

CVSS

Sailing for People with Disabilities

PROCEDURE FOR RETRIEVING A DISABLED SAILOR FROM THE WATER USING A STANDARD RIB

(Man Overboard)

This document out-lines the CVSS procedure. At any incident THE LEADER OF THE DAY will decide on the precise procedure with reference to these guidelines.

THE SAFETY BOAT OF PREFERENCE FOR CVSS
MAN OVERBOARD (MOB) IS ALWAYS A RIB.

**If CVSS do not have a RIB on the water, but another group has,
IMMEDIATELY REQUEST ASSISTANCE/TO EXCHANGE A BOAT**

THE SAFETY BOAT CREW

If the CREW are the first to notice the Man over Board (MOB)

- Inform the leader – the final decision-maker on how to carry out the MOB rescue
- Establish WHICH sailor is MOB
- Decide if you are able to affect a rescue (are you fit enough?). IF NOT IMMEDIATELY INFORM the LEADER
- Follow the advice of the Leader
- If the leader has asked you to proceed go to the MOB.
- Approach BOW first and so that the MOB will be blown onto the Bow by the wind i.e. boat travelling UPWIND.
- Put motor into NEUTRAL, drift up to the MOB. SWITCH THE MOTOR OFF.
- Talk CALMLY to the MOB using their name if you know it.

- Release the petrol tank so that the MOB can fit between the sponson and the tank without getting hurt.
- Establish whether this MOB can be retrieved by pulling them over the side using the BELT of the buoyancy aid.

IF THERE IS ANY DOUBT ABOUT THE SAFETY OF THIS TO THE MOB OR THE CREW use the following procedure:

Unroll rescue mat (if the boat has 1)

1. Manoeuvre the MOB to lie in the water parallel to the boat –feet to stern (on mat if in use)
2. Both crew to side of boat that MOB is on, pushing the side down into the water
3. If using mat pull in on mat floats so that the MOB is “cradled in it. See crew positions below.
4. 1 crew to MOB shoulder, supporting outer shoulder to help “turn” MOB into the boat AND ensure face stays out of water.
5. 1 crew to lower leg. Get leg furthest from the boat over the side of the sponson and “into” the boat.
6. Both crew coordinate rolling MOB into the boat, protecting MOB by allowing the MOB to roll onto their feet/lower legs.
7. If because of the **MOB disabilities/fragility or strength of the crew** there’s any doubt about being able to complete this manoeuvre, LET DOWN THE SPONSON, then complete the retrieval.
8. If retrieval cannot be completed by this means a CVSS will need to go into the water to support the MOB whilst he is “towed-in”. The Power Boat MUST driven in reverse so that should the casualty be

accidentally released there is no immediate danger from the motor.

RESPONSIBILITIES OF THE LEADER

- The leader is in charge of any MOB procedure but may delegate the on the water procedure to the Safety Boat crew
- When MOB occurs the group-leader/carer in charge of the sailor should be informed (if this is applicable) and in consultation with them a decision should be made as to whether an ambulance should be called immediately. If the answer is no at this point this may be reviewed later.
- If emergency vehicles are called open **THE GATE**
- Leader should inform the shore officer who can then organise blankets/warm clothes etc
- Leader should inform BLYM warden if 1 is present and seek assistance if required
- Leader may need to curtail sailing because of use of safety boat for MOB
- **If BLYM/others are asked to assist in MOB because they have the RIB they should be informed of the CVSS procedure for vulnerable sailors**
- Complete “incident form” –available in black file
- Inform Trustee health and safety/Chairman as soon as is convenient