



Purpose:

The e-learning module (ELM) is designed for theoretical training of seafarers designated to take charge of survival craft and rescue boats other than fast rescue boats.

What is an e-learning module?

E-learning module is the electronic textbook on one or more sections. Theoretical materials can be accompanied by drawings, diagrams, photos, animations and videos. There is a test for assessment of knowledge gained at the end of each section.

Contents:

- Introduction
- General
- Abandon ship
- Survival craft and rescue boats
- Launching arrangements
- Evacuation and recovery of survival craft and rescue boats
- Actions to take when clear of the ship
- Lifeboat engine and accessories
- Rescue boat outboard engine
- Handling survival craft and rescue boats in rough weather
- Actions to take when aboard a survival craft
- Methods of helicopter rescue
- Radio equipment
- First aid
- Drills in launching and recovering boats
- Drills in launching liferafts
- Drills in launching and recovering rescue boats
- Practical exercises and evaluation

Regulations

- Regulation VI/2 STCW Convention
- Section A-VI/2, Table A-VI/2-1 STCW Code
- IMO Model Course 1.23 “Proficiency in survival craft and rescue boats other than fast rescue boats”

Target groups

- Deck – Management
- Deck – Operational
- Deck – Support
- Engine – Management
- Engine – Operational

Ship types

- All types



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Section 3: General

2.1. EMERGENCY SITUATIONS.

MAIN TYPES OF EMERGENCIES.

Shipboard emergency statistics are quite varied. The greatest danger is constituted by emergencies which necessitate abandonment of the ship:

- fire,
- collision,
- stranding,
- explosion,
- exposure to hazardous substances or dangerous cargo,
- shifting of cargo and
- foundering.



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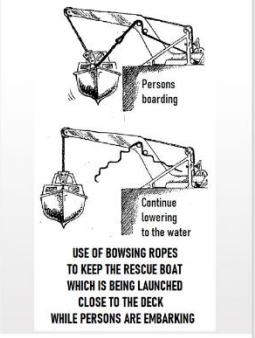
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Section 6: Evaluation and recovery of survival craft and rescue boats

It was mentioned above that on the ship rescue boats are stored in a state of continuous readiness for launching in not more than 5 minutes. Therefore, after the procedure to prepare them for launching is completed:

1. the boat is boarded by the crew on its storage site;
2. with the aid of launching arrangements, the boat is raised above the deck and rigged out overboard;
3. then the boat is lowered by using the winch brake: remote control drive from the davit control box or direct from the boat;
4. as the boat touches the water, the release mechanism is actuated, and if the boat is launched from a ship underway, the bow painter is also released under load, and
5. the engine is started, and the boat makes clear of the ship side.



USE OF BOWING ROPES TO KEEP THE RESCUE BOAT WHICH IS BEING LAUNCHED CLOSE TO THE DECK WHILE PERSONS ARE EMBARKING

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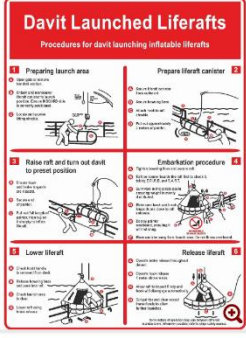
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Section 6: Evaluation and recovery of survival craft and rescue boats

The hook can be released manually both on-load and off-load, i.e., when the liferaft is suspended. To avoid injuries, it is necessary to provide a timely warning about the emergency drop to the occupants to enable them to assume an appropriate position.

When throwing overboard an inflatable liferaft stored in a container, it is first of all necessary to check that the painter is made fast, to release the lashings by pressing a pedal and throw it aside and then throw the container overboard.

The liferaft inflation system is activated by a sharp pull on the painter line.



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Section 7: Actions to take when clear of the ship


Actions to take when clear of the ship.

After being launched from a ship in distress, all the survival craft should get from one length of the ship to a quarter of a mile clear of the ship. The ship's side should be cleared as fast as possible to avoid the risk of being dragged down into a whirlpool in the case of the ship's fast submerging, or being covered with mast structures should the ship begin to swiftly capsize.

All attempts should be made to look for survivors in the water and take them on board.

As far as practicable, objects floating in the water which may prove to be useful should be taken on board. Special attention should be paid to the emergency position indicating radio beacons (EPIRB) and SART's.

One of the essential aspects is to maintain communication with other survival craft.



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Section 8: Starting and subsequent use of the engine

8.2. Cooling system.

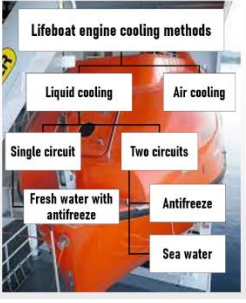
Along with the fuel system, an important role in ensuring operation of lifeboat engines is played by their cooling systems. Their main design features depend on the cooling method.

Air-cooled engines

Air-cooled engines are fitted with a duct to take in cooling air and exhausting it in the atmosphere beyond the lifeboat, as well as with manually operated dampers to enable cooling air to be taken from and exhausted to the interior of the lifeboat.

Water cooled engines

Engines with twin-circuit cooling



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Test tasks

Text of question

What does the length of a painter used for securing together survival craft while awaiting arrival of rescue facilities, depend on?

Choose the correct answer

- Number of persons in a survival craft.
- Wave length in the area of awaiting arrival of rescue facilities.
- Type of the survival craft.
- Dimensions of the survival craft.

Attempts: 1

COMMENT

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