

F/ v destination report

I'm not robot!

- Create a Web Page with
- A Title and a Meta-Description
- A Keyword
- A Paragraph
- A Link to a Web Page for the Show
- A Horizontal Line
- A Link to the heading of the top of the page using "TOP" as the link text

Person next to him...put on oxygen mask...

ALEX

He said something as he reached for the oxygen mask and I think it was his face, the BROODER associate, SCREAMING, WHINING. Alex checks out the scene.

ALEX'S POV - OUT OF WINDOW

The plane is on its side, sinking vertically. A sign, with open...

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ALEX

ALEX'S POV - ADJACENT YARD

Clear is gone.

FRONT YARD

everyone has moved away from Alex, leaving him very alone. Alex's eyes remained locked on the paramedics' vehicle. As the ambulance doors CLOSE on the body of his best friend...

CUT TO:

EXT. NEIGHBORHOOD - DAY - CLOSE - LEAVES ON TREES

A soft summer breeze passes through the leaves on a tree. A yellow leaf drops from the branch and flutters to the ground. CAMERA FOLLOWS until it falls upon an old cracked sidewalk.

A pair of worn Nikes ENTER FRAME just as the leaf drops before them. The feet and CAMERA HOLD until CRAMING IT TO REVEAL Alex, staring at the leaf with an expression reminiscent of the torn paper's message about "...Tod."

CLEAR (O.S.)

Almost Autumn.

Alex looks off toward a small unkept house, nestled at the edge of the woods. In the open garage stands Clear Rivers amongst cluttered artwork, supplies and tools. Her t-shirt's sleeves have been cut off and neck-line cut low. Her jeans have a revealing hole at the spot which once was a back pocket. She wears heavy black work shoes. A dog rests nearby on the floor.

ALEX

It's only the end of June.

CLEAR

(shrugs)
Yeah, but everything's always in transition. If you focus, even now, one week into summer... you can feel Autumn coming.
(beat)
Almost like bein' able... to see the future.

Alex reads her intention loud and clear. She returns to her artwork. The dog GROWLS softly as Alex approaches the garage.

INT/EXT. GARAGE - CLEAR RIVERS' HOUSE - DAY

Entering the garage, Alex gets a closer look at her artwork. It's abstract sculpture and canvas work and pretty bad, at that.

CLEAR

Know what this is?

She gestures to him to approach her. He tenses, awkward, but moves closer. Clear lifts a plastic cover off a canvas. Beneath is a mess of

Alex sits in the back against the door, looking out the window at the storm. Clear Rivers is pressed against the other door. Everyone is silent. Outside, the STORM angrily rages.

Alex is unaware that Clear is watching him, searching for some answer that she will not now find. She looks up.

CLEAR

Here's good.

The car pulls over.

CLEAR

Thank you for the ride.

She opens the door and flashes one more look at Alex, but he appears unaware. She exits the car and as the door SHUTS...

CUT TO:

INT. ALEX'S BEDROOM - NIGHT

The room is empty, but the CAMERA is SLOWLY MOVING, as if ITSELF a PRESENCE. O.S., FOOTSTEPS move up the stairs. Alex appears, his parents behind him. He clicks on the light, sending a soft, safe, orange glow across the room.

ALEX

stands in the threshold of the doorway. His mother places a comforting hand on his shoulder.

ALEX'S POV - PENNANT

Mt. Abraham High School Fighting Colonials.

ALEX

and now, the tears arrive. He begins crying, SOBBING, as his mother and father hold him. O.S., OUTSIDE... lighting FLASHES... THUNDER RUMBLES...

CUT TO:

INT. LIVING ROOM - BROWNING HOUSE - NIGHT - TV

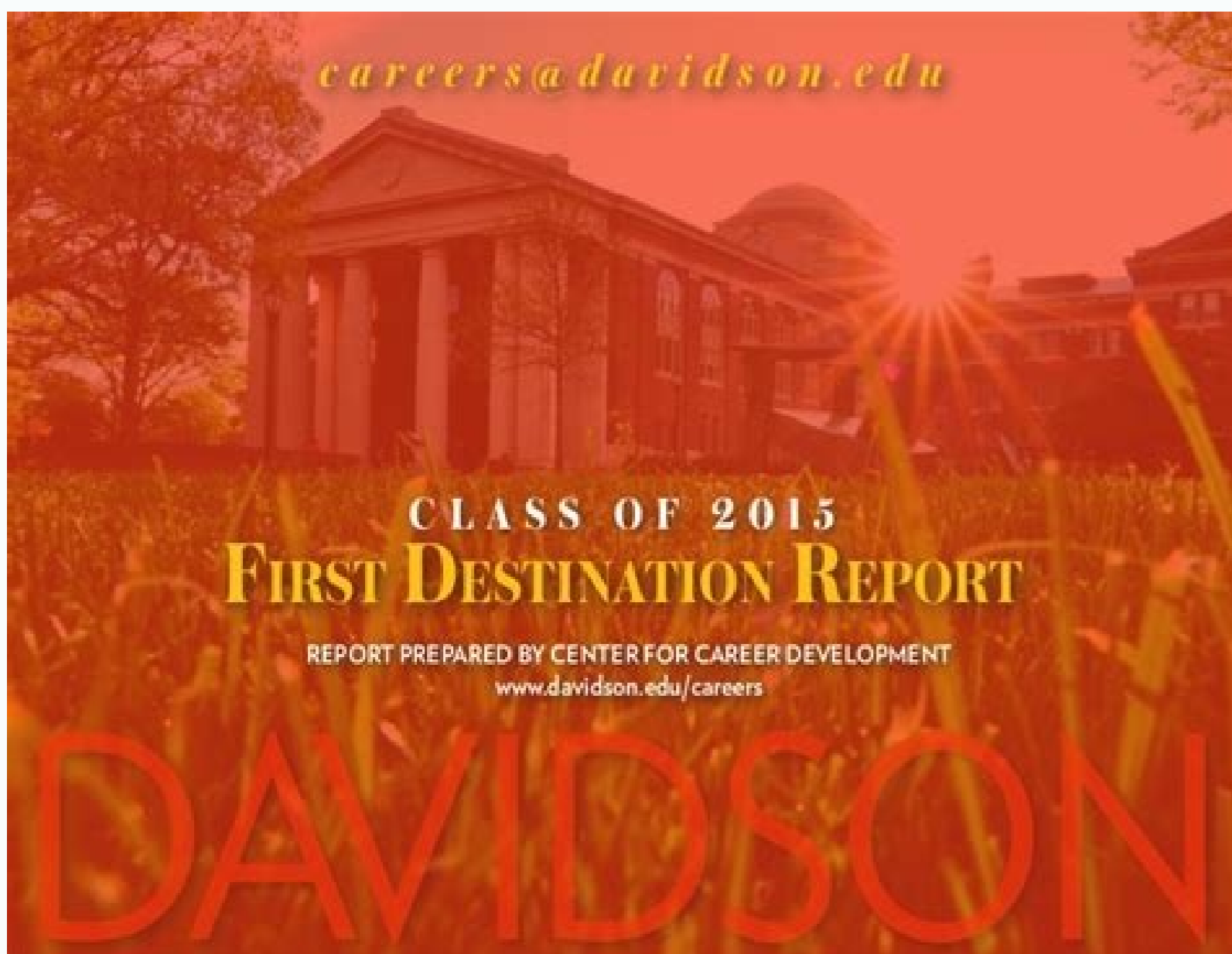
CNN broadcasts video footage of the disaster. Seat cushions and personal belongings float in the harsh floodlights.

LIVING ROOM

It is late and dark. Only the pale light of the TV spills across the living room. Ken and Barbara have fallen asleep, but their son remains awake.

Alex's red eyes are locked on the screen, mortified. O.S., a VICIOUS CRACK of LIGHTNING and immediate THUNDER... as if calling Alex to the window. He remains fixed on the TV.

ALEX'S POV - TV



A crab boat that sank in the Bering Sea last winter likely capsized after it became coated in hundreds of thousands of pounds of ice. That's the conclusion of a report released last week by the National Transportation Safety Board (NTSB). As KUCB's Laura Kraegel reports, the findings shed new light on the loss of the fishing vessel Destination and its six crew members. On Feb. 11, 2017, the F/V Destination was pushing through rough, frigid waters a few miles from St. George Island. Then, in about four minutes, the boat went from carrying 200 crab pots and preparing for opilio season to vanishing without a mayday call. "Whatever happened happened very, very quickly, and there's no one left to tell their story," said NTSB spokesperson Chris O'Neil. NTSB investigators said they reviewed the vessel's mechanical history, pored over weather reports, and interviewed almost 50 people to piece together the probable cause of the accident. "The captain's decision to proceed into heavy freezing spray conditions — without ensuring the Destination had a margin of stability to withstand that accumulation of ice — led to the loss of the vessel," said O'Neil. In better conditions, the boat could have carried 200 crab pots without a problem. But with gale force winds kicking up freezing spray, the F/V Destination became weighed down by as many as 340,000 pounds of ice. "If you look at that probable cause, yes, this is a preventable accident," said O'Neil. Crew members of the F/V Polar Sea beat ice off their vessel on Feb. 11, 2017 — the same day the F/V Destination went missing. Both crab boats were traveling near St. George Island. With no survivors to interview, NTSB investigators said they couldn't determine why the crew didn't beat more ice to mitigate that weight — especially a well-respected crew with more than 70 years of collective fishing experience. "It's very hard to know the mindset, the decision-making process, and what factors were or were not considered," said O'Neil. "But certainly, through the evidence that was collected, we recognized the pressures that are associated with the industry." Investigators found several signs that the crew was feeling the pressure of time. The vessel had gotten a late start on crab after fishing for cod. Its delivery deadline was looming. And a few weeks earlier, one crew member had texted his father, "Oh my god, I haven't slept in days. The strains of commercial fishing are familiar to Daher Jorje. He's captain of the F/V Polar Sea, which was fishing for crab in the same area as the F/V Destination the day it went down. "The whole crew was exhausted," said Jorje. "I was beating ice with my crew." The F/V Polar Sea pulled into port safely after fishermen spent hours heaving sledgehammers to break ice. But in an interview weeks later, Jorje said the F/V Destination's sinking was a wake-up call for the entire fleet of about 70 vessels. "It's devastating," he said. "They say most accidents happen 10 minutes from home. [The F/V Destination] was so close to St. Paul. It was at St. George. They could've anchored up there and gotten some ice off the boat." "We have no need to rush so much," added Jorje. "We're going to catch the crab, so why are we going to push that hard?" In a fishery that's made huge safety strides in the last two decades, U.S. Coast Guard officials say crabbers have taken the sinking to heart. Almost 50 boats participated in a voluntary safety check last year to review their stability criteria, and there were no fatalities during this winter crab season. The loss of the F/V Destination marks the fleet's deadliest accident since 2005. Page 2 A crab boat that sank in the Bering Sea last winter likely capsized after it became coated in hundreds of thousands of pounds of ice. That's the conclusion of a report released last week by the National Transportation Safety Board (NTSB). As KUCB's Laura Kraegel reports, the findings shed new light on the loss of the fishing vessel Destination and its six crew members. On Feb. 11, 2017, the F/V Destination was pushing through rough, frigid waters a few miles from St. George Island. Then, in about four minutes, the boat went from carrying 200 crab pots and preparing for opilio season to vanishing without a mayday call. "Whatever happened happened very, very quickly, and there's no one left to tell their story," said NTSB spokesperson Chris O'Neil. NTSB investigators said they reviewed the vessel's mechanical history, pored over weather reports, and interviewed almost 50 people to piece together the probable cause of the accident. 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No mayday call was made. The F/V Destination sank near St. George Island, Alaska. The six crew members, Captain Jeff Hathaway, Darrik Seibold, Kai Hamik, Larry O'Grady, Raymond Vincler, and Charles G. Jones, all lost their lives. Destination's typical loading Published Mar 3, 2019 8:26 PM by The Maritime Executive The U.S. Coast Guard released the fishing vessel Destination Marine Board of Investigation report on Sunday along with the Final Action Memo, which is the Coast Guard Commandant's response to the report and its safety recommendations. The Destination disappeared with all hands on the morning of February 11, 2017, while under way from Dutch Harbor to St. Paul. Her EPIRB activated after 0600 hours and alerted the authorities to her sinking, but no mayday call was received. SAR units located her debris field and a sheen, but no sign of her six crewmembers. Her wreckage was later found just off St. George Island, about 200 nautical miles northwest of Dutch Harbor. The Coast Guard Marine Board of Investigation determined that the initiating event occurred when the Destination transited past the leeward and sheltered side of St. George Island and altered course to starboard into the hazardous seas off Dainoi Point. Subsequent events include the vessel's abrupt loss of speed, maneuverability and heading shift, which allowed boarding seas to flood, capsize and sink the vessel. The primary causal factors that directly contributed to the casualty include: 1) the vessel's unsafe stability conditions due to the carriage of heavier crab pots that exceeded the weight used in the stability instructions, 2) additional weight and stability stress from bait loaded high on the vessel, and 3) excessive ice accumulations from freezing spray, and 4) downflooding from the open number 3 hold access hatch. Other causal factors include the captain's failure to: 1) load in accordance with the vessel's stability information book, 2) prevent excessive icing accumulations from the prevailing freezing spray conditions and 3) secure the number 3 hold access hatch while transiting. Also contributing to the casualty was the owner's failure to select a qualified individual to perform tests or calculations necessary to evaluate the vessel's stability and update the stability instructions to reflect heavier crab pots and other alterations to the vessel. Accordingly, the owner failed to provide the captain with accurate information to maintain the vessel in a satisfactory stability condition. The report recommended that the Commandant conduct a targeted oversight audit on all commercial fishing vessels subject to the relevant stability requirements. However, the Commandant, Rear Admiral John P. Nadeau disagrees. "There is not sufficient evidence in this report to conclude additional oversight is needed across the entire fleet of commercial fishing vessels." The report also recommended changes to icing regulations to specifically require owners to ensure the qualified individual includes within the stability instructions the weight and thickness of assumed ice used within the stability calculations. Also, when vessels operate under freezing spray forecasts that the stability instructions should indicate the vessel may experience icing conditions that exceed the vessel's stability and that captains shall consider delaying departure from port or seek protected waters. The Commandant disagreed with this recommendation indicating that the relevant requirements should be general in nature focusing on the overall ease of understanding and use of the instructions rather than prescribing detailed requirements for their specific content. "This is to provide maximum flexibility for owners and qualified individuals to determine how the instructions are conveyed taking into account the unique issues that apply to an individual vessel, the personnel who will be using the instructions and its anticipated operating conditions. The stability instructions should include conditions of icing where it is reasonable that it will be encountered." The report and memo are available here.

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