

JIB SHEETS



May 2020

MTYC OFFICIAL NEWSLETTER



Travelling from Czechoslovakia to Oz in 1985
Read the Baum's adventures inside...

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

Commodore's Report – May 2020



Well it's certainly been an unusual & difficult start to 2020, a bit like sitting around on a windless start line waiting for the AP flag to come down...

So, here's a special edition of JibSheets to help you get through.

All Victorians are being asked to be considerate and use common sense when it comes their activities. You should only leave home if you really need to. We are all being asked to make sacrifices in order to save lives.

Australian Sailing is working with the Victorian Government as some restrictions begin to ease & to be able to provide more definition around how this affects sailing. In brief; recreational boating is now permissible. While you can go sailing recreationally, Club organised racing is not yet permitted & strict social distancing rules must be adhered to. A more comprehensive list of the guidelines & advice from Australian Sailing can be found in the newsletter.

As far as MTYC events & sailing is concerned, ALL events remain suspended until further notice.

On a happier note, despite the difficulties of these days, I would like to thank all those members that participated in the Photo Challenge. Trawling through their photo files to find their favourite Sailing pictures & memories. Photos are still being accepted to create further volumes to be shared with your fellow members. Email your photos to mtyc.au@gmail.com & use the subject MTYC Photo Challenge.

Australian Sailing, Zhik, & virtual Regatta got together to create the inaugural 'Zhik Australian Sailing eSailing National Challenge'. You can read a report later in the newsletter.

So we hope you enjoy this edition, while you sit with coffee in hand and look forward to returning to active sailing, hopefully sooner rather than later.

Doug Whitby
MTYC Commodore

MTYC Take to the Virtual Waters for Zhik Australian Sailing eSailing National Challenge.

While sailing as we know it is on pause during COVID-19 restrictions, in the meantime Zhik together with Australian Sailing & Virtual Regatta have created the inaugural ['Zhik Australian Sailing eSailing National Challenge'](#).

Stage 1 saw MTYC & other Clubs across Australia host their own Virtual Regatta club championships, with one club champion proceeding to

Stage 2, The winners from each Club regatta will compete against each other in their State Championships & from these championships the top 2 will progress to Stage 3 to compete for the National title of Australian eSailing Champion.

9 MTYC members took up the challenge. Learning to sail their couches & office chairs fast in the regatta class J70's. All 9 would like to express their appreciation to Peter Mart for not only organising & running our Championship regatta, but also for the training races & assistance with online problems and issues. The race strategy, boat positioning, & concentration as well as the learning was intense. Well done to all competitors.

Congratulations to Gary Sawyer on winning our competition and moving on to represent MTYC at the upcoming State competition.

If you would like to give it a go www.virtualregatta.com/en/



MTYC eSailing Championships Standings



Skipper	Boat Name	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Series Score	Rank
G. Sawyer	Never Again	1	[7]	1	1	1	[5]	4	1
L. Stevens	Tailwind	2	[5]	2	[4]	2	2	8	2
L. Graham	The Sting	4	[8]	[5]	2	4	1	11	3
M. McLellan	No Excuses	[7]	2	[7]	3	5	3	13	4
D. Philipps	Running Free	5	1	4	[5]	[6]	4	14	5
D. Whitby	Sunray1201	3	4	3	[7]	[9]	7	17	6
P. Mart	Meander	6	3	6	[8]	3	[9]	18	7
R. Parker	Jessabbe	8	6	[10]	[10]	7	6	27	8
J. Bainbridge	Joe bain	[9]	[9]	8	6	8	8	30	9

Social Distancing & Sailing Guidelines - UPDATE

With the changing Social Distancing & Self Isolation restrictions your MTYC committee will continue to monitor the situation and provide regular updates to members.

In the meantime, here is the latest advice from Australian Sailing-Victoria.

Australian Sailing is working with the Victorian Government to be able to provide more definition & clarity around Social Distancing restrictions in relation to sailing.

Below are the guidance that will help you understand your obligations & limits in the short term:

Sport and exercise can resume if:

- you can keep your distance (at least 1.5 metres apart), you are not doing your activities indoors and they are not competitive (team vs team); and
- you can do them with a maximum of 10 people.
- Non-contact sports and exercise are allowed but you need to maintain physical distancing
- Your outdoor sport or exercise activity can be part of a club, but you cannot use club facilities, except toilets.
- If your sport has a team that is more than ten people, the whole team cannot play or train together at one time.
- Use of shared sporting equipment should be minimised and there should be no sharing of equipment that touches the face or head (e.g. helmets, goggles or masks). **Can I use sports club facilities?**
- You can use toilet facilities connected to a permitted sport location. However, clubhouses, bars, eating areas, indoor sitting areas, showers and change facilities must remain closed. You should not drink from public drinking fountains. • Bars and restaurants can only remain open if it offers takeaway or delivery services – no sit down meals or drinks are permitted. **Can I go boating?**
- Under the new directions, recreational boating is now permissible. Physical distancing and mass gathering rules apply at all times – including at the boat ramp and on your boat.

• As always though, Victorians are being asked to be considered and use common sense when it comes their activities. You should only leave home if you really need to. We are all being asked to make sacrifices in order to save lives. **Sailing Specific Summary:** Australian Sailing's initial interpretation of these new restrictions is that:

- Club organised racing is not yet permitted
- You can go sailing recreationally (not organised club racing) in a single handed dinghy with groups of up to 10 people, as long as you keep the 1.5mtr distancing
 - o You can go sailing recreationally (not organised club racing) in a Keel Boat or Trailable Yacht with one other person (as long as you keep the 1.5mtr distancing) or with up to 10 people from your family (as long as you keep the 1.5mtr distancing if they do not live with you)
 - o Participants required to arrive dressed for the activity and change at home afterwards (get in get out)
 - o Participants are encouraged to get the flu shot
 - o Participants are encouraged to download the COVIDsafe app
 - o Participants regularly reminded not to take part if unwell
 - o Participants who suddenly feel unwell to be sent home and to follow govt Health Guidelines
 - o Clubs are encouraged to maintain a register of people entering the premises
 - o Clubs are encouraged to maintain a register of participants/ competitors
 - o Cleaning of all equipment to take place before and after activity including participants own equipment and boats
 - o Rigging space and marina / dock separation should be maintained while ashore

Sign on/off recommended to be done electronically via phone, VHF or online Please be assured AS is working hard to get as much information to you as we can and as quickly as we can. However, we do need to ensure we give you accurate advice. We will continue to communicate with you as further information comes to hand, in the meantime more information can be found at <https://www.dhhs.vic.gov.au/sport-cultural-and-recreational-activities-restrictionscoronavirus-covid19#sport-and-exercise>

Please continue to stay safe and heed the authorities advice, & we'll hopefully recommence Club activities soon.

For Sale

'Stalker' Noalex 25 NX991
New main sail Genoa 2 jobs
2 spinnakers self furling jib
This boat is in A1 condition
9.8 hp Tohatsu 12 months old
plus many more extras
\$45k



Contact Glenn Hewett
0418 536 215



From Prague to Oz in 1985

Petr Baum

This story with countless misadventures and some yachting explains how I got through the Iron Curtain from Czechoslovakia with my wife and two kids.

In Czechoslovakia we felt all our life a bit like hostages in our own country. The situation in Czechoslovakia was getting more difficult every year. While it was in theory possible to travel to some west country once in a while (after minimum period of four years) in practice I was told that I have no hope to get a permit again: more people were born every year than how many were allowed to travel! It was still possible to travel to a few communist countries but there was only one - Yugoslavia - where we had some hope to get away.

I couldn't imagine overland travel. We tried it in the past and Yugoslavian police were inquiring even before we started, our suspicious behaviour in border zone was enough. Experience of other Czech people who were shot at on the border confirms this. I was aware of a much easier situation on water border. Some Czechoslovakian yachtsmen managed to visit Italian ports without any permit while on cruise in Yugoslavian waters. I based my plan on this fact.

We had small sailing cruiser Jurata - deep keel boat where all of us could sleep and which was reasonably good in seaway as we found out during our trip on the East German "inner sea waterways" from Ribnitz - Damgarten to Ueckermunde. On the other side she was only 14 feet - far too small and slow for serious travel even on Adriatic Sea. I was afraid to try the most obvious route - from west coast of Istria - because in case of an encounter with border control there, we would have no acceptable explanation.

We decide to plan a trip from Kraljevica to Pula and Zadar and to make "navigation error" during night leg from Pula to Losinj. We hoped to be far enough SW in the morning to be in international waters and where an encounter with a government boat would be unlikely. Then we will be in hands of God, with our 10 sqm sail and our 2HP Tumbler motor. My intention was to carry on SW which should be easiest from the point of view of prevailing winds and to make land-fall anywhere on Italian coast - to strand the boat if necessary.

We had hardly any navigational equipment: I borrowed an old German compass - wartime vintage apparently - and we had a bag of walnuts - gift from my uncle - for measuring speed (drop it from bow and count seconds...). We were not able to take water for more than four - five days and study of Pilot book revealed that prevailing wind conditions would hardly enable us better time under sail. It looked desperate from the very beginning unless our old motor would work all the way. Unfortunately, there was no way how to try it properly because motoring was not allowed on lakes in Czechoslovakia and sailing was not allowed (or possible) on rivers. We had to hope for best and try our equipment on the first leg to Pula.



Our navigation equipment—all of it...

Our situation was not helped by fact that we were on a shoestring budget. Holidays in Yugoslavia were a luxury and we were hardly able to put together enough cash to get necessary currency.

We were a few times in Yugoslavia before this trip with no difficulties but we had problem with permit for Yugoslavia this time. Only a recommendation from a pediatricist helped us to get passports and I was furious and desperate at the same time. Other people had problems too and I was aware that some sailing clubs had to cancel trips to Yugoslavia because most of the regular participants were left without required permits. It looked like the last opportunity before the gates would be locked completely.

As a teacher I had two full months of holiday and I was going to spend first two weeks of summer as a coach at a summer camp for our sailing club. About that time, I became aware that our old faithful car - Rumanian 4x4 ARO M461 - is in trouble. Gaskets on the front diff were leaky and oil seeped into brakes. Proper repair would be costly and I was not able to pay both for repair and spare parts and for trip to Yugoslavia at the same time. After our return from summer camp I decided the only option: I drained front diff, left it dry and cleaned brake pads and drums with a solvent. I had to repeat cleaning a few times during our trip but even so for most of the trip we had "four wheel drive" but "two wheel brake". Jurata's weight was about ton and our rig had to be at least 3.5 - 5 tons all together. To get this contraption through the Yugoslavian mountains and traffic in cities was most dangerous thing I ever did. A few times it was hit-and-miss whether we will be able to slow car and trailer on a steep section of road or if it would run away from me.



Jurata after she was launched in Yugoslavia probably still without ballast inside

We started on 4-8-85, two days late on our timetable. New paint on Jurata was still wet in places. Next day near Breclav, three hundred km from Prague we realised that we forgot to load propeller with its shaft for boat motor. Tumbler is a weird beast - it has no leg and propeller is on more than meter long shaft. Like a toy version of Thailand's Long Tail Boat. To go back with all rig would be too costly on time and fuel. We moved to caravan park and I made an overnight trip back by train. When at home, I took a propeller and also another spare propeller. It was for different model of Tumbler and didn't fit into my motor and I never intend to take it at first. This last-minute decision probably saved us a few days later.

I took one book of my Father's diaries too (he was scientist and travelled all over world between 1920 and 1939; he joined an underground opposition during war and died in concentration camp 1944) and left our flat in Czechoslovakia for the last time.

We had another problem with car during our trip - gear stick fell off in Zagreb. I repaired this one with help of my wife who sewed a rubber sleeve to hold it in place (most of the time).

We put Jurata on water without problem and I parked car a few kilometres away in a factory yard in Bakar, the only place where there were no parking fees, and left it after the last photo. We tried to start that evening, but we had problems with motor and we had return back. The night in cramped cabin was not pleasant and lack of toilets in the port was even worse. I cleaned motor and we hoped for best next day. Our daughter complained about pain in her ear that night.

We managed to sail first leg to Lovran next morning but there were still some problems with motor and it seemed that its carburetor is not all right. I tried to get marine chart for Istria in Opatia, but they were available for western currency only. I got a tourist map of area and had to be content with it.

After night in Lovran we decided that Jana's ear is not improving and we spent some time in waiting room of local doctor. She got antibiotics and in late afternoon we pressed on. We spent night in Moscenicka Draga and it was very unpleasant again. Boat was violently rocking all night and to sleep was impossible.

We started pretty early, but soon after this wind died and we had problems with the motor again. It was very difficult to start and it usually stopped after half hour again. The carburetor was leaky and smell of petrol was very obvious. I was concerned. It was dangerous and fuel consumption soared. No hope to motor to Italy, even if motor would run because we would be short of petrol. And there was hardly any wind.



Empty trailer with kids and Jurata's mast and sail in background

We spent a night in Rabac, and decided that to carry on like this is suicidal and devised another plan - to go to Beograd and try to get visa for Austria. There was not much hope that it will be possible and even if it would be possible border control would not let us through most probably. Most difficult part was, that we were short of information and to ask somebody was out of question. Our budget would just enough pay for petrol - bread rolls with jam formed most of our diet for rest of our stay in Yugoslavia.

Next day we set sails early in the morning. We worked back against strong wind from Plominska Bay. Short waves were about one metre high and Jurata jumped over them like a dinghy. We were nearly through when motor become a bit loose, then there was some noise and soon after this motor stopped altogether. Mounting bracket worked itself loose by violent movement of boat.

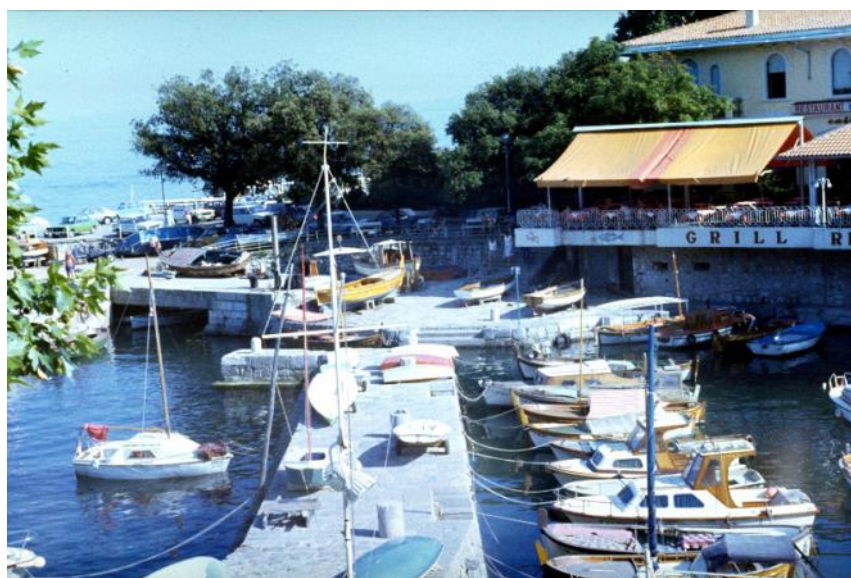
Another failure. Wind was too strong to beat against it, so we set reefed main and at eleven o'clock were back in Rabac. I had a lot of problems with repair. Most difficult part was to get propeller shaft from its mounting and I sprayed it carefully with oil before assembly in case that I would have to do a similar repair in the near future again. We started at half past two again. The sea was mirror-like this time but motor didn't like the heat: Jana counted 96 pulls on starting cord once and motor ran for about half an hour each time. Then we had to wait some time and start again.

It was nice afternoon though. We swam in the breaks and hoped for best. The Sun was nearing the peaks of Istria mountains when we realised that at this speed we will have to spent night in rugged narrows between Rabac and Lovran, We also found out that that boat is sinking - water was above floors in the cabin.

Most probable explanation was that when motor worked itself loose the floor in cockpit started to leak. We couldn't do much with it but a few minutes of work with pump got rid of most water and we had to pump out a few buckets every two hours afterwards. Could be worse.

It was about five. At half past six a very light breeze started and we moved a bit better. Jirka - he was 12 - sailed International Cadet that summer and dreamed all the time about a spinnaker. We had some spare lines and section of parachute with us but never set anything up before. I asked him to go ahead and he managed to make it work. Another knot or so in our favour.

Soon after this during another routine starting session Tumbler raced to unbelievable revolutions. Quick look over the stern - shaft with its red propeller was



missing. Oil worked too well...

Marie dug out second propeller but shaft was completely different; it was for an older and less powerful version of motor. A few measurements with vernier: we should be able to put it in if we can cut off end, cut in two slots and take of a few thou with garnet paper.

Jirka was by the steering, Marie acted as a "vice" and at about seven I was able to hammer the thing into its mounting. Motor worked better after sunset; it is possible be that it was adjusted for colder climate. We were back in Lovran at about ten and our sole white position light had nearly flattened battery. We used small battery night lamp which Jana - she was 10 - made as her school project last semester and tied it to the bottom part of mast. Better than nothing, but the most difficult part was to find out where sea ends and Lovran starts.

We were really happy to be there and decided that all crew deserved a proper meal. Jirka was already on the side of Jurata - near cabin, and asked very politely for his T-shirt. Then there was a mighty splash and his voice continued in the same polite tone but from somewhere low: "and shorts too!"

Next day we turned to dry-land adventurers again. We decided that Jurata is in too poor state to carry on. We found out that there is a good comparatively cheap crane in nearby Ika so I got a bus to Bakar to fetch the car. Trip through Rieka was a bit of nightmare - my diary: "handbrake doesn't work, foot brake just a bit".

Next disaster struck in Opatia: coupling unit on trailer broke off. I was not very surprised. I designed it myself and I was aware that it is not strong enough from fatigue point of view. Unfortunately, more suitable material was not available in shops where private citizens were able to purchase some hardware in Czechoslovakia. I used what I could buy and hoped for best - which was not good enough.

Trailer was still held more or less in place by chains, so I disconnected it and pushed it to a nearby yard. Lovran was not too far, so I collected my coffer with tools from the boat and Jirka, and we mounted the coupling directly on frame for the time being. It would not stand up for a few hundred km but we were able to put Jurata on trailer. Kids moved back to their bedroom on the boat and we had the first good night after quite a few days.



Camping during road trip

That night we slept in the port but next day we moved to a caravan park nearby. I got 1.7 m of good tube and a few big, ridiculously costly screws from Rieka and make more reliable repair. It was nearly night when we were able to connect trailer and car properly again. We were even able to spray-paint our makeshift repairs.

Next day we cleaned up everything including front brakes on the car. I caught up with my diary and most importantly we found out that our budget can still get us to Beograd and somewhere.

We started the overland trip on Sunday, 18/8 Brakes worked better, but during the afternoon we had a very strange problem: the engine stopped for no obvious reason. I cleaned petrol pump (a few times) and carburettor and everything finally worked but we were going to have a similar problem a few times later and I never found out what was it. The engine was short of fuel, that's for sure.

After three days of slow going we reached Beograd. We slept "in the bush" while on the road, but in Beograd it was out of question. After some troubles we found a caravan park. Price was outrageous and we spent only one night there. We departed as soon as possible in the morning. There were some cars with Czechoslovakian number plates in this camp but we didn't speak to anybody. We were nervous about our visit to the Austrian Embassy next morning.

Only later, in Austria, we found out that this very caravan park was used as UN refugee centre and that people in this caravan park were waiting for an opportunity to get away to West! Had we found out, our fate could be completely different - and possibly much worse.

We got our visa easily. We found out later that '85 was first year in which Austrians actually did it at all. After this - another row of days on road, with breaks to give kids an opportunity to stretch their legs. Last night we spent near small road in corn field. Corn was higher than Jurata on trailer and it was beautiful.

We never told children what we hope to do. Jana didn't care but Jirka asked if we are going to have trip with cable railway like last time. I told him that we may try something even better. He didn't ask again - he felt my reluctance - but spent a lot of time with maps and he was not surprised when we ended up in Austria. He told me, that "it was obvious" later.

We crossed border crossing at Sentilj on 23/8 after a few long hours of waiting. Most other cars had Turkish crews – Gastarbeiters were returning from a visit at home. Yugoslavian officer ignored us and Austrian stamped our visa without any sign of interest or surprise and we were finally in the free world.

We found out later that Sentilj was the only border crossing where Yugoslavians let Czechoslovakians with visa from Beograd through. At all other crossings they turned them back with various degrees of intimidation. Some people we met in Austria tried five, six border crossings before they found Sentilj by accident or crossed Yugoslavian mountains in the night. Many people obviously never got through or perished during the attempt. We were lucky.

We spent the next six months together with group of other refugee families in small hotel in Kilb, Austria. Most of them were insulted by fact that they were earmarked as "economic refugees". They left relatives, friends and everything else behind Iron Curtain to gain freedom - not to gain wealth. There was only one family who got political asylum in this group. They got it because they were members of Czechoslovakian Communist Party.

When my father was in Australia in 1935, he made a number of good friends here. One family invited us to Tully in North Queensland and organized sponsorship for us. Thanks to their kind help we get to Australia in comparatively short time - after half year of waiting in Austria only.

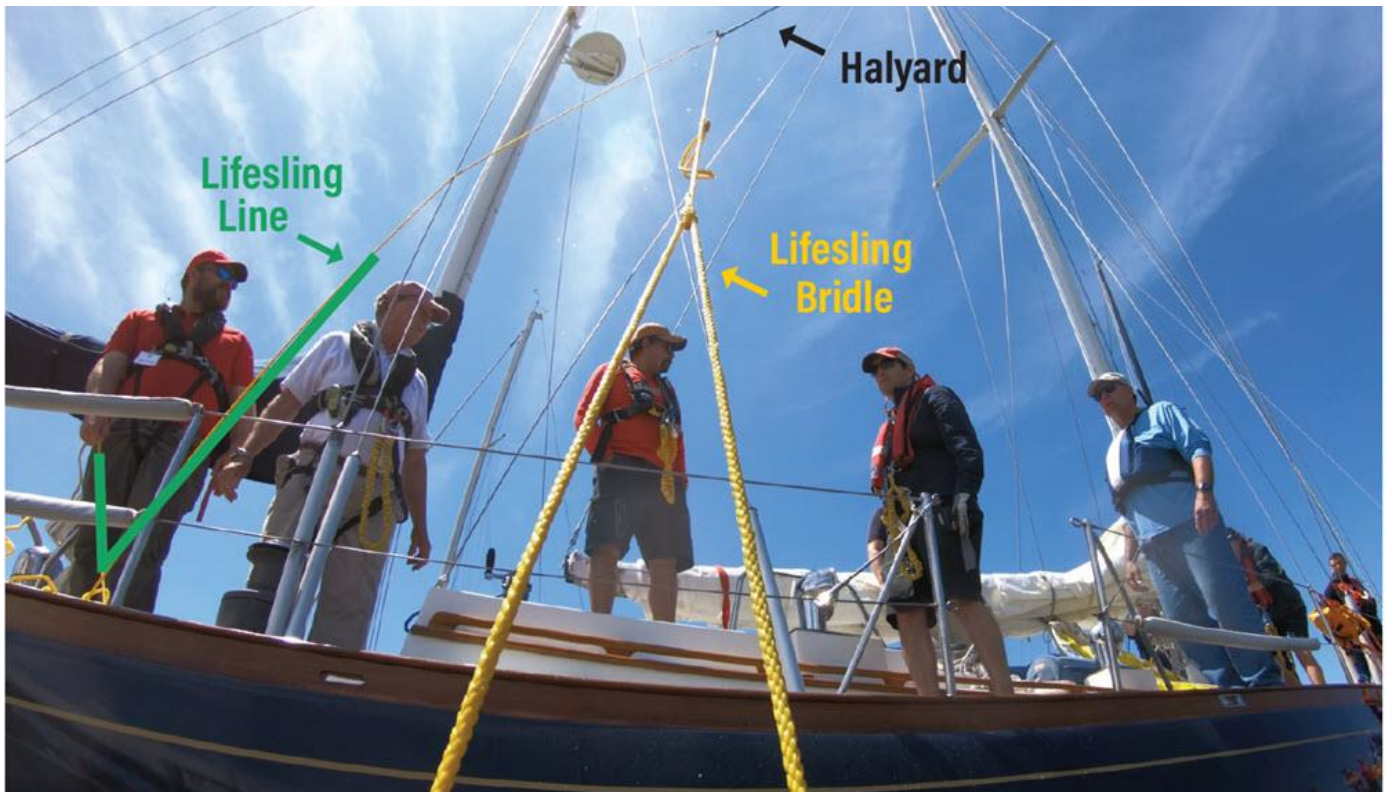


Jirka, Jana and Marie in Austria

Thanks Petr for this story. An adventure indeed...

Another look at MOB recovery

Richard du Moulin, Storm Trysail Club



For the past thirty years, leading sailing organizations like the U.S. Naval Academy, US Sailing, Seattle Sailing Foundation, Cruising Club of America, and the Storm Trysail Club have developed best practices to maneuver back to and attempt to recover a man overboard (MOB).

The Storm Trysail video, [Safety-At-Sea: Man Overboard Recovery](#), is probably the best video production of MOB practices, combining footage from on-the-boat, off-the-boat, drone, and a helmet-mounted GoPro camera worn by the MOB. In that video, various methods of approaching (returning to) and recovering (hoisting on deck) the MOB were demonstrated.

However, recent fatalities and new practices make it an urgent priority to revisit approaching and recovering an MOB in more detail and introduce a few new ideas. Two major challenges to a successful outcome have become more apparent:

- 1) The risk of the boat fatally striking the MOB during the approach and recovery, and
- 2) The difficulty of lifting the MOB up on deck.

Getting back to the MOB safely

Using the engine is critical to enable the yacht to return to the MOB promptly and make the first approach successful. Too many documented MOB incidents have seen up to four approaches without the assistance of an engine, where the MOB is OK on the first failed attempt but ends up a fatality due to further exposure or being run over by the yacht. **All crew should know how to start the engine.**

The operating characteristics of modern, high performance yachts increase these difficulties. Their sailing speed results in greater separation from the MOB, particularly downwind. When trying to motor back to the MOB, these designs are often underpowered, displaying poor handling under both power and sail at low speed.

Their light displacement and narrow, high aspect keels increase the risk of the bow falling off and striking the MOB. Narrow rudders and smaller propellers – often retractable and located far forward from the rudder – reduce steering control. Dual rudders do not line up with centerline propellers, eliminating the prop wash necessary to steer at slow speeds.

Even conventional displacement yachts – with more engine horsepower and easier steering at slow speed

– can run down the MOB, especially at night in rough water. **Know the steering characteristics of your boat, especially at slow speed.**

If the yacht can operate well under power in the conditions, in addition to the spinnaker or jib, the mainsail should also be doused. If the main (or jib) is needed to assist the return to the MOB, the douse can be delayed.

When the MOB is spotted, the Lifesling is deployed and the yacht motors just fast enough to maintain good steerage – maybe 3-4 knots (test your own yacht) – and passes close (about 15 feet) to leeward of the MOB, turning sharply so the MOB can make contact with the Lifesling. The yacht then uses full power to stop dead in the water about two or three boat lengths away, but not dead upwind out of fear of drifting down onto the MOB.

Recovering the MOB – A New Idea: the Mid-Line Lift

Regardless of whether the yacht is conventional or high octane, lifting the MOB safely on deck is difficult due to the freeboard and wave action. It is most dangerous on yachts with chines or hull flare where the MOB can slide under the hull. Using a Lifesling eliminates the need to make direct contact with the MOB. However, pulling the MOB immediately alongside can put the MOB in danger of injury.

Here's a new idea: Instead of the crew immediately pulling the MOB alongside, leave the Lifesling line cleated aft at the stern. Then, preparing for a Mid-Line Lift, walk a spinnaker halyard aft and clip it onto the Lifesling line, outside the lifelines.

As the halyard is taken up, the halyard shackle slides out on the Lifesling line, and the MOB is pulled upwards (about half out of the water) and towards the yacht. As the MOB reaches the yacht, the MOB is lifted into the air to be grabbed by the crew. At no time is the MOB free-floating and vulnerable alongside the yacht.

Fitting out your yacht for the Mid-Line Lift

The Mid-Line Lift has a 1:2 mechanical disadvantage, but most yachts have winches and crew strong enough to recover the MOB. The initial hoisting that brings the MOB near the yacht is quite easy. The final ten feet gets more loaded as the MOB is lifted out of the water.

Double-handed sailors, whether racers or cruising couples, might be more challenged if the remaining crew on board is not strong, or if the winches are underpowered. If practice confirms this, the Mid-Line Lift might need to be replaced by a 1:1 setup where the MOB is pulled in to about 30 feet from the yacht, then the halyard is secured to a previously tied loop. While not as effective as the Mid-Line Lift, this setup reduces the time the MOB is floating alongside before being hoisted.

To properly size the Lifesling line for a Mid-Line Lift, it must be a few feet shorter than twice the height of the spinnaker halyard sheave off the water. Otherwise the 1:2 setup will cause the halyard to two-block as it reaches the masthead before the MOB is on deck. There's no need to cut the Lifesling line. It can be cleated at a marked location and the remainder hanked up.

Replacing the yellow Lifesling line with 6mm floating spectra can add extra strength and resistance to sun and abrasion. No yellow Lifesling line has parted during our drills, but the Mid-Line Lift does create extra load.

Most halyard shackles slide easily along the line, but you can also fit a sliding loop with a short stopper onto the line. Make sure to secure the loop with a quick release knot next to the end of the line at the stern cleat so it is easily available when needed. Also, check your spinnaker halyards to ensure they are long enough to reach the stern of the yacht to clip onto the line (or loop).

If the MOB is Incapacitated

When the MOB is unconscious, injured, hypothermic,



Spinnaker halyard snapped into sliding loop

or weak – and unable to grab the Lifesling – this is when the amateur crew is at a disadvantage. Many professional yachts have a trained Rescue Swimmer – connected to the boat with a safety line – who can reach the MOB and together get Mid-Line Lifted.

Without a professionally trained Rescue Swimmer, the amateur yacht must maneuver much closer, adding some degree of risk, and lower a **Rescue Crew** on a halyard into the water to secure the MOB. This Rescue Crew is best equipped with a climbing harness, helmet and Rescue PFD. This style PFD is less cumbersome than an inflatable and has a safety ring on the back for a tether.

Techniques to secure the MOB include using a tether, a second halyard, Lifesling, Galerider drogue, or even bear-hugging the MOB. To watch the crew of the 100-foot Comanche perform a Mid-line Lift with a Rescue Swimmer, go to ussailing.org/education/adult/safety-at-sea-courses/safety-at-sea-resources/#comanche.

In practices and real MOB situations, we find it is difficult to attach a halyard or tether to the D-rings of the PFD because the inflated chambers block the D-rings on most models. Some new PFDs have a dedicated lifting strap built into the unit. For the Clipper Race, Sir Robin Knox-Johnston fits permanent lifting straps to the webbing of the PFD. **Make sure your PFD has an easily accessed lifting point.**

Practice with your crew on your yacht

A yacht owner/skipper is the **Responsible Party** with traditional and legal responsibilities to plan for the safety of the yacht and crew. The Cruising Club of America just published an excellent one-page “Culture of Safety” statement (cruisingclub.org/article/safety-culture) that is worth reading. Customized **MOB evolutions for your yacht and crew must be developed.**

Serious practice is required to evaluate your yacht’s characteristics under sail and power, especially at slow speed and maintaining position.

It is strongly recommended that before going offshore, a crew should practice about four hours of upwind and four hours of downwind recoveries using a tallboy buoy that is easy to pick up and doesn’t blow downwind like a cushion. Initial practice should be in medium breeze and then work up to heavy air and night. Try fitting an AIS or strobe to the tallboy.

Use Lifesling approaches to make contact with the “tallboy MOB” as if it were an MOB. Also try to maneuver alongside to test your yacht’s handling characteristics and improve your skills for picking up an incapacitated MOB.

At the mooring or dock, two hours of Mid-Line Lift and other recoveries should be practiced with a real MOB wearing an inflated PFD. With your Rescue Crew lowered on a halyard, test the various alternatives to recover an incapacitated MOB. Life Raft + Survival Equipment (lrse.com) sells a very useful Jacobs-style ladder that provides a good backup.

Finally, head for the bar and take with you two (yes, you should have two) throw bags and pair your crew up on the lawn for a “Throw Bag Duel at 20 Paces.” Great way to practice a backup method to get a line to an MOB!

With all the crews’ input, an MOB Plan should be drafted and posted that reflects what works best for your yacht, and



Sir Robin Knox-Johnston demonstrates the lifting straps permanently attached to the webbing of his inflatable PFD



Another useful tool for snagging an incapacitated MOB is a mooring hook (Wichard makes a good one) attached to a pole or boat hook.

has been understood and practiced by your crew. If you'd like to share your MOB Plan with the Storm Trysail Club for posting on our new website, please email it to me at rdumoulin@intrepidshipping.com, Attention: Safety at Sea.

Here's the Doublehanded MOB Plan for my Express 37 Lora Ann:

QUICKSTOP:

- Deploy MOM & Horseshoe
- Hit "MOB" & Lash Tiller

START ENGINE:

- Neutral, Key, Start

IF STARTS	IF NOT START
Drop sails/trim sheets	Drop headsail
Check for lines in water	Return near MOB
Return near MOB	Deploy Lifesling
Deploy Lifesling	Circle MOB clockwise
Circle MOB clockwise	Upon contact- Luff up
Upon contact- Stop	Lash tiller
Lash Tiller	Drop mainsail/trim sheet
Snap halyard to Lifesling line	Snap halyard to Lifesling line
Winch up MOB	Winch up MOB

Spinnaker:

- Quick Stop if light-medium wind.
- If breeze: MOM & Horseshoe, wiggle course,
- Hit "MOB", douse, motor (sail) back.
- Douse jib/main on port side (to clear starboard deck)
- Circle MOB clockwise (my Lifesling is set up to starboard)
- When MOB has Lifesling, stop where boat does not drift onto MOB
- MOB: if dragging on Lifesling, roll onto back

(If MOB dragging on tether: stop boat; snap halyard on tether and hoist)

What if you are the MOB?

During Storm Trysail MOB research, some of the best videos have been from the GoPro camera mounted on A helmet worn by the MOB. Our "volunteers" have also made interesting observations.

If the inflatable PFD doesn't inflate automatically, remember to pull the manual inflation tab. Make sure you know where yours is located! You must know how to maintain and operate your PFD! If manual inflation fails, try the oral inflation tube – best done floating "comfortably on your back" (easier said than done). Better solution: Go back to step one and learn how to maintain your PFD!

Tighten your crotch straps to elevate your mouth above the water. Check that your strobe is functioning. Hold the AIS in the air for better transmission. If the water's choppy, pull on the hood/face shield and face downwind.

Your whistle might be your most important communication asset. The piercing sound travels well and has saved many lives. When the yacht is in sight, splash your arms calmly to make it easier for the yacht to see you and know that you are mobile. When you make contact with the Lifesling and slide into it, roll over on your back if the yacht drags you too fast.

Dragging by a tether

We have to thank Sir Robin Knox-Johnston for a novel application of the Mid-Line Lift, which is standard procedure in his Clipper Around the World Race. Check that your halyard shackles are large enough to snap over your tethers. If not, clip a standby carabiner at the mast base.

There have been an increased number of incidents where tethered crew have fallen overboard and dragged alongside. This can be fatal. However, it is no excuse for not clipping in!

If sailing upwind or jib reaching, the helmsman must immediately luff up in order to slow down and reduce the pressure on the MOB. Luffing also reduces the heel and helps lift the MOB out of the water. An Upwind Quick-Stop leaving the jib aback works very well (once your hikers are off the rail).

Sailing downwind with a spinnaker, in light/medium wind the helmsman can do the Quick-Stop. In heavier wind, bearing off and collapsing the chute may be the safest option. You'll know from your hours of MOB practice...right?

In any case, the Mid-Line Lift is the fastest and best method to recover the MOB. Immediately upon discovering a dragging MOB, the crew instantly snaps a halyard onto the MOB's tether and hoists. The halyard lifts the MOB out of the water.

Prevention: To avoid the risk of being dragged, always use your short 3-foot tether when working on the leeward side of the boat, or double your 6-foot tether around the jackline and back to your D-ring. Then you cannot reach the water if you slip. Also use the short tether when changing headsails that can pull you overboard, or when waves can lift you off the foredeck.

Rig your jacklines as far inboard as possible, and if your yacht has a trunk cabin, run a second pair of jacklines along the cabin top parallel to the grab rail.

All offshore tethers should have a release shackle on the inner end. If you are drowning on the tether, and your yacht is not responding, you might have to make the awful choice of pulling the shackle and becoming a full-on MOB.

Credits

Thanks for the very important inputs from: Stan Honey (Navigator, Comanche); Sally Honey (Chair, US Sailing Safety-at-Sea Committee); Chad Corning (Crew, Argo); Chuck Hawley; Dick York; Buttons Padin; Adam Loory; swimmer/MOB Gerard Girstl; Kelly Robinson; Jim Murphy and the crew of Inisharon; and Sir Robin Knox-Johnston.

Author

Richard du Moulin has competed in four America's Cup campaigns, a Transpacific Yacht Race, a Rolex Sydney Hobart Yacht Race, three Rolex Fastnet Races, six Transatlantic Races, and twenty-five Newport Bermuda Races. In 2003, he and co-skipper Rich Wilson set a new record for the 15,000-mile passage from Hong Kong to New York City aboard the 53-foot trimaran Great American II, eclipsing the time set by the clipper ship Sea Witch in 1849. A member of the Cruising Club of America, Royal Ocean Racing Club, New York Yacht Club, and Storm Trysail Club (Past Commodore), he's currently serving as Chair of the Storm Trysail Foundation. He lives in Larchmont, NY.

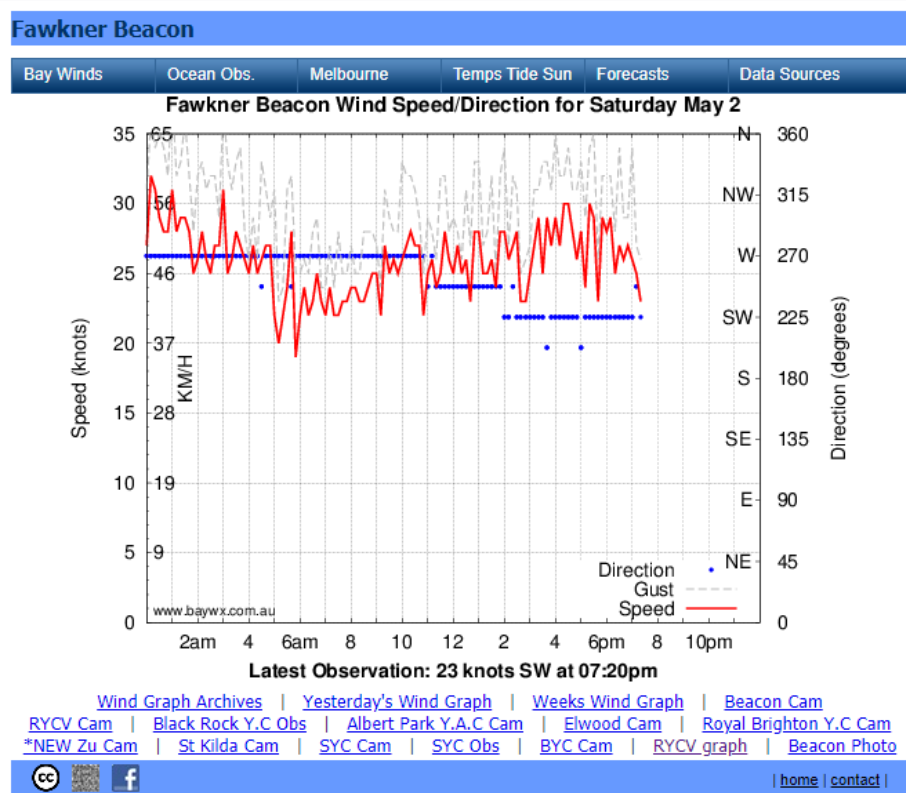
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MTYC thanks Scuttlebutt Sailing & the author for this input . Check out www.sailingscuttlebutt.com for more articles. It's free...



Refuge Cove

Alex Stroud



A screenshot of the Fawkner Beacon wind speed for Saturday May 2 when we had hoped to have the Four Points Race.

Regardless of the lockdown restrictions, it wouldn't have happened with a gale warning current. Certainly was not a day to be on the water...



Easter 2011—Sunray

Doug Whitby



Crew—Never Again

Gary Sawyer



Mafre 2018
Geoff Onions

Mystic
Jim Reynolds

Spinnaker run before a storm, Shaynee, somewhere South of McKay, Coral Sea.

Julie Keating



Jibsheets May 2020



McCartney's



Peter Mart



Exiting Port Phillip Heads for the first time...

Peter Nearhos



Cukie not impressed with no of falcons sold

Rob Leighton

Hobart Sail Past
Tony Mathieson



Recycled!
Vince Thorne

