

CHAPTER 19

MAN OVERBOARD BILL

19-1 GENERAL:-

The resultant action that may be necessary when a man falls overboard at sea, especially in wartime may place the ship, or a group of ships, in a hazardous situation.

Ship's officers and petty officers should impress upon each man, the serious complications that may result should they fall overboard and see that members of the crew observe all the prescribed safety precautions for preventing such accidents occurring, whether at sea or in port.

The following are some of the safety precautions incorporated in the Man Overboard Bill:

(a) At Sea:

- (1) Each man will wear his lifejacket at all times while on the weather decks.
- (2) Sleeping on decks above the Main Deck is prohibited at all times.
- (3) Leaning against the life lines is prohibited at all times.
- (4) In rough seas, special hand life lines will be rigged on the Superstructure Deck, forward and aft, for the going and coming of the crew and troops.
- (5) When necessary to put men over the side for repairs, each man will wear his lifejacket and a line secured around his waist, end of line being tended by another man on deck.
- (6) Net ladders for embarking or disembarking personnel from or into small boats, will be rigged (on the lee side in rough or choppy sea), in such a way as to permit the bottom end to hang, with slack, into the boat below.

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(a) (cont'd.)

- (7) Men should never be permitted to come or go over the side with heavy weights in their arms or attached to their person. The men should ascend or descend the net ladders unencumbered and the weights hoisted or lowered by hand lines. This includes rifles slung over shoulders.

(b) In Port:

- (1) Leaning against life lines is prohibited at all times.
- (2) When necessary to put men over the side for cleaning, painting, repairs, etc., each man will wear his lifejacket and a line secured around his waist, one end of the line being tended by another man on deck.
- (3) When at anchor, net-ladders for embarking or disembarking personnel from or into small boats, will be rigged in such a way as to permit the bottom end to hang, with slack into the boat below.
- (4) Men should never be permitted to come or go over the side, with heavy weights in their arms or attached to their person. The men should ascend or descend the net-ladders unencumbered and the weights hoisted or lowered by hand lines.

19-2 MAN OVERBOARD PROCEDURE AT SEA:-

The following procedure will be followed when losing a man overboard at sea:

- (a) Any person discovering the fact that a man has fallen overboard will:

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(a) (cont'd.)

- (1) Call out immediately, designating the side, as: "MAN OVERBOARD - PORT SIDE."
- (2) Throw over the nearest lifebuoy. The lifebuoy should be thrown outboard of the man, if possible, to encourage him to keep clear of the propellers.
- (3) Notify the Officer of the Deck by the quickest available means of communication.

(b) Immediately upon receiving word of a man overboard, the Officer of the Deck will see that the following procedure is carried out:

- (1) DAY, Break the "FIVE" flag and half mast it.
- (2) DAY, Toot the whistle in groups of five for ten seconds.
- (3) NIGHT, Signal, by blinker gun, the word "FIVE" to ship astern and adjacent, if the degree of visual silence permits.
- (4) Do not toot whistle at night or in fog.
- (5) Pass the word, "Man Overboard - Port Side."
- (6) Stand by to trip life raft as directed by the Commanding Officer.
- (7) Have crew stand by to lower wherry.
- (8) Maneuver ship to avoid hitting the man. When steaming in company with other ships and escorts, the Officer in Tactical Command or the Senior Officer Present will prescribe the procedure. Where "Escort Vessels" are present, flash "FIVE" at the nearest escort. Generally, the escort and one of the rear ships of the formation are designated as rescue vessels.

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- (c) The maneuvers of an LSM when a man is lost overboard will be governed by Articles 520 to 524 inclusive (wartime procedure) General Tactical Instructions, FTP 188. These instructions should be read, carefully, by all ship's officers. Man Overboard Drills should be held at frequent intervals in order that the crew will become familiar and proficient in their duties.

19-3 MAN OVERBOARD PROCEDURE IN PORT:-

A lifebuoy with line will be located at the gangway at all times while in port. When the Gangway Watch learns that there is a man overboard he will carry out the following procedure immediately:

- (a) Throw the lifebuoy as near to the man as possible.
- (b) Pass the word such as, "MAN OVERBOARD - PORT SIDE."
- (c) Sound General Alarm if necessary.
- (d) Inform the Officer of the Deck and the Commanding Officer.

19-4 MAN OVERBOARD RESCUE PARTY:-

Each of the two watch sections under Condition II will have a Man Overboard Rescue Party. Both at sea and in port, the party will be furnished by the section on watch.

TABLE 19-1 following, gives the station assignments with the duties of each.

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TABLE 19-1

MAN OVERBOARD RESCUE PARTY

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FIRST SECTION	SECOND SECTION	DUTIES
CBM	BM1c	In charge - provides two heaving lines.
MoMM1c	MoMM2c	Provides two lifejackets with lines.
EM3c	MoMM3c	Provides one grapnel with line - go in wherry if used.
StM2c	StM1c	Provides one boat hook.
Cox	BM2c	Goes in wherry if used - In charge.
Y2c	SK1c	Mans falls to lower wherry.
MoMM2c	MoMM2c	Provides two lifebuoys with lines - Mans falls to lower wherry.
S2c	S2c	(Mess cooks) Mans sternline on wherry - go in wherry if used.
SC1c	SC3c	Mans bow line on wherry.
PhM1c	PhM1c	First aid.

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