MOB/COB Recovery methods (v3.0)

FARRIER F33RX “NELDA RAY”

Our MOB recovery plan has evolved over the past 20+ years on our trimarans after experiencing/witnessing multiple MOB incidents (including at night) and reviewing /practicing several methods. Our current strategy is to utilize and practice controlled and proven recovery methods in high risk situations, minimizing failed recovery attempts, including risk of losing, running over, or dragging MOB at dangerous speeds.

MOB Plan – Farrier F33RX

Boat pre-configured for MOB Recovery

- Lifesling mounted (port), strobe checked & pre-configured with hoisting loop
- Dan-Buoy mounted on stern (Starboard)
- Pre-determined spin halyard for Lifesling recovery (Screecher as backup)
- Jacklines / clip-in points pre-configured
- Throw-bags in cockpit cubbies
- AIS Beacon's tested/armed and installed on each crew's lifejacket
- Satellite transponders configured for each crew and in tracking mode, attached to each crew's life jacket
- Sat phone tested & Spot tracking links provided to designated onshore contact
- Spotlight and Boat Hook stowed per safety diagram

MOB crew briefing prior to Offshore Race/Cruise

- ***Don't fall off the boat, stay attached!***
- All Crew life Jackets equipped with AIS Beacons & Satellite trackers (PLB)
- MOB button's activation methods unique to B&G / Nexus systems
- Review MOB methods and roles to use for expected conditions:
  - Lifesling (MOB faces backwards)
  - Dan-Buoy (at night, Spin and storms)
  - Recovery ONLY on leeward side
  - Throw-bags
  - Elevator recovery line method
- Mandatory Tether and lifejacket expectations
- VHF radio procedure
  - When to declare "PAN, PAN" and/or "MAYDAY" / SOS on DSC Button
  - GPS position access methods
- Bathroom restrictions

MOB Upwind "Quick Stop w/Lifesling"

Strategy : Our MOB upwind recovery method is to perform a Quick stop with Lifesling with a mid-line lift or preset knot recovery in almost all conditions. Especially at night and/or in heavy air, storm and rough sea state conditions, with option for along side recovery at helmsman's discretion during daytime and light air conditions. "If in doubt? Lifesling!" ONLY RECOVER MOB TO LEEWARD!

POSITION 1 Shout "Man Overboard!" **Release Dan-Buoy**. Hit the MOB button. Helmsman shouts "Hold on! Tacking! One crew assumes role of Pointer shouting continuous bearing & range of the MOB until recovery.

POSITION 2: **STOP THE BOAT**!, by tacking the boat (Heave-to) Jib sheet is not released.; **Deploy motor, starting, kept in neutral, check for lines in water.**

POSITION 3: Skipper makes recovery decision based on conditions, crew experience and training. As soon as crew is prepared and plan communicated, **rig lazy jacks, take down sails. Announce "PAN" or if loss of contact "MAY DAY" & Press DSC SOS button on VHF radio**

POSITION 4: Helmsman motors back to MOB at a fast/safe speed for the conditions, . Within 100 yards **Deploy Lifesling, activate light (night recovery)**

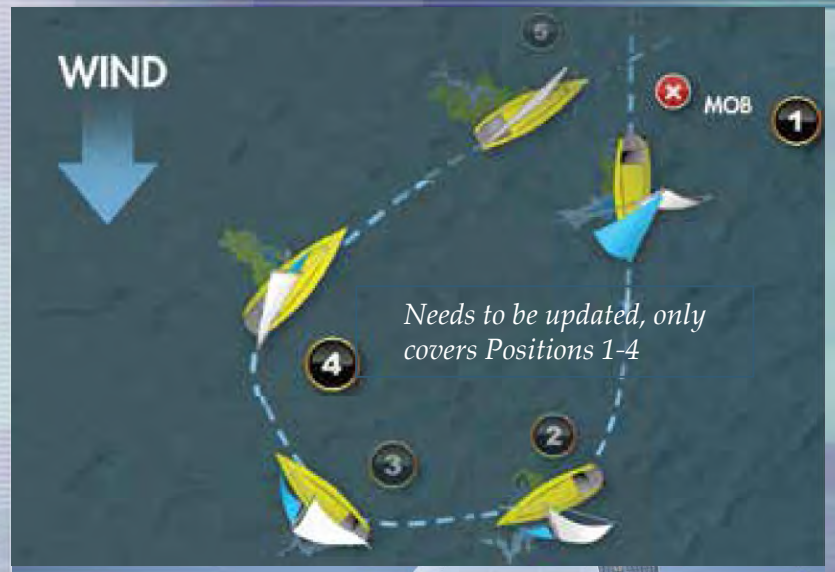
POSITION 5: when close, slow down (1- 2 knots) turning sharply around MOB to make contact with the Lifesling. Pointer moves to keep MOB in sight and guide helmsman on speed and distance.

POSITION 6: When MOB is attached to Lifesling slow to less than 1 knot and STOP the boat to windward and abeam of MOB for a **leeward recovery**. Helmsman keeps boat positioned using the motor.

POSITION 7: Lifesling with MOB attached is pulled in and halyard attached at pre-set knot or mid line, the MOB is hoisted on deck.

If MOB unconscious, hypothermic or weak – position boat to windward /abeam, lower a tethered (Line & halyard) "Rescue Crew" is into water as boat comes alongside MOB.

MOB Downwind "Controlled takedown"



Strategy : On our Farrier F33RX trimaran, the MOB downwind recovery method is to perform a "Controlled takedown" of the mast head Spin (1200 sq ft) or cut free in extreme situations, with a Lifesling recovery mid-line lift or preset knot recovery in almost all conditions. Especially at night and/or in heavy air, storm and rough sea state conditions, with option for along side recovery at helmsman's discretion during daytime and light air conditions. "If in doubt? Lifesling!" *Note: All Crew equipped with both AIS beacons and Satellite trackers.* ONLY RECOVER MOB TO LEEWARD!

POSITION 1 Shout "Man Overboard!" & "Prepare to dose Spin!" **Release Dan-Buoy**. Hit the MOB button. One crew assumes role of Pointer shouting continuous bearing & range of the MOB until recovery.

POSITION 2: Ease Spin and drive down to reduce speed. As soon as crew is prepared, take down spin using proven controlled methods, stowing it down into cabin using letter box method or in extreme conditions release / cut all lines to Spin. **Deploy motor, starting and kept in neutral; check for lines in water.**

POSITION 3: STOP THE BOAT! (Heave-to) Skipper makes recovery decision based on conditions, crew experience and training. As soon as crew is prepared and plan communicated, **rig lazy jacks, take down Mainsail. Announce "PAN" or if loss of contact, escalate to "MAY DAY" & Press DSC SOS button on VHF.**

POSITION 4:Helmsman motors back to MOB at a fast/safe speed for the conditions, Within 100 yards **Deploy Lifesling, activate light (night recovery)**

POSITION 5: Same as Upwind "Position 5"

POSITION 6: Same as Upwind "Position 6"

POSITION 7: Same as Upwind "Position 7"

If MOB unconscious, hypothermic or weak – position boat to windward /abeam, lower a tethered (Line & halyard) "Rescue Crew" is into water as boat comes alongside MOB.

MOB prevention / recovery configuration

Lifesling on port side away from outboard, **Dan Buoy** on starboard side

We do not pee off back of the boat, but lifelines protect in case of emergency aft access or motor needed

Jack lines are routed down both sides of main hull, all tether connection points are configured to eliminate dragging of MOB. We upgraded cockpit, adding white tether extenders to lifting eyes in combing cubbies to enable connecting tether coming up
or going down from nets into cabin (reconnect on nets to jacklines). Also added jackline down center of cockpit.

MOB Lessons learned

Conclusions: *(MOB method/procedure testing Sept 15-16 @ AYC)*

- Recovery to windward is high risk due to float (ama) bouncing up and down.
- Performance based Multihulls like Corsairs/Farriers can easily exceed 20+ feet per second, and will accelerate quickly in windy conditions (*i.e. 100 yards in just 15 seconds @ 15knots)* vs a Monohull
  - Dousing Spinnaker on downwind recovery is high risk and can result in loosing contract with MOB (*use PLB or better yet, AIS Beacons to mitigate risk*)
  - takedown through main companion way to minimize loosing control of Spin or cut loose spin sheets, tack and halyard in high risk situations.
  - Taking down the mainsail quickly in severe conditions while "heave to" may be a challenge on other trimarans with bolt rope vs tides or harken w/cars luff track, also furling Jib vs hank on.
- If MOB did not have a Life Jacket or did not inflate… get back to MOB as quick as possible to get floatation in the water!
- Additional testing *(Gulf of Mexico in 15-20 kt winds, 6'-8' foot seas on 10/26)*
  - We tested the ability to position to windward and stop our F33 in the trough of the waves under motor. The purpose was to verify how fast the boat slides sideways toward a virtual MOB to leeward.
  - Our Conclusion, was with our dagger-board and rudder fully down, the boat did not have a tendency to slide down the wave toward a potential MOB recovery. We felt recovery methods tested on Lake Travis were still valid and usable.
  - It is clear, there will be a limit based on wave period and height at some point…. More testing in extreme conditions will be required, or just plan to have a handgun stowed in the cockpit!