



PACIFIC MARINE SERVICES

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(GUIDELINES FOR THE DEVELOPMENT OF PLANS AND PROCEDURES FOR RECOVERY OF PERSONS FROM THE WATER)

Background.

- The Maritime Safety Committee, at its ninety-first session (26 to 30 November 2012), approved the Guidelines for the development of plans and procedures for recovery of persons from the water, set out in the annex, aiming at providing additional guidance on the application of the requirements in SOLAS regulation III/17-1
- Member Governments are invited to bring the annexed Guidelines to the attention of all interested parties.

INTRODUCTION

In continuation of P.M.S ,Circular /C012/14.

A new SOLAS Regulation III/17-1 requires all cargo ships to have specific plans and procedures for the recovery of persons from the water.

- The new regulation adopted through **Resolution MSC.338(91)** requires that all ships, other than RO-RO passenger ships to have ship-specific plans and procedures for the recovery of person from water that are unconscious or otherwise unable to help themselves.
- RO-RO passenger ships which comply with SOLAS Reg. III/26.4 shall be deemed to comply with this new regulation.
- The new SOLAS Reg. III/17-1 applies to new ships, constructed on or after July 1, 2014 and to existing ships by the first intermediate or renewal safety equipment survey after July 1, 2014, whichever comes first..
- As per the IMO **Resolution MSC.346(91)**, the flag Administrations will define the extent to which the new regulation should apply to ships which are not covered by SOLAS Chapter III (such as cargo ships below 500 GT, fishing vessels etc.).
- The recovery plans and procedures should facilitate the transfer of persons from the water to the ship while minimizing the risk of injury from impact with the ship's side or other structures, including the recovery appliance itself
- All crew members should be competent and familiar with the requirements of the plans and procedures. Drills should be conducted to ensure that crew is familiar with the plans, procedures and equipment for recovery of persons from the water. Such drills may be conducted in conjunction with routines man-overboard drills.
- The guidelines should be taken into consideration when developing the plans and procedures for recovery of persons from water. The plans and procedure should be considered as a part of the emergency preparedness plan required by paragraph 8 of part A of the International Safety Management (ISM) Code. Therefore, amendments to this part of the Safety Management System should be carried out.



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ANNEX

GUIDELINES FOR THE DEVELOPMENT OF PLANS AND PROCEDURES FOR RECOVERY OF PERSONS FROM THE WATER

1 General

- 1.1 Life-saving and other equipment carried on board may be used to recover persons from the water, even though this may require using such equipment in unconventional ways.
- 1.2 These Guidelines should be read in conjunction with the Guide to recovery techniques (MSC.1/Circ.1182) and the Guide for cold water survival (MSC.1/Circ.1185/Rev.1).
- 1.3 In particular, the Guide to recovery techniques (MSC.1/Circ.1182) provides a number of examples of how certain types of equipment can be used to recover persons from the water; and can also be used for the development of plans and procedures for recovery of persons from the water.
- 1.4 The initiation or continuation of recovery operations should be at the discretion of the master of the recovering ship, in accordance with the provisions of SOLAS regulation III/17-1.
- 1.5 The plans and procedures should be considered as a part of the emergency preparedness plan required by paragraph 8 of part A of the International Safety Management (ISM) Code.

2 Matters to be considered when developing plans and procedures

- 2.1 A risk assessment should be conducted and documented when developing plans and procedures for recovery of persons from the water, including equipment intended to be used, taking into account the anticipated conditions and ship-specific characteristics.
- 2.2 The recovery plans and procedures should facilitate the transfer of persons from the water to the ship while minimizing the risk of injury from impact with the ship's side or other structures, including the recovery appliance itself.
- 2.3 To the extent practicable, recovery procedures should provide for recovery of persons in a horizontal or near-horizontal ("deck-chair") position. Recovery in a vertical position should be avoided whenever possible as it risks cardiac arrest in hypothermic casualties (refer to the Guide for cold water survival (MSC.1/Circ.1185/Rev.1)).
- 2.4 If carried, dedicated recovery equipment should be clearly marked with the maximum number of persons it can accommodate, based on a weight of 82.5 kg per person.
- 2.5 Recovery operations should be conducted at a position clear of the ship's propellers and, as far as practicable, within the ship's parallel mid-body section.
- 2.6 A source of illumination and, where required, a source of power should be available for the area where the recovery operation is conducted.
- 2.7 Ship-specific procedures for the recovery of persons from the water should specify the anticipated conditions under which a recovery operation may be conducted without causing undue hazard to the ship and the ship's crew, taking into account, but not limited to:
 1. maneuverability of the ship;
 2. freeboard of the ship;
 3. points on the ship to which casualties may be recovered;
 4. characteristics and limitations of equipment intended to be used for recovery operations;
 5. available crew and personal protective equipment (PPE);



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6. wind force, direction and spray;
7. significant wave height (Hs);
8. period of waves;
9. swell; and
10. safety of navigation.

3 Competence and familiarization

3.1 Drills should ensure that crew are familiar with the plans, procedures and equipment for recovery of persons from the water. Such drills may be conducted in conjunction with routine man-overboard drills.

3.2 As in the following sample record :-

Relevant records are to be made for each drill.

RECORDS OF DRILLS FOR RECOVERY OF PERSONS FROM THE WATER

DATE	NAME / TITLE	DUTIES	RECORDS OF THE PROGRESS	SIGNATURE	CHECK	REMARKS

3.2 PREPARATION PRIOR TO RECOVERY

- Preparation for recovery takes time, depending on how long the recovery is likely to take. Therefore a full preparation needs to be made prior to recovery operation until being able to recover the target effectively and rapidly.
- The following equipment and stuffs are to be prepared ready for use:
 1. Life-saving appliances: line-throwing apparatus, lifebuoys, lifejackets, immersion suits, rescue boats and life rafts;
 2. Detection aids such as high-visibility/retro-reflective material, lights, a SART and an EPIRB;
 3. Communications equipment: VHF, MF/HF, handheld radiotelephone;
 4. Signaling equipment: signaling lamps, searchlights, signaling flags, loud hailer;
 5. Medical assistance: shelter, stretcher, blanket, drink, food, medicine chest.

The recognized organizations are all equipped to assist with drawing up plans. Plans do not require Class or Flag approval. To assist owners for the SOLAS has prepared a set of guidelines on the development for the recovery of persons from the water.

The guidance is in IMO Resolution MSC.338(91) & MSC.346(91),- SOLAS Regulation III/17-1, and the text of these guidance in the Circulars for P.M.S/C012/14 on www.pmsclass.org

Actions required.

Owners are advised to start implement plan for recovery of persons from the water. for each of their ships at an early date so that there is no delays in the next ISM audit .