Purpose:

The e-learning module is designed for theoretical training of officers and ratings in accordance with Regulation III/17-1 SOLAS in the part concerning of plans and procedures for recovery of person from the water.

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:

- Content and structure of the plan for recovery operations
- Basic phases of a recovery operation

Target groups

Deck - Management
Deck - Operational
Deck - Support

Engine - Management
Engine - Operational
Engine - Support

Ship types

Generic

Regulations

- Regulation III/17-1 SOLAS
- ISM Code
- MSC.338(91)
- MSC.1/Circ.1447

E-learning module

PLANS AND PROCEDURES FOR RECOVERY OF PERSON FROM THE WATER

Storm Sim

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Section 3. Basic phases of a recovery operation

Providing assistance prior to recovery

People can still die after you have found them but before you can get them on board. Recovery takes time – and those in distress may not have much time, especially if they are in the water, unprotected and/or unsupported. You should be ready to help them stay alive until you are able to recover them.

Depending on how long the recovery is likely to take, they may need:

1	buoyancy aids such as lifebuoys, lifejackets and liferafts;
2	detection aids such as high-visibility/retro-reflective materials, lights, a SART or an EPIRB;
3	survival aids such as shelter, clothing, drink, food and first aid supplies; and
4	communications equipment such as a handheld radio.

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Section 3. Basic phases of a recovery operation

Think about the approach before making it:

.1 determine what will be the most significant factor in creating a lee for the casualty – wind, sea or swell;

.2 assess navigational hazards in the area;

.3 decide on which side you want to make the lee;

.4 consider circling the casualty: this can have a significant calming effect on the sea, but you need to bear in mind your ship's stability and manoeuvring characteristics, the amount of sea room available, and the possibility that there are other survivors in the area;

.5 consider running by the casualty first, if time permits, to help you make your assessment;

.6 consider stopping well short of the casualty during the final approach, to your vessel and to assess the effects of wind, sea and swell when stopped/at slow speeds;

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Section 3. Basic phases of a recovery operation

The condition of the people to be recovered is another critical factor. When responding to an emergency, you will often not know their condition until you arrive.

.1 People's condition can range from the fit and healthy to the entirely helpless who, because of their age or through injury, infirmity, hypothermia, seasickness or fear can do nothing to assist in their own recovery.

.2 This wide range of capability may be found across a group of people to be recovered, so that some of the group will be able to climb unaided into the recovering ship while others will need assistance. Even the fit and experienced seafarer's capability will erode over time, and may erode quickly. Weather conditions – ambient temperatures in particular – and the level of protection available prior to recovery are critical.

.3 You may find that people in distress are able to help themselves (and others). You may find that you will have to do all the work yourself. You are likely to find a

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Section 3. Basic phases of a recovery operation

The following points should be borne in mind:

.1 Lifting devices should be rigged so that those recovered can be lifted clear of hazards and landed on deck in a safe area.

.2 If possible, lines led from windlass or winches should be rigged so that the casualty can be lifted above the deck edge.

.3 Control lines should be rigged to the lower end of the lift, so that swinging against the ship's side can be limited.

.4 The lower end of the lift should be equipped with at least a rescue strop or a secure loop.

.5 A purpose-built or improvised rescue basket, or a purpose-built recovery device, is better than strops and loops.

.6 People who have been in the water, the injured and the insensible, should be lifted in a horizontal or near

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Section 3. Basic phases of a recovery operation

But, as discussed above, more direct help can also be given:

.1 Your own life-saving appliances – including liferafts – can be deployed to those in distress, particularly people in the water.

.2 If lines can be passed to the survivors' craft, they may be kept out of immediate danger; towed to a position where conditions are easier and recovery may be attempted; or even towed to a nearby place of safety.

.3 You can provide a lee for small craft, protecting them from the worst of the conditions: consider circling if practicable.

.4 You may be able to supply more direct aid, passing supplies by floating them down on lines fast to a lifebuoy, for example.

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Test tasks

COMMENT

Such exercise may be conducted in conjunction with routine man-overboard drills, and in this case records to be maintained in relevant documents.

Question text

Drills for emergency actions of recovery may be conducted in conjunction with routine…

Choose the correct answer

○ Abandon ship drills.

○ Man-overboard drills.

○ Firefighting drills.

Attempt: 1   Miss

Web: https://www.stormsimulators.com/