

April 22, 2013

Crewmember Overboard Training Summary

(ASA101 & 103 Courses)

Dockside Discussion

(Overview; 10-15 minutes)

- Risks & recovery difficulties
- Loss of life potential
- Staying onboard is best solution
 - Jacklines per Figure (1)
 - Harness & tether
 - Deck safety procedures
- Overboard Survival Equipment
 - Personal Flotation Device (PFD)
- Overboard Rescue Equipment
 - Horseshoe-Pole rig per Figure (2)
 - Lifesling per Figure (3)
 - Throw Rope per Figure (4)
- Rescue Procedures
 - Figure Eight under sail per ASA *Sailing Made Easy* or Quick Stop under sail per ASA *Cruising Made Easy*.
 - Lifesling maneuver under power per ASA *Cruising Made Easy*.
 - Motor-sailing maneuvers per Figures (5) & (6)
- Bringing victim aboard
 - Midship preferred
 - Lift with mainsail halyard

Dockside Demos

(Show and Tell; 15-20 minutes)

- Rig jacklines on side decks per Figure (1)
- Donning Harness & Tether
- Clipping to Jackline and going forward
- Throw rope
- Halyard lift with Lifesling

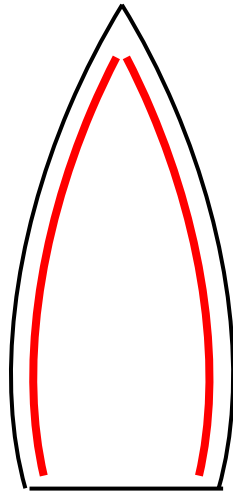


Figure (1) Jacklines are run the full length of boat from bow to stern. This allows clipping to jackline before exiting cockpit to go forward along side deck or coach roof. Jacklines may be secured to bow pulpit and stern pulpit stanchions to leave mooring cleats clear.

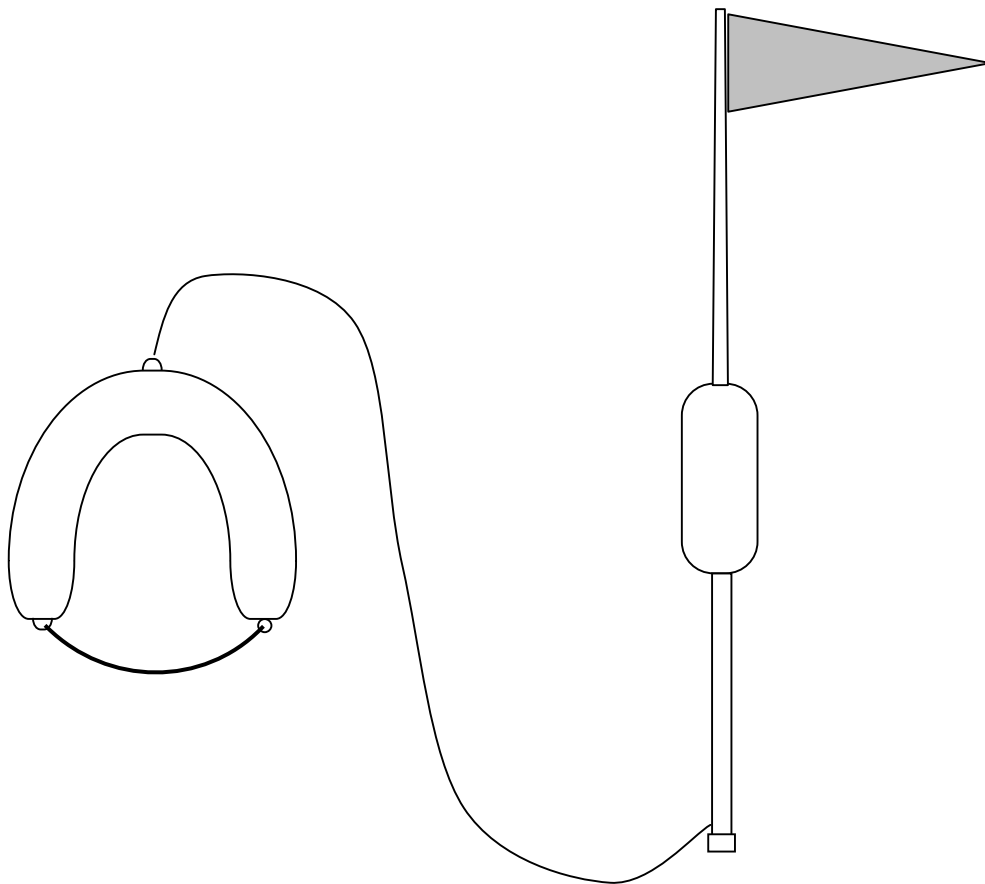


Figure (2) Horseshoe & Pole rig is deployed during the recovery process

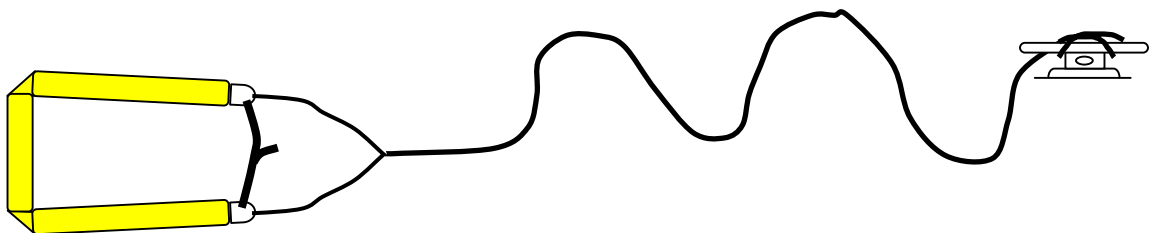
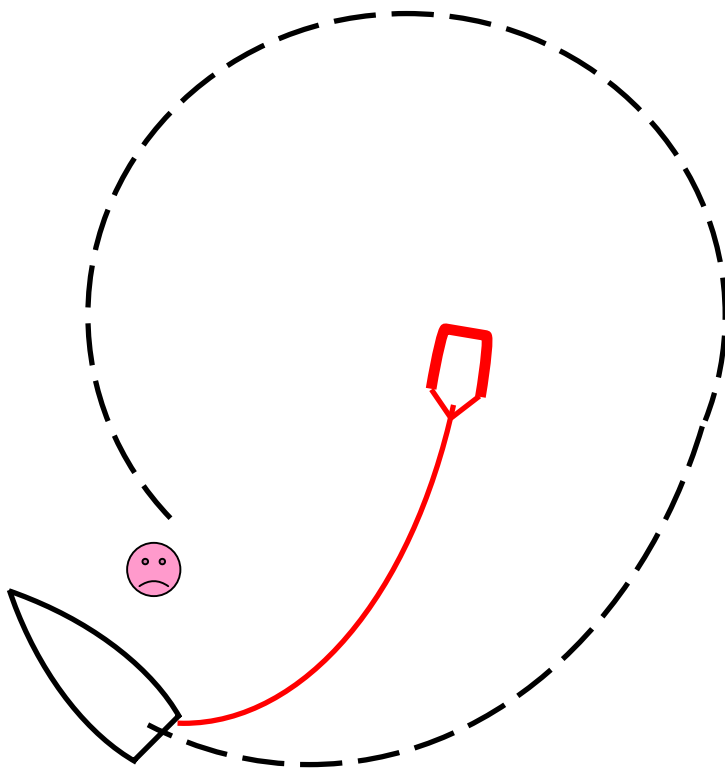


Figure (3) Lifesling is used to encircle victim in the water with a tether line and harness. It is kept in a stowage box on stern rail ready for quick deployment.



Figure (4) Throw Rope is flaked in a bag and thrown toward the victim in the water while the loop end is held by the thrower.

Underway Practice of Recovery Maneuvers

(one to two hours)

If someone goes overboard, the helmsman needs to take immediate, decisive action, and must know in advance what actions to take for the sailing configuration of the boat.

The immediate objective is to get the boat to a reliable Rescue Spot from any point of sail and sailing configuration. The best Rescue Spot is located one to two boat lengths upwind of the victim where the boat is hove-to and broadside to the victim. This alignment is maintained by dousing sails and alternating forward and reverse engine power as needed.

Once at the Rescue Spot, a tether must be gotten to the victim by use of a throw rope or throw ring. If these methods are not successful, a Lifesling can be used to encircle the victim under power with sails secured.

- Figure Eight under sail per ASA *Sailing Made Easy* pages 72 & 73 or the Quick Stop under sail per ASA *Coastal Cruising Made Easy* page 144.
 - Deploy Horseshoe and Pole per Figure (2) immediately after victim goes overboard.
- Lifesling maneuver under power per ASA *Coastal Cruising Made Easy* page 147.
- Motor-Sailing Maneuvers as described below
- Use plastic grapnel hook per Figure (7) to recover the practice dummy up to 30 feet away from boat. This grapnel is only intended to recover the practice dummy, and is not intended for use with a live victim in the water.

Motor-Sailing Maneuvers

- Immediately tack & back boat to stop near victim.
- Simultaneously shout “Man Overboard” to alert other crewmembers.
- Assign Spotter to maintain visual contact with victim.
- Maneuver to Rescue Spot upwind of victim per Figure (5) and (6).
- Get a tether to victim using a throw rope.
 - Use the plastic grapnel hook per Figure (7) to recover practice dummy
- If unable to connect tether to victim, douse sails and go around under power with the Lifesling maneuver.
- Bring victim aboard at midship using the mainsail halyard connected to victim's harness or the Lifesling.

You need to be able to take these actions quickly and in all kinds of weather and visibility conditions. To do this you need to practice and be psychologically prepared to complete these actions in adverse weather and sailing conditions. Once you have a tether to the victim, ensure that it's securely fastened around their chest and under arms as more than one victim has been lost due to the harness slipping off at this point.

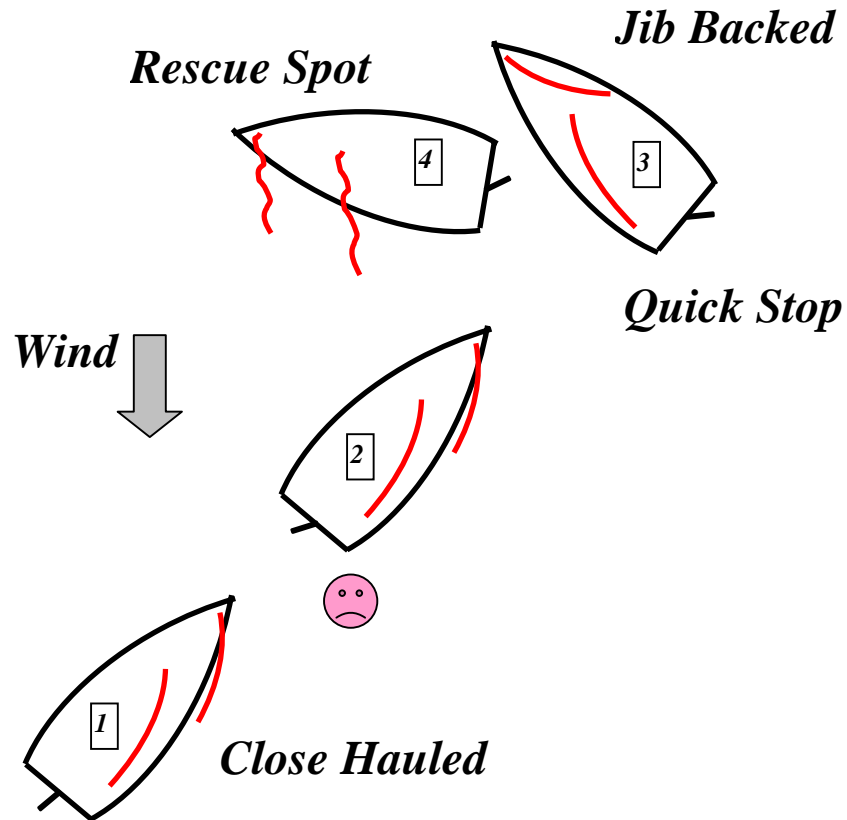


Figure (5) Motor-Sailing Maneuver #1

Starts from Close Hauled or Close Reach with a Quick Stop tack and back.

Start engine and maneuver to the heave-to Rescue Spot upwind of the victim.

Rescue Spot is maintained with luffed or doused sails plus engine power.

Recover victim at midship.

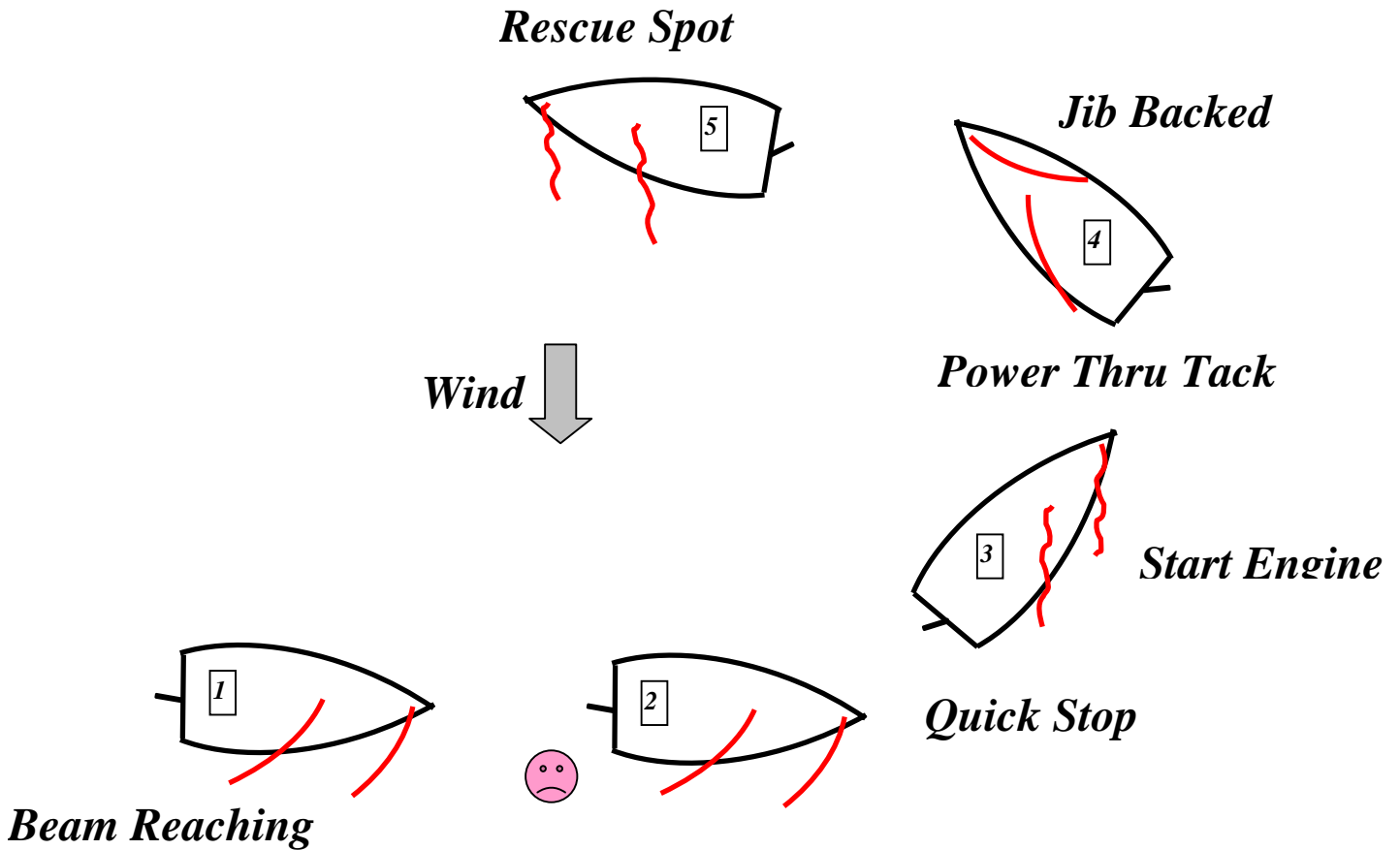


Figure (6) Motor-Sailing Maneuver #2

Starts from a Beam Reach with a Quick Stop tack and back.

Start engine and maneuver to the heave-to Rescue Spot upwind of the victim.

Rescue Spot is maintained with luffed or doused sails plus engine power.

More engine power may be needed to power through the eye of the wind,

Recover victim at midship.



Figure (7) Plastic Grapnel Hook is used during training to retrieve the Practice Dummy. With a live victim, you would use the throw rope or throw ring previously described.