**MAN OVERBOARD**

**MOB PROCEDURES**

Man-overboard (MOB) is one of the most infamous situations that may happen to a seafarer. Depending on numerous variables it can be lethal or may leave the person involved virtually unharmed. It is therefore significant for the ship’s personnel to act instantly and execute the exact recovery methods so that the life of the individual in the water is not endangered. Whenever a person is reported missing, there is a high probability that the victim may be already drowning. Due to that, the man-overboard maneuver has to be executed as soon as possible; the time plays a crucial role when it comes to the effectiveness of the action.

This is the basic MOB maneuver procedure:

− Turn on side that man fell overboard.

− Stop engines.

− Assign the look-out to indicate the position of the person in the water.

− Release lifebuoy with light & smoke signal on side that man fell overboard.

− Activate GNSS MOB marker.

− Mark MOB position on ECDIS.

− Plot vessel’s position with respect to man.

− Plot lifebuoy position.

− Engage hand steering.

− Commence Williamson turn.

− Sound alarm, including three prolonged blasts on ship’s whistle.

− Post lookout with binoculars.

− Call Master.

− Place engines on stand by advising engine room the reason.

− Muster accident boat crew.

− Complete maneuver.

− Alert by radio vessels in vicinity & shore stations

− Prepare for recovery of persons from the water.

− Broadcast DISTRESS message, if appropriate.

− Engines on standby.

− Assume role of On-Scene Coordinator.

− Hoist signal flag OSCAR.

− Maneuver to pick up man.

− Switch on VHF.

− Note other vessels in the vicinity warning them as necessary by sound or light signals.

− Maintain log/record of events and decisions.

− Report to the Office.

**SINGLE-TURN (ANDERSON TURN)**

Single-turn (Anderson turn) Anderson turn is the fastest rescue turn maneuver and it is an excellent response to immediate POB emergency. The ship's rudder is first pulled hard over the side the person has fallen and once the course has deviated 250 degrees from the original, the rudder is put amidships. The ship will be slowed down during the turn so that a rescue boat can be launched when the ship is close to the POB. The main advantages of single-turn maneuver are that the vessel quickly returns to the victim and the turn is relatively simple and easy to execute. At the end of the single-turn maneuver, though, the ship is approaching her reciprocal course almost perpendicularly. This means that the location of the POB should be well known because otherwise only a small portion of the reciprocal course will be crossed and therefore the probability of detecting the person is quite low.

**WILLIAMSON TURN**

Williamson turn aims to turn the vessel to her reciprocal course from where the POB location is approached directly. The turn is executed by turning the rudder hard over and once the vessel has deviated 60 degrees from original course, the rudder will be switched hard over to the other side. When the course is 20 degrees from the original course, the rudder will be put back to neutral position. The advantages and disadvantages of this turn are quite the opposite from that of the Anderson’s turn. The execution time will be longer than in the case of single-turn and it’s more difficult to perform. On the other hand, if there's uncertainty of the victim’s location, Williamson turn is superior since it returns to the reciprocal course where the POB will most likely be. Moreover, during the time the vessel is returning to its original position and traveling on the straight line, the time can be used to observe the POB and adjust the course whereas in Anderson this would be difficult because the reciprocal course is approached indirectly.

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