

Deck General – Safety

Emergency Procedures

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If you see an individual fall overboard, you should \_\_\_\_\_.

- throw him/her a life buoy***
- pass the word to the bridge***
- hail "man overboard"***
- All of the above.***

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See REF180

In a Williamson turn, the rudder is put over full until the \_\_\_\_\_.  
***vessel has turned 60°From her original course***

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***Scharnow***

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The single turn method of returning to a man overboard should be used ONLY if \_\_\_\_\_.  
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You are doing a Williamson turn. Your vessel has swung about 60° from the original course heading. You should \_\_\_\_\_.  
***shift your rudder***

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***call for help and keep the individual in sight***

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**there has been sufficient time elapsed since the man went over to complete the maneuver**

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On a small boat, if someone fell overboard and you did not know over which side the person fell, you should \_\_\_\_\_.  
**stop the propellers from turning and throw a ring buoy over the side**

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Which statement about the Williamson turn is FALSE?  
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One of your crew members falls overboard from the starboard side. You should IMMEDIATELY \_\_\_\_\_.  
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You suspect that a crewmember has fallen overboard during the night and immediately execute a Williamson turn. What is the primary advantage of this maneuver under these circumstances?

**You will be on a reciprocal course and nearly on the track-line run during the night.**

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**good communication**

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**rudder is put hard over and the initial turn is maintained until about 240° from the original course**

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You must medevac a critically injured seaman by helicopter hoist. Which statement is TRUE?  
**The deck crew at the hoist point should not wear baseball hats.**  
See REF179

When a helicopter is lifting personnel from an enclosed lifeboat, the other individuals in the boat should \_\_\_\_\_.  
**remain seated inside to provide body weight for stability**

A rescue helicopter's hoist area should have a radius of at least \_\_\_\_\_.  
**50 feet of clear deck**  
See REF179

When transferring survivors from an enclosed lifeboat to a rescue vessel, personnel on board the boat should \_\_\_\_\_.  
**remain seated inside and make the transfer one person at a time**

When transferring survivors from a survival craft to a rescue vessel, personnel on board the craft should \_\_\_\_\_.  
**remain seated inside the survival craft and make the transfer one person at a time**

When a man who has fallen overboard is being picked up by a rescue boat, the boat should normally approach with the wind \_\_\_\_\_.  
**just off the bow and the victim to leeward**

You are picking up a conscious person that has fallen overboard. Recovery is easier if you approach with the \_\_\_\_\_.  
**victim to leeward**

A person has fallen overboard and is being picked up with a rescue boat. If the person appears in danger of drowning, the rescue boat should be maneuvered to make \_\_\_\_\_.  
**the most direct approach**

You are approaching a disabled vessel in order to remove survivors from it. If your vessel drifts faster than the disabled vessel, how should you make your approach?  
**To windward of the disabled vessel**

When transferring survivors from a survival craft to a rescue vessel, personnel on board the craft should \_\_\_\_\_.  
**remain seated inside the survival craft and make the transfer one person at a time**

You are on a 165 foot (50.3 meters) long vessel with a draft of 9 feet (2.7 meters) and twin screws. Which statement about rescuing a survivor in the water with ship pickup is TRUE?  
**A pickup off the weather bow gives maximum maneuverability with the least possibility of injury to the man.**

You are involved in an emergency landing of a helicopter on the water. You should inflate your life jacket \_\_\_\_\_.  
**after exiting clear of the helicopter**

You are trying to rescue survivors from a wrecked vessel on fire. You should approach \_\_\_\_\_.  
**to windward of the wrecked vessel**

You are proceeding to a distress site and expect large numbers of people in the water. Which statement is TRUE?  
**An inflatable liferaft secured alongside can be an effective boarding station for transfer of survivors from the boats.**

You are at sea and have received a General Emergency message announcing the outbreak of war in Europe. You are directed to comply with the instructions in NGA (NIMA) PUB 117, Chapter Eight. Which statement is TRUE?  
**You should attempt to submit an AMVER report to NSA.**  
See REF178

You are picking up an unconscious person that has fallen overboard in a fresh breeze. For safety reasons a small craft should approach with the \_\_\_\_\_.  
**victim to windward**

You abandoned ship in the North Atlantic and one of the crew members is hypothermic. During a SAR helicopter extraction which lifting device should be avoided when hoisting this patient to the aircraft?

**The rescue sling**

Your vessel has gone aground in waters where the tide is falling. The BEST action you can take is to \_\_\_\_\_.  
**set out a kedge anchor**

When personnel are lifted by a helicopter from an inflatable liferaft, the personnel on the raft should \_\_\_\_\_.  
**deflate the floor of the raft to reduce the danger of capsizing**

When evacuating a seaman by helicopter lift, which statement is TRUE?

**The litter should not be touched until it has been grounded.**

See REF179

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When evacuating a seaman by helicopter lift, the vessel should be \_\_\_\_\_.  
**underway with the wind 30° on the bow**

See REF179

When a helicopter is lifting personnel from a rescue boat, the other individuals in the boat should \_\_\_\_\_.  
**remain seated inside to provide body weight for stability**

When evacuating a seaman by helicopter lift, which course should the ship take?

**A course that will keep a free flow of air, clear of smoke, over the hoist area.**

See REF179

You have abandoned ship and after two days in a liferaft you can see an aircraft near the horizon apparently carrying out a search pattern. You should \_\_\_\_\_.

**use visual distress signals in conjunction with the EPIRB**

When evacuating a seaman by helicopter lift, which statement is TRUE?

**Flags should be flown to provide a visual reference as to the direction of the apparent wind.**

See REF179

When personnel are lifted by a helicopter from an inflatable liferaft, the personnel on the raft should \_\_\_\_\_.  
**deflate the floor of the raft to reduce the danger of the raft overturning**

You must evacuate a seaman by helicopter lift. Which statement is TRUE?

**The hoist line should be slack before the basket or stretcher is hooked on.**

See REF179

When a man who is conscious has fallen overboard is being picked up by a lifeboat, the boat should approach with the wind \_\_\_\_\_.

**just off the bow and the victim to leeward**

REF178

NIMA Radio Navigational Aids (Pub. 117) This publication is a selected list of worldwide radio stations which perform services to the mariner. Topics covered include radio direction finder and radar stations, radio time signals, radio navigation warnings, distress and safety communications, medical advice via radio, long-range navigation aids, the AMVER system, and interim procedures for U.S. vessels in the event of an outbreak of hostilities. Pub. 117 is corrected via the Notice to Mariners and is updated periodically with a new edition. Though Pub. 117 is essentially a list of radio stations providing vital maritime communication and navigation services, it also contains information which explains the capabilities and limitations of the various systems.

REF179

Reference: IAMSAR Volume III "If the helicopter is to approach in the usual manner, from the stern, the ship should maintain a constant speed through the water and keep the wind 30 degrees on the port bow or on either beam if the area is amidships, or 30 degrees on the starboard quarter if the area is forward."

REF180

If you see a man fall overboard shout "man overboard" in a loud voice: quickly pass the word to the bridge. Throw the man overboard a ring life buoy as a data marker. Quick turn: The quick turn is the traditional response to a man overboard emergency on a sailboat. Despite many new approaches, it is still a robust strategy and often the best method. Certainly when the crew is shorthanded, or when the vessel is in heavy weather, the quick turn method has a lot of merit because it avoids a jibe. The quick turn is essentially a figure eight. On a sailboat it consists of the following steps:

Change course to a beam reach and hold for 15 seconds

Head into the wind and tack, leave the jib fluttering

Veer off until the boat is at a broad reach

Turn upwind until the vessel is pointing at the victim; at this point the vessel should be

Slacken the mainsail until the vessel comes to a stop with the victim in the lee side of

Anderson turn: The Anderson turn is a maneuver used to bring a ship or boat back to a point it previously passed through, often for the purpose of recovering a man overboard, an emergency situation in almost all circumstances. The Anderson turn is most appropriate when the point to be reached remains clearly visible. For other situations, a Scharnow turn or a Williamson turn might be more appropriate. Both will require more time before returning to the point in question.

If the turn is in response to a man overboard, stop the engines.

Put the rudder over full. If in response to a man overboard, put the rudder toward the person

When clear of the person, go all ahead full, still using full rudder.

After deviating from the original course by about 240 degrees (about 2/3 of a complete circle)

Stop the engines when the target point is 15 degrees off the bow. Ease the rudder and back

If dealing with a man overboard, always bring the vessel upwind of the person. Stop the vessel in the water with the person well forward of the propellers. Williamson turn: The Williamson turn is a maneuver used to bring a ship or boat under power back to a point it previously passed through, often for the purpose of recovering a man overboard. It was named for John Williamson, USNR, who used it in 1943 to pick up Tim Williamson (USMMA 2002) who had fallen overboard.

However, according to Uncommon Carriers by John McPhee, the maneuver was originally called the Butakov pipe and was used in the Russo-Japanese War as a way of keeping guns at the same distance from an enemy. The Williamson turn is most appropriate at night or in reduced visibility, or if the point can be allowed to go (or already has gone) out of sight, but is still relatively near. For other situations, an Anderson turn (quickest method) or a Scharnow turn might be more appropriate. The choice will in large part depend on prevailing wind and weather conditions. It was also used by U.S. Navy nuclear submarines to clear their sonar dead zones.

Put the rudder over full.

If in response to a man overboard, put the rudder toward the person (e.g., if the person is

After deviating from the original course by about 60 degrees, shift the rudder full to the

When heading about 20 degrees short of the reciprocal, put the rudder amidships so that ve

Bring the vessel upwind of the person, stop the vessel in the water with the person along

If dealing with a man overboard, always bring the vessel upwind of the person. Stop the vessel in the water with the person well forward of the propellers. Scharnow turn: The Scharnow turn is a maneuver used to bring a ship or boat back to a point it previously passed through, often for the purpose of recovering a man overboard. It was developed by and named for Ulrich Scharnow. The Scharnow turn is most appropriate when the point to be reached is significantly further astern than the vessel's turning radius. For other situations, an Anderson turn or a Williamson turn might be more appropriate.

Put the rudder over hard. If in response to a man overboard, put the rudder toward the person

After deviating from the original course by about 240 degrees, shift the rudder hard to the

When heading about 20 degrees short of the reciprocal course, put the rudder amidships so