

SAFETY AT SEA & MAN OVERBOARD PROCEDURE

Prudent seamanship demands that sailors never risk themselves, but use Personal Flotation Devices, safety harnesses, deck jacklines and tether lines whenever required to be on deck for emergency tasks during challenging sea conditions (like anchoring, unfouling lines, setting mainsail reefs). The helmsman and cockpit crew must also be appropriately secured, using PFD's and tether lines during difficult sea or boat handling conditions.

IF A PERSON FALLS OVERBOARD, whoever sees him first should shout "**MAN OVERBOARD!**", to alert the rest of the crew.

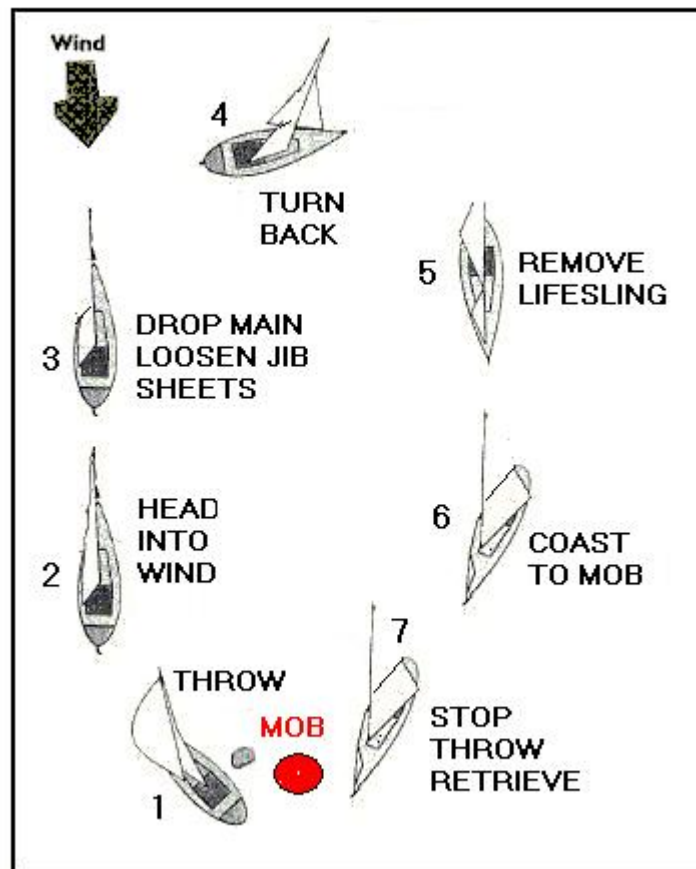
Then...

- 1. The nearest persons to the seat cushions or life preservers should immediately throw them to the MOB, but take care not to hit him. Throw over the man-overboard pole, in dark or hazardous conditions.*
- 2. A crewmember keeps his eyes on the person and POINTS TO MOB CONTINUOUSLY.*
- 3. Helmsman or crew pushes MOB button on GPS*
- 4. Helmsman should note his compass course and determine return course.*
- 5. Helmsman starts engine and heads into the wind.*
- 6. Crew lowers the Mainsail and lets out the jib sheets to luff completely.*
- 7. Helmsman steers course back to MOB using either Moderate or Rough Seas Rescue.*

RESCUE IN MODERATE SEAS

(Note: numbers 6 & 7 correspond to steps in picture below)

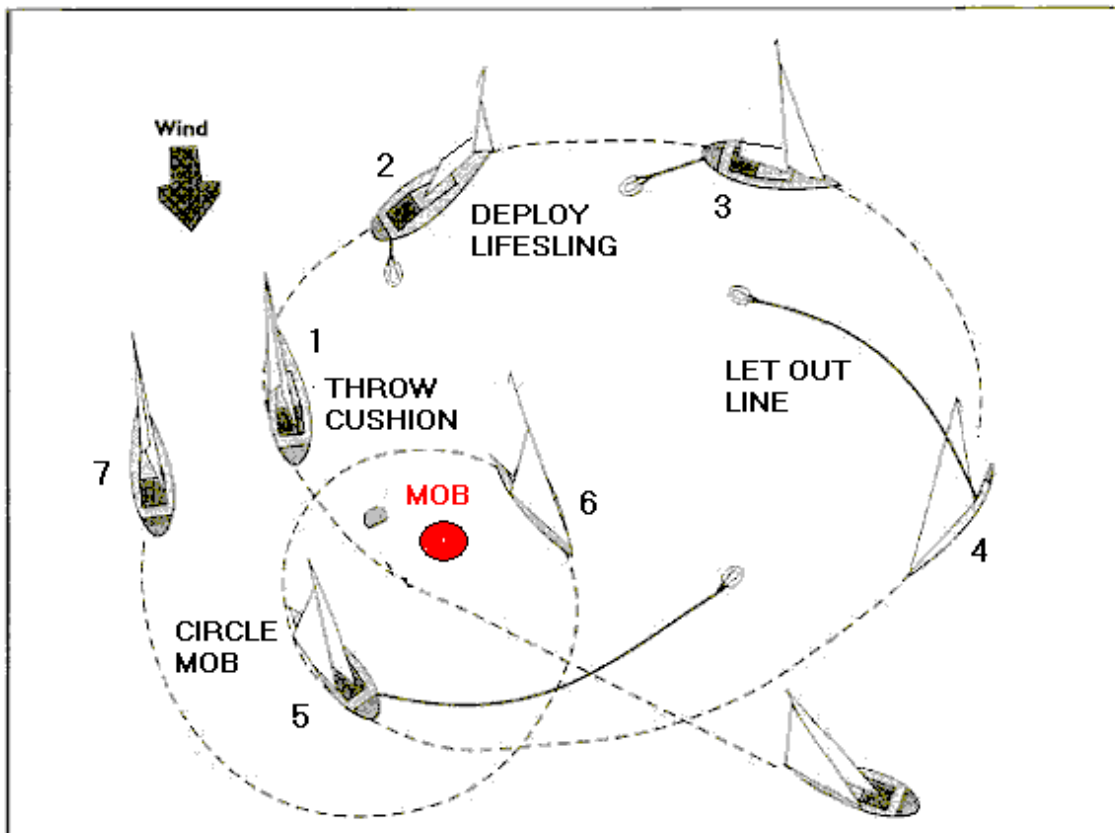
6. Approach near the MOB in the water *SLOWLY*, motoring close to windward of the person, putting engine gear into Neutral and drifting down on him.
7. Pass or throw the LifeSling to the MOB.
After MOB captures the Lifesling, turn off engine.
8. Haul the MOB to the boat and secure LifeSling harness under his armpits.
9. Now use either "Side" or "Stern Ladder" Boarding procedure.



ALTERNATIVE RESCUE FOR BAD WEATHER OR ROUGH SEAS

(Note: numbers 2 thru 7 correspond to steps in picture below)

2. *From the stern, deploy LifeSling and pay out all of its floating line.*
- 3- 6. *Approach and circle the MOB until his contact is made with the Lifesling.*
7. *After capture of the Lifesling by MOB, helmsman stops the boat and puts engine gear into Neutral.*
8. *Haul the MOB to the boat and secure LifeSling harness under his armpits.*
9. *“Side” Boarding procedure is recommended in this case.*



SIDE BOARDING PROCEDURE

1. *Un-fasten cockpit lifeline.*
2. *Pull MOB to side of cockpit using LifeSling tether line.*
3. *Un-hook the main halyard and lead it aft to the cockpit.*
4. *Secure main halyard to LifeSling harness on MOB and put tension on halyard, using its cabin-top winch.*
5. *Crank MOB up.*
6. *Add manpower to supplement lifting force of main halyard.*
7. *Use lateral force of the LifeSling tether line to keep the MOB close to boat and assist MOB into boat.*

STERN BOARDING PROCEDURE

1. *Lower the metal ladder over the stern transom.*
2. *Pull MOB to stern ladder using LifeSling line.*
3. *Lead LifeSling tether line over stern pulpit cross member to port jib winch for upward retrieval if needed.*
4. *Hand pull or winch MOB up to help him to get on ladder.*
5. *Add manpower to help MOB up the ladder*
6. *Assist MOB into boat.*
7. *Do not start engine until all of LifeSling line is out of the water.*

LIFESLING USE IS RECOMMENDED FOR RETRIEVAL & BOARDING. HOWEVER, THE SKIPPER MUST DECIDE BASED ON SITUATION. HERE ARE SOME ADDITIONAL BOARDING ALTERNATIVES.

- 1) *Manually assist MOB to board, with two or more strong arms on the scruff of his neck, and a line for the MOB to help himself up.*
- 2) *If MOB is wearing a PFD or safety harness, hook the main halyard to safety harness or PFD. Secure bitter end of main halyard to its normal cabin top winch. Crank victim up.*
- 3) *Deploy collapsible ROPE LADDER over cockpit quarter. Entwine boat hook into ladder to keep it vertical.*
- 4) *Rig the ELEVATOR method, by taking a long, large diameter line (like a spare jib sheet or the tail of a halyard). Secure one end to a bow cleat and the far end is taken far aft and led through a block and to a winch. The victim stands, sits or kneels on the line, which is then winched up topsides, lifting the victim. Good balance and upper body strength are helpful.*

IF NO ENGINE POWER IS AVAILABLE

- 1) *If the person goes overboard while sailing with the wind forward of the beam, the quickest way to get back to your man is by JIBING.*
- 2) *If the accident should occur while the craft is sailing before the wind, bring the wind abeam and TACK BACK, heading into the wind as you approach the MOB in the water.*
- 3) *Man the main sheet, traveler and jib sheets smartly, to spill the wind from the sails and to luff all sails completely while stopping to windward alongside the MOB.*
- 4) *Pass or throw the LifeSling to MOB and rig the main halyard for hoisting or LifeSling line thru stern pulpit or other boarding assistance.*

IF CREW CANNOT GET THE MOB ON BOARD

Call the Newport Beach Harbor Patrol on VHF 16 or 9.
They can assist. If far offshore, call on VHF 16 only.