



Man Over Board (MOB)

Sat 21/9/2024

HOBSONS BAY YACHT CLUB

3 key messages



At the end of these notes, you will be aware of:

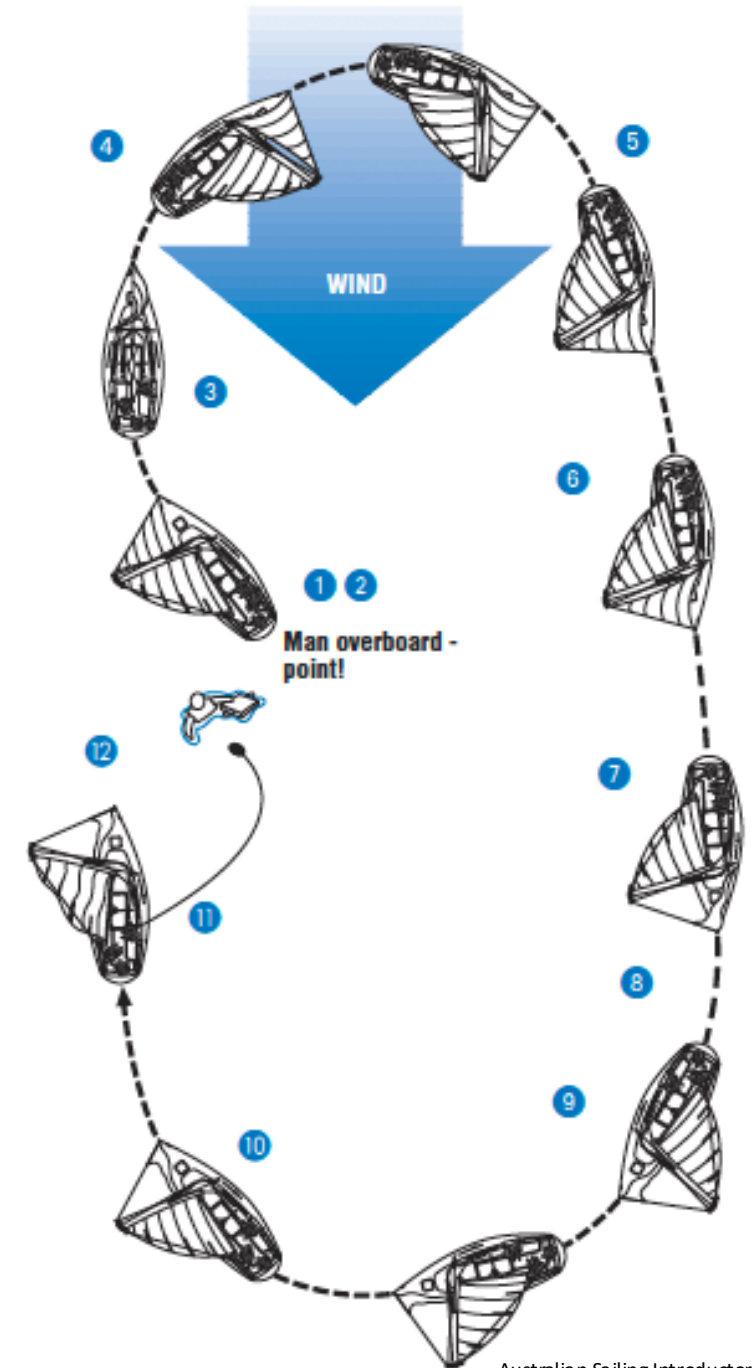
- Differing approaches to return to MOB
 - STOP
 - Australian Sailing recommended method
- Various procedures to recovering a MOB
 - Review which ones work best on your boat for different scenarios -> written procedure submitted to HBYC
 - Conscious MOB
 - Unconscious MOB
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- Minimising Risk
 - Preventing MOB situation

Return



MOB

- When a crew member goes over the side, recovery time is of the essence
- All sailors must know how to react quickly to a crew overboard situation
 - Pre-determined role allocation, particularly the 2IC (in case Skipper is MOB)
- Losing sight of the victim correlates very highly with loss of life



S.T.O.P.



S top	<ul style="list-style-type: none">• Helm turns boat head to wind (i.e. stop)• Crew releases halyard & drops headsail/spinnaker <i>immediately</i> without waiting for instruction• Complete the tack
T oss	<ul style="list-style-type: none">• Toss life-ring as close to the MOB as possible
O bserve	<ul style="list-style-type: none">• Nominate an Observer to point at the MOB with extended arm calling distance every few seconds• Activate MOB on chartplotter
P repare	<ul style="list-style-type: none">• Prepare heaving line• Prepare your equipment to retrieve MOB from water

VHF Radio call

Food for thought from the Office of
Maritime Communications via the
Australian Maritime College...

MayDay OR PanPan or Securite



Scan QR code to read full article

There is no substitute for intelligence and sound judgement.

A Man Overboard (MOB) situation is one of the most traumatic events on-board any vessel. Nevertheless, it is *not* always a MAYDAY situation. It is *not* always a PAN PAN situation either. Sometimes, it is *not* even an emergency! There is no clear-cut choice between MAYDAY, PAN PAN or even SECURITE for Man Overboard. *If there was a clear-cut choice, the regulators would have prescribed it.*

Although the regulations lean towards the PAN PAN call from a ship as the preferred choice for MOB situations, there is nothing to stop skippers declaring distress if they judge it to be more appropriate.

However, as we have discussed above, over-simplification of a “one size fits all” response, may actually have the opposite outcome to what was intended and those who prescribe it may be blamed for any adverse results.

Conclusion

The choice of MAYDAY or PAN PAN for Man Overboard (MOB) situations is a judgment call made by the skipper at the time of the incident. In making the decision the following points are worthy of consideration.

- MAYDAY (Distress priority), PAN PAN (Urgency priority) and SECURITE (Safety priority) have the same importance and must be given the same attention! They only differ in their priority for broadcast (if they happen at the same time).
- Distress communications shall have absolute priority over all other transmissions.
- Urgency communications shall have priority over all other communications, except distress.
- Safety communications shall have priority over all other communications, except distress and urgency.
- It is always prudent to use the lowest priority that achieves the desired results leaving the higher priorities available for someone else who may be in more danger (you may be that someone else).
- It is easier to upgrade a PAN PAN than to downgrade a MAYDAY!
- If you want someone to stay clear of a person in the water, MAYDAY may not be the best call!
- Do not rely on hearsay and well-meaning advice. Use your own judgement.
- “One size fits all” solutions are not suitable in life and death situations.
- Nothing stops you using a MAYDAY if you think it is a right thing to do. Ask yourself if PAN PAN can achieve the same or better results (less confusion).
- In many MOB cases, a vessel can start with a PAN PAN and later upgrade it to MAYDAY if necessary.

Epilogue and Disclaimer

No doubt some would disagree with what is presented here and the arguments for and against the choice of priority signal will continue. The purpose of this brief is to provide some food for thought for skippers who must make the final call.

This document does not seek to prescribe any set radio procedures for MOB. Relevant Australian

Recover



MOB recovery



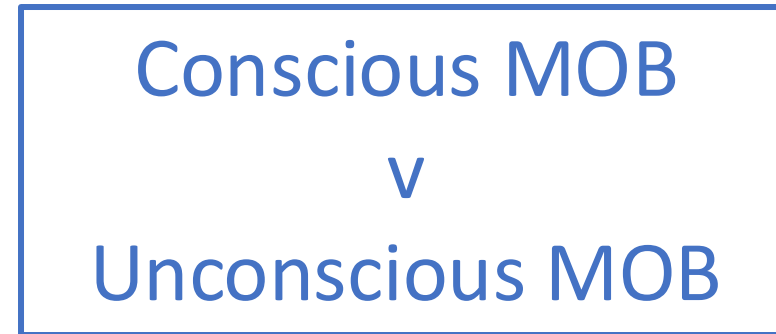
- Planning & practice is vital
- Get the MOB out of water ASAP
- Lower the lowest life lines along the side of the boat to ease recovery

Crew dealing with MOB recovery should ensure that they are attached to the boat with a tether. **One MOB is enough!**

Various procedures to recover MOB



- Boarding Ladder
- Handy Billy
- Parbuckle
- MOB Recovery Raft / Mat
- Boom Lift
- Elevator method



You must be prepared....so you need to develop **and practice** a variety of different techniques and know when each is appropriate for your boat, crew and circumstances.

And submit a written MOB procedure & video for your boat to HBYC.

Rehabilitation (i.e. treatment)



- Recover from water by lifting them in a horizontal position
- Warm them up slowly...
 - Hypothermia
- Sips of warm sugary liquid
 - No caffeine or alcohol (mild or moderate cases)
 - No food or drink (severe or critical cases)

HYPOTHERMIA

SIGNALS...

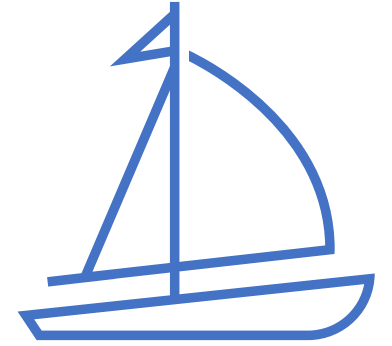
- ▶ Shivering
 - ▶ Impaired judgment
 - ▶ Dizziness
 - ▶ Numbness
 - ▶ Change in level of consciousness
 - ▶ Weakness
 - ▶ Glassy stare
- (Physical symptoms may vary since age, body size and clothing will cause individual differences.)

TREATMENT...

Medical assistance should be given to anyone with hypothermia. Until medical assistance arrives, these steps should be taken:

- ▶ Check breathing and pulse.
- ▶ Gently move the person to a warm place.
- ▶ Carefully remove all wet clothing. Gradually warm the person by wrapping in blankets or putting on dry clothes. Do not warm a person too quickly, such as immersing in warm water. Rapid rewarming may cause dangerous heart rhythms. Hot water bottles and chemical heat packs may be used if first wrapped in a towel or blanket before applying.
- ▶ Give warm, nonalcoholic and decaffeinated liquids to a conscious person only.

Summary



- Ensure crew are familiar with MOB procedure
 - Practice it!
 - Specific to each boat
- Call for help
 - Press MOB on chart plotter
 - VHF radio call
- 2IC pre-determined
- How to get MOB back on the boat
 - Practice it!
 - Specific to each boat



Minimising Risk

Preventing a MOB situation

Risks for MOB in the water

- Panic
- Shock
 - Involuntary gasp for breath on first impact with the (cold) water
 - Thrashing for ~30 sec
- Body temperature
 - Hyperthermia $<35.3^{\circ}\text{C}$
 - Cold water robs body heat 32 times faster than cold air
 - Physical exercise (e.g. swimming) loses body heat quicker than staying still in the water
 - Swimming or treading water can shorten survival time by $>50\%$
- Temperature of water
 - $14\text{-}20^{\circ}\text{C}$
 - Numb the extremities
- Waves
 - Swallow sea water
 - Spray hood on PFD
- Clothes
 - Air trapped -> buoyancy

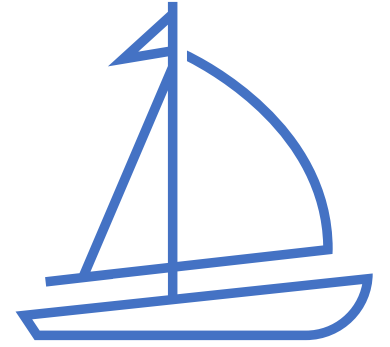
Wearing a Lifejacket

- HBYC strongly encourages crew to wear a Lifejacket at *all* times
 - Compact so easy to wear
 - Crotch strap
 - Tether point
- All solo sailors in HBYC races must...
 - Fly Flag 'Y'
 - Wear a Lifejacket
 - Tether on
 - Tell the Race Officers



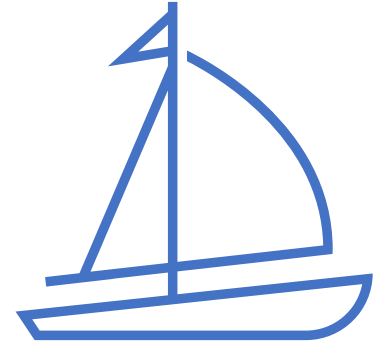
Minimising risk

- **3 points of contact** when moving around the boat
 - Keep centre of gravity low
- Clip on using a **tether & jackstay** in higher risk situations
 - E.g. sailing solo / short-handed, rougher weather...
- Note recent changes re: Tethers
 - Snap hooks must have side wall support:
<https://www.sailingresources.org.au/news/snap-hooks-on-tethers/>

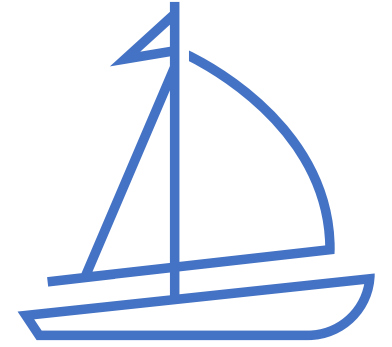


In conclusion

- **Avoid falling in!**
- Tell the helm that you're **going on deck** / going forward
- Regularly **check safety lines** –lifelines, tethers, jackstays etc.
- Use **shortest tether** where possible
- **Clip on** 'intelligently'



SSSC = Safety & Sea Survival Course



- **Highly recommended!**
- Conducted by specialist SSSC instructors
- Objectives:
 - Provide all persons intending to go to sea, in sailing or motor yachts, whether cruising or racing, with skills and essential knowledge that will maximise their chances of survival in water or life rafts following a man overboard situation or vessel abandonment;
 - and familiarise sailors with the latest personal and vessel safety equipment, its purpose, deployment, and most effective use; and present and discuss prevention and coping strategies for incidents and emergencies at sea
- Currently offered by:
 - ORCV
 - YachtMaster (@RBYC)
 - Expression of Interest for HBYC course –contact Rod (manager@hbyc.org.au)

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Thank you for reading!

We hope you can attend the live presentation
next year to benefit from the discussions