



V:120125

Practice On Your Own Boat

Enhanced MOB Training For **Skilled Offshore Teams**



Hello and welcome to the Cruising Club of America's Practice Enhanced MOB Training for Highly Skilled Offshore Teams. The training is designed to assist you in reviewing and performing MOB rescue techniques on *your* boat with *your* crew.

The training is divided into a classroom or home study portion, followed by two on-the-water exercises.

The off-water portion is not intended to "teach" new MOB rescue techniques or rewrite existing protocols. It is, however, designed to provide a reflection for reviewing the solid work of experts using a video and three articles. There are many excellent training materials available, and this training intentionally builds on, not replaces, these outstanding efforts.

The practical exercises provide the "doing," with your crew on your boat. Confidence and muscle memory are then earned through action and practice. This is the primary focus of this training. When faced with a life-threatening emergency situation, the time you have spent practicing will prove vital.

Thank you for choosing to up your safety game by assembling the required equipment and completing all training prerequisites. You are ready to continue on with this training.

If you and your crew still need to complete the prerequisites - STOP and watch the video and read the articles (20 minutes total).

MOB Basics – Desired Outcomes



☉ Are you ready and prepared?

☉ What rescue plan (do you think) works on your vessel?

☉ Have you practiced your rescue plan?



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Dealing with a life-threatening emergency is extremely challenging; success demands physical and mental preparation and practice. Otherwise, fear and uncertainty may lead to a less-than-desirable outcome. How ready and *really prepared* are you if your crewmate or skipper goes overboard? A crew that has practiced successful rescue techniques on your boat gains confidence and muscle memory, vital elements of a successful rescue.

Therefore, the desired outcomes from this training are “Yes” responses to these three questions.

- Are you ready and prepared?
- What rescue plan (do you think) works on your vessel?
- Have you practiced your rescue plan as a team?
- Have you practiced your rescue plan under race conditions, successfully returned to a MOB dummy in 6-8’ seas with 20-25 knots of wind, and practiced a hoist method to lift your 180-pound crewmate aboard?

This is the desired outcome.

MOB Basic Rescue Principles

Don't fall off the boat!



Develop an onboard "Culture of Safety"



Clear, documented onboard safety rules?



Use personal AIS or Satellite device PAB/PLB



Reinforce CCA Life Jacket and Tether Statement

Stay Onboard; if not, Stay Afloat!



Without question, the most important point is not to fall off your boat. It is the skipper's responsibility to develop buy-in and full cooperation from the crew to foster an onboard Culture of Safety. Effective leadership impacts all vessel procedures and rules.

Ralph Naranjo has written in his book, *The Art of Seamanship*: "A proficient skipper must be as multifaceted as possible, not just in breadth of knowledge but also in the kind of wisdom that's acted out on the pitching deck of a vessel at sea" (Naranjo, 2015).

Effective skipper leadership develops a crew that works together within vessel protocols and standards, and fosters a team that looks out for its mates and the ship. Safety protocols must be established, reviewed, modeled and followed. It is not appropriate for one crew member to opt out. We have all heard this standard excuse: "It's ok, I am a good swimmer, and it is hot today. So I won't wear a PFD." Behavior like this places the whole crew at risk and must not be tolerated. It is the everyone's responsibility to take care of one another.

Wearing PFDs should be the norm on your vessel. Every crew member must know their gear. Gear should be routinely inspected at least annually.

CCA Life Jacket and Tether Statement

Stay Onboard; if not, Stay Afloat!



Wearing a life jacket and tether when on deck and underway is part of a vessel's "Culture of Safety"



In challenging conditions an offshore life jacket and tether become the "right tools for the job."

The use of tether is recommended considering:



Sea conditions



Low visibility conditions



Crew limitations



Vessel Design



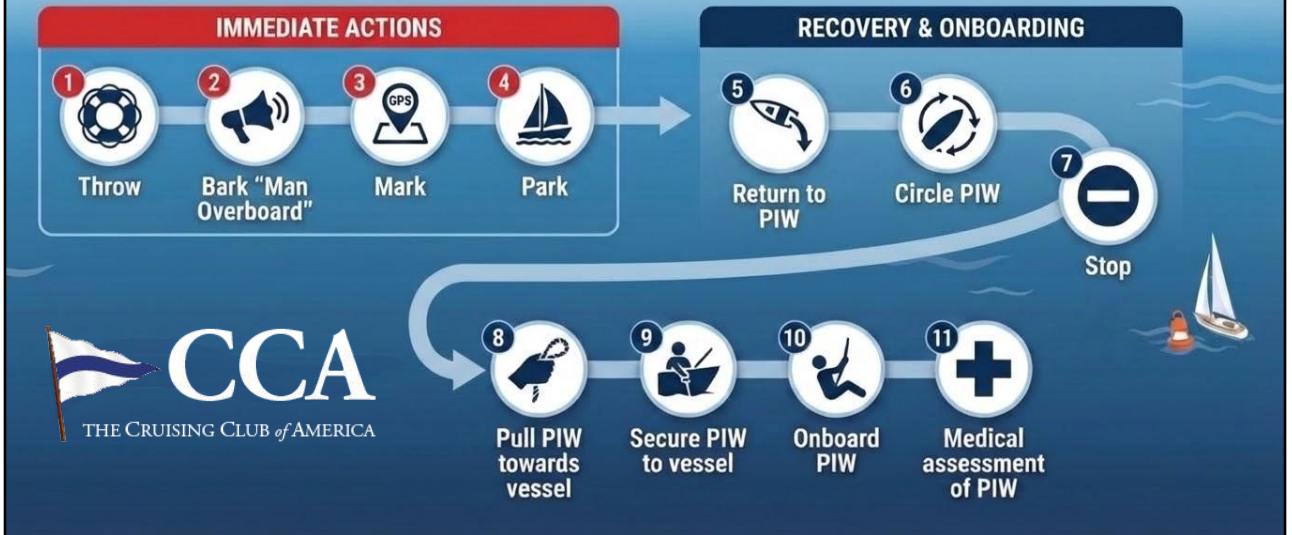
Wearing a life jacket and tether when on deck and underway is part of a vessel's Culture of Safety. When operating in warm waters, in daylight, and in calm conditions, virtually any approved life jacket will work. When conditions are more challenging, an offshore life jacket plus tether becomes the "right tools for the job." It's vital that you not only have sufficient buoyancy for rough conditions but that you remain attached to the vessel by means of a tether. This greatly reduces the chance of going overboard when rescue may be challenging for your crew.

The use of tethers is recommended under the following conditions:

- Sea conditions: large waves, heavy winds, cold water, and confused seas.
- Low visibility conditions: nighttime, fog, heavy rain, large seas.
- Crew limitations: shorthanded, less experienced, lack of training, age, and fitness.
- Vessel design: boats with fewer protected spaces, sailing at greater angles of heel, smaller or lighter displacement sailboats with quicker motions

11 Step MOB Rescue Process

first 10 seconds – breathe, think, plan then act as you think: Throw/Bark/Mark/Park



There are a host of issues and conditions that must be quickly addressed in an emergency MOB situation: Fear, panic, and the feeling of being overwhelmed are foremost. Training and practice can dramatically help reduce these paralyzing feelings.

This training will provide the training to develop and practice this 11 Step MOB Rescue Process for your crew on your boat.

Trained emergency responders take 10 seconds to address these feelings –take a breath, think through what is happening, assess your situation, plan out your action steps. Think **Throw –Bark –Mark –Park**. Let your training take over.

1. **Throw** overboard your boat's MOB gear and other items that float.
2. **Bark** "Man Overboard" as your first oral response -even if no one

1. else is on board.
2. **Mark** your position on your chart plotter, activate the VHF DSC Red Emergency Button, and helm a short squiggly course as a visual aid. Assign the task of spotter to a crew member as soon as possible.
3. **Park** the boat as quickly as possible. Separation distances between the vessel and PIW can extend quickly. At only 5 knots, your boat will cover over 500 feet in 1 minute. Therefore, parking the boat, getting the sails down or hove-to, and dealing with weather and sea conditions are valuable components of your rescue effort. Maintaining visual contact with the PIW can be extremely challenging, and the time taken to minimize forward progress is time well spent. It may be overused, but the Navy SEALs' mantra of "*Slow is smooth, smooth is fast*" is very applicable to your MOB rescue. In high-stakes situations, efficiency and speed come from deliberate actions. Fast is important, but just being fast can lead to mistakes, and mistakes can lead to undesirable outcomes. Smooth and steady only come from practice.
4. **Return to the PIW** -it is not only ok but recommended to use your engine. Make sure there are no lines in the water, as a fouled propeller will only add to the difficulty and confusion. Be in neutral when the PIW is alongside.
5. **Circle the PIW** -After deploying the Lifesling circle the PIW to permit the PIW to grab the yellow retrieval line and the flotation collar. A sharp fishhook turn is best, keeping your boat a safe distance from the PIW.

1. **Stop** the boat when the PIW makes contact with the LifeSling or yellow haul line so as not to drag the PIW through the water.
2. ***Pull the PIW towards the vessel:*** manually pulling the PIW to the vessel with the yellow retrieval line protects the PIW from being overrun by the boat. Steering the boat close to a PIW is very risky and ill-advised. Boats are heavy, and in a seaway their motion can be unpredictable and dangerous to a PIW.
3. ***Secure the PIW to the vessel:*** Once the PIW is alongside, secure the PIW to minimize bouncing while finalizing the onboarding rig layout. This time should be kept to a bare minimum as the PIW is in a *high-risk* position
4. ***Onboard PIW*** using your tested onboarding technique. Safely lift the PIW out of the water and onto the deck. Your onboarding technique will be determined through this training exercise.
5. ***Medical assessment:*** Perform a quick assessment of the medical status of the PIW and address any presenting conditions.

Review Onboarding Techniques



Halyard only



Halyard with tackle gear



Mid-line Lift



What technique works best for your boat and crew?

The best onboarding technique is the one that works for you, on your boat; determining what works best is the goal. Think about what might be best for you. For some, the spinnaker halyard is always rigged, leading back to a winch on the cabin top. Others use the spinnaker halyard with tackle for additional 3-1 purchase or find the mid-line lift option to be best.

It is most important to test a variety of options with your rig and crew. Take time to discuss and determine with your crew the techniques and rigging layout(s) you plan to test.

Prepare with your Crew for the At-the-Dock Onboarding Exercise

❖ Discuss steps to onboard a 200 pound MOB from the dock

- LifeSling
- Your rigging and gear

❖ Discuss:

- Which onboarding technique works best
- Running rigging selection
- Leads, winches, handles
- Attachment points
- Crew physical limits



This is an opportunity for you and your crew to assess your current abilities and where you can focus your efforts to improve. Assume you are onboarding a 200lb OSCAR or similar test MOB from the dock.

Discuss what each of you think will be the best onboarding technique, noting the crew size, vessel specifics, and rigging configuration. A 100-pound crew member at a winch may need a different rigging approach than a 220-pound deck ape. Compare crew recommendations and finalize the steps to actually test for success on your boat.

Take some notes and begin to formulate your “best” onboarding plan.

Prepare with your Crew for the On-the-Water Exercise



Identify steps needed to quickly stop the boat considering:



Boat's position to wind and seas



Dropping/furling sails



Starting the engine



Discover rigging, deck/equipment and layout issues



Confirm use of engine and technology:



MOB electronics, VHF, video screens



Formulate an action plan to be verified on the water with your boat. Make some notes on what you think will be the best plan.

Review any boat handling and rigging issues and sensitivities.

Consider how well the sails drop and furl. Are there any issues with Dutchman or LazyJacks? Is there an unusual engine starting sequence or shaft locked for racing? Does every crew member know how to start the engine? Can deck blocks and leads be freed up easily and can LifeSling lines run clean and fare? Are crew members all proficient with the Chartplotter and electronics?

Lots of questions here to be discussed, addressed and tested.

Why is the “doing” so critical?



- ⚠ Passengers were all “instructed”
- ❓ What is wrong here?
- 🚫 Would they have survived a real emergency?








Competency involves practice - more than just listening!

Most of us have sat through the commercial flight safety briefing many times. Do you think these passengers were comfortable and competent using their oxygen masks? *Look at the fear in this passenger’s eyes.* They were at 30,000 feet, slightly higher than Mt Everest. If this had been a true loss-of-cabin-pressure event, many of these folks may not have survived.

Competency typically involves more than just listening or reading; competency involves the practice of emergency procedures and protocols so that instinct and action prevent fear and indecision.

Become competent in a MOB rescue situation. Take the on-the-water and at-the-dock exercises seriously. Don’t look like this guy if your crewmate goes overboard.

At-the-Dock Onboarding Exercise

-  Discuss your onboarding steps
-  Bring your boat to the dock or out in calm seas
-  Perform a complete PIW onboarding evolution
-  Testing techniques is encouraged
-  Review outcomes
-  Document your onboarding technique
-  Practice a second time














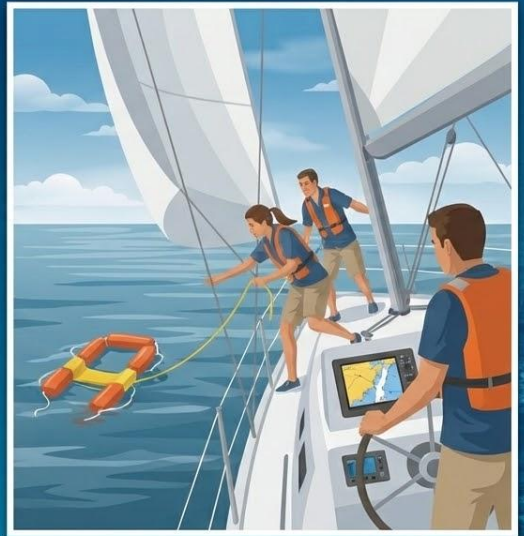
Please review this slide in preparation for performing the steps necessary to onboard OSCAR or a similar heavy object from the dock. You have already identified the steps you think will work for your boat. This exercise tests your draft procedures in a simulated emergency situation. Test other options if they are simpler or you find work better for your team. All crew should participate in the setup, rigging, clipping, and hoisting required to onboard a simulated PIW. Once a successful final series of steps has been identified, document them and create a formal action plan to be posted onboard for reference.

Consider a short video to review with your crew in the future and also to submit to the CCA with your evaluation.

Note: Now is also a good time to inspect your LifeSling. Has it been degraded by UV exposure? How about the haul line? Anything need replacing? Another consideration is to add a butterfly knot as a lifting point on the yellow haul rope.

On-the Water Boat Exercise

-  Discuss steps with your crew
-  Head out on the water
-  Perform a MOB rescue evolution:
 -  Stopping the boat under full sail
 -  Deploying LifeSling and circle a test PIW
 -  Creating a MOB waypoint on plotter
-  Experiment as needed
-  Review outcomes
-  Record total elapse time for rescue
-  Document your final boat handling steps
-  Practice a second time



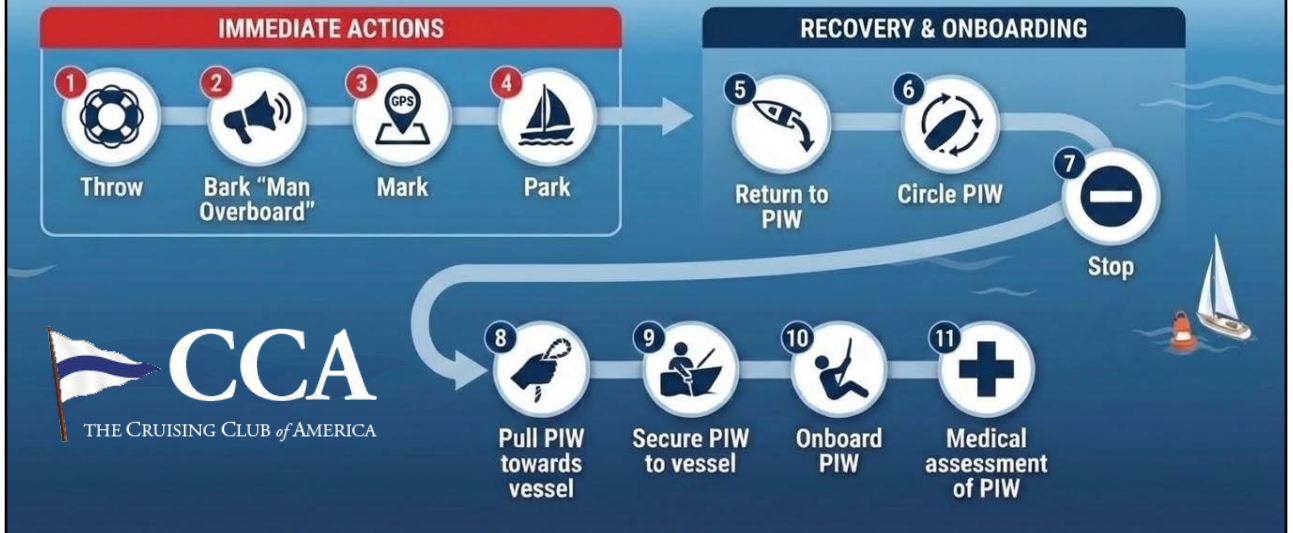
As with the at-the-dock exercise, here is the outline for your on-the-water evolutions. Every crew member should have a defined task, but take turns with various positions as someone will be missing. Mistakes, confusion and nervousness are important to the evolutionary process of mastering the skills. Document these steps for future reference.

The result should be defining the boat handling steps that work best on your boat with your team. Once you have a final plan established -practice, practice, practice. Everyone should feel comfortable with the process.

Consider a short video to review with your crew in the future and also to submit to the CCA with your training evaluation.

11 Step MOB Rescue Process

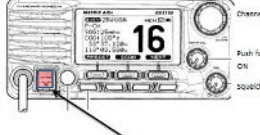
first 10 seconds – breathe, think, plan then act as you think: Throw/Bark/Mark/Park



Again this is the CCA recommended **11-Step MOB Rescue Process**. After you have your plan established, review this with your crew. Post it along with your specific rescue procedures.

Sample VHF and MOB Placard

EMERGENCY DISTRESS CALL PROCEDURE



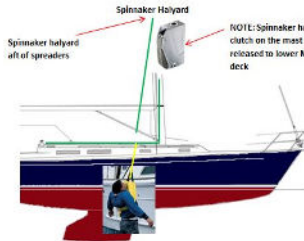
5/V Tango WDI 5457 Distress Key

- 1) Lift the red spring loaded DISTRESS cover.
- 2) Press and hold the [DISTRESS] key. The radio's display will count down (3-1-1) and then transmit the distress alert. The background of the radio's display will flash during the countdown sequence.
- 3) When the Distress signal is sent, the radio watches for a transmission on CH16 and CH70 until an acknowledgement signal is received.
- 4) When a Distress acknowledgement is received, an alarm sounds and CH16 is automatically switched. The display will show:
 - RECEIVED ACK - If acknowledgement is received
 - RECEIVED RLY - If relay signal is received
 Press Push-To-Talk button on the left side of mic and advise the following:
 - Your name
 - Vessel name: **Tango**
 - Number of people on board
 - Nature of distress
- 5) If no acknowledgement is received, the distress call is repeated every 4 minutes until an acknowledgement is received.
- 6) To turn off the Distress alarm until the radio returns to the distress alert, press the [CLR] key.

DISTRESS ALERT
Nature of Distress: 0000
Priority: 0000
POS. Time: 12:22
Transmit: 12:22
RECEIVED ACK
Nature of Distress: 0000
Priority: 0000
POS. Time: 12:22
Transmit: 12:22
DISTRESS ALERT
Nature of Distress: 0000
Priority: 0000
POS. Time: 12:22
Transmit: 12:22
DISTRESS ALERT
Nature of Distress: 0000
Priority: 0000
POS. Time: 12:22
Transmit: 12:22
DISTRESS ALERT
Nature of Distress: 0000
Priority: 0000
POS. Time: 12:22
Transmit: 12:22

Man Overboard

1. **THROW** – throw overboard any floating gear – cushions, etc
2. **BARK** - shout "MAN OVERBOARD". Assign a dedicated LOOKOUT with constant eyes on the MOB if available
3. **MARK** - Press [ENTER] & [EXIT] keys together on B&G chartplotter
4. **PARK** – Tack immediately without touching the jib sheets (heave to). Let the jib backwind, get boat under control, drop sails, start engine
5. **DEPLOY LIFESLING**
6. **CIRCLE MOB** at 2-3 kts till MOB can grab the Lifesling float.
7. **STOP** the vessel
8. **PULL** in Lifesling. Secure Lifesling at boarding gate with yellow retrieval line.
9. **RIG** spinnaker halyard to lift MOB back on board
10. **RETRIEVE** MOB using cabin top winch with green spinnaker halyard
11. **EVALUATE** medical status of MOB



NOTE: Spinnaker halyard rope clutch on the mast must be released to lower MOB to deck

Post a placard with your *MOB Rescue Procedure* and *VHF DSC Distress Call Procedure* at the Nav station, at the helm and other pertinent locations. Posting in the head is a good spot for frequent reads.

Practice On Your Own Boat

Man Overboard Course Completion Congratulations!



 CCA
THE CRUISING CLUB OF AMERICA

Thank you for completing this man overboard rescue training. We hope that the competence of you and your crew in dealing with a serious rescue situation has significantly improved. While we are never fully prepared, you now have a set of tested procedures for you and your boat.