



ORANGE COUNTY SHERIFF'S DEPARTMENT

SHERIFF-CORONER DON BARNES

REQUEST AUTHORIZATION FORM RELEASE OF CASE INFORMATION

NAME MELISSA O'DONNELL DATE 06/13/2019
ADDRESS [REDACTED]
CITY HUNTINGTON BE STATE CA ZIP [REDACTED] CASE # 19-000290

CONTACT PHONE [REDACTED]
YOUR INVOLVEMENT DAUGHTER OF MAYNARD POYNTER
(ex: victim, witness, suspect, attorney for, insurance for)
REQUESTOR'S SIGNATURE See attachment

BELOW SECTION TO BE COMPLETED BY ORANGE COUNTY SHERIFF PERSONNEL

RECORDS SIGNATURE winns

FEE \$ 4.50 CHECK # RECEIPT # 1979161

REQUEST ☐ Approved ☒ Approved / Redacted *See page 2* ☐ Denied

Document(s) released:

- | | |
|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Initial Crime Report | <input type="checkbox"/> Fees returned <u>0.00</u> |
| <input type="checkbox"/> Initial Crime Rpt Supplemental | <input type="checkbox"/> Released pursuant to Family Code Section 6228 |
| <input type="checkbox"/> Deputy Follow Up | <input type="checkbox"/> Released pursuant to Welfare and Institutions Code section 827 and Juvenile Court Administrative Order No. 12/003-903 "Exchange of Information". |
| <input type="checkbox"/> Initial Follow Up | <input type="checkbox"/> Released pursuant to Vehicle Code section 20012 |
| <input type="checkbox"/> Traffic Accident | <input type="checkbox"/> Released pursuant to Court Authorization and Penal Code Section 1203.097(a)(7)(B) |
| <input type="checkbox"/> CHP180 | |
| <input type="checkbox"/> TC Property Damage | |
| <input type="checkbox"/> Property Report | |
| <input type="checkbox"/> Casualty Report | |
| <input type="checkbox"/> Supplemental DV Report | |
| <input type="checkbox"/> CAD Report <input type="checkbox"/> ID Theft | |
| <input checked="" type="checkbox"/> Other <u>Vessel Report</u> | |

Authorized Signature Vanessa Reid

Mailed ☐ Pick Up ☒ Date 06/26/2019 By VN

Emailed ☐ 320 N. FLOWER STREET, SANTA ANA, CA 92703

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 1 OF 1

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input checked="" type="checkbox"/> Supplemental Vessel Accident Report	LOCATION Approximately 6 miles off Huntington Beach			BEAT
<input type="checkbox"/> Other	CITY Pacific Ocean	COUNTY N/A	AGENCY OCSD	

Narrative:

On Thursday, January 3, 2019 at approximately 1106 hours, the Orange County Sheriff Harbor Division received a distress call relayed from the U.S. Coast Guard, reference a vessel accident with injuries off the coast of Huntington Beach (See vessel accident report by Deputy J. Baugh for further details, this DR).

Deputies Hand and Beeney responded on Fireboat 1 from Huntington Harbour. I proceeded to Maxim Fuel dock in Huntington Harbour to meet with paramedics for possible transport to accident scene. As Huntington Beach Fire/Paramedics arrived, the patient, later identified as Maynard Poynter, was aboard the Stonegarden Interdiction boat staffed by Deputies Cowin and Phillips enroute to Huntington Harbour.

I cleared the fuel dock of public boat traffic as paramedics staged the dock as a triage area. The patient arrived and CPR was in progress and continued by paramedics. The patient was then transported by ambulance to Los Alamitos Medical Center.

I proceeded, by land unit, to Los Alamitos Medical Center to determine the status of the patient and attempt to contact family members. Upon arrival I spoke with Peter Kinnon RN who told me CPR was administered for approximately 90 minutes total. The patient was in the emergency room, had a faint pulse and a breathing tube was inserted.

Through Sheriff's dispatch, I was able to obtain a phone number for the patient's daughter, Leah Poynter. I called the number and left a message. Leah called back about 30 minutes later and I notified her of her father's accident and updated her on his condition. Leah told me she lives in Arizona but would be contacting her brother Adam who lives in Huntington Beach. Adam arrived at the hospital with his brother Sean and I advised them of their father's condition and told medical staff that family members had arrived.

Sean and Adam refused the services of the Trauma Intervention Program (TIP). I gave Adam a business card with the case number and cleared the scene.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy R. Privett	3 31 19	5213	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 1 OF 1

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input checked="" type="checkbox"/> Supplemental Vessel Accident Report	LOCATION 6 miles off of Huntington Beach			BEAT
Other	CITY Pacific Ocean	COUNTY N/A	AGENCY OCSD	

NARRATIVE:

On Thursday January 3, 2019 at approximately 1106 hours, Deputy J. Phillips#2321 and I were working as Operation Stonegarden 2F. We were patrolling the open ocean approximately 4 miles north of Dana Point Harbor. The United States Coast Guard radioed a request for assistance on VHF 16, reporting an EPIRB activation and persons in the water for the vessel "NAI'A" with approximate coordinates of 33 36 N 118 08 W. We responded to the location.

We arrived at approximately 1116 hours, and saw the white vessel "NAI'A" overturned, bow in the air and stern below the water. Two subjects later identified as Tracy Marc Haase [REDACTED] and Maynard Harry Poynter [REDACTED] were on the overturned stern of the vessel. Haase was holding the EPIRB and onto Poynter, trying to keep Poynter's head above the water. Poynter was not breathing and was non responsive.

Deputy Phillips and I attempted to bring Poynter onto our vessel but was unable to due to his heavy weight. Huntington Beach Police Helicopter HB-1 arrived on scene and a Huntington Beach Marine Safety Officer 2 D. Leach, jumped from HB-1 into the water to assist. Haase was holding onto the EPIRB and brought on board our vessel. United States Coast Guard LA/LB, Coast Guard personnel Seaman Corben Pagnotta and Petty Officer Jeffrey Smouse arrived to assist. With the assistance from all persons listed above, we were able to bring Poynter on board. Immediately MSO and USCG officers provided CPR. Deputy Phillips utilized the AED.

I drove 2F into Huntington Harbor with all subjects on board, who continued providing medical assistance. We arrived at the Simple Green building where HB Fire and Seal Beach Fire were waiting.

Huntington Beach Fire Department, Engine 42 cared for Poynter and transported him to Los Alamitos Medical Center for further treatment and evaluation.

Seal Beach Fire Department, Engine 44 cared for Hasse and transported him to Hoag Hospital Newport Beach for further treatment and evaluation.

I took possession of the EPIRB and gave it to Deputy J. Baugh #4829. Deputy Baugh booked the EPIRB into the Santa Ana Evidence locker as evidence.

SGT G. Lewellyn arrived on scene and was advised of incident.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy R. Cowin	1 3 19	1814	SGT. B. SIMS	JUN 08 2019	3420

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 1 OF 2

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input checked="" type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	BEAT		
<input type="checkbox"/> Other	Approximately 6 miles off of Huntington Beach			
	CITY	COUNTY	AGENCY	
	Pacific Ocean	N/A	OCSD	

On Thursday, January 3, 2019 at about 1330 hours, Deputy S. Stewart #5727 and I responded to Hoag Hospital Newport Beach, located at 1 Hoag Drive, Newport Beach, CA, as members of the Orange County Sheriff's Department Major Accident Reconstruction Team (MART) to assist with a fatal boat collision occurring off the coast of Huntington Beach. I responded to Hoag Hospital to contact Tracy Marc Haase [REDACTED], who was the operator of the white 2004 Contender 25-foot boat (Hull# JDJ3T076E404).

Mr. Haase was located in a hospital bed in room B15. The following interview was recorded with my department issued digital recorder. The recording was later copied onto a compact disc and booked into Orange County Sheriff's Evidence at the Aliso Viejo Station, 11 Journey, Aliso Viejo.

Mr. Haase stated he was the owner and operator of the boat at the time of the collision. He has had the boat for about 4 years and stated it was the "best boat I've ever had," and that it was "perfect," when asked about the condition of the boat. He stated he went fishing with his friend from church, Maynard Harry Poynter [REDACTED]. They launched the boat out of Sunset Aquatic in Huntington Harbor. They were going from one spot to the next and were fishing at multiple locations.

At about 1000 hours, they were traveling to another fishing spot. He stated his boat was traveling at about 20 mph and the transom of the boat "went under." He then noticed about 2-feet of green water spilling into the boat from the back side. Mr. Poynter fell over board from the starboard side. The vessel then turned upside down within about three seconds. Mr. Haase went underneath the boat and went to retrieve the Emergency Position-Indicating Radio Beacon (EPIRB). Mr. Haase and Mr. Poynter both swam to the back of the boat. Mr. Haase activated the EPIRB and waited for assistance. He thought help would arrive shortly but they were in the water for about an hour.

Mr. Haase stated Mr. Poynter was "Good" up until 5 minutes prior to the rescue. Mr. Poynter just stopped talking as he was lying on the back of the boat, face up. Mr. Haase believed Mr. Poynter had a cardiac arrest.

Mr. Haase believed this collision was a result of his boat's prop getting wrapped up in a mooring line. His boat was equipped with a radar and sonar but it did not pick up anything. He noticed buoys on both sides of the boat, spaced about

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Johnson	1 3 19	8564	SGT. B. SIMS	JUN 08, 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 2 OF 2

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input checked="" type="checkbox"/> Supplemental Vessel Accident Report	LOCATION Approximately 6 miles off of Huntington Beach			BEAT
<input type="checkbox"/> Other	CITY Pacific Ocean	COUNTY N/A	AGENCY OCSD	

100-feet apart but the path he was traveling appeared clear as he was proceeding through. He thinks something must have been submerged in the water.

Mr. Haase stated he became hypothermic as a result of this collision. His internal temperature was 95°F, when he was first tested at the hospital. He had bumps and bruises on his left hand. He stated he did not sustain any other significant injuries.

Mr. Haase stated he has been sailing since he was about 4 years old. He feels comfortable and competent when it comes to his boat. He is not currently taking any medications or drugs and did not consume alcohol prior to or while operating his vessel.

During the interview, Mr. Haase did not display any signs of being under the influence. I am a Drug Recognition Expert (DRE) and completed the 72 hours DRE certification course through the Fullerton Police Department in February 2016 (DRE#025858). Mr. Haase's pulse was elevated, 118 bpm, and his blood pressure was slightly above the average range, 149/99 mmHg. I checked his eyes and did not see any signs of nystagmus. I did not see any signs of impairment and formed the conclusion that Mr. Haase was not under the influence.

PREPARED BY (NAME RANK)	DATE	ID NUMBER	INTERVIEWED BY (NAME RANK)	DATE	ID NUMBER
Deputy J. Johnson	1 3 19	8564	SCI. B. SIMS	JUN 08 2019	3470

VESEL ACCIDENT REPORT ORIGINAL

CALIFORNIA STATE PARKS, DIVISION OF BOATING AND WATERWAYS

PAGE 1 OF 25

AGENCY NAME TAKING REPORT Orange County Sheriff's Department				NO INJURED 1		NO KILLED 1		AGENCY REPORT NUMBER 19-000290	
LOCALITY	WATERBODY ACCIDENT OCCURRED ON Pacific Ocean			NEAREST CITY OR TOWN Huntington Beach			MONTH 1	DAY 3	YEAR 2019
	COUNTY ACCIDENT OCCURRED IN N/A			NEAREST LANDMARK (NAVIGATION AID) 1.75 miles south west of Platform Edith			INVESTIGATED BY PHONE (949)723-1002 Deputy J. Baugh #4829		
	LATITUDE/LONGITUDE THAT ACCIDENT OCCURRED 33 38.582N / 118 08.316W								
	TIME (2400) 1030 hours								
PERSON	NAME (FIRST, MIDDLE, LAST) Tracy Marc Haase				STREET / MAILING ADDRESS [REDACTED]				
	DOB / AGE [REDACTED]		SEX <input checked="" type="checkbox"/> MALE <input type="checkbox"/> FEMALE		CITY [REDACTED]		STATE [REDACTED]		PHONE (714) [REDACTED]
	VESSEL YEAR 2004		MAKE / MODEL / LENGTH Contender / 25'		VESSEL NUMBER (CF OR DOC) 1258878		VESSEL NAME Nai'a		ACTIVITY <input checked="" type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> WORKBOAT <input type="checkbox"/> OTHER
	HULL IDENTIFICATION NUMBER JDJ3T076E404		<input type="checkbox"/> NONE		HORSEPOWER 300		RENTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		OWNER'S NAME [REDACTED]
VESSEL	DIRECTION OF TRAVEL West		# PERSONS ON BOARD 2		MARINA/RAMP LAUNCHED FROM: Sunset Aquatic		VESSEL DAMAGE <input type="checkbox"/> MINOR <input type="checkbox"/> MODERATE <input type="checkbox"/> MAJOR <input checked="" type="checkbox"/> TOTAL		OWNER'S STREET / MAILING ADDRESS [REDACTED]
	EST. SPEED 20-25mph		DISPOSITION OF VESSEL Impounded for evidence		OTHER: [REDACTED]		ESTIMATED DAMAGE \$ Unknown		CITY [REDACTED]
	STATE [REDACTED]		ZIP [REDACTED]						
VESSEL	NAME (FIRST, MIDDLE, LAST) [REDACTED]				STREET / MAILING ADDRESS [REDACTED]				
	DOB / AGE [REDACTED]		SEX <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE		CITY [REDACTED]		STATE [REDACTED]		PHONE () [REDACTED]
	VESSEL YEAR [REDACTED]		MAKE / MODEL / LENGTH [REDACTED]		VESSEL NUMBER (CF OR DOC) [REDACTED]		VESSEL NAME [REDACTED]		ACTIVITY <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> WORKBOAT <input type="checkbox"/> OTHER
	HULL IDENTIFICATION NUMBER [REDACTED]		<input type="checkbox"/> NONE		HORSEPOWER [REDACTED]		RENTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		OWNER'S NAME [REDACTED]
VESSEL	DIRECTION OF TRAVEL [REDACTED]		# PERSONS ON BOARD [REDACTED]		MARINA/RAMP LAUNCHED FROM: [REDACTED]		VESSEL DAMAGE <input type="checkbox"/> MINOR <input type="checkbox"/> MODERATE <input type="checkbox"/> MAJOR <input checked="" type="checkbox"/> TOTAL		OWNER'S STREET / MAILING ADDRESS [REDACTED]
	EST. SPEED [REDACTED]		DISPOSITION OF VESSEL [REDACTED]		OTHER: [REDACTED]		ESTIMATED DAMAGE \$ [REDACTED]		CITY [REDACTED]
	STATE [REDACTED]		ZIP [REDACTED]						
OTHER PROPERTY	DESCRIPTION OF DAMAGE [REDACTED]								ESTIMATED DAMAGE \$ [REDACTED]
	OWNER'S NAME [REDACTED]				ADDRESS [REDACTED]		STATE [REDACTED]		ZIP [REDACTED]
	PHONE () [REDACTED]				NOTIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				
VICTIM / WITNESS	VICTIM / WITNESS NAME, ADDRESS & PHONE Maynard Harry Poynter		VICTIM / WITNESS STATUS <input type="checkbox"/> INJURED <input checked="" type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY		RIDING IN VESSEL # 1		DOB / AGE 12-11-48		INJURY DESCRIPTION Drowning
	LIFE JACKET WORN? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		COULD VICTIM SWIM? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		TAKEN TO HOSPITAL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO FACILITY: Los Alamitos				
	UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		TAKEN TO HOSPITAL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO FACILITY: Hosg				
	UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
VICTIM / WITNESS	VICTIM / WITNESS NAME, ADDRESS & PHONE Tracy Marc Haase		VICTIM / WITNESS STATUS <input type="checkbox"/> INJURED <input checked="" type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY		RIDING IN VESSEL # 1		DOB / AGE [REDACTED]		INJURY DESCRIPTION Hypothermia
	LIFE JACKET WORN? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		COULD VICTIM SWIM? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		TAKEN TO HOSPITAL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO FACILITY: Hosg				
	UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		TAKEN TO HOSPITAL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO FACILITY: Hosg				
	UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		UNKNOWNS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
See Page 4 for Diagram:									
WAS A CITATION ISSUED? OPERATOR 1 <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO OPERATOR 2 <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO SPECIFY CITATION(S) _____ WAS A WARNING ISSUED IN LIEU OF A CITATION? OPERATOR 1 <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO OPERATOR 2 <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO SPECIFY WARNING(S) _____ <input checked="" type="checkbox"/> CALIFORNIA STATE PARKS DIVISION OF BOATING AND WATERWAYS ACCIDENT UNIT P.O. BOX 942896 SACRAMENTO, CA 94286-0001									

VESSEL ACCIDENT REPORT

CALIFORNIA STATE PARKS, DIVISION OF BOATING AND WATERWAYS

PAGE 2 OF 25

<input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> CLOUDY <input type="checkbox"/> FOG <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> HAZY		<input checked="" type="checkbox"/> CALM <input type="checkbox"/> CHOPPY <input type="checkbox"/> ROUGH <input type="checkbox"/> VERY ROUGH		<input type="checkbox"/> LESS THAN 6" <input checked="" type="checkbox"/> 6" - 2' <input type="checkbox"/> 2' - 5' <input type="checkbox"/> > 5'		<input type="checkbox"/> NONE <input checked="" type="checkbox"/> LIGHT (0 - 8 mph) <input type="checkbox"/> MODERATE (7 - 14 mph) <input type="checkbox"/> STRONG (15 - 25 mph) <input type="checkbox"/> STORM (25 mph & over)		<input checked="" type="checkbox"/> DAYLIGHT <input type="checkbox"/> DARK <input type="checkbox"/> DUSK OR DAWN <input type="checkbox"/> ARTIFICIAL LIGHT <input type="checkbox"/> OTHER (specify)		VISIBILITY <input checked="" type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	
										TEMPERATURE WATER 56 AIR 61	
TYPE OF COLLISION <input checked="" type="checkbox"/> CAPSIZING <input type="checkbox"/> COLLISION WITH VESSEL <input type="checkbox"/> COLLISION WITH FIXED OBJECT <input checked="" type="checkbox"/> COLLISION WITH FLOATING OBJECT <input checked="" type="checkbox"/> FALL OVERBOARD <input type="checkbox"/> FALL IN BOAT <input type="checkbox"/> FIRE / EXPLOSION (fuel) <input type="checkbox"/> FIRE / EXPLOSION (other than fuel) <input type="checkbox"/> FLOODING / SWAMPING <input type="checkbox"/> GROUNDING <input type="checkbox"/> SINKING <input type="checkbox"/> STRUCK BY BOAT / PROPELLER <input type="checkbox"/> SKIER MISHAP <input type="checkbox"/> OTHER:		CAUSE OF COLLISION <input type="checkbox"/> IMPROPER LOOKOUT / INATTENTION <input type="checkbox"/> OPERATOR INEXPERIENCE <input checked="" type="checkbox"/> EXCESSIVE SPEED <input type="checkbox"/> MACHINERY FAILURE <input type="checkbox"/> EQUIPMENT FAILURE <input type="checkbox"/> OFF-THROTTLE STEERING INABILITY <input type="checkbox"/> IMPROPER LOADING <input type="checkbox"/> OVERLOADING <input type="checkbox"/> HAZARDOUS WEATHER / WATER <input type="checkbox"/> RESTRICTED VISION <input type="checkbox"/> IGNITION OF SPILLED FUEL / VAPOR <input type="checkbox"/> IMPROPER ANCHORING <input type="checkbox"/> FAILURE TO VENT <input type="checkbox"/> UNKNOWN <input checked="" type="checkbox"/> OTHER: Unsafe buoy line		OPERATION AT TIME OF ACCIDENT <input type="checkbox"/> CRUISING <input type="checkbox"/> CHANGING DIRECTION <input checked="" type="checkbox"/> CHANGING SPEED <input type="checkbox"/> TOWING SKIER / TUBER <input type="checkbox"/> TOWING SKIER - SKIER DOWN <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> BEING TOWED BY ANOTHER VESSEL <input type="checkbox"/> DRIFTING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> LAUNCHING <input type="checkbox"/> DOCKING / LEAVING DOCK <input type="checkbox"/> SAILING <input type="checkbox"/> OTHER (specify)		SOBRIETY / DRUGS <input type="checkbox"/> HAD NOT BEEN DRINKING <input type="checkbox"/> HBD NOT UNDER INFLUENCE <input type="checkbox"/> HBD UNDER INFLUENCE <input type="checkbox"/> HBD IMPAIRMENT UNKNOWN <input type="checkbox"/> UNDER DRUG INFLUENCE <input type="checkbox"/> OTHER PHYSICAL IMPAIRMENT <input type="checkbox"/> IMPAIRMENT UNKNOWN <input type="checkbox"/> NO OPERATOR SOBRIETY TESTING <input type="checkbox"/> HOW WAS SOBRIETY DETERMINED? <input checked="" type="checkbox"/> VISUAL OBSERVATION <input checked="" type="checkbox"/> FIELD SOBRIETY TEST <input type="checkbox"/> BREATH TEST <input type="checkbox"/> URINE/BLOOD <input type="checkbox"/> OTHER:					
VESSEL TYPE <input checked="" type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PERSONAL WATER CRAFT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> PONTOON <input type="checkbox"/> INFLATABLE <input type="checkbox"/> SAILBOAT (aux engine) <input type="checkbox"/> SAILBOAT (sail only) <input type="checkbox"/> CANOE / KAYAK <input type="checkbox"/> RAFT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> OTHER (specify)		MATERIAL <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input checked="" type="checkbox"/> FIBERGLASS <input type="checkbox"/> PLASTIC <input type="checkbox"/> RUBBER / VINYL <input type="checkbox"/> OTHER (specify)		PROPULSION <input checked="" type="checkbox"/> PROPELLER <input type="checkbox"/> SAIL <input type="checkbox"/> MANUAL <input type="checkbox"/> WATER JET <input type="checkbox"/> AIR THRUST <input type="checkbox"/> OTHER (specify)		ENGINE <input checked="" type="checkbox"/> OUTBOARD <input type="checkbox"/> INBOARD <input type="checkbox"/> STERNDRIVE (IC) <input type="checkbox"/> NONE # OF ENGINES		TYPE OF FUEL VESSEL 1 Gas VESSEL 2		OPERATOR EDUCATION <input type="checkbox"/> AMERICAN RED CROSS <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> US POWER SQUADRON <input type="checkbox"/> STATE COURSE <input checked="" type="checkbox"/> INFORMAL <input type="checkbox"/> NONE <input type="checkbox"/> OTHER:	
		ACTIVITY <input type="checkbox"/> WATER SKIING <input type="checkbox"/> WAKE BOARDING <input type="checkbox"/> TUBING <input checked="" type="checkbox"/> FISHING <input type="checkbox"/> RACING		<input type="checkbox"/> WHITEWATER ACTIVITY <input type="checkbox"/> FUELING <input type="checkbox"/> HUNTING <input type="checkbox"/> OTHER		LIFE JACKETS ON BOARD? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY ACCESSIBLE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY USED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		FIRE EXTINGUISHERS VESSEL #1 VESSEL #2 WAS FIRE FIGHTING EQUIPMENT ON BOARD? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY USED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO			
ACCIDENT NARRATIVE See attached narrative for further details:											
REPORT NUMBER 19-000290		INVESTIGATED BY (NAME, RANK) Deputy J. Baugh				REVIEWED BY 4829		SGT. B. SIMS			

VESSEL ACCIDENT REPORT 1.1

CALIFORNIA STATE PARKS, DIVISION OF BOATING AND WATERWAYS

PAGE 3 OF 25

DATE OF ORIGINAL ACCIDENT 1 3 2019		TIME (2400) 1030 hours		REPORT NUMBER 19-000290		
DEPUTY NAME J. Baugh				DEPUTY ID 4829		
VICTIM / WITNESS NAME, ADDRESS & PHONE	VICTIM / WITNESS STATUS	RIDING IN VESSEL #	DOB/ AGE	INJURY DESCRIPTION	LIFE JACKET WORN?	COULD VICTIM SWIM?
Brian Pratschner [REDACTED]	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input checked="" type="checkbox"/> WITNESS ONLY		[REDACTED]	TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
Matt Grant [REDACTED]	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input checked="" type="checkbox"/> WITNESS ONLY		[REDACTED]	TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY			TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY			TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY			TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY			TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY			TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY			TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN

VESSEL ACCIDENT REPORT

CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

PAGE 4 OF 25

FACTUAL NARRATIVE
CONTINUED

DATE OF ORIGINAL ACCIDENT

1

3

2019

TIME (2400)

1030

REPORT NUMBER

19-000290

OFFICER NAME

J. Baugh

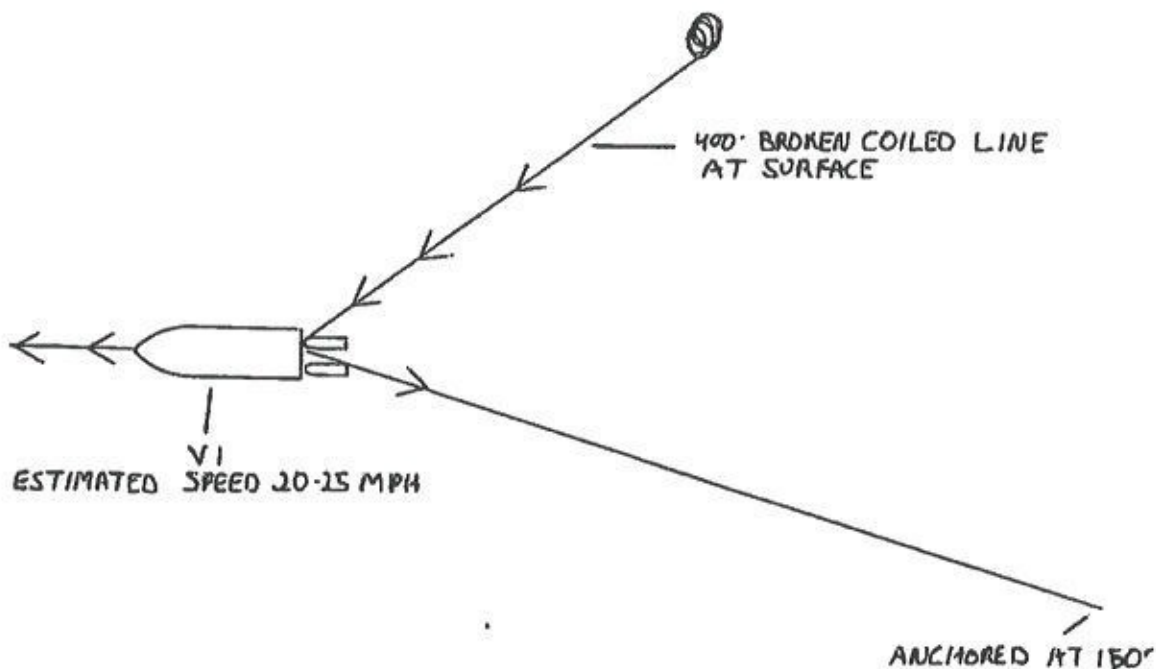
OFFICER ID

4829

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

ESTIMATED LINE #15 OF CSR

N



ESTIMATED LINE #16 OF CSR

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 5 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
	Approximately 6 miles off of Huntington Beach			
	CITY	COUNTY		AGENCY
<input type="checkbox"/> Other	Pacific Ocean	N/A		OCSD

FACTS:

All times, speeds, distances and measurements are approximate:

On 1-3-19, at approximately 1032 hours United States Coast Guard Headquarters District 11 in Alameda California received a notification of an EPIRB (Emergency Position Indicating Radio Beacon) alert registered to the vessel "Nai'a" and Mr. Tracy Haase. EPIRB is used to alert search and rescue services in the event of an emergency. USCG District 11 contacted Tracy Haase's wife, Carol Haase, who confirmed Tracy and a friend from church were fishing off of Huntington Beach California. At 1038 hours USCG District 11 notified USCG Sector Los Angeles/ Long Beach of the EPIRB. The alert was located approximately 6 miles off shore of Huntington Beach, California.

USCG station LA/LB issued an Urgent Marine Information Broadcast (UMIB) on VHF channel #16 reference the EPIRB activation of the vessel Nai'a and advised mariners with any information to contact USCG LA/LB. USCG observed on (AIS) Automatic Identification system, which is an automatic tracking system used on ships for identifying and locating vessels, the commercial fishing vessel Freelance. Freelance was approximately 2-3 nautical miles from the reported EPIRB. The vessel Freelance advised it did not have a visual on any vessels or signs of distress in the area.

At 1100 hours Huntington Beach Police Department received a 911 call from a subject, later identified as Tracy Haase, saying they are in the water and their boat had flipped over. Huntington Beach Police dispatch had a difficult time understanding the caller but determined there was a boat accident approximately 6 miles off shore of Huntington Beach involving an overturned boat with two people in the water. Huntington Beach Police dispatched Huntington Beach Police Department helicopter (HB1) to assist in the search for the boat.

At 1106 hours Orange County Sheriff's boat 2 Foxtrot (2F) was on patrol approximately 4 miles north of Dana Point and began to respond to the area of the accident. 2F arrived on scene at approximately 1116 hours. 2F advised there was an overturned vessel with 2 subjects in the water. The subjects, later identified as Tracy Marc Haase (P1) was on the stern of the vessel holding Maynard Harry Poynter's (P2) head above water. P2 was unresponsive.

P1 was taken on board 2F along with the EPIRB from the Nai'a. Deputy J. Phillips #2321 and Deputy R. Cowin #1814 were on 2F and had a difficult time pulling P2 into their vessel due to P2's size. He weighed approximately 350 pounds.

At approximately 1117, a USCG vessel arrived on scene to assist and placed 2 crewman, Seaman Corban Pagnotta and Petty Officer Jeffrey Smouse, aboard 2F to help pull P2 into the boat.

At 1120 hours HB1 air deployed Huntington Beach Lifeguard D. Leach into the water to assist. P2 was pulled aboard. Life saving measures were immediately started on P2. 2F immediately left the scene to

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 6 OF 25

SUPPLEMENTAL NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
	Approximately 6 miles off of Huntington Beach			
<input type="checkbox"/> Other	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSO

FACTS CONTINUED:

transport P2 to the Huntington Harbor fuel dock, where Huntington Beach Fire and Seal Beach Fire medics were standing by.

Orange County Sheriff Fireboat 2 Echo (F2E), with Deputy S. Shively #4600 and Deputy W. Rodriguez #7403 on board arrived at the area of the overturned vessel as 2F was leaving the scene. F2E attempted to secure the overturned boat.

2F arrived at the Huntington Harbor fuel dock at approximately 1138 hours. Huntington Beach Fire, Engine 42 took over and continued medical care for P2. P2 was transported to Los Alamitos Hospital for further treatment. Deputy R. Privett #5213 responded to Los Alamitos.

For further information see attached report from Deputy R. Privett.

Seal Beach Fire Department, Engine 44 transported P1 to Hoag Hospital in Newport Beach for evaluation, due to exposure to the cold water.

For further information see attached report from Deputy R. Cowin.

For further information see Huntington Beach Police Officer J. Delima's report Case #2019-000112.

For further information, see United States Coast Guard report by Marine Casualty Investigator Lt. M. Moore. Incident Investigation Activity #6640369.

PREPARED BY (NAME RANK)	DATE	ID NUMBER	REVIEWED BY (NAME RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 7 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
	Approximately 6 miles off of Huntington Beach			
<input type="checkbox"/> Other	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSO

SCENE:

This accident occurred approximately 6 miles off shore of Huntington Beach, California at the Catalina Sea Ranch (CSR). The GPS location was at 33° 36'.582N / 118° 06'.316W. The winds were calm. The sea height was 1-1.5'. The water was 56°. The air temperature was 61°. The visibility was 20 miles. The depth was approximately 150'.

The CSR has multiple lines suspended by buoys. The lines run in an east/ west configuration and are each approximately 200 yards long. There is a center channel that separates the east and west sides. The area is an approximate square with yellow buoys on each of the four corners of the square.

The vessel Nai'a was capsized and caught on a line that appeared to be secured to the ocean bottom. The current was pulling the Nai'a in a northwesterly direction. There was fuel leaking from the Nai'a.

Orange County Sheriff's Helicopter (Duke 1) flew over the CSR at approximately 1223 hours and took several photos of the area with Duke 1's camera. Air Support later copied the Duke 1 photos to a compact disc. I collected the compact disc and later booked it into Sheriff's evidence.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

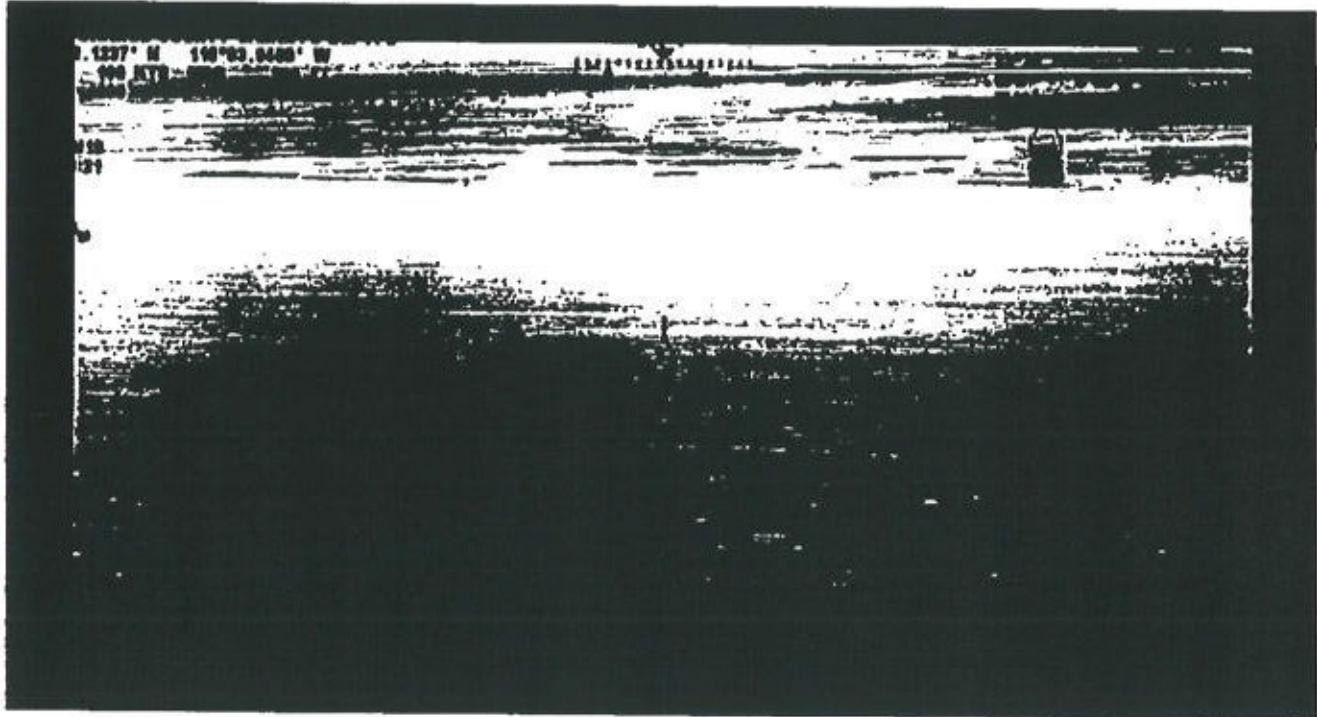
VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 8 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
<input type="checkbox"/> Other	Approximately 6 miles off of Huntington Beach			AGENCY
	CITY	COUNTY		OCSD
	Pacific Ocean	N/A		

Photo of Catalina Sea Ranch from Orange County Sheriff's Helicopter (Duke 1).



PREPARED BY (NAME RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 9 OF 25

SUPPLEMENTAL NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	Approximately 6 miles off of Huntington Beach		BEAT
<input type="checkbox"/> Other	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSD

Photograph taken by Duke 1 of V1 overturned with fuel leaking and Fireboat 2 Echo nearby.



PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 10 OF 25

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
<input type="checkbox"/> Other	Approximately 6 miles off of Huntington Beach			
	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSD

OTHER FACTUAL INFORMATION:

The Catalina Sea Ranch (CSR) is a 100 acre aquaculture facility located approximately 6 miles off the shore of Huntington Beach. Aquaculture, also known as aquafarming is the breeding, rearing and harvesting of marine populations under controlled conditions. The United States Army Corps of Engineers permit number for this project is "SPL-2012-00042-DPS". I printed out a copy of the 12 page Application for Permit from the United States Army Corps of Engineers website. I later booked the Application for Permit into Sheriff's evidence.

According to the permit information, the CSR was authorized to install 40 longlines on a 100 acre site. The CSR is split in half with 20 lines on the east side and 20 lines on the west side with a channel separating both sides. The longlines shall be 689 feet in length, spaced 100' apart. They will be anchored on each side to the ocean floor in depths of approximately 110 to 150 feet and submerged approximately 20 feet below the surface.

Two anchors will be installed for each longline with one anchor attached at each end of the longline backbone. Each anchor is comprised of a 12 foot long steel shaft with an approximately one square foot helical screw plate, which is rotated into the sea floor.

Buoys will be installed to suspend each backbone longline approximately 20 feet under the water surface, which will have a looped rope with attached mussels or other shellfish. Each longline will be marked with support buoys. In addition, the four corners of the 100 acre site will be marked with Coast Guard approved lighted anchor buoys.

At the time of the accident the area of the CSR was charted on the NOAA San Pedro Channel chart #18746, with four private yellow buoys at each corner of the field. The buoys have flashing 4 second yellow lights.

PREPARED BY (NAME RANK)	DATE	ID NUMBER	REVIEWED BY (NAME RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	342

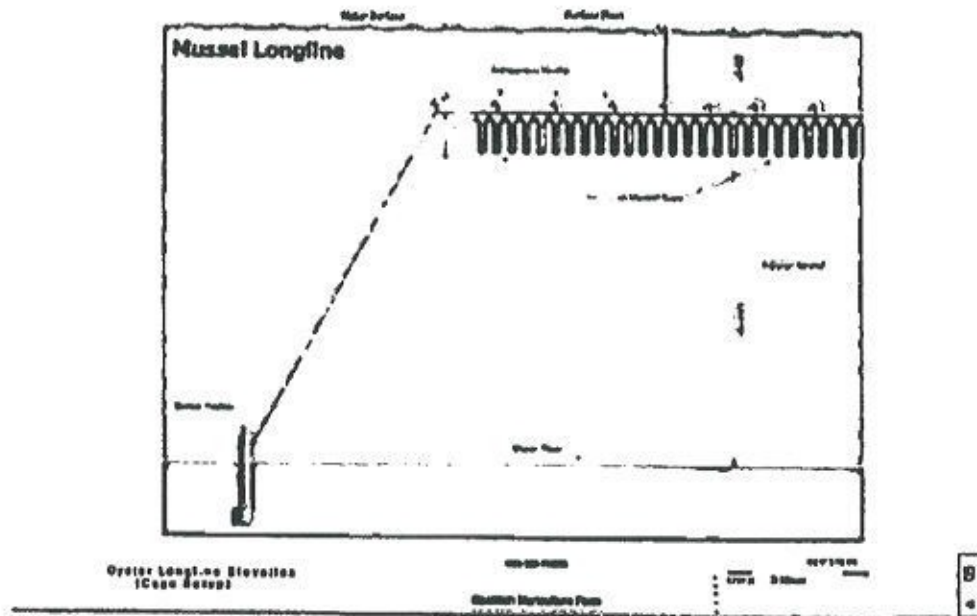
VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 11 OF 25

SUPPLEMENTAL NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
	Approximately 6 miles off of Huntington Beach			
Other	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSD

Picture of mussel longline taken from page 10 of Application for Permit.

Figure 4:



PREPARED BY (NAME RANK)	DATE	ID NUMBER	REVIEWED BY (NAME RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	347-

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

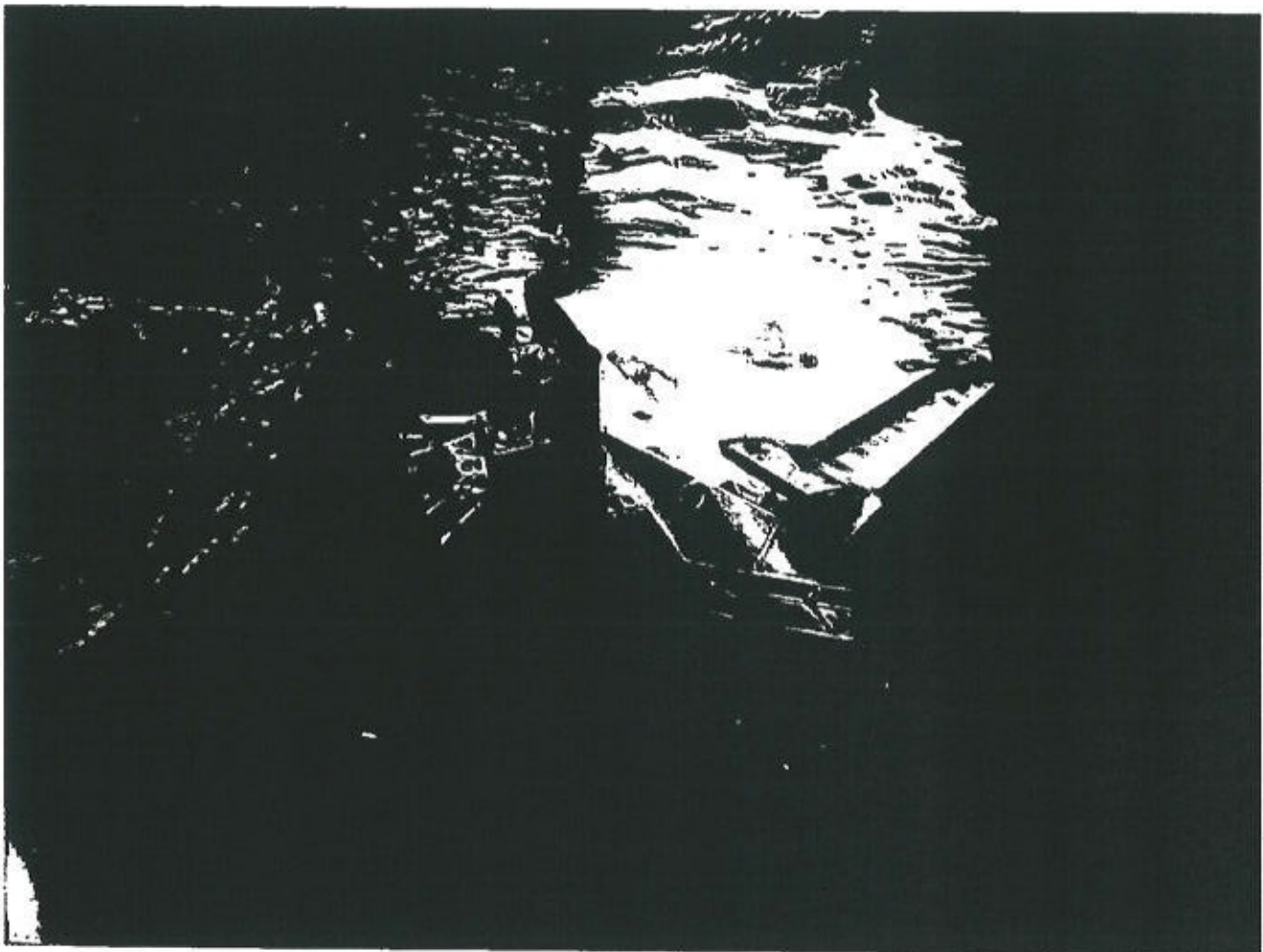
PAGE 12 OF 25

SUPPLEMENTAL / NARRATIVE (SEE ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	Approximately 6 miles off of Huntington Beach		BEAT
<input type="checkbox"/> Other	CITY	COUNTY	AGENCY	
	Pacific Ocean	N/A	OCSD	

VESSEL 1:

This vessel (V1) is a 25 foot Contender center console boat named "Nai'a" with a hailing port of Avalon, Ca. The HIN # is JDJ3T078E404 with a documentation #1258878. It is powered by 2 Yamaha 150 horse power outboard engines. The vessel is white in color.

V1 was capsized and still floating in the middle of the Catalina Sea Ranch (CSR). There was a coiled line snagged around the starboard outboard engine holding the vessel in place.



PREPARED BY (NAME RANK)	DATE	ID NUMBER	REVIEWED BY (NAME RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 13 OF 25

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION Approximately 6 miles off of Huntington Beach			BEAT
<input type="checkbox"/> Other	CITY Pacific Ocean	COUNTY N/A	AGENCY	OCSD

VESSEL 1 CONTINUED:

The Orange County Sheriff's Dive team was dispatched to the scene at 1251 hours in an effort to recover V1. Sergeant. C. Lang #3170, Sergeant L. Packard #2203 and I dove on V1. Sgt. Packard took several photos of V1 while it was still capsized in the water, including the interior of V1. While observing the boat, I saw both throttles appeared to be in the forward position. The engine kill switch lanyard appeared to be still attached with cord wrapped around the center console starboard pillar. We attached air bags to V1. The line snagged on the starboard engine was pulled off the engine and it dropped to the bottom of the ocean. We righted the vessel, raised it, and pumped it out.

The photos from Sgt. Packard were later copied to a compact disc and I booked them into Sheriff's evidence.

For further details of dive operations see attached Orange County Sheriff's Dive Log.

We towed V1 back to Newport Harbor where the vessel was impounded as evidence. For further details see attached copy of Boat Report by Deputy A. Barney #9106.

V1 was craned out of the water onto a cart. Orange County Sheriff's Crime Lab responded. Lead Forensic Specialist A. Sahagun took several photos of V1 for evidence. For further details see FR #19-40130.

On 1-4-19, the owner of V1, who was the operator during the accident, Tracy Marc Haase (P1) responded to our station. P1 signed two Orange County Sheriff's Consent to Search Forms to search V1. The Consent to Search forms were later booked into Sheriff's evidence.

On 1-8-19 Jesse Herrera, with Alcom Marine Electronics responded to our office at 1901 Bayside Drive. I requested Herrera attempt to do an evaluation of the Garmin chart plotter to determine if there was any available data to help us in the investigation with the accident. Herrera observed signs of severe water intrusion inside the unit. Herrera took possession of the unit. Herrera took the unit to Alcom and allowed it to dry in an attempt to recover any data. Herrera was able to start the unit but was unable to access the option menu to retrieve any existing routes, tracks, waypoints or any other data. Herrera returned the unit and installed it back onto V1. For further details see report by Alcom Marine Electronics technician Jesse Herrera which was later booked into Sheriff's evidence.

On 1-8-19 at approximately 1500 hours Nick Kelly of West Coast Marine Service responded to our office to conduct an evaluation on the outboard engines of V1. Kelly ran a diagnostic on both engines. Neither engine was operational, but he was able to get a print out of basic engine information. For further details see Yamaha engine diagnostics report which was later booked into Sheriff's evidence.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08, 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 14 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	Approximately 6 miles off of Huntington Beach		BEAT
<input type="checkbox"/> Other	CITY	COUNTRY		AGENCY
	Pacific Ocean	N/A		OCSD

VESSEL 1 CONTINUED:

On 1-9-19 Michael Dickinson of SoCal Surveys, responded to our office to conduct a survey of V1 to determine if there was any information to indicate the vessel was a contributing factor in the accident.

Dickinson determined V1 was in poor but repairable condition. V1 showed signs of good maintenance practices and regular care prior to being submerged. For further information see So Cal Surveys report which was later booked into Sheriff's evidence.

On 1-18-19 V1 was released to P1.

INJURIES:

P1 was transported to Hoag Hospital for hypothermia due to cold water exposure. P-1 had minor bumps and bruises on his left hand but did not sustain any significant injuries.

P2 was exposed to 56° for approximately 45 minutes. P2 went non-responsive approximately 5 minutes before Deputies Cowin and Phillips arrived on scene. CPR was performed. P2 was transported to Los Alamitos Medical Center for further care. P2 was pronounced deceased on 1-4-19 at 0043 hours by Dr. K. Pacheco.

Dr. A. Singhanian who is a Forensic Pathologist with the Orange County Sheriff-Coroner's Department determined the cause of death was due to drowning.

For further information on P2 see Sheriff-Coroner case # 19-00075-MM.

CHEMICAL TEST:

On 1-3-19, at 1330 hours Deputy J. Johnson #8564 and Deputy S. Stewart #5727 responded to Hoag Hospital Newport Beach to contact P1. Deputy Johnson is a Drug Recognition Expert (DRE). Deputy Johnson did not see any signs of impairment and formed the conclusion that Mr. Haase was not under the influence.

For further details see Deputy Johnson's attached report, this DR#.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 15 OF 25

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
	Approximately 6 miles off of Huntington Beach			
<input type="checkbox"/> Other	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSD

STATEMENTS:**Statements of P1:**

P1 was interviewed on 1-3-19, at 1330 hours by Deputy J. Johnson and Deputy S. Stewart. For further details of the interview see attached report by Deputy J. Johnson, this DR#.

Additional statement of P1:

On 1-4-19, at 1330 hours I spoke to P1 via phone reference the accident on 1-3-19. P1 told me the following:

P1 said he is a very experienced boater and spends about 70 days a year on the water. P1 said his boat runs fine and there were no issues with it. P1 said he and P2 launched out of Sunset Aquatic Park on V1, in Huntington Harbor, earlier in the day. P1 said they went to the mussel farm, which is the Catalina Sea Ranch. P1 said he has been there many times and estimated he went there approximately twelve times a year over the last two years. They were fishing, dead in the water, near the middle of the farm. P1 saw what he thought was a bait ball, or disruption in the water with birds indicating there might be fish there, a couple of hundred yards west of their position. P1 said there did not appear to be any obstructions in front of him and the lane appeared to be 100' wide. P1 thought the lines at the mussel farm hung vertically.

P1 said he throttled up quickly to get the boat on plane and was going between 20-25mph. P1 said as soon as the bow came down on plane the bow immediately rose up and there was a rapid deceleration of the vessel. P1 said they stopped quickly, but were not thrown forward. P1 was at the helm and P2 was standing to his right near the helm on the starboard side of the boat. P1 turned and saw they were taking water over the transom and the vessel quickly rolled to the right and capsized.

P1 said he swam under the boat and released the EPIRB. P1 estimated it was 1010 hours, but was really not quite sure of the time. P1 said he tried to get to the type 1 pfd's (personal flotation devices), but could not pull them under the gunwale to get them out of the boat. P1 said they were too buoyant to pull down. P1 came back up and joined P2 at the stern of the vessel. P1 took extra time to make sure the EPIRB was properly deployed, so it would send out a signal. P1 said the water was very cold, in the low 50's when they left sunset aquatic earlier that morning.

P1 said after what he thought was about 20 minutes and no one was still coming to help them, P2 realized he had a water proof phone. They called 911 and P1 spoke to Huntington Beach Police dispatch. Orange County Sheriff boat arrived shortly after and they were pulled onboard the boat. P1 said he was unable to help pull P2 onboard because his muscles were not working due to the cold water.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 16 OF 26

SUPPLEMENTAL / NARRATIVE (Check One)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
<input type="checkbox"/> Other	Approximately 6 miles off of Huntington Beach			
	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSD

STATEMENTS CONTINUED:**Statement of Brian Pratschner (W1):**

On 1-8-19, at 1525 hours I spoke via phone to, Brian Pratschner (W1), who is the Operations Officer of the Catalina Sea Ranch (CSR). I contacted the CSR to find out more information about their operation. W1 told me the following:

W1 said the operation is 100 acres near the outer oil platforms off of Huntington Beach. It sits in a square pattern. He said it is made up of 40 individual lines. There is an east and west side with 20 lines on either side. The lines are supposed to hang down 20' below the surface. Each line is 600' long and about 1 1/2" in diameter. The lines are secured on either end with a 15' auger drilled into the bottom of the ocean floor at a depth of about 150'. W1 said the approval for the CSR came from the Army Corps of Engineers and it has been up and running for about 2 years.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 17 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	BEAT		
<input type="checkbox"/> Other	Approximately 6 miles off of Huntington Beach			
	CITY	COUNTY	AGENCY	
	Pacific Ocean	N/A	OCSD	

Additional Information:

On 1-13-19, Deputy D. Ginther and I were working a Sheriff's patrol vessel and proceeded to the CSR. I observed a 1 1/2" line coiled tied together with a smaller blue line. The coiled line appeared to be anchored to the sea floor on one end and the coiled line portion was buoyant at the surface and drifting with the current. The coiled line was in the same location at the CSR as the accident that occurred on 1-3-19. The coiled line appeared to be the same hazard that caused to accident on 1-3-19. We attempted to tie the coiled line off to one side so it would not be a navigational hazard. The coiled line was too buoyant and we could not move it safely out of the way. We cut the coiled line as far down into the water as we could and removed about 30' of line along with the coil and a buoy that was partially attached. We took it back to Newport Harbor Patrol dock. I contacted W1 and advised we had a line we removed from the CSR at our station.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 18 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION Approximately 6 miles off of Huntington Beach			BEAT
<input type="checkbox"/> Other	CITY Pacific Ocean	COUNTY N/A		AGENCY OCSD

Picture of colled line that Deputy Ginther and I removed.



PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 19 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	BEAT		
	Approximately 6 miles off of Huntington Beach			
<input type="checkbox"/> Other	CITY	COUNTY	AGENCY	
	Pacific Ocean	N/A	OCSD	

STATEMENTS CONTINUED:**Follow up statement of Brian Pratschner (W1):**

On 1-14-19, at 1600 hours W1 responded to our station.

I described the incident with the cut line and W1 said he was familiar with it because it was the only line that was broken that he was aware of. I described the location as coming from the south on the west side. It was between row 5 and 6 near the middle lane. W1 said a couple of months ago during some swells the line snapped in two and the line dropped.

W1 said they coiled the line and tied it off with a blue line so they could attempt to repair it. W1 said the crane to lift the lines was not working and they were waiting for it to be repaired before they could fix the lines.

I asked W1 why the coiled line dropped after it was removed from the starboard engine and then was floating a week later. W1 said he did not know why that would happen.

W1 drew a sketch of the underwater configuration of what is hanging on one of the mussel lines. The 600' line is 20' below the surface but there are multiple buoys under water that are just under the surface that help support the weight of the line. The dark circle on the left of the line indicates how the broken coiled line was secured to the top buoy line.

I took a photo of the sketch that W1 drew.

I released the cut line to W1.

I copied the photo of the sketch onto a compact disc and later booked it into Sheriff's evidence.

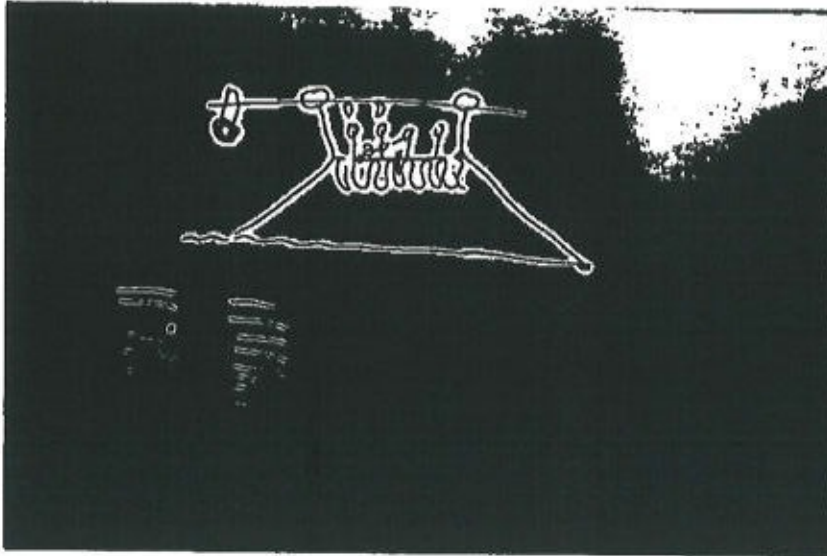
PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 20 OF 25

SUPPLEMENTAL / NARRATIVE (CHECK ONE)		DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report		1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report		LOCATION			
Other		Approximately 6 miles off of Huntington Beach			
		CITY	COUNTY	BEAT	
		Pacific Ocean	N/A	AGENCY	
		OCSD			

Picture of W1's sketch of a single line at CSR.



PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 : 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 21 OF 25

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
	Approximately 6 miles off of Huntington Beach			AGENCY
<input type="checkbox"/> Other	city	COUNTY		
	Pacific Ocean	N/A		OCSO

STATEMENTS CONTINUED:**Statement of Matthew Grant (W-2):**

On 5-14-19, at 0824 hours I spoke with Matt Grant (W-2), who is the Ranch Operation Manager with the CSR. W-2 handles all offshore ranch operations including crop inventory, harvesting and logistics. W-2's deck crew installs anchors and maintains ropes, floats and buoys at the CSR.

W-2 said W-1 was no longer with the company. I asked W-2 what the difference between what he and W-1 did and he said he handled the water side operations and the W-1 was sort of a liaison between the land side and water operations.

I asked W-2 about the broken coiled line that was involved with the accident on 1-3-19. W-2 told me the following:

W-2 said there are forty lines in the CSR. Twenty on the west side and twenty on the east side. The west side from north to south are line numbers one through twenty. The east side are line numbers twenty-one through forty, counting north to south. The lines on the east side are offset and slightly south of the west lines. W-2 said the lines are made up roughly 300' sections of anchor line secured to the sea floor, with a 600' section in the middle. The 600' section in the middle is called the back bone and is what holds all the mussels that are harvested. Each total line length is approximately 1200'.

W-2 said line #34 parted in December and was found and logged as broken on December 17th. W-2 did not know why line #34 parted during mid-December. W-2 said about the same time, one of the cranes on their maintenance boat broke and needed to be repaired. They were unable to use the cranes to fix line #34 so they secured the lines as best as they could. W-2 said line #34 parted about 100' into the 600' section from the west end. There was an approximately 400' section and 800' section of broken line that needed to be spliced back together. W-2 said the anchor points between the east and west side crisscross on the bottom of the ocean. W-2 said they coiled up the approximate 400' section and tied it off with a green or blue line and secured it to a west side line to keep it out of the way. W-2 said they also attached a black buoy on it.

W-2 said they stretched out the broken 800' section of line and secured it to an adjacent line on the east side.

W-2 did not believe there was any notifications made to any other agencies about the broken line. W-2 believed a broken or parted line was considered normal maintenance of the CSR.

W2 said line #34 was repaired in February.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 22 OF 25

SUPPLEMENTAL / NARRATIVE (check one)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	BEAT		
	Approximately 6 miles off of Huntington Beach			
<input type="checkbox"/> Other	CITY	COUNTY	AGENCY	
	Pacific Ocean	N/A	OCSD	

STATEMENTS CONTINUED:

I asked W2 if he had any idea why when the coiled line was removed from the starboard engine it dropped to the bottom of the ocean, but was floating a week later. W2 said it was possible that when V1 had pulled the line taught, that it put the line under tension. When that line was released it could have sprung back towards the bottom of the ocean where it was anchored. After the tension was gone from the line, it should have risen back to the surface.

W-2 said the CSR's procedure on how they secure unfixable broken lines has changed since the accident. If they have an uneven break in a line and they are unable to fix it, they will take the short end down to about 40' and secure the line below the surface to avoid any accidents. In addition, signs were added to the top of the four yellow buoys that mark the four corners of the CSR. The signs say, "Danger, underwater ropes and floats" on one side and, "Danger, enter at your own risk on the other."

On 5-30-19 and 6-3-19, W2 emailed me a copy of the logs used for the CSR. According to the logs sent to me by W2, line #34 was discovered broken on 12-17-19. Line #34 was respliced and temporarily strung up on 2-12-19.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 23 OF 25

SUPPLEMENTAL / NARRATIVE (check one)		DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> X	Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report		LOCATION	BEAT		
<input type="checkbox"/> Other		Approximately 6 miles off of Huntington Beach			
		CITY	COUNTY	AGENCY	
		Pacific Ocean	N/A	OCSD	

PHYSICAL EVIDENCE:

1. EPIRB from V1. Collected by Deputy Cowin and turned over to me for evidence.
2. Copy of Alcom Marine Electronics technician Jesse Herrera's report.
3. Copy of Nick Kelly of West Coast Marine, Yamaha engines diagnostics report.
4. Copy of SoCal Surveys report from Michael Dickinson.
5. 1 Compact disc of photos taken from Duke 1.
6. 1 Compact disc of dive team photos taken by Sgt. L. Packard.
7. 1 Compact disc of photos taken by me of collected coiled line from CSR.
8. 1 Compact disc of Brian Pratchesner's hand drawn diagram of CSR mussel line.
9. 2 signed Consent to Search forms signed by P1.
10. Copy of United States Army Corps of Engineers Application of Permit.
11. Copy of CSR work logs. Provided by (W2) Matt Grant.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS

PAGE 24 OF 25

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION			BEAT
<input type="checkbox"/> Other	Approximately 6 miles off of Huntington Beach			
	CITY	COUNTY		AGENCY
	Pacific Ocean	N/A		OCSD

OPINIONS AND CONCLUSIONS:

Based on witness statements, injuries to the victim and the evidence collected, it is my opinion that the following events took place involving Tracy Haase (P1) operating the Contender (V1) at the Catalina Sea Ranch on 1-3-19.

On the morning of 1-3-19, P1 and Maynard Poynter (P2) left Sunset Harbor on V1. P1 was operating and they proceeded towards the Catalina Sea Ranch to fish. P1 had been fishing at the CSR approximately 24 times over the last two years. According to P1, V1 was in perfect condition and had no issues. At approximately 1030 hours they were fishing near the middle of the CSR. P1 observed a bait ball, which is a disturbance in the water indicating there is likely a school of fish in the area, approximately 100 yards west of their position and decided to head there. P1 said there did not appear to be any obstructions in his way. The lane in front of him appeared to be about 100' wide. P1 believed the lines at the CSR hung vertically and he did not believe anything was in front of him.

P1 quickly throttled up V1 to get it on plane. P1 estimated his speed to be 20-25mph. As soon as the bow came down onto plane, it came back up again and there was a rapid deceleration of V1.

The lower unit of V1's starboard engine caught a buoyant line that was floating diagonal, just below the surface of the water, across the open lane between lines. The line appears to have been the approximately 400' section of broken line #34 that had not been repaired yet. The 400' section of line #34 was coiled and wrapped with a blue line to keep it together. There was a black buoy attached to the broken coiled line and it was tied off to a line on the west side of the CSR. Due to the direction of the current at the time of the accident, which appeared to be northwesterly, it's likely that the coiled end of the line blended into an adjacent mussel line at the surface. Due to its buoyancy the broken coiled line slowly tapered off from the surface back to the sea floor where it was anchored. The broken coiled line likely would have been just below the surface and difficult to see.

As V1's engine caught the broken coiled line, the rest of the line with the coiled end, quickly spooled towards the outboard until the coiled end caught the engine. As the coiled end wrapped the lower unit of V1's starboard engine, V1 decelerated rapidly, but had sufficient momentum due to its speed to cause the bow to rise up and the stern to get pulled underwater in line with the anchored line.

Water quickly poured into V1 over the transom and V1 rolled to the right and capsized. Both subjects went into the water. P1 dove under V1 to retrieve and activate the EPIRB. P1 and P2 were in the water for approximately 45 minutes. P2 went unresponsive approximately 5 minutes before 2F's arrival. Both subjects were pulled from the water by emergency personnel and transported to Huntington Harbor where Fire personnel transported both subjects to nearby hospitals. P2 was later pronounced deceased at Los Alamitos Hospital. Dr. A. Singhania who is a Forensic Pathologist with the Orange County Sheriff-Coroner's Department determined the cause of death was due to drowning.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

VESSEL ACCIDENT REPORT

DEPARTMENT OF BOATING AND WATERWAYS PAGE 25 OF 25

SUPPLEMENTAL / NARRATIVE (check one):	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
<input checked="" type="checkbox"/> Narrative Continuation Vessel Accident Report	1-3-19	1030	19-000290	
<input type="checkbox"/> Supplemental Vessel Accident Report	LOCATION	BEAT		
<input type="checkbox"/> Other	Approximately 6 miles off of Huntington Beach			
	CITY	COUNTY	AGENCY	
	Pacific Ocean	N/A	OCSD	

CAUSE:

The primary cause of this accident was the approximate 400' section of broken coiled line that had been tied off to a section of the west side of the CSR. While the line was tied off to an adjacent line in an attempt to keep it out of the way, the buoyancy of the line created an unseen hazard that would have been very difficult to avoid.

An additional contributing factor of the accident was the speed at which Haase (P1) operated V1. P1's excessive speed through the CSR exacerbated the accident causing the bow to rise and stern to get pulled underwater, thus capsizing V1.

RECOMMENDATIONS:

None.

PREPARED BY (NAME RANK)	DATE	ID NUMBER	REVIEWED BY (NAME RANK)	DATE	ID NUMBER
Deputy J. Baugh	1 3 19	4829	SGT. B. SIMS	JUN 08 2019	3470

ORIGINAL

1. COPIES TO: Coast Guard
Newport Harbor Patrol
MART

SHERIFF'S DEPARTMENT ORANGE COUNTY SANTA ANA, CALIFORNIA

2. CASE NO. 19-000290

SANDRA HUTCHENS, SHERIFF-CORONER

BOAT REPORT

TYPE OF REPORT 3 Impound Boat		<input type="checkbox"/> STOLEN <input checked="" type="checkbox"/> IMPOUND		<input type="checkbox"/> FOUND <input type="checkbox"/> RECOVERED		DATE - TIME REPORTED 5 11-28-18/0752 Hrs.		GRID 6 919 D2	
INFORMANT 7 Huntington Beach Police Department		ADDRESS 8 2000 Main Street, Huntington Beach, CA. 92648				PHONE 9 714-980-8811			
OWNER 10 Tracy Marc Hasse		ADDRESS 11				PHONE 12			
LOCATION OCCURRED 13 101 North Bayside Dr, Newport Beach, CA. 92660		AGENCY HELD FOR 14 H&N 523(a)(B)-Evidence		TIME - DATE OCCURRED 15 1-3-19/1106 Hours		MARKED 16		DISPOSED 17	
BOAT NUMBER 19		BOAT NAME 20 NAI'A		LENGTH 21 25		TYPE 22 CC		HULL IDENTIFICATION NUMBER 23 JDJ3T076E404	
MAKE 26 Contender		COLOR OUT 27 White		COLOR IN 28 White		OWNER APPLIED NUMBER 29		STATE REG. 24 CA	
CONSTRUCTION 30 Fiberglass		TRIM COLOR 31		ENGINE 32 2 Yamaha 150's		ENGINE TYPE 33 O/B		ENGINE SERIAL NUMBER 34 UTL	
NO. OF SEATS-COLOR 36 2		CONDITION 37 Fair		VALUE 38 UNK		OUT DRIVE TYPE 39		OUT DRIVE SERIAL NUMBER 40	
OUTSTANDING FEATURES 41 T top with Tuna Tower on Top				DOCUMENTATION NUMBER 42 1258878					
EQUIPMENT - CONTENTS 43 Fishing Tackle				WHERE PROPERTY SECURED 44 1901 Bayside, Corona Del Mar, CA. 92625					
45 WITNESSES R/R RESIDENCE / BUSINESS ADDRESS - PHONE (1) Deputy J. Baugh #4829				R B 1901 Bayside Dr. Corona Del Mar, CA. 92625		949-723-1002			
(2)				R B					
(3)				R B					
46				BKG. NBR.					
(1)				BKG. NBR.					
(2)				BKG. NBR.					
(3)				BKG. NBR.					
NAME		ADDRESS		SEX		RACE		DOB	
HT.		WT.		HAIR		EYES			
DETAILS OF INCIDENT 47 On 1-3-19, at about 1106 hours, I responded to a possible fatal vessel accident, located at approximately 5 miles west south west of Huntington Beach Pier. Upon arrival, I saw a white 25 foot center console capsized with only a small portion of the bottom of the hull above the surface of the water. The vessel's owner and additional occupant, which had been ejected from the vessel, had already been transported to Sunset Harbor for further medical treatment. The vessel was righted by Orange County Sheriff's Department Dive Team. We towed the vessel to the Orange County Sheriff's Newport Harbor station Located at 1901 Bayside Drive, in the City of Corona Del Mar. The vessel was hoisted out of the water and held for evidence under Harbor and Navigation code 523(a)(B)-Impounded for possible evidence a crime. I contacted Orange County Sheriff's Teletype and enter the vessel into the impounded vessel database (FCN# 373 190 030 5346).									
<u>Additional items from vessel:</u> 1 Steiner green binoculars. 1 Fraser Volpe black stabilizing Binoculars. 1 gray plastic box containing hand flares and flare gun. 2 fishing rods and 2 fishing reels. 1 night vision monocular. On 1-4-19, at about 1515 hours, items were released to owner, Tracy Marc Hasse, at 1901 Bayside Drive, in the City of Corona Del Mar, CA. 92625.									
FCN 48 373 190 030 5346									
INVESTIGATING OFFICERS 49				REPORT BY Deputy A. Barney 9106		DATE OF REPORT 50 1-3-19		APPROVED #4655 51 LT. LEMMON	