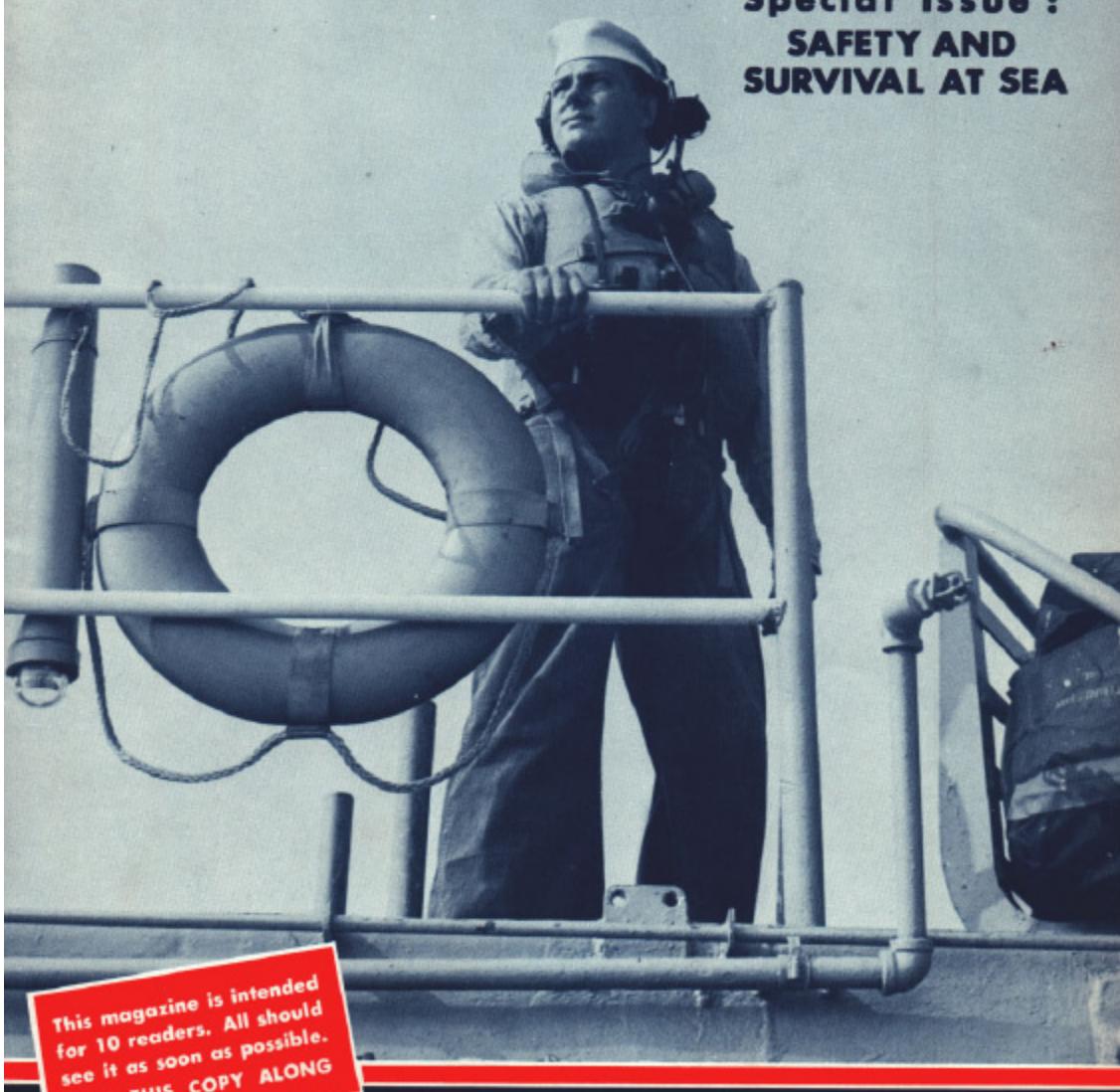


# ★ ALL HANDS ★

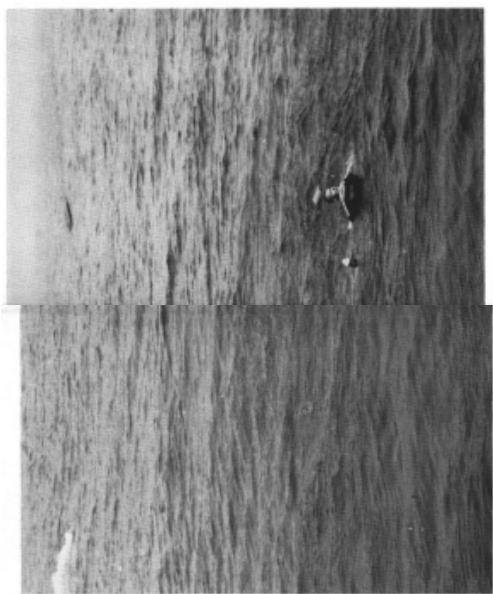
THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

Special Issue :  
SAFETY AND  
SURVIVAL AT SEA

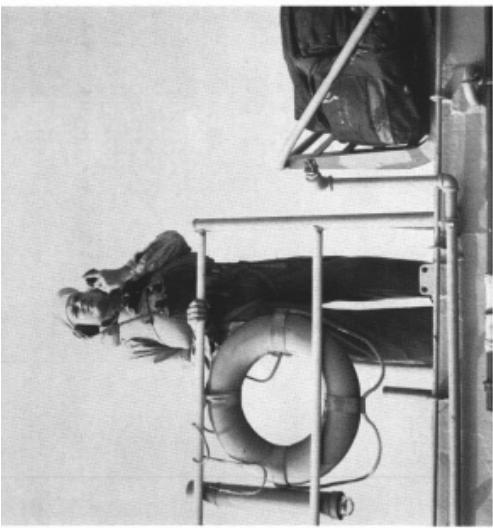


This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NOVEMBER 1964



ON THE ALERT—Sharp eyes and quick action by ship's lookouts can be the formula for saving a crew member at sea.



TAKING CHARGE—Ship's skipper directs recovery operations from the bridge.



REMAIN CALM and wait for pick-up.

## Man Overboard—This Is No Drill

**G**RIMM WATER over the bow, a slack deck, a moment's carelessness, and it can happen to you. You were working on the weather deck and suddenly you're swimming frantically to avoid the screws.

You hear six short whistle blasts (the universal danger signal—also used for man overboard). A lifebuoy approaches you. A whaleboat splashes into the water nearby and another is thrown over the fantail.

They saw you go over, so you've got it made. Just relax. On board ship the hookouts keep you in sight while the recovery team readies the gear for your pick-up.

They're a crack bunch, sharpened by practice. Each one knows his job. Your skipper completes its turn and approaches you. A whaleboat splashes into the water. Soon, practiced hands pull you over the gunwales and someone throws a blanket around your shoulders. The boathook fishes out the life ring and it's all over.

You were lucky. The seas were fairly calm, and it was daylight. But while you're shivering in the boat you can't help but wonder what the results would have been at night or in heavy seas or, perhaps, in shark-infested waters.

**Y**OUR CHANCES might have been better than you think. Darkness, for instance, causes few major problems if the seas are calm and someone sees you go over. Almost immediately after the alarm is sounded a searchlight will focus on you or on a nearby life ring. The OOD can then use that spot as a point of reference and complete his turn as he would in daylight.

Methods of pick-up, once you have been located, will depend upon the equipment at hand, and weather conditions. If you're a very lucky sailor (under the circumstances), a motor whaleboat may be used.

Unfortunately, darkness and bad

SING OUT 'Man Overboard' and toss the nearest life ring into the water.

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THE RESCUE—Swimmer leaves ship's whaleboat to assist shipmate into boat.



force or a carrier, there is often a helicopter. Helo rescue can sometimes be completed within seconds of the accident. Falling a helicopter, however, is next to impossible when spotlights are limited by rain, fog, or rough seas. If the OOD has no reference point, his circle is likely to be imperfect—with disastrous consequences.

So a Williamson Turn will be used. This maneuver is almost guaranteed to return the ship to the exact spot where the turn was begun, regardless of weather or visibility.

However, it takes a few minutes more than coming right around.

Once the turn has been successfully completed, the spotlight crew

has a relatively small expanse of water to search. Your chances of being found are reassuring, especially if you're wearing a life jacket equipped with a light or if a man overboard signal marker was tossed overboard.

While the search proceeds, all

unnecessary equipment will be secured and silence maintained on deck. That's your cue to raise hell.

NOVEMBER 1964

ALL HANDS

watch (a member of the man overboard team) is armed, and may be able to shoot them.

**C**HANCES ARE GOOD you'll hear the ship's man overboard whistle before you've even cleared the stem. But if not, don't give up. You'll probably be missed soon and, with the aid of your improvised life jacket, you can stay afloat for a long time.

The story of Carlton Ingerson, who found himself in just that situation may be reassuring. While a catapult spotter on the flight deck of USS Saratoga (CVA 60), the airman was blown over the side by a jet blast.

It was night and no one saw him go. Jets were turning up on the cats, so his cries went unheard. While he watched from the water, Saratoga's running lights receded toward the horizon. He was a very lonely little man for a while.

But, as an important member of the flight deck crew, his services were soon missed. The captain was notified and retraced the ship's course on the assumption that Ingerson had gone overboard.

One hour and 25 minutes after the accident, the airman was located by a searchlight and taken aboard a



**RESCUE SWIMMER with safety line attached takes hoist collar out to victim who is then pulled aboard ship.** Almost everyone has heard tales lowered into the sea by the second crewman. Mitchell lifted the unconscious man's head above water and cut the parachutes short lines with his free hand. He then attached the limp body to the hoisting line and watched while it was lifted into the open door of the helicopter.

The man was obviously in serious condition, so the helo immediately returned to the carrier where a doctor was waiting on the flight deck. Airman Mitchell and the *Vigilante* pilot waited in the water several minutes before being picked up by a planguard destroyer. The injured observer lived to become a happy statistic—the 644th.

The *Enterprise* angel already was airborne and in the plane guard position just offshore of the carrier's island. The helo immediately left its station and sped toward the scene of the accident. The downed pilot was located first, near a smoke flare. When the helo hovered, overthead he signaled the crew with a double thumbs up. This may be translated: "I'm fine—check my observer."

After a short search the helo crew spotted the observer floating face down, his parachute billowing around him. The boat approached by darkness or bad weather, the more complicated rescues usually fail to whaleboat crews.

Which brings us to our second spread, page 18.

Although an expert swimmer will have an easier go of it, a Class III man can survive—if he doesn't panic.

The *Survival Training Guide* (NavWeps 00-80T-56) offers some advice about swimming in heavy seas. Swim on your stomach, with

FROM THE AIR—Helicopter picks airman from water just minutes after crash.

Carleton Ingerson's story also illustrates the importance of sounding the alarm—even when in doubt. The man who informed the bridge of Ingerson's absence should not have been embarrassed if the airman had

## In an Emergency, Navy Comes

Almost everyone has heard tales of helicopter crewmen who have gone into the water to recover injured airmen. Not so well publicized are the whaleboat crew members, who often do the same. Two recent incidents come to mind—one, by air (via helos) and two by sea (via boats).

The story of the whirlybird rescue took place in the Med. The incident began during a daytime launch on board USS *Enterprise* (CVAN 65), when a Vigilante hit the water about four miles from the carrier, just seconds after the pilot and observer had ejected. The *Enterprise* angel already was airborne and in the plane guard position just offshore of the carrier's island. The helo immediately left its station and sped toward the scene of the accident. The downed pilot was located first, near a smoke flare. When the helo hovered, overthead he signaled the crew with a double thumbs up. This may be translated:

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## the Double—By Air and By Sea

The boat's approach to the first victim was complicated by confusion and the propwash from the helo escort. When the coxswain finally succeeded in nearing the man, LTJG Reisner extended the boat hook. The helo crewman grabbed the hook and was hauled into the boat.

An identical approach was used for the second man, but the victim did not move toward the extended hook. The coxswain was unable to approach near enough for the boat crew to grab the airman. Anderson hopped into the water to recover the unconscious man.

But the seas were getting worse, and he had trouble making headway toward the victim. To make matters worse, the whaleboat began to drift away.

All four victims were on board the *Midnight* thirty minutes after their helo had hit the water. Thanks to the quick work of recovery, the helo crew escaped with minor shock and exposure.



Whaleboat crew goes to the rescue during demonstration.



FROM THE AIR—Helicopter picks airman from water just minutes after crash.

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### The Williamson Turn

Navymen familiar with the Williamson Turn know it will help to return a ship to the same location as when the maneuver was begun. This maneuver is most useful when a man is overboard at night, in a choppy sea, or in low visibility and he is not in sight when the alarm "Man overboard" is sounded.

A man overboard faces three immediate dangers: mangling by the ship's propellers, drowning, or abandonment because he can't be located.

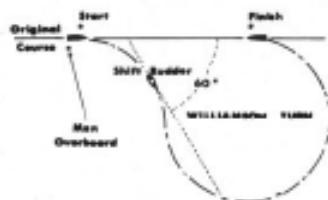
The Williamson Turn (named for CDR John A. Williamson, USNR, who developed it in 1942) reduces these dangers by swinging the ship's screws away from the victim, and assists in returning the ship accurately to the approximate area where the man fell overboard.

When the officer of the deck receives the word that a man is overboard, he orders hard rudder toward the side from which the victim fell. As the ship's stern swings away from the victim, maximum engine speed is usually ordered and the compass heading watched closely.

The rudder is held hard over until the ship's head nears a specific angle (usually 60 to 70 degrees) from the original heading. When

the ship's head nears the 60-to-70-degree differential from the original course, the rudder is then shifted full over to the other side.

The rudder is held hard over until the reverse of the ship's original course is approached and the ship is steered up on this reciprocal course. The engines are slowed or stopped. At this point the ship should be about the same distance



from the victim as the ship's tactical diameter. A sharp lookout must be maintained, as a person in the water presents a very small object and is very difficult to see even in clear weather.

The Williamson Turn must be used with discretion. It wouldn't be particularly smart for the commanding officer to order the ship turned at maximum speed into a heavy sea or when there is danger of a collision.

The Williamson Turn is not al-

ways the best maneuver to execute, even under favorable conditions. If the visibility is good and the sea is calm, particularly when the man overboard is in view from the bridge, the victim may be reached much faster simply by continuing the turn and conning the ship to the best position for recovering the man. In some ship types, recovery might even be faster by reversing the engines and backing down to the victim.

In many ships, the Williamson Turn is only one of many procedures carried out to insure the safe return of the man overboard. Sounding alarms, dropping lighted lifebuoys, maintaining a constant visual contact on the person with binoculars, stationing additional lookouts, illuminating the area with searchlights, maintaining a plot of the ship and victim's positions on the DRT, manning lifeboats and requesting aid from nearby ships or aircraft are part of established Navy procedure.

When the weather is rough, at night, or in poor visibility, the Williamson Turn frequently assures the man overboard a better chance of telling his grandchildren of the night he was pulled from the sea by a rescue crew.

later been found in the gedunk.

**I**F A BUDDY falls overboard, it may be up to you to trigger the rescue operation. If you see—or think you see—a man fall yell, "Man overboard, port (or starboard) side!" Keep yelling until you know you've been heard. In the meantime, throw over a lifebuoy.

Above all, don't hesitate. If you

do, the OOD may receive the word too late and be unable to swing the stern in time.

When the alarm is sounded, but doubt exists, the ship will proceed on the assumption that there is, indeed, a man overboard. But at the same time, the OOD may hedge his bet and call a muster.

Everyone must muster in person. If all hands are on board, the search

may be called off. But if a man is absent, it must continue indefinitely.

And may the Great Sea King help the missing seaman if he is later found asleep in the fan room.

So much for shipboard muster.

A positive attitude is invaluable in an emergency. Unfortunately, it is also a sad but inescapable fact that not all rescue operations end happily. Superb seamanship, meticulously laid plans, your own attempts to remain afloat—may be thwarted by a fluke of luck.

Consequently, there are safety regulations. Don't lean on life lines. Don't go on deck in bad weather if you don't have to. Don't work without a life jacket if there is danger of falling overboard. Don't, don't, don't. The rules will occasionally cramp your style (a life jacket can be a hot and uncomfortable burden), but they may also save your life.

Granted, your boat crew needs the practice. But that's why they have Oscar.

—Jon Franklin, JO2, USN

**KEEPING TRACK**—CIC watch team plots relative position of man overboard.



**ALL HANDS**