

MANOEVERBOARD

1 Practice has shown that different man-overboard manoeuvres may be required, depending upon the situation prevailing and the type of ship involved.

2 The effectiveness of the manoeuvres described below has been proved in many man-overboard casualties, including the following situations:

"Immediate action" situation

Casualty is noticed on the bridge and action is initiated immediately;

"Delayed action" situation

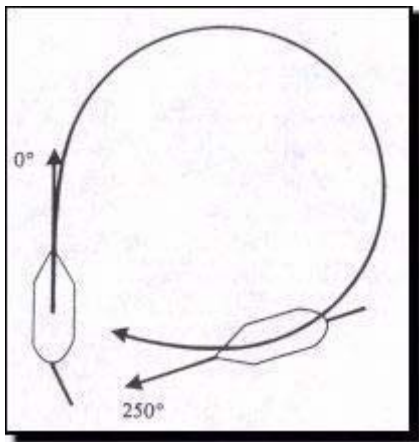
Casualty is reported to the bridge by an eye witness and action is initiated with some delay;

"Person missing" situation

Person is reported to the bridge as "missing"

3 When a ship makes full speed ahead, the following three standard manoeuvres are used:

.1 Single turn (270° manoeuvre)



Rudder hard over (in an "immediate action" situation, only to the side of the casualty)

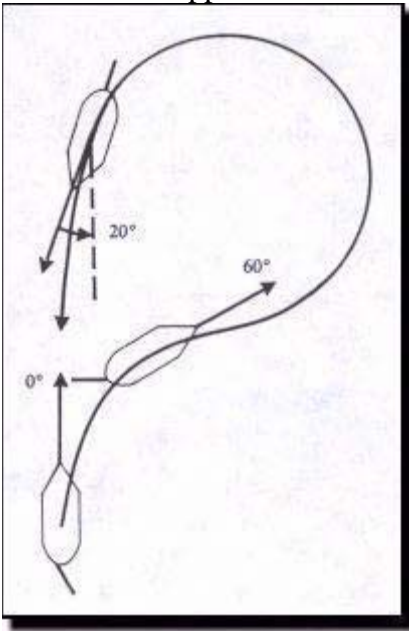
After deviation from the original course by 250°, rudder to midship position and stopping manoeuvre to be initiated.

.2 Williamson turn

Rudder hard over (in an "immediate action" situation, only to the side of the casualty).

After deviation from the original course by 60° , rudder hard over to the opposite side.

When heading 20° short of opposite course, rudder to midship position and ship to be turned to opposite course.

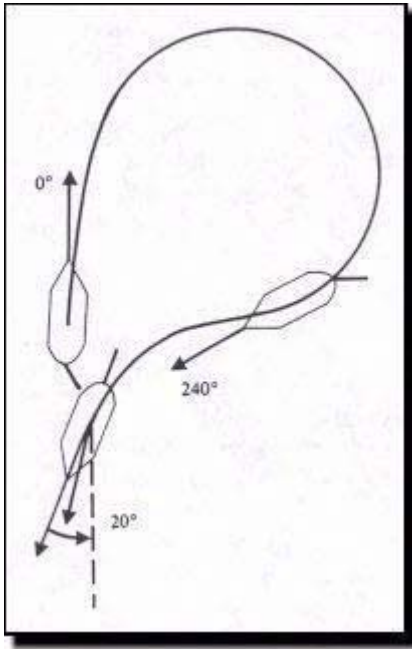


.3 Scharnow turn (not to be used in an "immediate action" situation.)

Rudder hard over.

After deviation from the original course by 240° , rudder hard over to the opposite side.

When heading 20° short of opposite course, rudder to midship position so that ship will turn to opposite course.



4 Assessment of the manoeuvres described under (3) in relation to the types of situation described under (2):

.1 "Immediate action" situation

.1.1 SINGLE TURN will take the ship back to the scene of the casualty most quickly.

.1.2 WILLIAMSON TURN requires more time and will temporarily take the ship farther away from the scene of the casualty.

.1.3 SCHARNOW TURN is not appropriate.

.2 "Delayed action" situation

.2.1 WILLIAMSON TURN will take the ship to the scene of the casualty most surely. (When the ship has reached the manoeuvre commencement point, search speed must be reduced so as to enable fast stopping.)

SCHARNOW TURN cannot be carried out effectively unless the time elapsed between the occurrence of the casualty and the commencement of the manoeuvre is known.

.3 "Person missing" situation

Both WILLIAMSON TURN and SCHARNOW TURN will take the ship back into her wake. Less distance is covered, and thus time is saved, when carrying out SCHARNOW TURN.

When the ship is on opposite course after carrying out SCHARNOW TURN, the manoeuvre commencement point will be some ship's lengths behind her stern. Depending on the type of ship involved, between one and two nautical miles may be saved. (See also the figure opposite.)

5 Since standard man-overboard manoeuvres are not guaranteed to return a ship into its wake, these turns should be regularly practiced to account for the particular ship characteristics and the effects of environmental conditions on the ship and the person in the water.

