

## Tips for Man Overboard Seminar Instructors

Stress preparedness. The MOB situation happens very quickly.

Make sure to review the pre-departure information about MOB tools and procedures.

Be aware that the use of a boat hook for retrieval of MOB is to be done only in calm water. In rough weather you may injure the MOB when they get close to the boat because they are moving around uncontrollably. Also, if the MOB is to be recovered over the stern, a swim platform may be used as long as the engine is not in gear—better yet, it should be turned off to avoid accidentally putting the engine in gear and possibly injuring the MOB.

This seminar lends itself to the use of teaching aid demonstrations of various MOB equipment such as; Lifeslings, Type 4 throwable devices, various life jackets (PFD's) available, lifting tackle, and other methods you may be familiar with in regard to returning a MOB to the vessel.

A good addition to this seminar would be an on-the-water (OTW) demonstration of the equipment and methods discussed in the seminar. Following is an outline of an OTW demonstration:

### Man Overboard OTW Demonstration Teaching Aid Guide

The purpose of this guide is to outline, for Seminar Instructors and Assistants, the preparation needed to help students experience various MOB practice situations on the water. Instructors may choose those elements from this guide that apply to their situation and demonstrate them with a group of students in an appropriate time frame normally lasting not longer than 4 hours. This includes both “on-the-dock” and “on-the-water” demonstrations and discussions. Obviously, the type of boat and locale available will have an effect on the method of instruction. Depending on the type of boat—sail or power—and size of the boat and size of class, some of the elements may be combined as is logical, or some may, of necessity, be omitted. The instructor should encourage students to be involved as they feel comfortable and can do it safely. While underway, other situations may arise that the student will experience beyond those tabulated in this guide. The instructor should acknowledge those unique opportunities with the best responses possible. Always keep the safety of the boat and the students in mind.

This is an optional, additional part of the Man Overboard Seminar. It does not provide any certification or credential to the student. The USPS Boat Operator Certification program does provide several elements for certification of skills via hands-on training and completion documentation is provided from their program.

This time together with the students on the vessel provides a good environment for sharing the “Boating is FUN...We’ll show YOU how” part of USPS and answers questions about the value of membership in the Squadron and USPS organization. Other courses and seminars should be shared as a way to show how the student can gain additional boating knowledge and skill even if they do not become a member.

As applying to any USPS OTW experience, these general safety considerations should be adhered to:

Weather:

- The activity should be in good weather with moderate seas.
- Winds and waves not to exceed the capabilities of the boat and crew.
- Review wind, tide, and current conditions affecting boat operation.
- At this time, we are not doing “Heavy Weather Sailing” or “Handling Under Adverse Conditions” or similar activities.

Navigation Limits:

- Within range of a cell phone (10 miles) or VHF shore station—not further than 20 miles offshore.
- Limited to daylight hours
- Nighttime activity needs additional justification and approval.

Vessel:

- The vessel should have a current VSC sticker
- The vessel must be insured. USPS insurance becomes primary when the first participant comes on board for the activity. Not moving the boat to the activity location.
- The vessel should be in good condition with no significant problems (all vessels have problems, but not significant ones).
- The vessel should have sufficient fuel for the activity.
- The vessel should have a VHF radio, cell phone, or appropriate communication device.
- Conduct engine room/bilge visual and sniff check before lighting off.
- Allow engine to warm up to operating temperature as precaution to heating problems.

Knowledge and Expectations:

- For larger more complicated vessels the boat owners should be aboard even if not participating in the subject Teaching Aid Activity. (Not necessary for runabouts).
- The Squadron teaching aid activity should be documented. Preferably in squadron executive committee meeting minutes or in e-mails saved until no longer needed.
- It is Mandatory that every person must be wearing a PFD when entering the dock area and while on board the vessel unless below deck. This will simulate the expectation of wearing a life jacket during any MOB operation. If the PFD is kept on at all times there is not a concern about coming up on deck without it.
- Participants should be told what to bring and what not to bring.
- Appropriate clothing should be recommended to participants.
- USPS float plan issued and check list on float plan completed. (It is a tri-fold in the USPS materials catalog #09-676-111-N/C or [http://www.usps.org/o\\_stuff/fr\\_form.html](http://www.usps.org/o_stuff/fr_form.html))
- Check for any medical condition of participants.

There is to be an appropriate safety briefing about the boat, relevant to the activity:

1. Weather check
2. Thru-hulls
3. Battery switches/electrical panel
4. Engine controls
5. Head usage

6. Trash disposal
7. Location of First Aid kit
8. Warning about sitting down or holding on during maneuvers
9. Location of throwable devices for MOB
10. Location of VHF/DSC radio and usage
11. Location of flares and other visual distress signals
12. Location of fire extinguishers and extinguisher ports to engine compartment (if applicable)
13. Anything relevant about the particular vessel being used

**REMINDER: All OTW programs must be pre-approved by the Squadron or District to comply with insurance coverage requirements.**

**This Man Overboard On-The-Water Teaching Aid Guide has been approved by the Boat Operator Certification and On-The-Water Training Committee as required and no additional approvals are necessary unless modifications are made to intent and contents.**

**Feedback comments should be directed to the Boat Handling Committee Chair to assist in making this Teaching Aid Guide the best possible.**

Teaching Aid Activities (these are common to all OTW situations):

ACTIVITY	TOPIC	DETAIL	INSTRUCTOR NOTES
Pre-Departure Discussion at dockside	Briefing by instructor and skipper (if different person)	Location of Life Jackets (PFD's) and throwable devices for MOB	Insure proper fit. All students and instructors must be wearing them at all times
		Location of Fire Extinguishers flares and other VDS	Proper operation of available types discussed
		Location of MSD	Proper use discussed and demonstrated
		Location of VHF radio	Proper use discussed including DSC and AIS if available
		Rules for overboard discharge and trash	Placards and stickers pointed out and discussed
		Location of on-board electronics (GPS etc)	Proper use and function discussed and demonstration of interfaces if applicable
		Weather forecast	Discussion and source (VHF radio, TV, Phone)
		Float Plan USPS Materials Catalog #09-676-111-N/C or <a href="http://www.usps.org_stuff/fp_form.html">www.usps.org_stuff/fp_form.html</a>	File approved USPS float plan

		Demonstration of Electrical panel	Demonstrate types of lights and proper switches for operation of all electrical systems
		Tour of boat	Location of storage—spare parts, safety equipment i.e. flares, VDS, and First Aid kit.
		Boat and Marina Courtesy	Discussion of expectations of crew on the boat and proper conduct in Marinas
While on the water	Demonstrations by instructor	Location of MOB equipment	Visual inspection and discussion types of MOB equipment available
		Examples and methods of prevention of MOB situations	Demonstration of improper loading and location of crew while underway.
		Prepare items necessary for MOB recovery	Discussion and demonstration of MOB equipment available on the vessel.
		Simulate MOB situation	Using plastic jugs or type 4 throwable or any other device that can substitute for MOB, simulate a MOB situation.
		Engine running or engine stopped	Discussion of pros and cons of a running engine or a stopped engine while MOB rescue is in progress
		Demonstrate various techniques for recovery of simulated MOB	Demonstrate simple recovery method, Scharnow turn, or Williamson maneuver
		Responsibilities of crew during MOB situation	Have students perform the various jobs during a MOB rescue. Point, shout “man overboard”, throw flotation device, perform boat maneuvers, recover MOB, simulate VHF radio call.
		Rotate responsibilities	Have students rotate responsibilities for each job in order to be familiar with all roles during MOB situation.
		After the rescue	Have students simulate First Aid possibilities following MOB rescue.

Upon returning to the dock, spend some time discussing and re-capping the procedures and situations that are a part of the MOB rescue situation and remind students about the range of seminars and classes offered by USPS through your squadron.

Please stress that prior practice is important in MOB rescues. The time to learn is NOT when the situation develops. Encourage seminar participants to practice, at least once, the MOB sequence.

Review VHF radio protocol with seminar participants

Stress the use of life jackets (PFDs) for all crew members on deck.