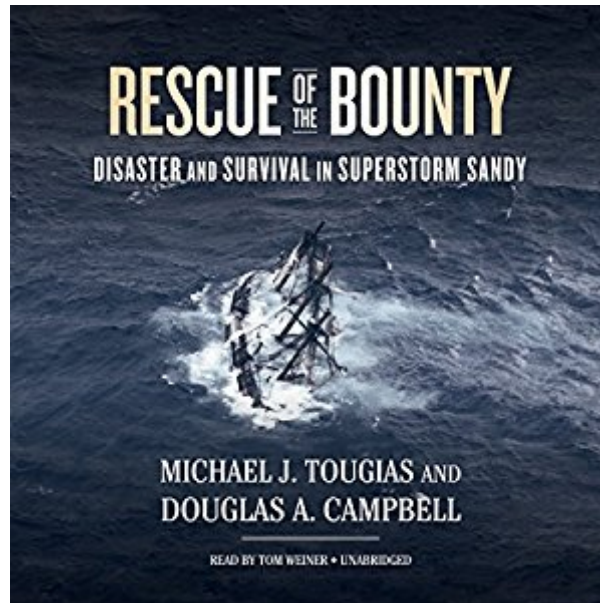


The book was found

Rescue Of The Bounty: Disaster And Survival In Superstorm Sandy



Synopsis

Rescue of the Bounty is the harrowing story of the sinking and rescue of Bounty - the tall ship used in the classic 1962 film Mutiny on the Bounty - which was caught in the path of Hurricane Sandy with 16 aboard. On Thursday, October 25, 2012, Captain Robin Walbridge made the fateful decision to sail Bounty from New London, Connecticut, to St. Petersburg, Florida. Walbridge was well aware that a hurricane was forecast to travel north from the Caribbean toward the Eastern Seaboard. Yet the captain was determined to sail. As he explained to his crew of 15: A ship is always safer at sea than in port. He intended to sail around the hurricane and told the crew that anyone who did not want to come on the voyage could leave the ship - there would be no hard feelings. As fate would have it, no one took the captain up on his offer. Four days into the voyage, Superstorm Sandy made an almost direct hit on Bounty. The vessel's failing pumps could not keep up with the incoming water. The ship began to lose power as it was beaten and rocked by hurricane winds that spanned 800 miles. A few hours later, in the dark of night, the ship suddenly overturned 90 miles off the North Carolina coast, in the "Graveyard of the Atlantic", sending the crew tumbling into an ocean filled with towering 30-foot waves. The Coast Guard then launched one of the most complex and massive rescues in its history, flying two Jayhawk helicopter crews into the hurricane and lowering rescue swimmers into the raging seas again and again, despite the danger to their own lives. In the uproar heard across American media in the days following, a single question persisted: Why did the captain decide to sail?

Book Information

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Nonfiction > Travel

Customer Reviews

The media and others were quick to criticize Captain Robin's decision to take the ship out, and make him sound like an arrogant jerk, which he was not. This book goes a lot into his background and repeatedly emphasizes how loved and respected Robin was in the tall ship community. That should tell you something. He made an error in judgment as all the armchair sailors can see in retrospect, and that cost him his life. He obviously did not throw his own life away nor intentionally put his crew at risk; he thought he was making sound decisions. He had been sailing that ship for many years. If the owner had ponied up the money to pay for the weather forecasting service, it might have made the difference. But he didn't and Robin acted on what information he had. This book tells the story without passing judgment. Some captains ARE jerks. But Robin wasn't. He was a very nice guy and he had hundreds of volunteers cycling through over the years with no serious mishaps. This author has written a number of books about rescues at sea. The Coast Guard continually cooperates with him, which tells me that he does a good job and tells as impartial an account as possible. He may have gotten some background information wrong, as Doug points out. That doesn't mean he was wrong about everything. He has to sift through the investigation notes, interview people, and rely on them to give him information. This is as thorough an account of the events as I have found. The crew understandably did not want to talk about it much directly afterward. The media was having a field day with it. Everyone was grieving the loss of life and of a beautiful tall ship, and worried about what had happened to Robin. Why was he never found? That will haunt us all.

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