they found three life jackets: one on

Schuyler, another near the boat and a third underneath. It's unclear how accurate the account is. Schuyler, who was found clinging to the overturned boat about 35 miles off Clearwater and nearly 48 hours after the accident, was suffering from hypothermia and he has provided different accounts to the men's relatives. For example, Bleakley's family said Schuyler told them that their son held on to the boat with his college teammate until he weakened and died. Schuyler has also said that Bleakley helped him survive by talking to him and encouraging him during their last night together.

Marquis Cooper's father has questioned Schuyler's account that his son removed his life jacket. Schuyler has not responded to interview requests. As time passed, their relatives grew worried because the group was expected home around sunset. One of the men's relatives contacted the Coast Guard around 1:30 a.m. on March 1 and a search began.

Records document the Coast Guard's repeated attempts — and frustrations — as rescuers tried to find the small white boat in a stormy sea with heavy cloud cover and whitecaps making it tough to spot.

One person who called the Coast Guard reported that one of the men, presumably Cooper, had one week left before he was expected in California for football practice. The caller, whose name was redacted from the report, said the group "could have possibly tried to go farther out to fish."

One of the men's wives was able to find a handheld GPS device that he had left at home and had apparently used in previous trips to record the coordinates of favorite fishing spots. The Coast Guard used that data to refine their search, placing the likely location of the men about 10 nautical miles south of their expected destination.

The Coast Guard contacted the men's cell phone companies for help tracking their whereabouts, without success. They also sent them text messages, stating that, "the CG is looking for you request you to contact us immediately."

"Being that these guys are inexperienced, don't look just at 50 NM offshore, there might be a possibility that they wisened up and stayed close to shore, at least within visual of land," a Coast Guard officer wrote in one e-mail.

The same e-mail added that, "It might be worth considering getting the story out to media earlier than later — more people on the lookout both on land and water."

During the search, the Coast Guard reported 14-foot seas offshore and wind gusts up to 30 mph.

More than 24 hours after starting their search, a sign of hope finally emerged. The Coast Guard cutter Tornado spotted Schuyler, looking small in the vast ocean and clinging to the boat's hull.

At Tampa General Hospital, Schuyler's doctor called it a "miracle" that he survived in the 63-degree Gulf water for nearly two days, and said he probably could have lived only another 5 to 10 hrs.

See UPDATE on page 4 for link to latest report on this accident.

**CONTACT**

johnwilmot@msn.com

301.873.0071

# Southbound Cruise

## BERNARD'S LET'S ALL GO SOUTHBOUND TRIP

<b>Friday, July 17</b>	<b>Annapolis Yacht Basin Cocktails &amp; Dinner</b>	<b>Tue, Wed July 21, 22</b>	<b>Rappahannock River, Par 3 Golf, Dinner &amp; Cocktails</b>
<b>Sat &amp; Sun July 18 &amp; 19</b>	<b>Calvert Marina, Solomons, MD Cocktails, Crabfest, Dinghy Race</b>	<b>Thu, Fri, Sat July 23—25</b>	<b>Bay Creek Marina, VA Cape Charles—D5 Summer Rendez- vous</b>
<b>Mon, July 20</b>	<b>St. Mary's Yachting Center, Dinner</b>		



## Education Department News

The education department is presently teaching the [Weather](#) course under the direction of P/C Ken Stevens and the [Advanced Piloting](#) course under the direction of Pat Cunningham.

A [GPS Seminar](#) will be offered to all squadron members and non-members on 23 April 2009, 1830 hours at the Stevens Realty building at 365C New Albany Road, Moorestown, NJ. The

cost for members is \$25 and to non-members \$45.

Kingsway is also teaching the [Public Boating Course](#) to 22 students. Tell your friends they need a NJ boating certificate to operate a boat in NJ waters. Older boaters were exempt from the certificate requirement in past years. However, that privilege has **expired**. Kingsway Power Squadron

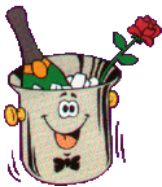
again in a one day session in June. This is your last chance for you or your friends to get the NJ certificate..

Anyone interested in any USPS courses should contact me by phone at 609.261.1755 or by e-mail at [cwcramer@comcast.net](mailto:cwcramer@comcast.net)

**Clarence W. Cramer SEO**

### Mark Your Calendar

**Change of Watch — Saturday, April 18th 1830 'til 2230**  
**Ramblewood Country Club — Mount Laurel, NJ**



*Broiled Flounder - with Lemon Butter*

*Chicken Marsala - sautéed with Mushrooms in a Marsala Wine Sauce*

*Roast Sirloin of Beef served with Bordelaise Sauce*

**RSVP:** Brad Humphrey: [brad\\_humphrey@adp.com](mailto:brad_humphrey@adp.com)

609.743.1749

Bill Nelson [lighthouse204@verizon.net](mailto:lighthouse204@verizon.net)

856.340.2412 (cell)

\$40/person Cash Bar

### Message

I also want to thank my family, and especially my wife, Kim, for their help and support.

In closing, I hope you each give thought to supporting Kingsway and its efforts to promote safe boating, fellowship and FUN.

Jeff Stevens

### How to register an EPIRB

EPIRB owners are required to provide emergency contact and vessel information to the National Oceanic and Atmospheric Administration (NOAA). Call 888.212.SAVE or [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov)

## Is Your EPIRB Registered?

After setting the lead story for this issue about the tragic accident in Florida, a scallop boat, the Lady Mary, went down off Cape May — one survivor, two dead and four lost, presumed dead. The boat reportedly sank at 0500 but the EPIRB notification wasn't received until 0730 — two and a half hours later. How could that be?

According to an executive with a prominent EPIRB manufacturer, that delay is within the normal range for an **unregistered EPIRB** with no GPS. Use of an EPIRB typically allows geosynchronous satellites to redirect a signal to a rescue authority within minutes. But, the Lady Mary's EPIRB was not registered in a federal database and that may have prevented a quicker relay of the signal according to a USCG spokesman. Their distress signal probably was picked up immediately by the high satellites but without GPS and registration information its location could have been anywhere in North America or the western part of South America. So more accurate detection had to rely on the path of low-orbiting satellites (500 mi. altitude) that circle the globe in 100 minutes. That put their point in range for, at most, 15 minutes of every 100 minutes. A registered EPIRB would have provided information about the Lady Mary allowing it to be tracked faster. A nearby fishing vessel received a "Mayday" call at 0500 but the USCG did not receive it due to possible distance or a number of other factors.

**Return Address**  
651 Pine Valley Court  
Egg Harbor City, NJ 08215



Primary Business Address  
1763 Dewberry Lane  
Cherry Hill, NJ 08003  
P\_Hess@msn.com

**WEATHERVANE**  
Editor: Al Stoughton, AP  
e-mail: [alstoughton@comcast.net](mailto:alstoughton@comcast.net)



## The Weathervane has gone GREEN

This is our first issue to be exclusively delivered via e-mail. You can also find it on the News page of our web site along with past issues.

Switching to this format will



allow more flexibility, added pages and active links to other web sites of interest. And, not unimportantly, it will save us printing and mailing expense.

## Live Links



**D**o you know that you can click on any e-mail or web address mentioned in an electronic version of *The Weathervane*? It will open a new message for you to send or it will route you to the site. Links are usually in blue like this [alstoughton@comcast.net](mailto:alstoughton@comcast.net). Go ahead, try it now! Send me a note about what you'd like to see in upcoming issues or what activities or meetings you'd like to see scheduled. **Better yet**, why not click on Bill Nelson's or Brad Humphrey's address and RSVP for the **Change of Watch** meeting or the **New Member's Picnic**. You'll enjoy them, they're **great events!**

**UPDATE**

**UPDATE**

**UPDATE**

Report: Improper anchoring caused boat accident

<http://www.google.com/hostednews/ap/article/ALeqM5hS6PqL0gP6nqbWGEj4Eniq8hJeygD976FVS86>

## Upcoming Events

- Apr 15 Weathervane Deadline
- Apr 19 **Change of Watch Meeting**  
1830 Ramblewood Country Club  
  
Commander: William Nelson  
Executive Officer: Jeffrey Stevens  
Educational Officer: Clarence Cramer  
Administrative Officer: Bradley Humphrey  
Secretary: Pennington Hess  
Treasurer: Megan Humphrey
- Apr 23 **GPS Seminar** 1830 hours  
Instructor: Pat Cunningham  
Stevens Real Estate  
365C New Albany Road  
Moorestown, NJ

- May 15 Weathervane Deadline
- May 21 **General Meeting 19:00 BYOB**  
Barnacle Ben's Seafood  
300 Young Ave Moorestown, NJ  
Al Fresco Dining  
(weather permitting)  
RSVP: Brad Humphrey  
[Brad\\_Humphrey@adp.com](mailto:Brad_Humphrey@adp.com)  
609.743.1649 cell
- Jun 15 Weathervane Deadline
- Jun 25 **New Members Picnic \$25/person**  
Campbell's Field Camden NJ  
River Sharks vs. Long Island Ducks  
Gates Open 1830 Game Time 1905  
**Bring the Kids**  
Brad Humphrey  
[Brad\\_Humphrey@adp.com](mailto:Brad_Humphrey@adp.com)  
609.743.1649 cell  
or Bill Nelson  
[lighthouse204@verizon.net](mailto:lighthouse204@verizon.net)  
856.340.2412 cell



**RSVP**