



UNITED STATES COAST GUARD

**REPORT OF THE INVESTIGATION
INTO THE
LOSS OF FOUR LIVES ABOARD THE RECREATIONAL
BOAT, NH2622SA, APPROXIMATELY 7.5 NAUTICAL
MILES NORTHEAST OF ROCKPORT, MA ON
APRIL 19, 2023**



MISLE ACTIVITY NUMBER: 7673685

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

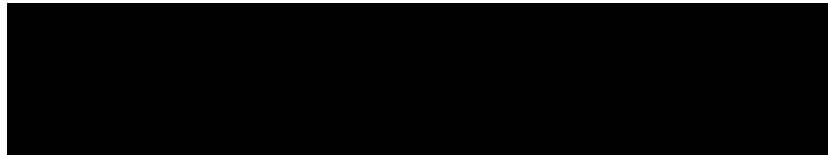
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16732/IIA #7673685
10 Mar 2025

**CAPSIZING OF THE RECREATIONAL VESSEL NH2622SA RESULTING IN THE
LOSS OF FOUR LIVES APPROXIMATELY 7.5 NAUTICAL MILES NORTHEAST
OF ROCKPORT, MASSACHUSETTS ON APRIL 19, 2023**

ACTION BY THE COMMANDANT

The record and the report of investigation completed for this marine casualty have been reviewed by the Office of Investigations & Casualty Analysis. The record and the report, including the findings of fact, analyses, and conclusions are approved. This marine casualty investigation is closed.



E. B. SAMMS

Captain, U.S. Coast Guard
Chief, Office of Investigations & Casualty Analysis (CG-INV)

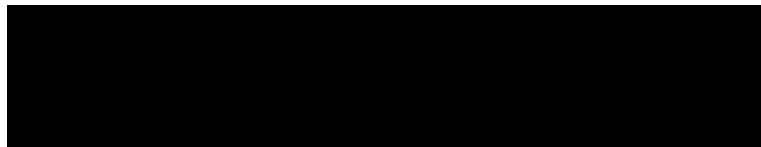


16732
29 October 2024

**LOSS OF FOUR LIVES ABOARD THE RECREATIONAL BOAT, NH2622SA,
APPROXIMATELY 7.5 NAUTICAL MILES EAST OF ROCKPORT, MA
ON APRIL 19, 2023**

**ENDORSEMENT BY THE COMMANDER,
FIRST COAST GUARD DISTRICT**

The record and the report of the investigation convened for the subject casualty have been reviewed. The record and the report, including the findings of fact, analysis, conclusions, and recommendations are approved subject to the following comments. It is recommended that this marine casualty investigation be closed.



D. E. O'CONNELL
Captain, U.S. Coast Guard
Chief of Prevention, First Coast Guard District
By direction



16732/24-454
October 18, 2024

**LOSS OF FOUR LIVES ABOARD THE RECREATIONAL BOAT, NH2622SA,
APPROXIMATELY 7.5 NAUTICAL MILES EAST OF ROCKPORT, MA ON
APRIL 19, 2023**

ENDORSEMENT BY THE OFFICER IN CHARGE, MARINE INSPECTION

The record and the report of the investigation convened for the subject casualty have been reviewed. The record and the report, including the findings of fact, analysis, conclusions, and recommendations are approved. It is recommended that this marine casualty investigation be closed.

[REDACTED]

JAMIE C. FREDERICK
Captain, U.S. Coast Guard
Officer in Charge, Marine Inspection

Enclosures: (1) Investigating Officer's Report



**LOSS OF FOUR LIVES ABOARD THE RECREATIONAL BOAT, NH2622SA,
APPROXIMATELY 7.5 NAUTICAL MILES NORTHEAST OF ROCKPORT, MA ON
APRIL 19, 2023**

EXECUTIVE SUMMARY

On April 19, 2023, at approximately 0729, the New Hampshire-registered recreational boat, NH2622SA, with four persons aboard departed from the Hampton Harbor State Pier Facility in Hampton, New Hampshire, on an intended voyage to Jeffreys Ledge. At 2335, the spouse of a passenger aboard the boat contacted Coast Guard Station Portsmouth Harbor, New Hampshire, reporting that their spouse had not returned home from his fishing trip. The Coast Guard commenced a search with multiple resources. On April 20, 2023, the Coast Guard found the boat and three passengers, who were deceased, approximately 7.5 nautical miles from the closest point of land in Rockport, Massachusetts. The Coast Guard continued to search for the missing operator but was unable to find him and suspended the active search on April 21, 2023, after searching 1,567 square miles.

The Coast Guard's investigation determined that the initiating event for this casualty was the capsizing of the boat, which led to the loss of life of three passengers and the missing operator of the state registered recreational boat NH2622SA. Contributing factors to this casualty include: 1) the submersion of the passengers and operator in the water, and 2) the failure of the occupants to wear personal flotation devices while underway.



16732/24-454
October 16, 2024

**LOSS OF FOUR LIVES ABOARD THE RECREATIONAL BOAT, NH2622SA,
APPROXIMATELY 7.5 NAUTICAL MILES NORTHEAST OF ROCKPORT, MA ON
APRIL 19, 2023**

INVESTIGATING OFFICER'S REPORT

1. Preliminary Statement

1.1. This marine casualty investigation was conducted, and this report was submitted in accordance with Title 46, Code of Federal Regulations (CFR), Subpart 4.07, and under the authority of Title 46, United States Code (USC) Chapter 63.

1.2. No individuals, organizations, or parties were designated as party-in-interest for this investigation in accordance with 46 CFR Subsection 4.03-10.

1.3. The Coast Guard was the lead agency for all evidence collection activities involving this investigation. The Coast Guard Auxiliary provided Chinese translation services to assist in the investigation. No other persons or organizations assisted in this investigation.

1.4. All times listed in this report are in Eastern Daylight Time using a 24-hour format and are approximate.

2. Boat Involved in the Incident

State Registration Number:	NH2622SA
Flag:	United States
Boat Service:	Recreational
Build Year:	1998
Net Weight:	1673 lbs.
Length:	17 feet
Hull Material:	Fiberglass
Propulsion:	Outboard gasoline engine
Owner/Operator:	Bin Cai



Figure 1: Photograph of boat (starboard view). (Photo: Family)



Figure 2: Photograph of boat (starboard view). (Photo: Family)

3. Deceased, Missing, and/or Injured Persons

Relationship to Vessel	Sex	Age	Status
Operator	Male	37	Missing/Presumed Deceased
Passenger 1	Male	42	Deceased
Passenger 2	Male	38	Deceased
Passenger 3	Male	43	Deceased

4. Findings of Fact

4.1. The Incident:

4.1.1. The owner purchased the boat in 2022. In 2022, the owner had used the boat 2 to 3 times in the ocean and multiple times in inland lakes. The owner had the engine replaced in 2023, approximately one month before the accident.

4.1.2. On April 19, 2023, the boat departed the Hampton Harbor State Pier Facility in Hampton, New Hampshire, at 07:29 with four people aboard.

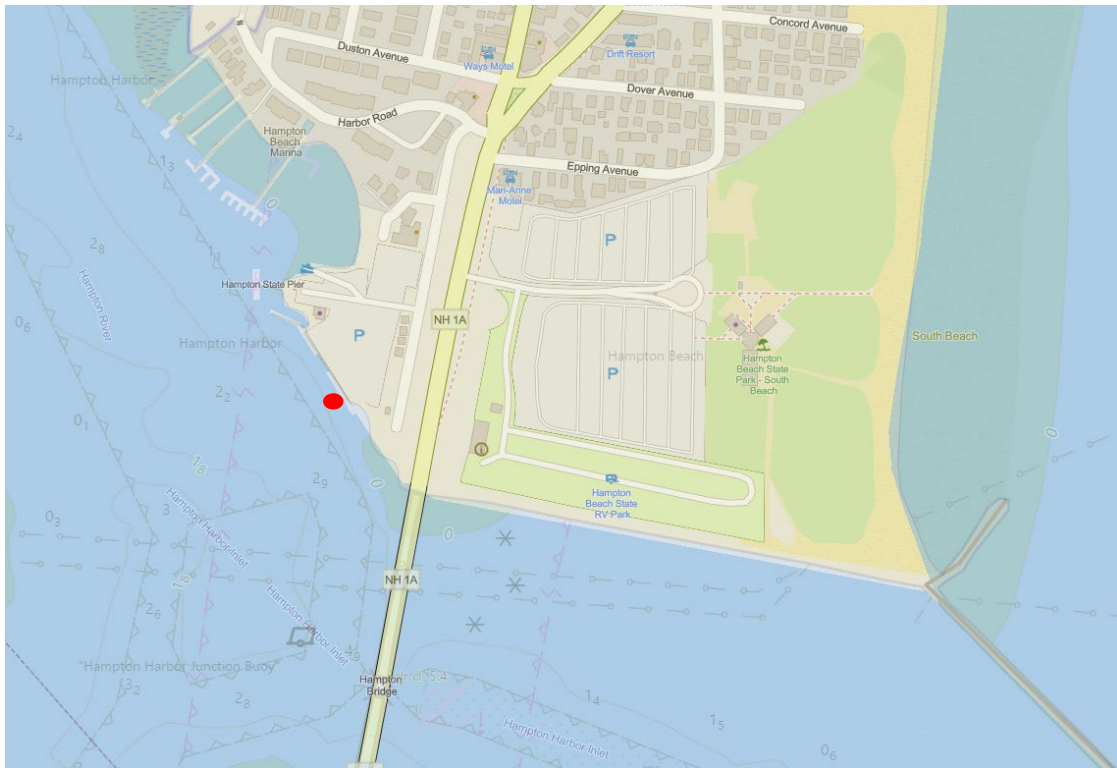


Figure 3: Map showing the voyage departure point from the Hampton Harbor State Pier Facility (red dot). (Coast Guard Created)

4.1.3. April 19, 2023, at 23:35, Coast Guard Station Portsmouth Harbor received a call reporting the boat overdue from the spouse of one of the passengers.

4.1.4. On April 20, 2023, at 00:59, a Coast Guard boat from Coast Guard Station Portsmouth got underway to commence a search. At 02:19, a Coast Guard plane was launched from Coast Guard Air Station Cape Cod to assist in the search. At 05:04, the Coast Guard ship SITKINAK got underway to assist in the search. At 07:30, the Coast Guard ship WILLIAM CHADWICK got underway to assist in the search. At 07:41, a Coast Guard boat from Coast Guard Station Merrimack River got underway to assist in the search. At 08:20, a Coast Guard helicopter launched to assist in the search. A second boat from Coast Guard Station Portsmouth Harbor got underway to assist in the search. At 11:00, a Coast Guard boat from Coast Guard Station Gloucester got underway to assist in the search.

4.1.5. On April 20, 2023, at 12:51, the boat NH2622SA was found capsized in position 42° 42.1' N, 070° 27.6' W. This location was approximately 7.5 nautical miles from the closest point of land in Rockport, Massachusetts. The boat showed no indications of damage or paint transfer on the hull. The Coast Guard re-righted the boat, but no individuals were found; however, three life jackets were discovered. Shortly after being re-righted, the boat capsized again, appearing heavy and taking on water. The boat was not towed in by the Coast Guard due to stability concerns.



Figure 4: Capsized boat NH2622SA. (Photo: Coast Guard)

4.1.6. On April 20, 2023, at 15:22, the body of Passenger 1 was found in position 42° 40.3' N, 070 ° 29.4' W. This location was approximately 7.5 nautical miles from the closest point of land in Rockport, Massachusetts.

4.1.7. On April 20, 2023, at 15:43, the body of Passenger 2 was found in position 42° 40.3' N, 070° 29.3 W. This location was approximately 7.5 nautical miles from the closest point of land in Rockport, Massachusetts.

4.1.8. On April 20, 2023, at 16:22, the body of Passenger 3 was found in position 42° 40.7' N, 070° 29.0' W. This location was approximately 7.5 nautical miles from the closest point of land in Rockport, Massachusetts.

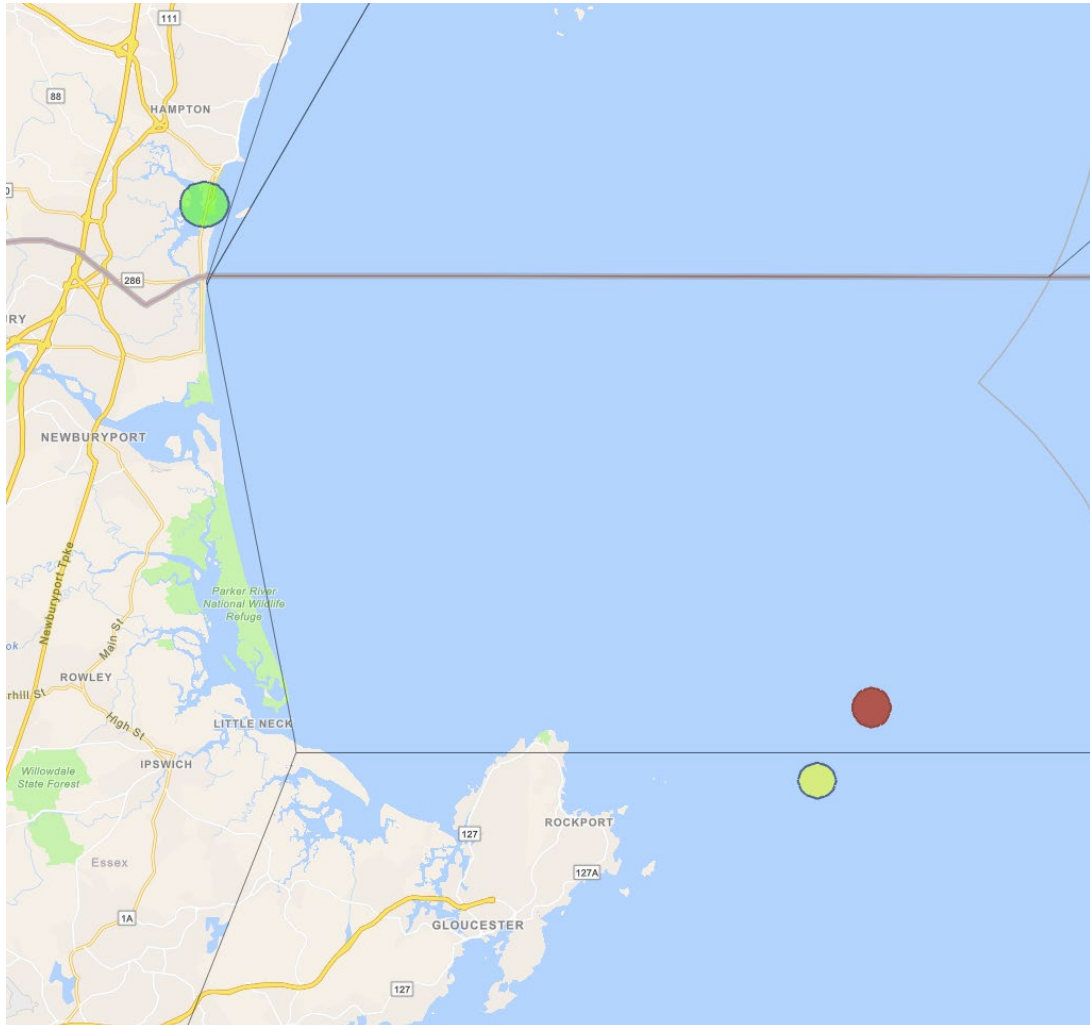


Figure 5: Estimated locations where the boat was found (red dot), where the three passengers were found (yellow dot), and the voyage departure point (green dot). (Coast Guard Created)

4.1.9. The owner, who was also the operator of the boat, was not found and presumed deceased.

4.1.10. On April 21, 2023, the Coast Guard suspended the active search for the missing boat operator pending further developments. The Coast Guard completed searches covering 1,567 square miles.

4.2. Weather and Environmental conditions:

4.2.1. The weather information was taken from the National Oceanic and Atmospheric Administration weather stations at the Isle of Shoals station (IOSN3), the Jeffreys Ledge buoy station (44098) and the Massachusetts Bay buoy A01 station (44029). On April 19,

2023, the wind was from the west at 10.5 knots at Isle of Shoals, and from the west at 16 knots, gusting to 20 knots at Massachusetts Bay buoy A01 with 3-foot seas at Jeffreys Ledge buoy. The water temperature was 43°F, and air temperature was 46°F.

4.3. Additional/Supporting Information on passengers:

4.3.1. An autopsy of Passenger 1, conducted by the Massachusetts Office of the Chief Medical Examiner, determined the cause of death was drowning due to submersion in water. The manner of death was accidental.

4.3.2. An autopsy of Passenger 2, conducted by the Massachusetts Office of the Chief Medical Examiner, determined the cause of death was drowning due to submersion in water. The manner of death was accidental.

4.3.3. An autopsy of Passenger 3, conducted by the Massachusetts Office of the Chief Medical Examiner, determined the cause of death was drowning due to submersion in water. The manner of death was accidental.

5. Analysis

5.1. There were no witnesses to the events that led to this incident. Based on the lack of damage present on the boat when found, it is likely that the capsizing of the boat was due to operation of the boat in the environmental conditions present at the time of the incident. The capsizing likely led to the ejection of all individuals into the water. None of the individuals were wearing personal floatation devices when they got underway. While there is no regulatory requirement to wear personal floatation devices, if they had been worn, they may have prevented the ingestion of water once the individuals were in the water and likely would have allowed for the location of all individuals.

6. Conclusions

6.1. Determination of Cause:

6.1.1. The initiating event for this casualty was determined to be the capsizing of the boat, which led to the three deaths of the passengers and the missing owner of the boat.

6.2. Causal Factors Contributing to this Event:

6.2.1. None of the individuals were observed wearing personal flotation devices.

6.2.2. The boat had capsized.

6.2.3. Three passengers were found deceased in the water.

6.2.4. The submersion of the passengers and operator in the water.

6.3. Evidence of Act(s) or Violation(s) of Law by any Coast Guard credentialed mariner subject to action under 46 USC Chapter 77: There were no acts of misconduct, incompetence, negligence, unskillfulness, or violations of law by a credentialed mariner identified as part of this investigation.

6.4. Evidence of Act(s) or Violation(s) of Law by U.S. Coast Guard personnel, or any other person: This investigation did not identify any acts of misconduct, incompetence, negligence, unskillfulness, or violations of law by Coast Guard employees or any other person that contributed to this casualty.

6.5. Evidence of Act(s) Subject to Civil Penalty: This investigation did not identify acts subject to civil penalties.

6.6. Evidence of Criminal Act(s): This investigation did not identify violations of criminal law.

6.7. Need for New or Amended U.S. Law or Regulation: This investigation did not identify matters needing new or amended U.S. law or regulation.

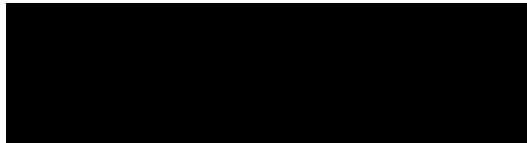
6.8. Unsafe Actions or Conditions that Were Not Causal Factors: This investigation did not identify any unsafe actions or conditions that were not causal factors.

7. **Recommendations**

7.1. Safety Recommendation: There were no proposed actions to add new or amend existing U.S. laws or regulations, international requirements, industry standards, or U.S. Coast Guard policies and procedures as part of this investigation.

7.2. Administrative Recommendations:

7.2.1. It is recommended that the investigation be closed.



U.S. Coast Guard
Investigating Officer