

CC EX 12 – RIGHTING CAPSIZED VESSELS PROCEDURES:

Task & purpose: To safely approach, recover the occupants and right a capsized vessel.

The approach- hazard recognition & risk assessment:

Approaching an upturned vessel exposes the rescuers and the rescued to possible hazards. The crew's vigilance in hazard ID is vital. Explain to your trainer the priorities while making a reconnaissance of each incident scenes below, by:

- Identifying the hazards** - (things that *could* be dangerous).
- Analysing the risks** - (the likelihood, severity + exposure time to each hazard).
- Participating in a control plan** - (how you would eliminate or reduce the risks).

Test yourself by recording a mark for each appropriate response. (Three marks for each picture, total of 18 Marks.)



Appropriate responses			
Incident	Hazard	Risk	Control
A	Running over persons in water	Prop injuries	Good lookout
B	Ropes/sails in the water	Prop entanglement	Good lookout
C	Flotsam/ confined space spill/AC	Chlorine /obstructions/ pollution	Isolation and containment
D	Trapped survivors/unstable platform	Chlorine /obstructions/ pollution	Cautious listening approach
E	Spill/ flotsam/persons in water	Prop injuries /prop entanglement	Good lookout
F	Hypothermia	After drop or injury	Drabc & aftercare

The priority is to rescue persons.

Confirmation that all are accounted for and have received first aid precedes efforts to recover a vessel or property. (See “RIB Ex7 Mob” and “RIB Ex11 Search pattern nav” for persons)

Righting a small sailing dinghy:

Approach the sailboat perpendicular to the mast at the forestay & keep the prop away from the sail or the crew near the cockpit. Make contact with the top of the mast; or with the forestay, if the mast is too submerged to grab. Once contact is made, shift out of gear.

Then lift the mast tip and move hand over hand down the mast and shroud to bring the boat upright.

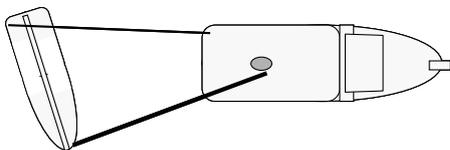
(Courtesy of USCG Powerboat Videos)



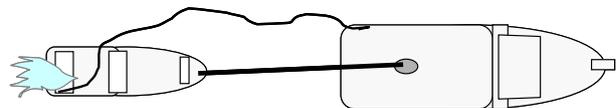
Righting a small runabout:

Come alongside the runabout and attach a towline to its bow trailer eye. Attach a secondary towline to the far side of the runabout’s transom. Your skipper will want you to ease out enough slack so that he can manoeuvre the RV without the ropes fouling the RV’s propeller.

Your skipper will position the RV at 90° to the runabout at the tow length and then ask you to make fast the main towline. He will then take up the slack on the main towline and ask you to haul taut the secondary towline and take securing turns around a strong point.

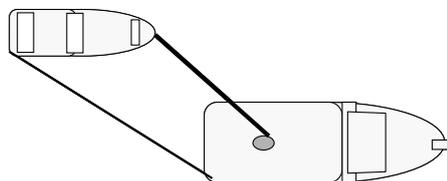


Tying off to the capsized runabout



Spilling the water from the swamped runabout

When all are clear, by towing off rapidly the runabout will be rolled over to the upright. Simultaneously with it coming upright, the secondary towline should be let slack, so allowing the RV skipper to tow it at high speed. This will cause much of the water in the swamped runabout to spill out of the back. The remainder of the water can be bailed out manually.



Parallel towing can also be accomplished by adjusting tension between the twin towlines.

Training resources:

Learners Guide-“Assist in mooring and anchor handling activities.”

Presentation - CD Index>CC Lessons> Apply seamanship skills op. vess.> “Towing”

Exercises - CD Index>CC Lessons > Apply seamanship skills op. vess.> “Pete’s toolbox”

USCG Powerboat- Videos “Righting a capsized sailboat”