

Welcome NC³

Man Overboard (MOB)

Preparedness Seminar



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Clearly, the best defense is not falling overboard.

These basic safe boating practices can help you prevent man overboard!



Practice the Basics!

When you welcome persons aboard, inform them you want them to have fun, but at a minimum you need them to honor these 5 requests for their (and others') safety.



Request # 1 of 5

Be aware of your surroundings.
Work together to maintain watch and alert persons on board of dangerous conditions (ex. wakes) that the boat is about to take.



Request # 2 of 5

Refrain from bow riding.
Sitting up on the bow with your feet
dangling over the side is illegal and unsafe.
Falling overboard at the bow and
being run over by the boat rarely ends well.



Request # 3 of 5

Refrain from sitting on the edge of the boat, even if holding on tight.

Taking a wake too hard could easily render persons on board airborne.



Request # 4 of 5

Apply the "3 point system" while on board. Always have at least 3 parts of your body in contact with the boat at all times, such as, 2 hands, 1 foot; 2 feet, 1 hand.



Request # 5 of 5

Know where your safety equipment is onboard and keep it readily accessible.

Before pulling away from the dock, show your persons on board the location of your throw ring, heaving line, and other safety gear.



3 Other Wise Habits to Develop

1. Keep a constant running head count that you check periodically, so you're more apt to quickly notice if someone is missing.



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3 Other Wise Habits to Develop

2. Look out for each other. Are people wearing proper shoes? Has fatigue or alcohol gotten the best of some persons on board that impairs their ability to make good decisions with respect to their (and others') safety? Discuss how you will handle this **BEFORE** leaving the dock.

United States Coast Guard Auxiliary 3 Other Wise Habits to Develop

3. Maintain a DR course line with aid of GPS or charts. A dead reckoning assumed position based on speed and direction from a known or estimate position may increase the likelihood of locating the PIW more readily. If you know where you've been you can turn around and start back along that course line!

(Not knowing makes it very difficult to figure out where that course line is).



Additional Safety Tips (Sailing-Specific)

- 1. Wear a safety harness with two safety harness lines and snaps, always snapping on the second harness line before unhooking the first harness line while moving on deck;
 - 2. Use a horseshoe life preserver with retrieval lines;
 - 3. use a signal air horn;
- 4. Repeat commands before/while carrying-out skipper's commands;
- 5. Use swim ladder in retrieving PIW when freeboard is high; and 6. use race committee boats to enhance safety



Additional Safety Tips (Sailing-Specific)

Not being on the gunwale is often an impossibility since small sailboats (Thistle's, log canoe's, Sunfish, Sailfish, Star boats, and other sail classes) require crew hiking out on the gunwales or even use of hiking boards while coming about to avoid capsizing in stiff winds.



Additional Safety Tips (Sailing-Specific)

In competitive racing, even larger craft require counter weighting on the gunwales while carrying large sail areas. This is why use of safety harnesses with double safety lines, and race committee following boats is most important. In open ocean racing, use of committee boats is impractical, so marine radio use and life vest signal beacons are important.



Someone Has Fallen Off The Boat!

You may at some point experience a passenger falling overboard.

This is a potentially dangerous situation for both you and the person in the water.

In other words, things will just go wrong at the wrong time...

Are you ready to deal with it?



What do you do?

Preparing ahead of time and making rescue procedures routine can help ensure that if this should happen, you'll know how to get the person back aboard safely.

Man Overboard procedures like everything else involved in boating involve practice and learning.



Here are some recommended procedures.

Please note these procedures assume that the PIW
(Person in the Water) is not injured and you have
AT LEAST two crew on board. There are also
many acceptable variations on these procedures,
depending on the equipment you maintain on your vessel.
It also assumes the PIW will be able to get back into the boat.
In other words, there are many assumptions



Practice makes permanent!

Train your crew regularly and repeatedly in the following (while using an oscar, throw ring, or other lifelike object that simulates human weight):



When Attempting a Rescue, Move Fast and Stay Calm

- 1. The first person who sees someone fall overboard does two things simultaneously.
- a. First, shout at the top of your lungs "MAN OVERBOARD" followed by the PIW's location in relation to the boat (ex. "Port Side!" or "Starboard Side!").



"MAN OVERBOARD!"

Why shout? First, it will alert everyone on board that an individual has fallen into the water and that all attention must focus on rescue.

Second, hearing the words "Man Overboard!" assures the PIW that they have been seen and that steps are being taken for their recovery.

This is important because it is unlikely the PIW will shout for help, or if they do, it is unlikely the PIW's cry for help will be heard because of competing

noise (engines, wind, waves, conversation etc).



When Attempting a Rescue, Move Fast and Stay Calm

1. The first person who sees someone fall overboard does two things simultaneously. Shout Man Overboard! and NEVER take your eyes off the person in the water, while pointing at the person continuously until they are rescued.

Everyone should stay out of the way of the Pointer.

The Pointer is important since a PIW is a tiny object and the current and wind will push the PIW away from their original entry point. It can be very difficult to keep your eye on this very small roundish object bobbing up and down between waves as you travel through the water on a course to where you believe you first saw the PIW.



Upon hearing "Man Overboard!" the person at the helm does two things:

a. First, press the MOB / MARK button on the marine GPS. This will place a marker on your screen so you know an approx position of where you were when the PIW discovery was made. This is especially essential in open water where it's easy to lose track of a person's position in the water. This will help you maneuver back to the original point of loss. However, because a GPS cannot calculate the effects of the current, it is still vital to have someone keep watch and point continuously.



b. Second, sound the horn 5 short blasts.

This will alert all people on board your boat and nearby boats of the danger / emergency.



3. Whoever is closest to a boat cushion, fender, spare life jacket, or life ring, should immediately throw

buoyant objects toward the victim to give them something to swim towards, hold on to, and mark the person's position.

This will give you an idea of which direction the PIW will be pushed and gives you an indication as to what your direction was prior to attempting to turn the boat around.



4. The person at the helm should slowly turn the boat in the direction the Pointer indicates, proceeding toward

the PIW. Depending on the situation, the skipper may first need to bring the boat to neutral and stop the boat

to determine what side the victim is on prior to turning the boat to the same side as the victim.



Always approach the PIW from boat operator's side

so that the person in the water is in view at all times. This keeps the victim inside the boat's turning radius

> and keeps the propeller moving away from the person in the water.



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5. All other hands should be doing the following (depending on how many others you have):

making ready the life preserver or a life jacket with a line attached to throw to the PIW, and

assisting the Pointer in keeping more sets of eyes on the PIW, because it is very easy to lose sight of the PIW.

Get the "rescue starts now" clock started ASAP.

NOTE: If you lose sight of the PIW, immediately radio the U.S. Coast Guard on Channel 16 of your marine radio.

This will also alert all other boats in the area that there is an emergency.

The PIW may be injured, have swallowed a lungful of water or may be having a medical emergency (ex. heart attack or hypothermia)



6. When you approach the PIW, make sure your vessel is downwind to the PIW.

This way your boat acts as a windbreak and you will have better control maneuvering as you approach the PIW.



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7. Once safely alongside the victim, turn off the engine

so the PIW is not injured by the props.

Throw them a buoyant object (if the previously thrown objects didn't reach them) and help them back aboard.



8. Retrieve your PIW from the lowest point of the vessel. The boat's configuration will sometimes dictate your retrieval point depending on freeboard and deck fittings.

If the person is conscious, alert, and within arm's length, REACH for the victim and pull them toward the boat.

Before attempting retrieval, focus on taking actions that won't risk more people falling in:



- a. To do this safely, be sure you're wearing a life jacket.
 - b. If you're trying to reach the victim with your arm, lower your center of gravity and assume a prone position on the deck.

 Make sure you are holding onto something stable with your other arm.

This arrangement can help prevent you from going overboard.

c. If the person is farther out, you can extend your reach by using something like a shirt, towel, pole, or paddle to pull them to safety. If another passenger is available, have them grab hold of your belt, legs, or ankles for increased safety.

d. If the PIW is unable to lift their own weight, having a lifting strap on board provides an effective alternative. Otherwise, two individuals can each place a hand under the victim's armpits and - in a smooth and coordinated move - carefully pull the person aboard.

If the above steps cannot affect a rescue or if the PIW is unconscious, or otherwise unable to assist in their own rescue—and entering the water would not put an experienced swimmer in danger—someone may GO to the person.

This should be considered a last resort and preferably would be done by a person trained in water rescue.

If there's any doubt about safety, the best action is to call the U.S. Coast Guard on Channel 16 of your marine radio for assistance.

However, if immediate action is necessary and the decision is made to "Go," the swimmer should be wearing a life jacket and take along a buoyant object (ex. life ring, extra life jacket, etc.) and keep it between them and the PIW.

In such a crisis, even the strongest swimmer risks injury and drowning, so inexperienced or non-swimmers should never go into the water to attempt a rescue, even if wearing a life jacket.



Another consideration: What if YOU are the PIW?

If YOU are the PIW, you need to do two things:

First, attract as much attention as possible as fast as you can.

Recommendation: Never go on a boat without a life jacket, knife, flashlight and whistle.

The life jacket is first and foremost.

The light and the whistle are to attract attention.

The knife is to cut away the line I may be tangled in that is dragging me below the water.

Secondly, if the boat continues to sail away, start saving yourself – and that starts with conserving energy.

Eventually, someone will start to look for you.

Don't panic and waste life-sustaining energy and body heat.

Cold Water is a Big Hazard!

- ★ Without protection, hypothermia can begin within 10-15 minutes IF you have survived the initial cold shock.
- ★ Hypothermia can cause death, or contribute to drowning.
- ★ Unconsciousness occurs when core temperature is 86 degrees. (Normal 98.6)
- ★ Death likely when core cools below 80 degrees.

Cold Water is a Big Hazard!

- ★ You have to get out of the water, or stop the heat loss, or you will die.
- ★ The clock is running . . .
- ★ Your remaining lifespan depends on the temperature of the water and how you can stop your heat loss.

Survival Factors in Cold Water

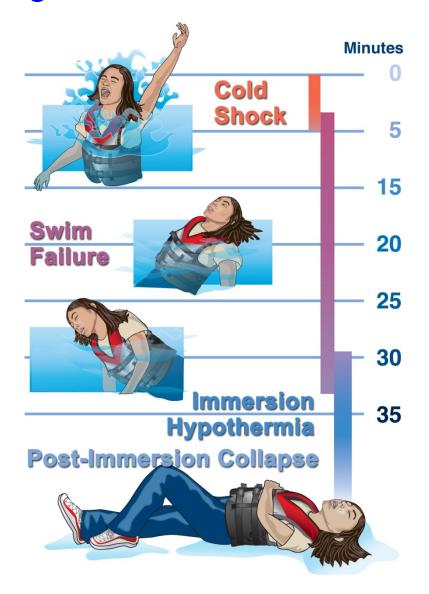
- **★ Will to Live Most vital in all survival situations.**
- **★ Flotation Personal Flotation Device essential.**
- ★ Heat Retention Clothing / Raft / Survival Gear



Personal Injuries

Cold Water Immersion and Hypothermia kill in several ways. The initial response to cold water can occur in water as warm as 77° F.

By understanding how your body reacts to cold water, you can prepare for and be better able to appropriately respond, increasing your chance of survival.



There are four stages of cold water immersion.

- Stage 1: Initial "cold shock"
 - Occurs first 3 5 minutes
- Stage 2: Short-term "swim failure"
 - Occurs 3 30 minutes following immersion
- Stage 3: Long-term immersion hypothermia
 - Sets in after 30 minutes
- Stage 4: Post-Immersion collapse
 - Occurs during or after rescue

Your chance of surviving a cold water immersion depends on:

- Having sufficient flotation to keep your head above water
- Controlling your breathing
- Timely rescue by yourself or others
- Heat retention

Prepare for boating in cold water conditions:

Always wear a secured life jacket.

Wear layered clothing for insulation.

Equip your boat with a means for re-entry to use if you should fall in.

The best prevention is to take all measures necessary to avoid capsizing your boat or falling into cold water. If you do fall into cold water:

- Don't panic.
- Try to get control of your breathing.
- Hold on to something or stay as still as possible until your breathing settles down.
- Focus on floating with your head above water until the cold shock response abates.

■ When your breathing is under control, perform the most important functions first before you lose dexterity (10 – 15 minutes after immersion).

- If you were not wearing a PFD when entering the water, look to see if one is floating around you and put it on immediately.
- Don't take your clothes off unless absolutely necessary.

Focus on locating and getting everyone out of the water quickly before you lose full use of your hands, arms, and legs.

Try to reboard your boat, even if it is swamped or capsized, or anything else that floats.

Get as much of your body out of the water as possible.

In as little as 10 minutes, you may be unable to self-rescue. Your focus should now be to slow heat loss:

- Stay as motionless as possible.
- Protect the high heat loss areas of your body.
- Keep your head and neck out of the water.

- Stay with the boat rather than swim.
- Adopt a position to reduce heat loss. If alone use the HELP position. If there are others with you in the water, huddle.
- If you must swim, conserve energy and minimize movement.
- Be prepared at all times to signal rescuers.



H.E.L.P.

Heat Escape Lessening Postures

- This position protects the body's three major areas of heat loss:
 - Groin
 - Head/Neck
 - Rib cage/Arm pits
- Wearing a PFD allows you to draw your knees to your chest and your arms to your sides.

Huddling with other people in the water lessens the loss of body heat and is food for morale.

Rescuers can spot a group more easily than individuals.



Symptoms of hypothermia in order of severity are:

- Shivering, slurred speech, blurred vision
- Bluish lips and fingernails
- Loss of feeling in extremities
- Cold, bluish skin
- Confusion

- Dizziness
- Rigidity in extremities
- Unconsciousness
- Coma
- Death

When treating hypothermia:

- Get the victim out of the water as soon as possible. Remove the victim gently and in a horizontal position.
- Prevent further heat loss.
- Treat the hypothermia victim gently, and to your level of training. Be prepared to provide basic life support.
- Seek medical help immediately.



Thank You NC3 for making Boating Safely a Priority!

The U.S. Coast Guard is asking all boat owners and operators to help reduce fatalities, injuries, and property damage related to recreational boating accidents by taking personal responsibility for their own safety and the safety of their passengers.



At a minimum, essential steps include:

- 1. wearing a life jacket at all times and requiring passengers to do the same;
- 2. never boating under the influence (BUI);
- 3. successfully completing a boating safety course;
- 4. and getting a free Vessel Safety Check (VSC) annually from the U.S. Coast Guard Auxiliary.



Boating Safety Education

Become a better, safer boater. Find a course near you!

We offer boating courses from the basics to advanced.

About Boating Safely (8 hours)
Sailing Skills & Seamanship (8 to 13 lessons)
Navigating with GPS (3 hours)
Paddlesports America (4 hours)
Suddenly in Command (4 hours)



Each year get a free Vessel Safety Check (VSC)

Why is this important?

Why do some boats fail to pass the first time?

Often the information shared during a Vessel Safety Check educates/reminds a boat owner to become aware of items needed aboard and their present condition.



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Your and your loved ones' safety is well-worth the 30 – 75 minute free Vessel Safety Check. Examples of items discussed:

- Have I recently checked my nav lights?
- Are my flares current (or expired?)
- Do I have enough life jackets aboard and are they in good condition and readily accessible?
- When I installed my marine radio, did I remember to take the steps required to make the most of DSC?

Leave the dock with confidence, knowing you're better prepared to enjoy your onwater time boating safely.