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Navy Identifies Missing Sailor as Virginia Native

US Navy identifies missing sailor who went overboard from ship in Gulf of Aden as Va. native

NORFOLK, Va. February 8, 2009 (AP)

The Associated Press

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The U.S. Navy has identified a missing sailor who went overboard from a Norfolk, Va.-based ship in the Gulf of Aden last week.

The Navy says the missing man is Bristow, Va. native Theophilus Kwaku Ansong. The Navy says the 34-year-old engineman first class from the amphibious transport dock USS San Antonio went overboard last Wednesday. Crews were lowering an inflatable boat into the water at the time.

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The Navy says Ansong was not found after searchers looked for more than 24 hours.

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easyRESCUE



WD easyRESCUE Introduction
July 2010

CONFIDENTIAL



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Just imagine:

You go over board in dawn, moderately heavy weather. You have a lifevest and common „Personal locator beacon“, an EPIRB, with you. In that bad situation you are cool, because you know you can be rescued by the coastguard. Aren't you?

Dammed, the coast is about 200 miles away and the water is cold. How long will they need to find and to pick me up???????

But, where is my boat – why do they not rescue me???????
Don't they see me?????? – I have an EPIRB!?

Right, but unfortunately the crew has no clue where you are, the coastguard might have, but they are too far away.....



easyRESCUE

Wouldn't it be great to have a unit which shows the „live-postion“ of the castaway to:

- **the own ship**
and if possible
- **to the other ships around**
and if possible
- **to the coast guard and other authorities?**
- **reliable and free of charge?**

Feature highlights

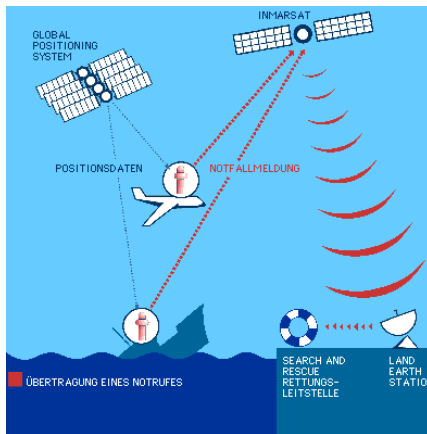
Intention is, to use the “easyRESCUE” for pleasure boaters, but also for **commercial applications** as well as for **the military**.

That means, that there are some very specific and detailed requests must be fulfilled! **All tests are passed since Friday 25th June 2010.**

There are plenties, but these are the most challenging requests :

1. Operation temperature: -20°C to 55°C
2. Fully operational at -20°C for 96h with GPS reception and AIS signal transmission.
3. Waterproof in 10m depth for 5min, afterwards fully functional
4. 20m drop to water without damages, afterwards fully functional
5. More than 7nm transmission range, while swimming and a 5m high reception antenna.
6. Floatable
7. Lifetime batteries minimum 5 years also with self-discharge

TODAY



Proprietary EPIRB system works with the alert telegrams on a frequency which can only be seen from authorities

Today: -Authorities

TOMORROW



Common AIS system works with the alert telegrams on a frequency which can be seen and interpreted by every AIS equipped ship.

Future: +Authorities
+All commercial vessels
+Plenty of pleasure boaters with AIS onboard



easyRESCUE range



Comparison to other actual S.A.R.T systems

| Pos | SART System | Description | Technology | Satellite system | Signal noted by | | | | | Monthly cost for service | Size of unit | Average market price | Note |
|-----|---------------------------|---|--|---------------------|---|---------------------------------|--------------------|---------------------------|-------------------------------|--------------------------|-------------------------------|----------------------|--|
| | | | | | Authorities | Appropriate network, commercial | Commercial vessels | Pleasure boaters with AIS | Own boat who lost "passenger" | | | | |
| 1 | EPIRB | emergency position indicating radio beaco | 406MHZ, someones Position by GPS, someones position by 121MHZ homing (121MHZ phased out in future) | GPS, COSPAS/SARSA T | Yes | No | No | No | No | none | big (like a 17oz cola bottle) | 750USD | |
| 2 | SPOT | Personal satellite messenger | 406MHZ, Position by GPS | GPS, Globalstar | only over commercial network (GEOS International Emergency Response Center) | Yes | No | No | No | min 8,50USD | small | 180USD | without service no functionality |
| 3 | Propietray MOB systems | MOB systems | Free common frequency, No GPS position | None | No | No | No | No | Yes, but no "live position" | none | very small | 300USD | No "live" position of lost passenger |
| 5 | Radar S.A.R.T | Homing device based on Radar reflection | Active radar reflection, 9 GHz | None | Yes | No | Maybe | No | Maybe | none | big (like a 17oz cola bottle) | 900USD | recognition range relatively low, inheavy conditions almost "zero" |
| 4 | easyRESCUE "AIS S.A.R.T." | Save and rescue based on AIS technology | AIS, Position by GPS | GPS, None | Yes | partly | Yes | Yes | Yes | none | small | t.b.d. | |

GMDSS-Part 14 : AIS Search and Rescue transmitter

easyRESCUE:

Adopted by IMO RES MSC. 256 (84) as an alternative to 9GHz SART

Proved performance:

- Up to 10nm from a SOLAS ship with AIS class A transponder or a pleasure boat with approximately same antenna height
- Up to 40 nm (from a SAR helicopter (altitude 1000 ft))
- Up to 130 nm (from a SAR aircraft (altitude 20000 ft))
- Best in class AIS technology with high efficiency for SAR operation
- Smallest AIS SART unit existing
- Very compact and rigid.

