

MOB Call to Action

Applies to:

- **RYA Powerboat Trainers, RYA Powerboat Advanced Trainers**
- **RYA Powerboat Instructors**
- **RYA Recognised Training Centre Principals**
- **RYA Centre Inspectors**

There have been a number of incidents during MOB training that resulted in a student being ejected from the boat. Subsequent follow up and review has identified some common themes. This guidance is to remind those involved in delivering powerboat training at all levels of the key considerations for the session.

The MOB session has three aims:

- i) Prevention – it is always safer to keep people on board
- ii) Initial actions, safe approach & recovery of a dummy
- iii) Recovery and aftercare of the casualty discussion

A successful attempt will see a dead slow approach, the boat being stationary next to the target with the engine switched off, the crew recovers the dummy safely.

This session must be taught using a dummy. During the exercise the dummy should be manoeuvred to the most appropriate part of the vessel to recover a casualty back on board.

There are two methods to teach during the Powerboat Level 2 course: Upwind Method - driving up into wind, and Downwind Method – drifting down beam on to the casualty.

Separate to the boat handling there should be a discussion on cold shock, how to retrieve a casualty from the water, and aftercare.

Both methods should be practiced initially at displacement speed to ensure understanding and competency through all stages of the manoeuvre. MOB after all is not only a risk at planing speed. If successful, and safe to do so, the two methods can then be practiced at a low planing speed following delivery of the introduction to planing speed session.

The two boat handling methods and associated theory knowledge are set out in detail in the [RYA Power Schemes Instructor Handbook](#). Please check that your understanding and delivery of the session match the methods described.

Summary:

The MOB session is an integral part of all Powerboat courses. It is essential that those delivering Powerboat training urgently review their delivery of this session in line with this guidance, and that contained within the Power Schemes Instructor handbook.

Related documents:

Recognition Guidance Notes

For guidance on other areas of RYA Training see www.rya.org.uk/club-centre-support/training

Vessel set up

The vessel should be trimmed and balanced correctly with crew seated and holding on inboard with loose items of equipment securely stowed. Hand holds should be provided inboard of the sponsons for those sitting on side of a rib, for example fixed handle on the console or seat backs. Try to avoid anyone sitting forwards of the shoulder of a powerboat. This should minimise the risk of the bow digging in and initiating a hook, which could eject a crew member.

Manoeuvring

No matter which method is being practiced, as soon as the helm is alerted to the person in the water, they should slow the boat down gradually whilst maintaining a straight course. Alterations to course should be sweeping and at a reduced speed. As with all manoeuvres, it is essential that before making an alteration of course or speed the helm should warn the crew, for example 'powering down' or 'turning to starboard'. There is a lot going on in the initial actions phase and the helm and crew need the time and space to settle ready to focus on the approach and manoeuvre itself. Over-emphasising the speed of recovery of the dummy can lead to a rushed manoeuvre. Teach a 'prompt return to the dummy' rather than a quick or speedy one.

Equipment

The dummy should be a lightweight small float (small milk carton size, or bottle fender) attached to a few links of chain or a small drogue – making it easy to deploy and retrieve without over-balancing and minimising the risk of injury on retrieval. Using a small dummy makes the part of the drill where crew are asked to 'point at the MOB' more meaningful and representative of the difficulties of keeping a visual contact with a casualty in a real scenario.

Call to Action

Within an RYA Recognised Training Centre, the Chief Instructor has day-to-day responsibility for the standards of training, equipment maintenance and wellbeing of the students and instructors. They also have responsibility for staff training, selection, mentoring and compliance with the Code of Conduct.

As a matter of urgency, Centre Principals and Chief Instructors are required to:

1. Review Powerboat Level 2 course plans to check that it covers the entire current syllabus in [RYA Powerboat Scheme Syllabus and Logbook](#)
2. Revisit the MOB session as detailed in the Power Schemes Instructor Handbook to ensure all aspects are covered using the techniques detailed.
3. Consider replacing the MOB dummy for a smaller, lighter-weight alternative
4. Check sufficient handholds are available for all crew, including the instructor
5. Ensure all Powerboat Instructors' delivery is to the required standard and upskill where required. Demonstrations should be to a high standard and reinforce the points detailed above

To check that you are referring to the most up-to-date version of the Power Schemes Instructor Handbook, here is a link to the books change log on which you will find revisions [Instructing and Coaching \(rya.org.uk\)](#)

If you feel that your RTC would benefit from a day of continued professional development, please contact your RDO who will be able to put you in touch with a Powerboat Trainer for you to engage with directly. If your RTC operates outside the UK please contact training@rya.org.uk for a list of Trainers.