



# *Crew overboard*

presented by-  
Ralph Naranjo



# *preventing a crew overboard incident*

- Your seamanship skills
- The readiness of your vessel
- Keeping pace with the conditions at hand



# *What keeps you on board*

- Seafaring agility
- Well designed decks
- Good non-skid
- Hand holds, toe rails and lifelines



# Safety gear

- Harness
- Jack lines
- Attachment
- PFD



# *When to use it*

Both a skipper and crew  
decision



**How reliable is your safety equipment?**



# PFD/harness maintenance

- Check for leaks
- Acclimate to use
- Don and doff





# Inflation system

- Check
  - ◆ CO2 cylinder
  - ◆ Bobbin
  - ◆ Inflator

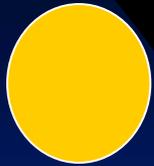


**man overboard**

**crew overboard**

**P.I.W.**





# *Risk level*

- Wind velocity
- Sea state
- Composition of crew
- Vessel constraints
- Day/night



# *skipper's call – individual responsibility*

- ISAF guidelines
- Storm Trysail Club research
- *Blue Yankee* skipper's advice
- *Snow Lion* crew loss



# *Who takes the lead*

- Call out “man overboard”
- Throw floatation
- Deploy equipment?
- Execute Quickstop

**simultaneously**



# Assign a lookout

- Press the MOB button
- Pan-Pan message VHF
- Prepare heaving line
- Ready hoist or recovery gear





# *Oceanic constraints*



# *Higher risk in heavy weather*

- Harness usage
- Check jacklines
- Clipping on and off



# Beware of the unexpected

- Not a reality show
- Crew have all been trained
- Understand gear and tactics



# Quickstop

- tack boat
- leave jib backed
- bare off downwind
- centerline main
- jibe
- round up toward victim



**on - the - wind**



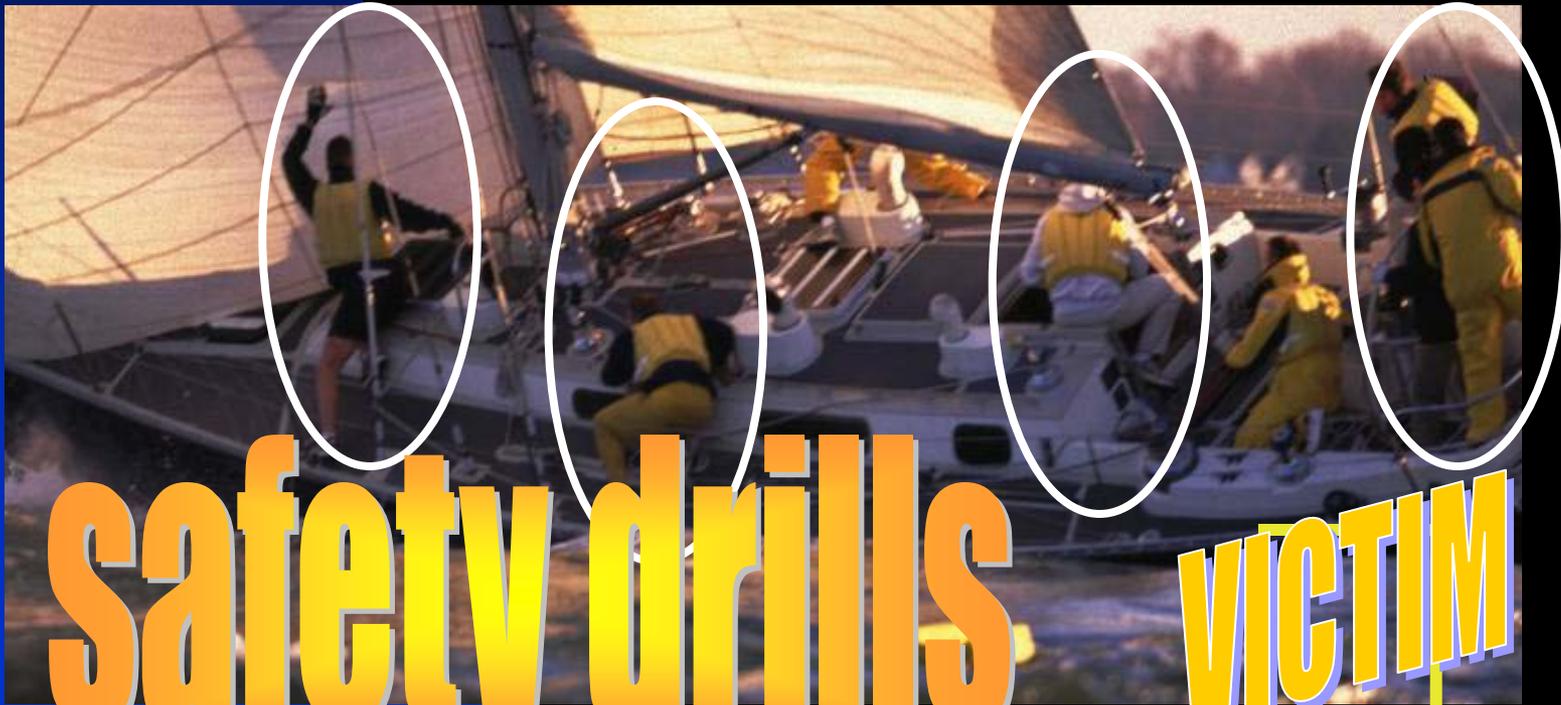
**douse headsail**

**clear lines**

**start engine**

# Unexpected consequences

- reaction vs. reflex response
- emotional factor



safety drills

VICTIM

# Off - the - wind



# Victim recovery

- Secure to boat
- Hoist or haul
- Treat injuries
- Monitor condition



# Safety precautions and sea state



**seamanship =**

**prepared for what lies ahead**



# Lending Assistance

1.1 A boat or competitor shall give all possible help to any person or vessel in danger

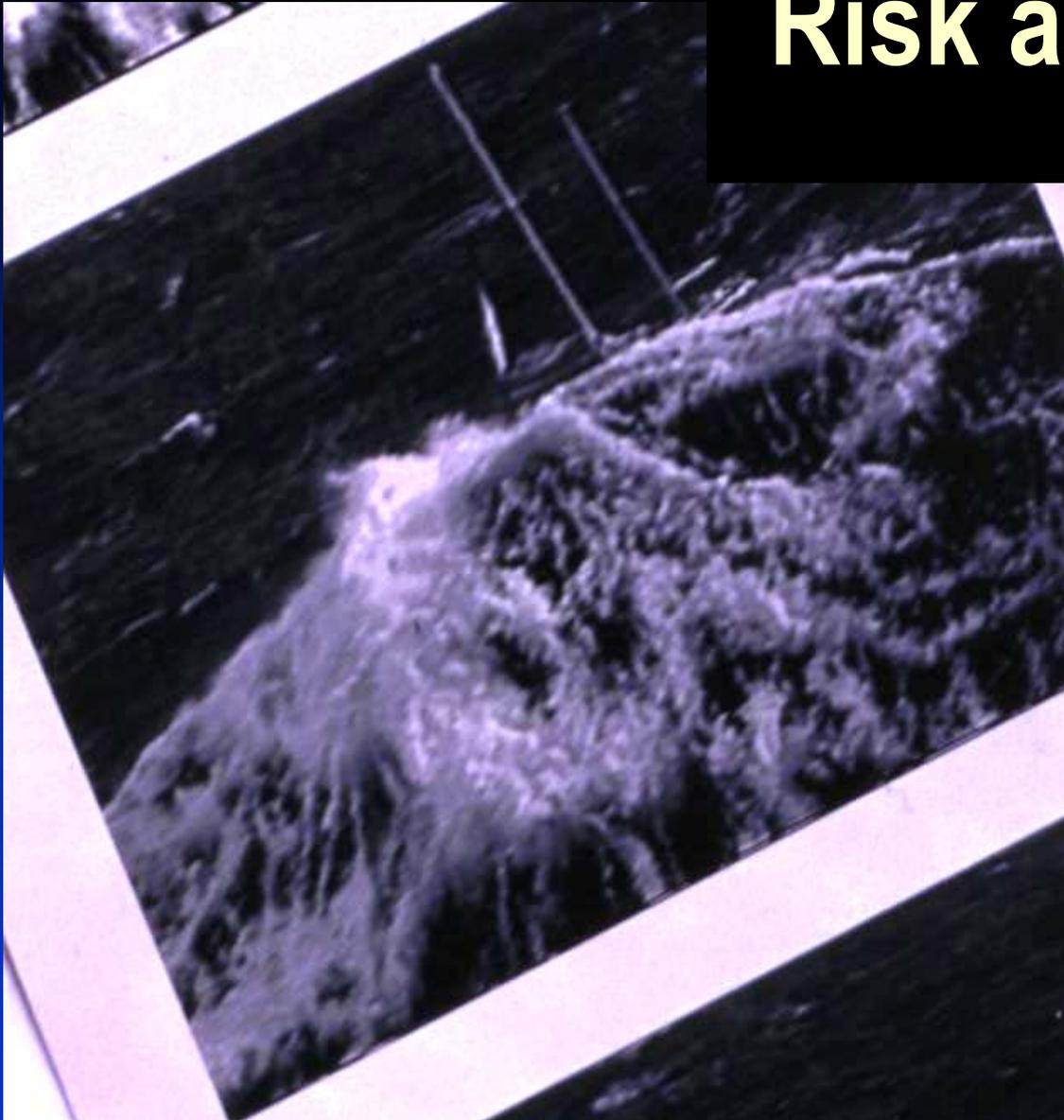


# Evaluate situation

- Nature of problem
- Conditions aboard your own vessel
- Ability to render useful assistance
- Risk to your own crew



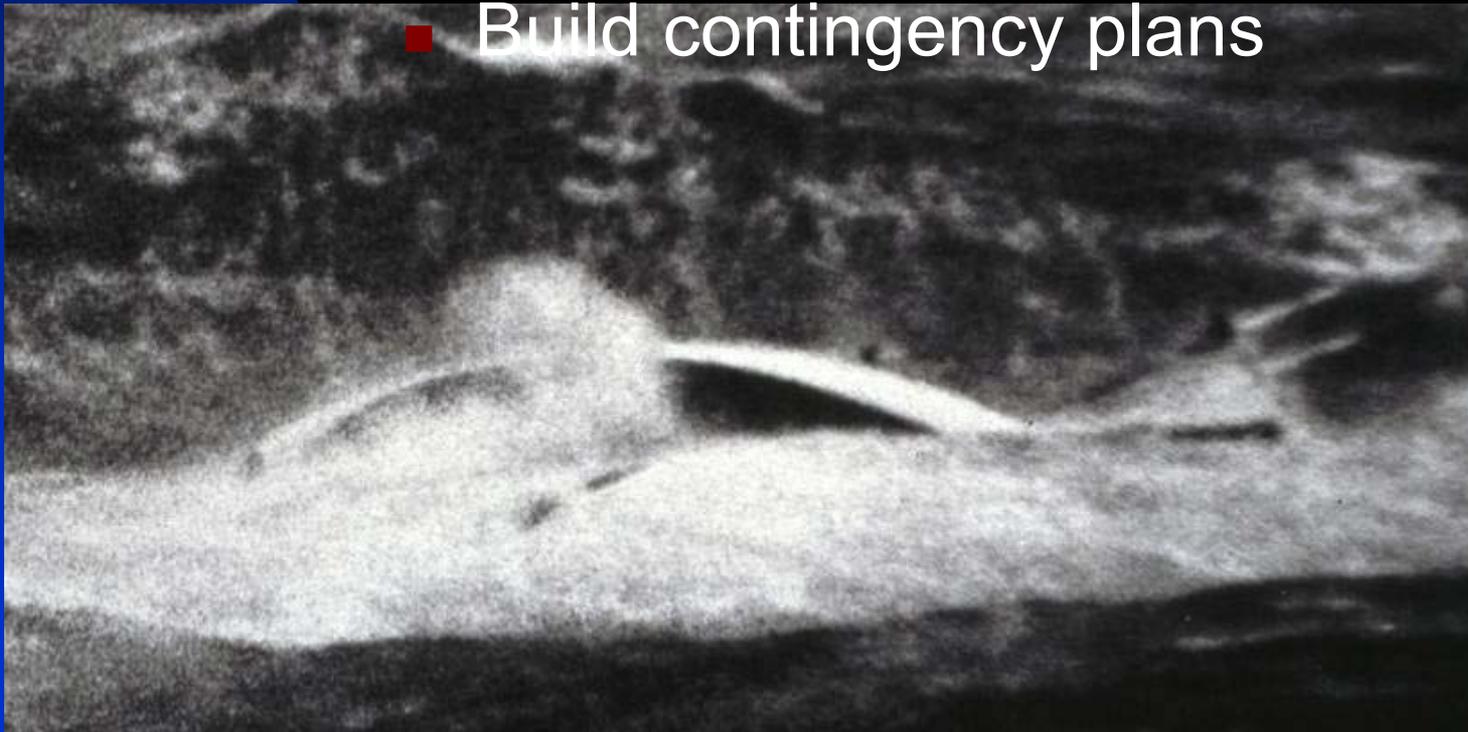
# Risk assessment



- Degree of peril
- Timeliness of response
- Potential for disaster
- Other vessels involved

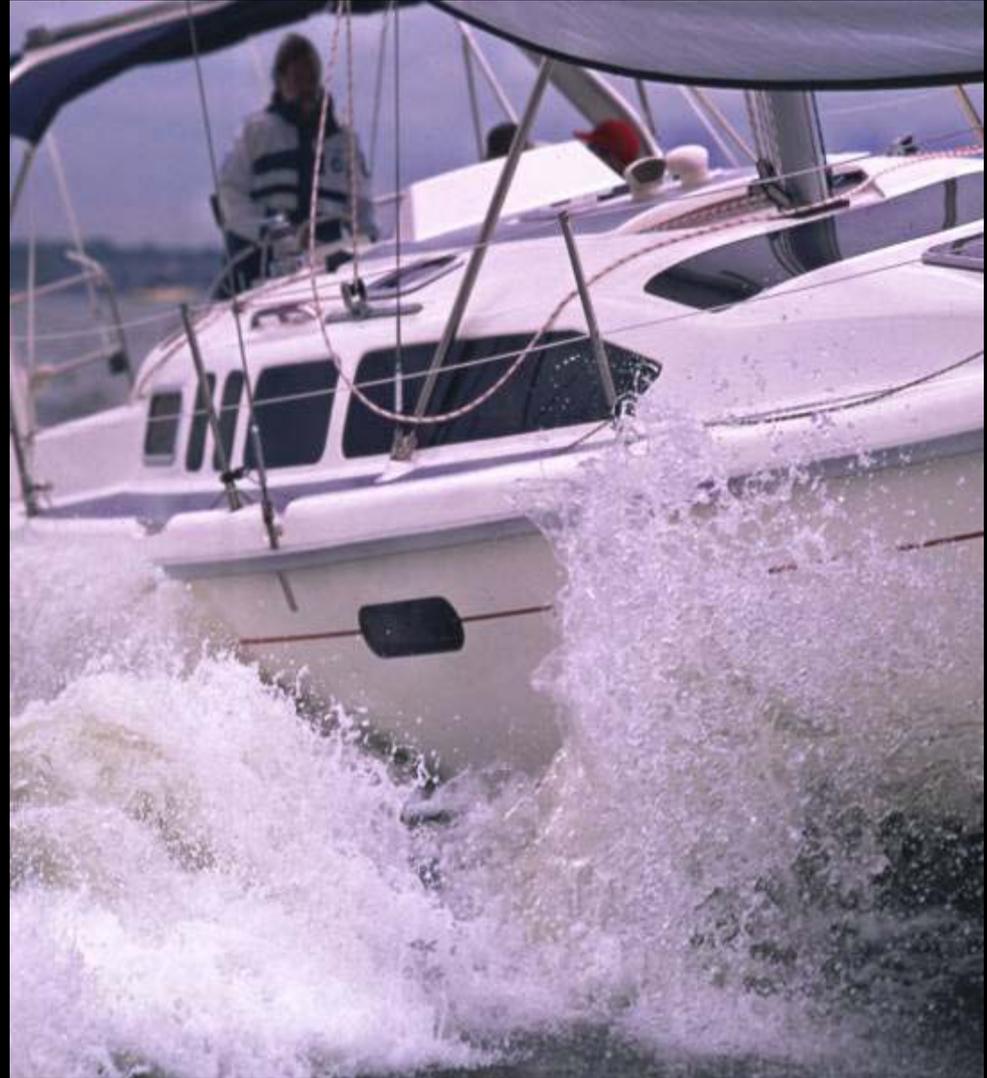
# Decision making in extremis

- Do no harm
- Don't inappropriately jeopardize your crew
- Build contingency plans

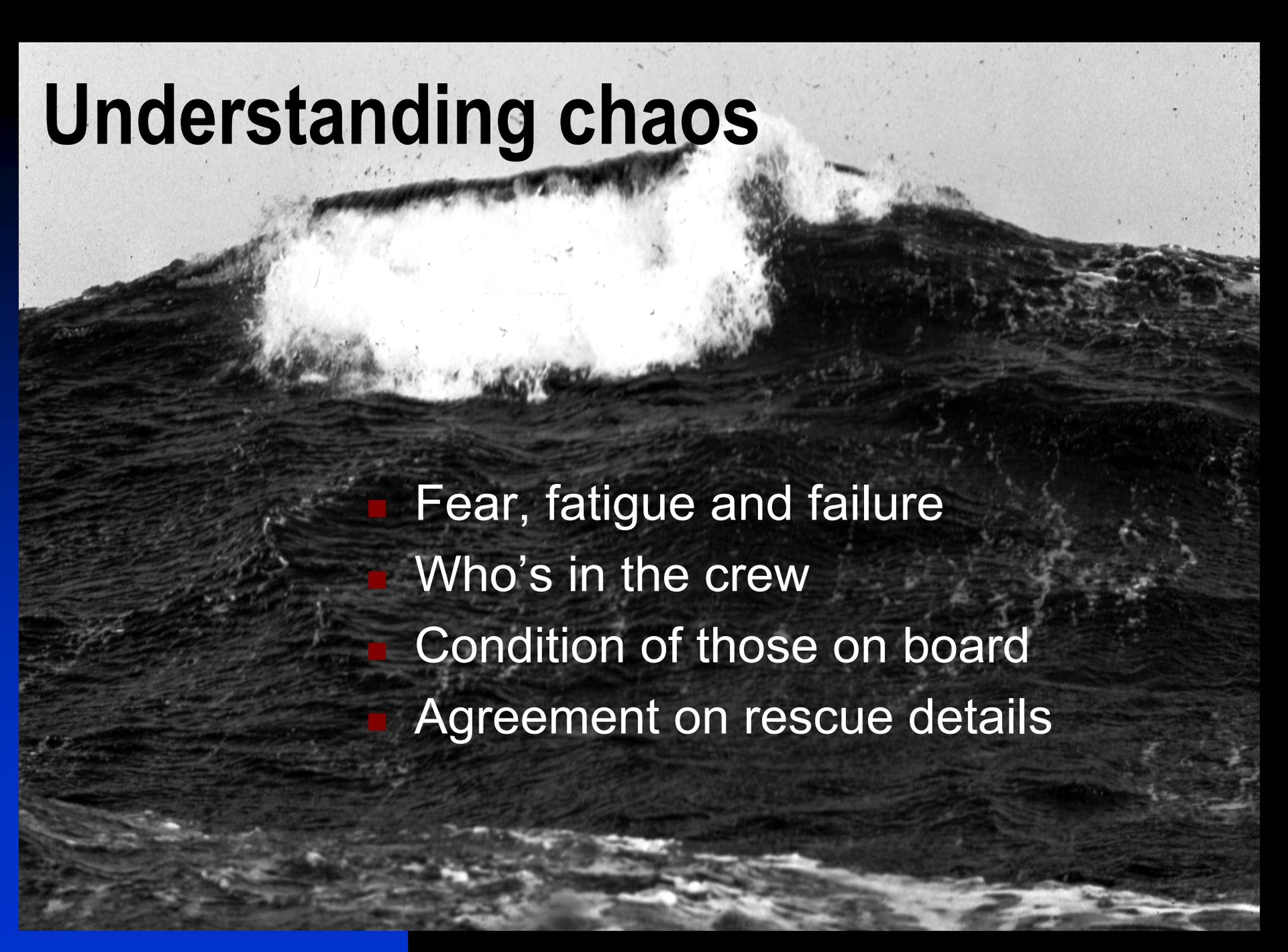


# Communicate

- Contact USCG
- Contact vessel in distress
- Reach agreement
- Explain your response



# Understanding chaos

A black and white photograph of a large, turbulent wave crashing. The wave is dark and churning, with a bright white foam at the crest. The background is a light, overcast sky. The overall scene conveys a sense of power and chaos.

- Fear, fatigue and failure
- Who's in the crew
- Condition of those on board
- Agreement on rescue details

# Crew training and vessel preparation

- Underway practice
- Winter maintenance
- Independent study
- Formal training



safety  
@sea  
2005



■ **Sail America - Safety at Sea Seminar**

■	0900	<b>Man Overboard Recovery</b>	Ralph Naranjo
■	0945	<b>The Damage Control Toolbox</b>	Steve D'Antonio
■	1030	<b>Break</b>	
■	1045	<b>Storm Sails and Handling Heavy weather</b>	Ralph Naranjo
■	1130	<b>ISAF Special Regulations</b>	
■	1200	<b>Lunch</b>	
■	1300 Allsop	<b>The Weather Wise Sailor</b>	Jim
■	1400	<b>Liferaft Demo/ Liferaft Maintenance</b>	Steve D'Antonio
■	1450 Marx	<b>Gear for the Grab Bag</b>	Henry
■	1520	<b>Communications / Search and Rescue</b>	Ralph Naranjo
■	1545	<b>Questions and Closing Remarks</b>	