



Royal Geelong Yacht Club
RGYC Man Overboard Compliance Declaration for Season 2023-2024

Sail No: _____	Boat Name: _____	RGYC M'ship No. _____
Owner/s: _____	Mobile: _____	

VALID TO 31 OCTOBER 2024

All boats wishing to compete in racing at RGYC, must have carried out a Man Overboard (MOB) exercise within the last 12 months but prior to 31st October 2023 or their first race, whichever comes later.

The names of all the crew members who have completed the MOB exercise shall be listed below. It is recommended, that as new crew join the boat, that they be taken through the vessels' MOB procedures.

To assist you with your Man Overboard (MOB) exercise, attached is a copy of Section 8 from the Australian Sailing Special Regulations.

Name of Crew	Date of MOB Exercise	RGYC M'ship No	AS M'ship No	Name of contact in case of emergency	Emergency Contact No.
Skipper:					

Method of MOB conducted on boat (tick one)
Use of a water rescue dummy <input type="checkbox"/>
If did not use a water rescue dummy then specify how the drill was undertaken <input type="checkbox"/> _____

DECLARATION BY OWNER / SKIPPER
I declare that the crew and I as listed above, have performed the mandatory Man Overboard (MOB) exercise. We also understand that this exercise should be regularly practiced and improved.
Signed: _____ Date: _____
Received by (RGYC): _____ Date: _____

AUSTRALIAN SAILING SPECIAL REGULATIONS

SECTION 8 – ADVISORY APPENDICES

ADVISORY APPENDIX D to Part 1

MAN OVERBOARD - QUICK STOP AND THE LIFE SLING (OR SEATTLE SLING)

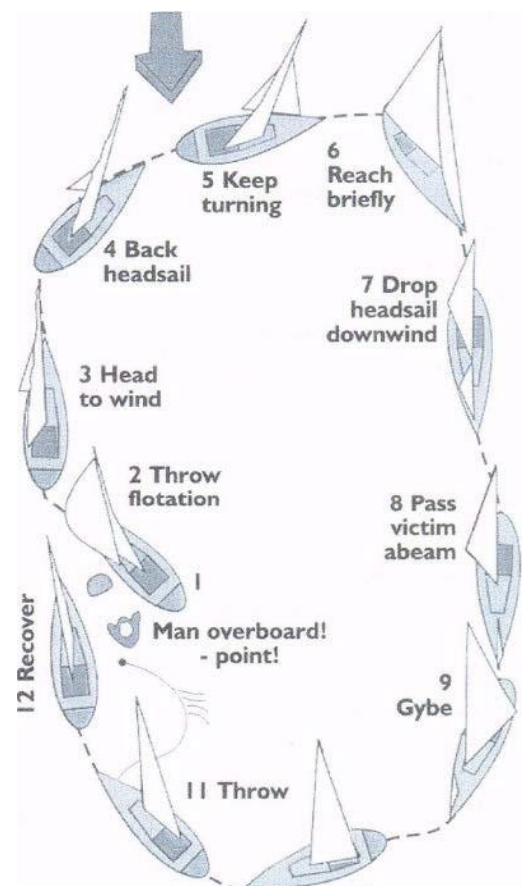
When a crew member goes over the side recovery time is of the essence. In an effort to come up with a recovery system that is simple and lightning quick, the US Yacht Racing Union Safety at Sea Committee, the US Naval Academy Sailing Squadron, the Cruising Club of America Technical Committee and the Sailing Foundation of Seattle, Washington, joined forces to conduct extensive research and sea trials. The result of their collaboration is the "Quick Stop" method of man overboard recovery.

The hallmark of this method is the immediate reduction of boat speed by turning to windward and then manoeuvring slowly, remaining near the victim.

In most cases, this is better than reaching off, then gybing or tacking and returning on a reciprocal course.

QUICK STOP

1. **Shout "man overboard"** and detail a crew member to spot and point to **the victim's position** in the water. The spotter should not take his eyes off the victim (see Figure 1).
2. **Provide immediate flotation.** Throw buoyant objects such as cockpit cushions, life rings and so on. These objects may not only come to the aid of the victim, but will "litter the water" where he went overboard and help your spotter to keep him in view. Deployment of the pole and flag (danbuoy) requires too much time. The pole is saved to "put on top" of the victim in case the initial manoeuvre is unsuccessful.
3. **Bring boat head-to-wind** and beyond (see Figure 1).



4. **Allow headsail to back** and further slow the boat.
5. **Keep turning with headsail backed** until wind is abaft the beam.
6. **Head on beam-to-broad reach course** for two or three lengths then go nearly dead downwind.
7. **Drop the headsail** while keeping the mainsail centred (or nearly so). The jib sheets are not slacked, even during the dousing manoeuvre, to keep them inside the lifelines.
8. **Hold the downward course** until victim is abaft the beam.
9. **Gybe.**
10. **Approach the victim** on a course of **approximately** 45 degrees to 60 degrees off the wind.
11. **Establish contact** with the victim with heaving line or other device.
The Naval Academy uses a "throwing sock" containing 75 feet of light floating line and a bag that can be thrown into the wind because the line is kept inside the bag and trails out as it sails to the victim.
12. **Effect recovery** over the windward side.

Quick Stop Under Spinnaker

The same procedure is used to accommodate a spinnaker. Follow the preceding instructions. As the boat comes head-to-wind and the pole is eased to the head stay, the spinnaker halyard is lowered and the sail is gathered on the fore deck. The turn is continued through the tack and the approach phase commences.

Quick Stop in Yawls and Ketches

Experiment with your mizzen sail. During sea trials, it was found best to drop the mizzen as soon as possible during the early phases of Quick Stop.

Quick Stop Using Engine

Use of the engine is not essential, although it is advisable to have it in during Quick Stop in case it is needed in the final approach. Check first for trailing lines!

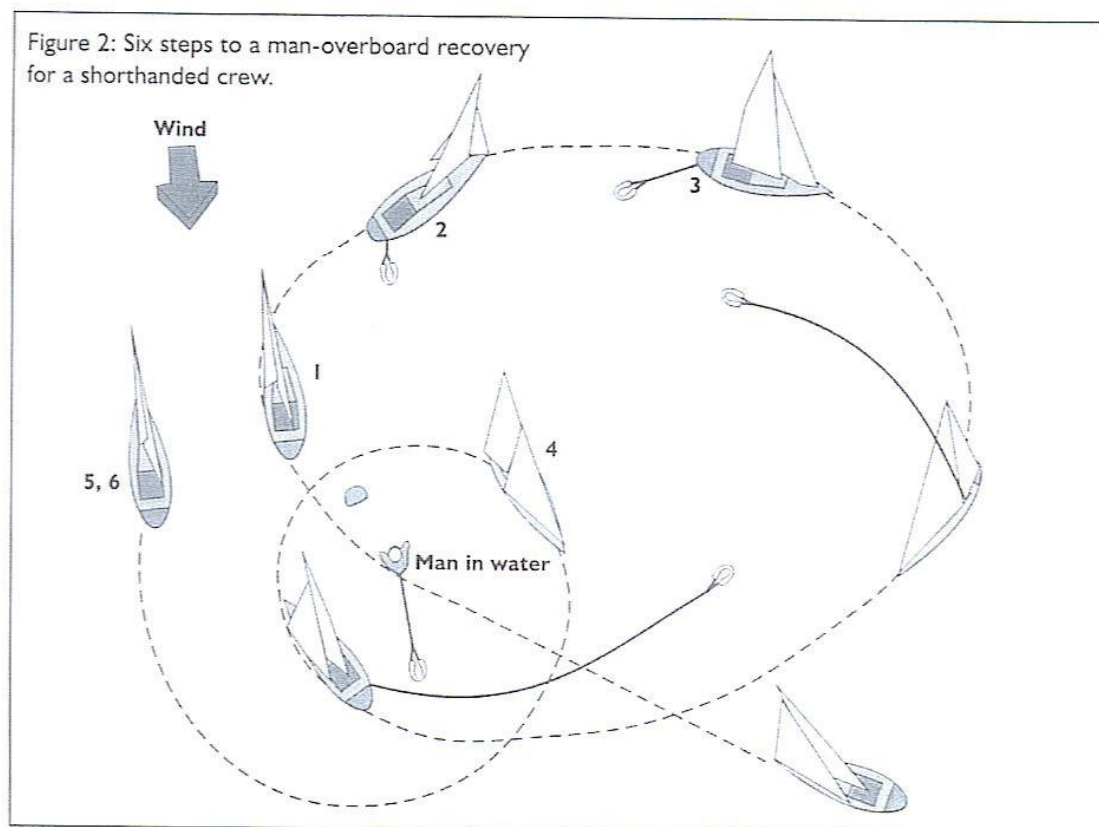
SHORTHANDED CREWS

When there are only two people sailing together and a man-overboard accident occurs, the remaining crew member may have difficulty in handling the recovery alone. If the victim has sustained injuries, getting him back aboard may be almost impossible. The Quick-Stop method is simple to effect by a singlehander, with only one alteration to the procedure: the addition of the “Lifesling”, a floating horsecollar device that doubles as a hoisting sling. The Lifesling is attached to the boat by a length of floating line three or four times the boat’s length.

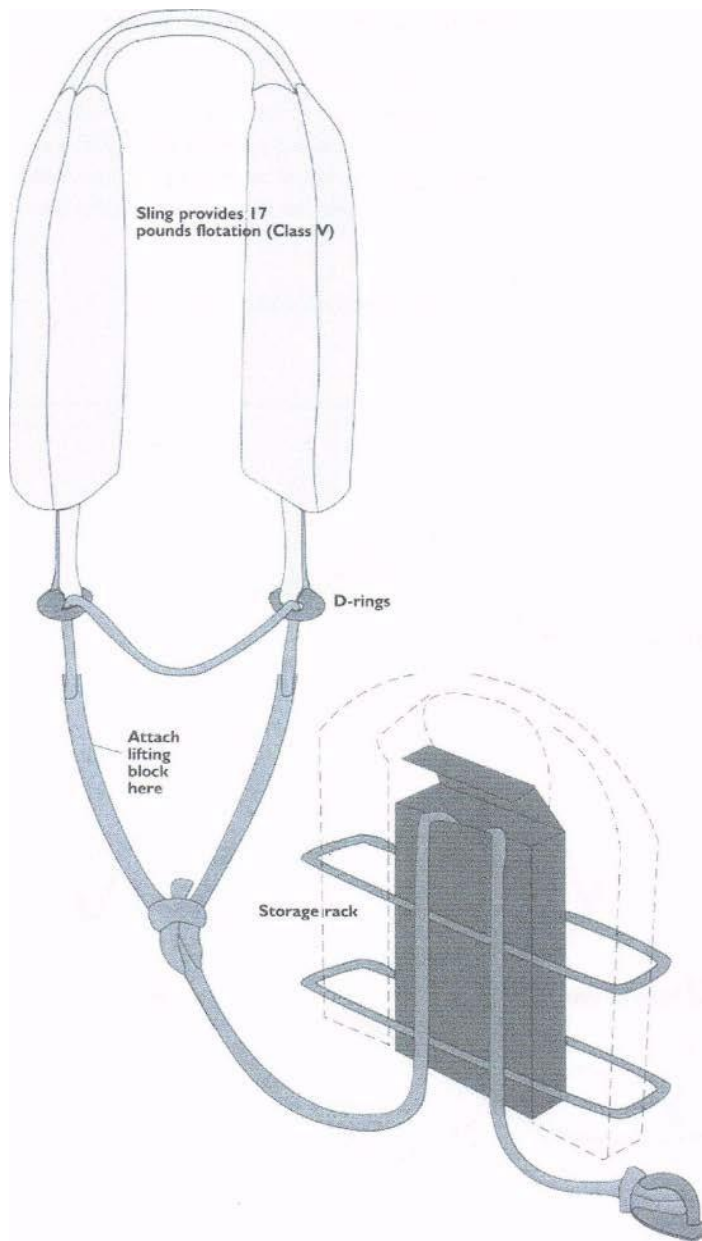
When a crew member falls overboard the scenario should proceed as follows:

1. A cushion or other flotation is thrown while the boat is brought IMMEDIATELY head-to-wind, slowed and stopped.

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2. The Lifesling is deployed by opening the bag on the stern pulpit and dropping the sling into the water. It will trail astern and draw out the line.

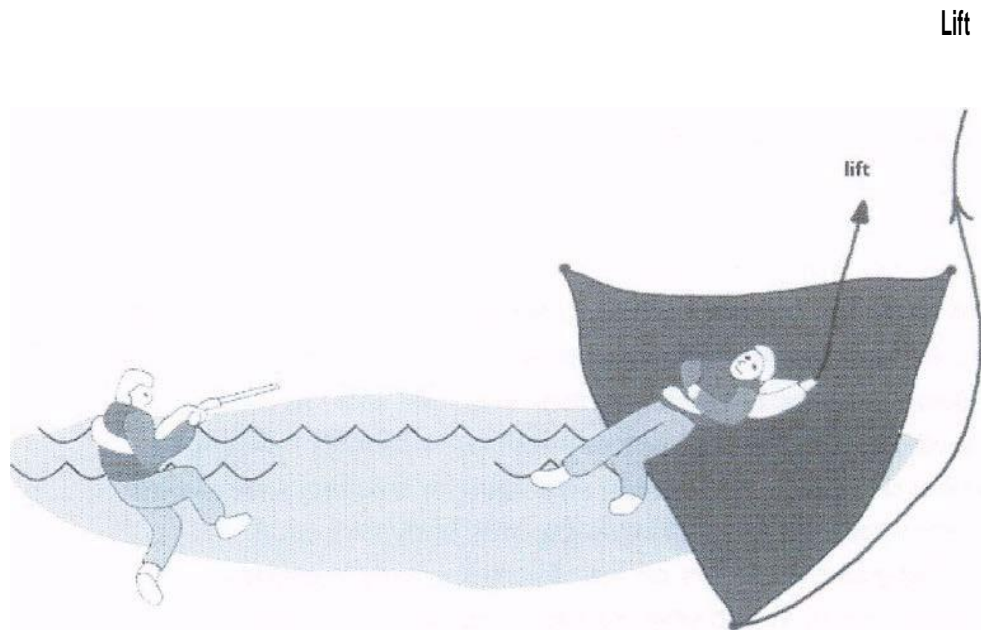


3. Once deployed, the boat is sailed in a wide circle around the victim with the line and sling trailing. The jib is allowed to back from head-to-wind, increasing the rate of turn.
4. Contact is established with the victim by the line and sling being drawn inward by the boat's circling motion. The victim places the sling over his head and under his arms.
5. Upon contact, the boat is put head-to-wind again, the headsail is dropped to the deck and the main is doused.
6. As the boat drifts slowly backward, the crew begins pulling the sling and the victim to the boat. If necessary, a cockpit winch can be used to assist in this phase, which should continue until the victim is alongside and pulled up tightly until he is suspended in the sling (so that he will not drop out). But see following page for advice on a horizontal lift, which is preferable when there is a choice.

PARBUCKLE DEVICE

This is an alternative to the hoisting rig. A patent version is known as the Tri-buckle. Another version is rectangular, like a climbing net. The net, or triangle of strong porous material, is clipped to the toe rail, the triangle top or net extremity clipped to a halyard extension. The casualty is manoeuvred or dragged alongside into the triangle or net then rolled onto the deck by hoisting the halyard.

Hypothermic aftershock may be minimised by this method which keeps the casualty essentially horizontal.



THE HOISTING RIG

NOTE:

Since the hoisting rig was developed, more evidence has emphasised the value in keeping a victim horizontal particularly after long or hypothermic immersion. A parbuckle or horizontal lift is highly desirable (see below).

1. With the floating tether line, haul the victim alongside, preferably on the windward side, from amidships to the quarter, wherever there are available cleats and winches.

2. Pull up on the tether line (with winch assistance, if necessary) to get the victim's head and shoulders out of the water and cleat it. The victim is now safe.
3. Attach a three-part or four-part tackle to the main halyard, haul it up to a predetermined point, about 10 feet above the deck or high enough so that the victim can be hoisted up and over the lifelines. Cleat off the halyard.
4. Attach the lower end of the tackle to the (previously sized) loop in the tether line that passes through the D-rings of the sling.
5. Reeve the running end of the tackle through a sheet block or snatch block on deck and put it on a cockpit winch. Hoist the victim aboard by winching it on the running end of the tackle

