

**Man Overboard Prevention and Recovery**

**Best Practices**

In an 11 year study 153 commercial fishermen died in Man Overboard Accidents. NONE OF THE VICTIMS WERE WEARING Floatation. WEAR a PFD and Live..don't wear it and your odds are not good.

1. All Crew MUST wear a Personal Flotation Device (PFD) at all times when on the deck of a fishing vessel whenever the gear is in being set or hauled, or outside the protection of the vessel, or on deck in rough weather, or other hazards exist such as bar crossing. The flotation device should not require a wearer to be conscious to activate it.
2. Anyone outside of a ships railing or located in an area where being swept away is possible should consider being tethered.
3. Never be on Deck Alone without notifying a responsible person.
4. Use Man Overboard Alerts, alarms and/or Personal Locator Beacons PLB, or Man Overboard Locator Systems.
5. Life Rings should have throw bags with 90+ feet of line instead of coiled line. Less tangles and quicker into action. Watch grommets for corrosion.
6. Life Saver Personal Retriever – Thrown like a Frisbee with float line. The ability to reach MOB victim at 80' to 90' away, much better than a life ring. Easy stowage.
7. Dye Markers and Smoke Markers should be ready to deploy in an instant.
8. MOB Flag Pole or Buoy – Have a Buoy or radar reflective Flag Ready for instant deployment.
9. Life ring water activated strobe light.
10. Review, Consider, Purchase and USE Rescue Launcher Systems. One examples is the Rescue Rocket but there are other.
11. Review, Consider, Purchase and Maintain a Man Overboard Rescue Recovery system suitable for vessel type and fishing conditions. This Could Be a Life Sling, or a basket like the Sea Rescue Cage, or a system like Jason's Cradle, and others.
12. Anderson Turn – for Daylight and good weather conditions. See diagram attached.<sup>1</sup>
13. Williamson Turn - At night or with limited visibility the Williamson turn is the best alternative for locating the person. See the diagram attached at the end.
14. Trawling – Put the vessel into neutral and begin hauling gear...this will effectively pull the vessel backwards, hopefully toward the Man Overboard?
15. PRACTICE! PRACTICE! PRACTICE! No one that has ever had a Man Overboard Event has later claimed that they had practiced too much.

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<sup>1</sup> Diagrams courtesy of Wikipedia

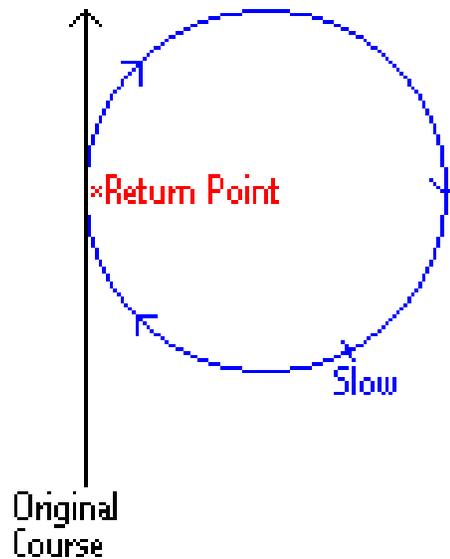
## Rescue Swimmer – Thoughts to Ponder

Although the Coast Guard does not endorse use or rescue swimmers, some trainers have begun to ask vessels about having a designated Rescue Swimmer and this is a concept in development. There are a great deal of concerns with the idea of putting an additional person in the water, but history indicates that it is **HIGHLY LIKELY** that someone on a vessels crew is likely to jump in to attempt to save their friend if no other plan is in progress. Therefore it should be discussed, planned, and practiced. Challenges include : Selection, Equipment, Training, and Deployment.

1. Selection – It would seem obvious, but anyone designated as a vessel Rescue Swimmer **MUST** not only be able to swim but should also be **EXTREMELY COMFORTABLE** in the water. Utilize the compliment of your existing crew. Ask who has experience and is comfortable in the water. Crewman a certified diver, life guard, surfer etc. Similar to selecting a crewman that would be your lead firefighter with buddy in a boat fire by asking who has fire fighting experience, firefighter, volunteer. Etc.
2. EQUIPMENT – At this time, there are concerns and challenges with each of the different “Rescue Swimmer” suits available on the market. A great deal of consideration should be given to suit selection and a critical point should be that it have a harness capable of lifting both the swimmer and the victim. Other Items:
  - a. Fins
  - b. Mask
  - c. Knife accessible by either hand
  - d. Depending on Vessel Size, 100 to 300+ feet of floating line with enough strength to lift 2 people + safety margin
3. Training – Training Resources for this are limited, with only one East Coast and one West Coast program having been identified. Red Cross Life Guard Training, Rescue Diver Training, etc are good starting points.
4. Drills – Conduct regular drills at the dock and have the swimmer enter the water to rescue a crew member. Have the Rescue Swimmer enter the water first for abandon ship drills and help the crew.
5. Deployment – Deployment of a Rescue Swimmer should be the last and final option when all other methods have failed or would obviously be unviable. When considering in a moments notice whether to deploy a rescue swimmer it must be acknowledged that both the Rescue Swimmer and the Captain have the right to call off a rescue swim due to safety concerns. Factors to Consider are:
  - e. Sea State
  - f. Temperature
  - g. Maneuverability of the Vessel
  - h. Rescue Swimmer Condition
  - i. Rescue Swimmer Equipment
  - j. Status of the Man Overboard?
6. Rescue Swimmer – Rescue swimmer must have 100’ to 150’ of float line attached to swimmer and vessel and a knife. Experience is necessary and is achieved only drills conducted at the dock.

## Man Overboard Recovery

### The Anderson Turn



The Anderson Turn is a maneuver used to bring a ship or boat back to a point it previously passed through and is most appropriate when the point to be reached remains **clearly visible**.

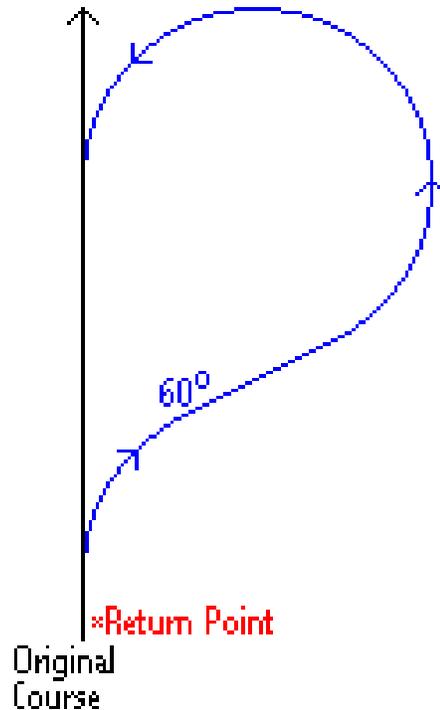
#### Procedures

1. Stop the engines. Put the rudder over full.
2. Put the rudder toward the person (e.g., if the person fell over the starboard side, put the rudder over full to starboard)
3. When clear of the person, go all ahead full, still using full rudder.
4. After deviating from the original course by about 240 degrees (about 2/3 of a complete circle), back the engines 2/3 or full.
5. Stop the engines when the target point is 15 degrees off the bow. Ease the rudder and back the engines as required.
6. If dealing with a man overboard, always bring the vessel upwind of the person. Stop the vessel in the water with the person well forward of the propellers.

## Man Overboard Recovery

### The Williamson Turn

The Williamson Turn is a maneuver used to bring a ship or boat under power back to a point it previously passed through, often for the purpose of recovering a man overboard and is most appropriate at night or in **reduced visibility**, or if the point can be allowed to go (or already has gone) out of sight, but is still relatively near.

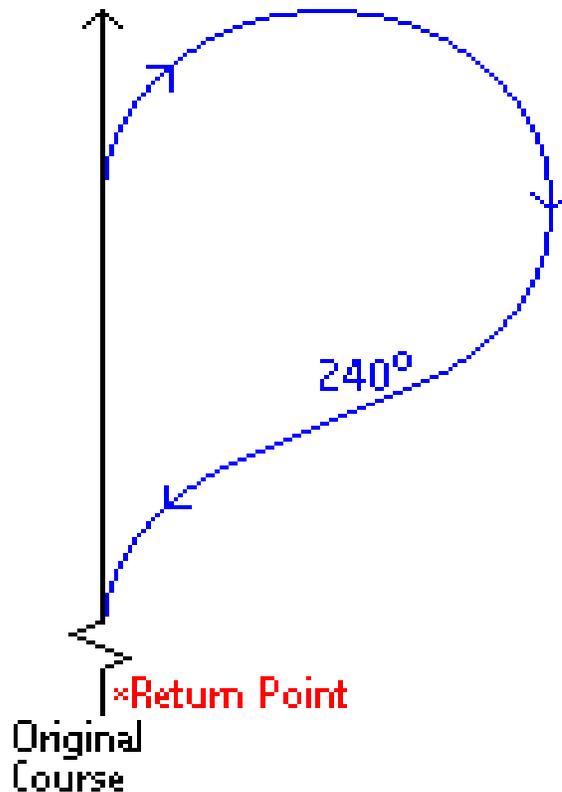


#### Procedures

1. Put the rudder over full in the same direction as the person (e.g., if the person fell over the starboard side, put the rudder over full to starboard). Stop the engine.
2. When clear of the person, go ahead full using full rudder.
3. When about 2/3 of the way around, back the engine 2/3 or full. Stop the engine when the person is 15 degrees off the bow. Ease the rudder and back the engine as required.
4. Bring the vessel upwind of the person, stop the vessel in the water with the person along-side, well forward of the propellers.

## Man Overboard Recovery

### The Scharnow Turn



The Scharnow Turn is a maneuver used to bring a ship or boat back to a point it previously passed through and is most appropriate when the point to be reached is significantly further astern than the vessel's turning radius.

#### Procedures

1. Put the rudder over hard. If in response to a man overboard, put the rudder toward the person (e.g., if the person fell over the starboard side, put the rudder over hard to starboard).
2. After deviating from the original course by about 240 degrees, shift the rudder hard to the opposite side.
3. When heading about 20 degrees short of the reciprocal course, put the rudder amidships so that vessel will turn onto the reciprocal course.
4. If dealing with a man overboard, always bring the vessel upwind of the person. Stop the vessel in the water with the person well forward of the propellers.

## Recovery Equipment

Below are some of the options for selecting equipment for recovery of a person in the water. This does not constitute an endorsement of any product but is used for illustrative purposes only.

Lifesling: <http://www.landfallnavigation.com/lifesling.html> and  
<http://cgmix.uscg.mil/Equipment/EquipmentDetails.aspx?EQID=4054> or  
<http://cgmix.uscg.mil/Equipment/EquipmentDetails.aspx?EQID=7818>

Recovery equipment: <http://www.lifesupportintl.com/products/product.asp?pid=389&cID=297>

### Man OverBoard Rescue Cage

<http://www.searescue.co.uk/history.asp>

<http://manoverboardrescuecage.bttradespace.com/>





**Jason's Cradle – two versions – Small Boat and Stretcher versions**

<http://www.landandmarine.co.uk/index2.asp>

<http://www.seaweather.co.uk/MaJasonMain.htm>

