

# MOB Procedures

## Overview

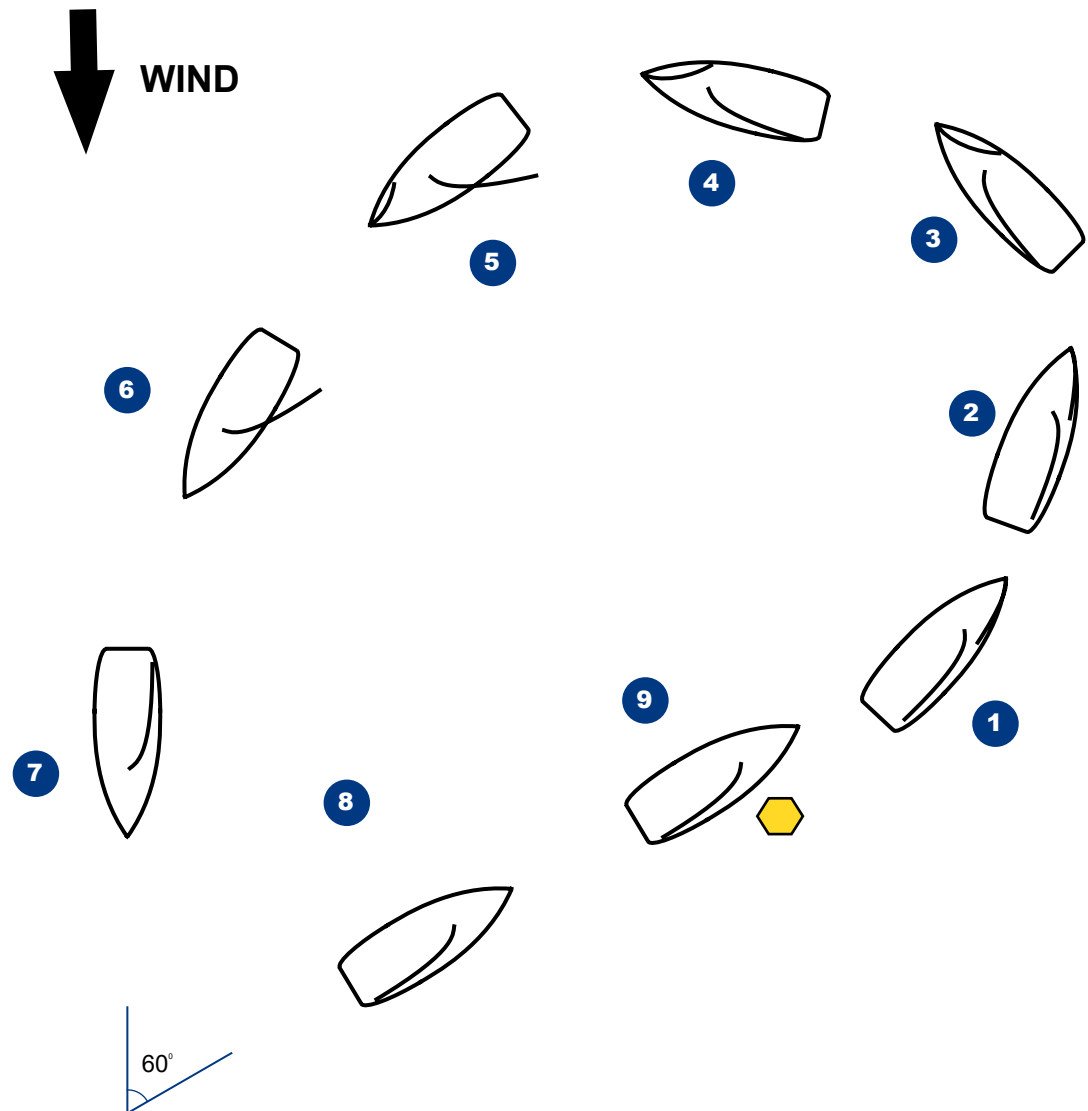
- There are a number of different approaches recommended for responding to an MOB situation. Masters/Skippers should determine which is their preferred approach, document it and practise. It is important to be consistent.
- Some procedures only describe response and recovery when the MOB takes place upwind. Most MOB's occur downwind during a broach or accidental gybe. This guide has procedures for both up and downwind, with the same final approach. Both up and downwind MOB's should be practised.
- Some procedures approach with the casualty on the windward side. However, the windage is far greater on the yacht than the casualty so that the yacht will drift away from them. When practising with a fender the opposite is the case, which can give a wrong impression.
- Keeping the casualty to leeward provides them with some protection, presents a much lower freeboard, while the action of the water on the boat keeps the casualty from being hit by the boat.
- By approaching on a close reach (60 degrees to the wind) the helmsperson has maximum control to adjust speed and direction.
- When approaching the casualty the main should be eased and the motor reversed to stop the boat directly to windward of the casualty. The helm should use the forward/reverse to stay immediately upwind of the casualty which will allow the boat to slowly drift downwind towards them. Practice in order to learn how early and hard to reverse (it is earlier and harder than you may think).
- The hardest part of the manoeuvre is the recovery. This should be affected from near the mast using a halyard. This should be practised on the dock of the marina. The danger of taking the casualty on board from the stern is that in moderate to high seas they can be hit by the transom.



*This document is a guide only. Masters/Skippers are responsible to determining which system to use, training their crew and practising the manoeuvre.*

# MOB Procedure - Upwind

- 1** Shout "Man Overboard"  
Appoint spotter  
Provide immediate flotation to mark the area and provide assistance (at night throw a lit torch)  
Hit MOB button on chartplotter if fitted
- 2** Call "Tack to hove to"
- 3** Tack to hove to (i.e. leave jib sheet on)
- 4** Bear away onto a broad reach
- 5** Furl/drop jib
- 6** Check water is clear of ropes and start the engine
- 7** When the casualty is at 60 degrees to you, either tack or safety gybe (i.e. gybe with main most of the way in, and keep it there)
- 8** Approach the casualty on a close reach (60 deg to wind)  
Prepare recovery sling, halyard, or deploy ladder.
- 9** Approach with casualty to leeward.  
Slow vessel, easing main and reversing engine to stop next to casualty. Slow early.  
Effect recovery, usually with a halyard from the leeward side near mast.



# MOB Procedure - Downwind

- 1** Shout "Man Overboard"  
Appoint spotter  
Provide immediate flotation to mark the area and provide assistance (at night throw a lit torch)  
Hit MOB button on chartplotter if fitted
- 2** Drop spinnaker or furl/drop jib  
Check water is clear of ropes and start the engine
- 3** Tack and then motor sail on close-hauled
- 4** When the causality is at 60 degrees to you, tack.
- 5** Approach the causality on a close reach (60 deg to wind)  
Prepare recovery sling, halyard, or deploy ladder.
- 6** Approach with causality to leeward.  
Slow vessel, easing main and reversing engine to stop next to causality. Slow early.  
Effect recovery, usually with a halyard from the leeward side near mast.

