



Activity Report
Mass Rescue Operation Exercise
MS GANN February 10th 2020

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Contents

Preface	5
1 Preparation	6
1.1 Organization and Planning	7
1.1.1 Intention and main goal	7
1.1.2 Exercise management, participating organizations, and time schedule	9
2 The exercise	13
2.1 Safety	13
2.2 The weather	13
2.3 Preparation for the evacuation and response to the Alarm	14
2.4 The evacuation	15
2.5 Coordination at sea	16
3 Observations and evaluation	18
3.1 Before evacuation	18
3.1.1 Comments and assessments	19
3.2 After evacuation	19
3.2.1 Experiences from the life raft	20
3.2.2 Experiences from the lifeboat	20
3.2.3 Comments and assessments	21
3.3 Conclusion	22
A Deltakere	24
B Standing Operational Procedures on MS GANN	26
B.1 Klargjøring av Livbåt <i>Prosedyre ombord i MS GANN</i>	27
B.2 Overføring av personell <i>Prosedyre ombord i MS GANN</i>	28

B.3	Prosedyre ved «Mann-over-bord»	
	<i>Prosedyre ombord i MS GANN</i>	29
B.4	Helikopter-prosedyre	
	<i>Prosedyre ombord i MS GANN</i>	30

Preface

This report describes the background and the activities during the exercise on February 10th 2020, with the crew, staff and cadets onboard MS GANN and the invited participants from the SARex Svalbard 2019-2020 project. The activities took place in the vicinity of Bodø, North of the polar circle.

The report is a description of the activities, the circumstances, who participated, and how we organised and conducted the exercise. We have mentioned a few observations in the report, but we made quite an amount of footage with GoPro-cameras that must be analysed and presented later. We will give further analysis and discussions in a broader context in future reports.

The report is organised into three chapters and two appendices. The first chapter describes the background, organisation and planning, and the next chapter describes safety issues, the weather, and the different phases of the exercise. The third chapter describes the first impressions from the participants. The appendices give lists of participants and relevant standing operational procedures from MS GANN (in Norwegian).

The project management will like to thank the crew, the staff and cadets onboard MS GANN for their enthusiasm, eagerness and willingness to participate in the activities. We will also thank all the participants and guests from the SARex Svalbard 2019-2020 Project for contributing with their knowledge, competence and experience in the planning phase, and during the fieldwork.

Last but not least, we will express our appreciation to the Norwegian Coast Guard represented by the commander of the CG Heimdal Gøran Rosenvinge and his crew, for once again supporting us with excellent and responsible seamanship during the exercise.

Chapter 1

Preparation



Figure 1.1: MS GANN

1.1 Organization and Planning

The project management took lead on the planning procedures and invited the MS Gann management and participants in the SAR-community to three planning conferences with a few months in between. The three planning conferences were all held during one working day at a convenient meeting place in the vicinity of Oslo Airport. These meetings were fruitful in terms of good discussions on activities and safety, and how to organize the upcoming events. The meetings and extensive correspondence resulted in an activity plan for this day of exercises and mass evacuation. The activity plan can be downloaded from the web-site <https://sarex.no>.

MS Gann is a ship and cooperation that educate and prepare young sailors for a life at sea. The education is at the Norwegian high school level, and most of the cadets are younger than 20 years of age.

The exercise we had planned, was also a part of their education and training, as practical training in lifeboats and life rafts is a part of any ships safety and emergency preparedness.

The figs 1.2 and 1.3 shows the planned exercise location outside the city of Bodø, on a topographic map and on a nautical chart, respectively.

As always, the weather plays a crucial part, and in case of difficult wind conditions, we had thought of alternative sites in the area around Bodø.

Some of the specifications of MS GANN is given in table 1.1 on page 10.

GANN has 4 lifeboats (large = 60 PAX, small=40 PAX) and 10 life rafts (20 PAX). We planned to use two large lifeboats (60 persons each) and one life raft (20 persons) during the activity in Bodø, as well as 60 TPA-suites, 48 Neopren Arctic suites and 20 survival suites (for use in life raft).

1.1.1 Intention and main goal

This exercise intended to bring together different levels in the field of maritime search and rescue to exercise and train. The scenario was an emergency where the ship had to be evacuated in a simulated polar environment with personal and group equipment according to the polar code.



Figure 1.2: Topographical map of the exercise area.

Main goals:

- To increase the participants understanding of the challenges that a mass evacuation can pose, thereby laying the foundation for the improvement of equipment, routines, and procedures used during the evacuation of the vessel.
- To identify the time used on various activities connected to the preparation and execution of an evacuation on this scale.

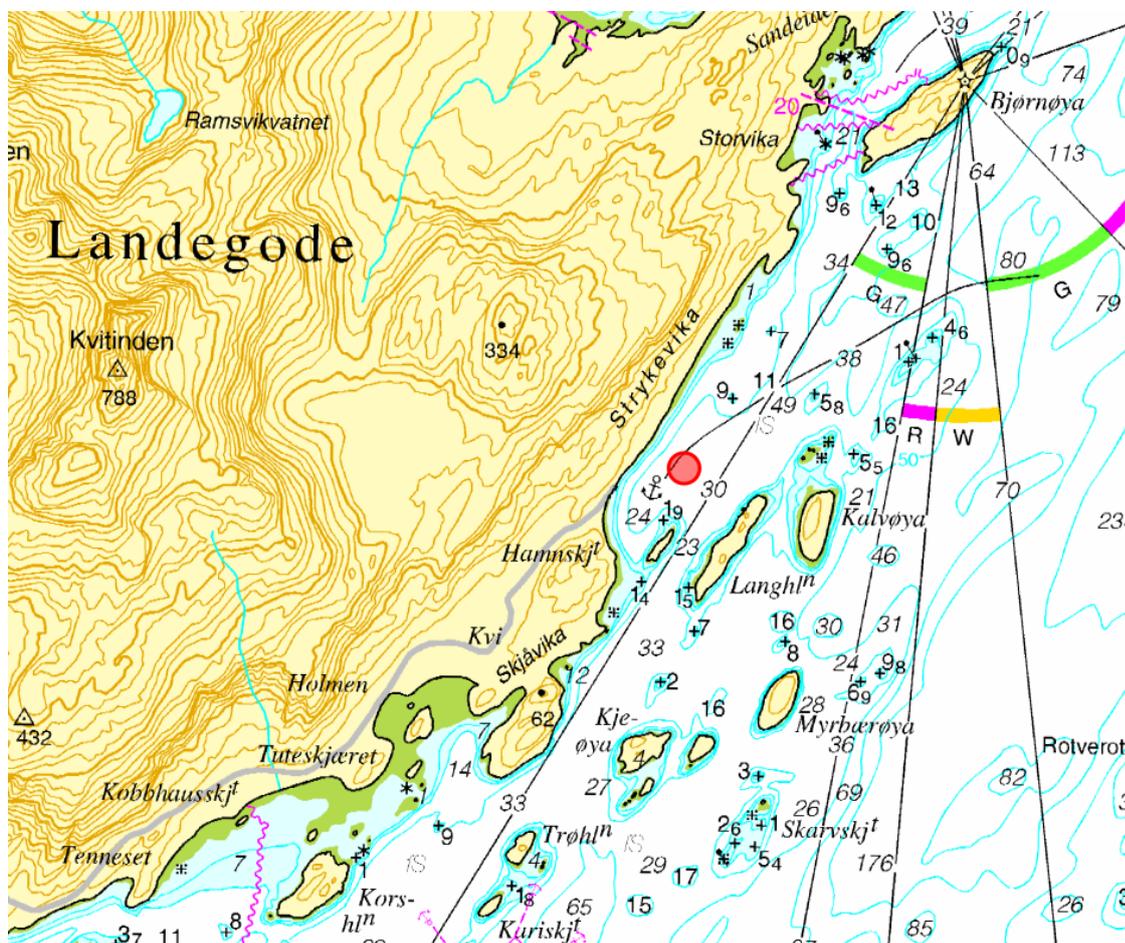


Figure 1.3: Nautical chart of the exercise area.

1.1.2 Exercise management, participating organizations, and time schedule

The exercise management and the vessels commanders are presented in table 1.2. All of the participants listed in appendix A have contributed in the planning process and discussions to make the event on this day as valuable and safe as possible.

Table 1.3 shows the main organizations providing resources to run the exercise during the day.

Table 1.5 present the overall schedule of the day, and the schedule was followed closely during the day.

Gross tonnage:	4072
Net tonnage:	2252
Deadweight tonnage:	807
Length:	108.55 m
Beam:	16.5 m
Draft:	4.74 m
No. of Decks:	7
No. of pass. cabins:	148
No. of cadets:	120

Table 1.1: MS Gann specifications

Role	Name	Responsibilities
Conductor of the exercise	Terje Brinck Løyning	Coordinating the planned activities with the captain and his crew
Project manager SARex Svalbard	Morten Nyheim Jørgensen	Coordination with external participants
Captain MS GANN	Bernt Jarl Berge	Overall responsible for the activities on board and around the ship, and the safety for all personnel involved.
Commander CGV HEIMDAL	Gøran Rosenvinge	Responsible for the overall safety at sea.
SAR coordinator JRCC N-N	Lars Nedrevåg	Responsible for coordinating the exercise on the scene

Table 1.2: The roles and responsibilities of key personnel.

Activity Report MRO MS GANN
10h February 2020
SARex Svalbard 2019-2020

Org. and Unit	Description
MS GANN	A School ship with 120 cadets, administration and ship crew.
CGV HEIMDAL	Coast Guard vessel responsible for the safety at sea
JRCC N-N	The Joint Rescue Coordination Center Northern Norway, surveying and controlling the exercise.
The Coastal Radio North	The coastal radio responsible for emergency communications during the exercise.
NOR 330 Sq	The Norwegian rescue helicopter squadron.

Table 1.3: Exercising organizations and units.

Organization	Norwegian Description	English Description
PTIL	Petroleumstilsynet	Petroleum Safety Authority Norway
NOFO	Norsk Oljevernforening for Operatørselskap	The Norwegian Clean Seas Association for Operating Companies
SDIR	Sjøfartsdirektoratet	The Norwegian Maritime Authority
NR	Norges Rederiforbund	Norwegian Shipowners' Association
DNV GL		
Norsk Folkehjelp		Norwegian People's Aid
JRCC N-N	Hovedredningsentralen i Nord-Norge	The Joint Rescue Coordination Center Northern Norway
TELENOR Coastal Radio		
Norsk Sjøoffisersforbund		The Norwegian Maritime Officers' Association
Narvik Kystlag		The Coastal Federation - Narvik local branch
UiT		The Arctic University of Norway
Sealift Systems AS		
Conrad Mohr gruppen		
Simon Møkster Shipping		

Table 1.4: Participating authorities, organizations and institutions.

Activity Report MRO MS GANN
 10h February 2020
 SARex Svalbard 2019-2020

#	Main activity	Time	Note
1	Embarking MS Gann	0800	
2	Departure Bodø/Briefings	0830	
3	At anchor in exercise area	NLT 1000	
4	Alarm «EXERCISE EVAC 2020»	1000	
5	Preparation for evacuation	1000-1200	
	Lunch	1200-1230	
6	Evacuation	1300-1400	
7	Coordination at Sea	1400-1600	
8	Evacuation with helicopter	1500-1600	Req. from heli-sqv.
	End of exercise	1600	
9	Dismantlement	1600-1700	
20	Departure to Bodø	1700	
	Dinner	1700	
11	«Hot wash up»	1800-2000	On board MS GANN
	Departure from Bodø	2100	

Table 1.5: Table of the planned schedule.

Chapter 2

The exercise

2.1 Safety

The embarking and the reception of personnel on the ship went according to the planned timings described in table 1.5 and we anchored on time in the intended position. There had been some concerns about the weather conditions, as the weather forecast for the day was not favourable at the location chosen for the exercise. We discussed some alternative positions, but the weather situation became better than the estimates, and we anchored in the area as planned, showed in figures 1.3 and 1.2.

The Norwegian Coast Guard, represented by the CG Heimdal, took care of safety at sea during the exercise, and there were continuously two man-over-board boats (MOB-boats) in the vicinity of the activities during the day.

An overall risk assessment is described and presented in the plan document. Also, we planned each activity by the standing operating procedures and safety measures on board the MS GANN, included in the plan document, and also included in appendix B in this report.

2.2 The weather

Our concerns about the weather conditions, in particular the wind speed and direction and the sea state, turned out to be in vain. The weather became much

better than predicted: Starting in the morning with Easterly breeze Beaufort 4 (5.5-7.5 m/s), changing to S-SW and falling to Beaufort 3 and 2 in the afternoon (1.6 -3.3 m/s). The wave height was about 0.5 m in the morning to 0-0.5 m in the afternoon.

These weather conditions were, of course, suitable for the safety of the personnel and relief for our concerns. However, the exercise outcome may have been even more interesting if the weather conditions had been a bit more challenging. It is difficult to plan activities according to the weather; it is either too much or too little. We are happy that the weather conditions turned out the way it did.

2.3 Preparation for the evacuation and response to the Alarm



Figure 2.1: Happy cadets ready to evacuate.

A few minutes after 10:00 am, the captain set off the ship's alarm and sent out an «exercise MayDay» on the radio on a pre-planned exercise channel. The captain then commanded the crew and passengers to abandon the ship at 10:09 am.

All in all 140 cadets, crew members and passengers participated in the exercise. Some remained at the cabins instead of being present at the mustering stations. Others had instructions to meet at another mustering station than their pre-planned station.

The crew had control of all personnel at the mustering stations at 10:26 am. The participating evacuees started to dress up with their thermal protection suits, and then they begin to embark the lifeboats. In addition to their thermal protection suits, they also brought with them a bag with personal safety equipment. We simulated the volume of drinking water for each person for five days, in compliance with the polar code, by loading packages of similar size into the lifeboat. We simulated the Group safety equipment the same way.

A significant finding at this stage was that because of the additional safety equipment required by the polar code, five persons of a lifeboat certified for 60 persons were left outside. There was no room for them inside. The picture on page 16 illustrates this point. To illustrate the lack of space further, one of the participants could not support the situation in the lifeboat and became ill. He was extracted from the interior and received medical support and care on deck.

Both the lifeboats were ready to be launched at 10:39 am. For safety reasons, the crew lowered the boats to the sea surface without personnel inside. At this point, we took a lunch break and continued our exercise afterwards.

2.4 The evacuation

This activity started after lunch, and all actors entered the lifeboats from a gate close to the waterline. In addition to the two boats, we filled a life raft with a certified capacity of 20 persons. Sixteen persons filled the raft, sitting shoulder by shoulder and their feet directed towards the centre of the raft. The remaining four persons had no other option than to take place in the centre of the raft, but this arrangement would have made it difficult for all to stretch their legs. We assessed that we could not fill the raft with the certified number of persons to comply with the polar code requirement of five days in a life raft. The situation on board that raft would have been insupportable within a short period.

The goal of this part of the process was to maintain the safety of the personnel. In a real situation, the crew would have launched the lifeboats from the upper deck with persons inside.



Figure 2.2: A lifeboat filled with personnel in their thermal protective suits.

2.5 Coordination at sea

When the lifeboats and the life raft were moving around, we began several tests and exercises with a focus on coordination. In one particular test, we instructed the navigator on one of the lifeboats in advance, to stop functioning (he played dead). This exercise intended to observe how long time it would take for the rest of the participants to reorganize and take control over the lifeboat. Another task was to keep the three floating units together, i.e. one of the boats would have to take control of the life raft since this unit did not have a propulsion system to navigate. The task was to take control of the life raft and tow it in a proper direction.

On request from the rescue helicopter squadron, we had planned to lift personnel from the life raft and lifeboat, and a stretcher with a dummy from the deck of MS GANN with two helicopters. Unfortunately, due to technical problems with both helicopters, this activity was cancelled.



Figure 2.3: Navigation exercises, keeping the raft and life boats together.

Chapter 3

Observations and evaluation

3.1 Before evacuation

- The exercise was a simple task for the ship's management on the bridge. Nevertheless, they appropriately solved the management task, and their communication was clear and understandable. During the exercise, there were occasionally a large group of participants and observers talking and discussion quite loudly. The captain and his crew could have asked more discipline from the visitors on the bridge.
- The 30 minutes time-lapse from the order of abandon the ship to the lifeboats were ready to launch, is within the SOLAS requirement. The crew used the passenger-lists on each mustering station, at each rescue boat and the life raft. They quickly registered the missing persons at the stations and took measures to find them. The Joint Rescue Coordination Center regularly received reports about the situation through the coastal radio during this phase.
- Observers recorded the time when personnel put on their thermal protection suits, to document «bottle necks» during the preparation for evacuation. The dressing of the apparel was often inadequate or erroneous; most of it related to strapping and zippers. These flaws may create difficulties when the personnel have to go into the seawater. A partner check is recommended at the mustering stations before the persons enter the rescue crafts.
- The exercise documented that the additional equipment required by the polar code diminish the capacity of the lifeboat. This other equipment

involves personal safety equipment, group safety equipment, and drinking water supply for five days for all on board. For a boat with a certified capacity of 60 persons, the capacity reduction was five persons (8%). This certified lifeboat was a lifeboat without safety belts so that the persons could be stacked quite densely.

3.1.1 Comments and assessments

- The internal warning and alarm systems worked properly, and the participants met all the required time limits. External notifications and reports to the JRCC N-N on the coastal radio were timely, with sufficient and precise information. Alert and information to other maritime traffic on the maritime VFH were not registered.
- The rescue coordinator at the JRCC N-N got relevant training during the exercise and routinely warned other related search and rescue resources. Warning from MS GANN to other maritime traffic about the incident is an essential part of the warning chain in terms of allocating the resources. The JRCC N-N did not register this part of the communication.
- The ship management had established communication plans for internal and external communication, even at a relatively simple exercise like this.
- The planned activity at the end of the day involved two Sea King SAR helicopters and a remotely piloted aircraft, operated from the CG Heimdal. The air controller at Bodø Airport got control of the established air control procedure. Due to technical problems with the SAR helicopters, the need for air control vanished.

3.2 After evacuation

As described in section 2.5 on page 16, several tests and exercises were conducted away from the ship, with a planned transfer of personnel by helicopters to a reception centre in Bodø. Unfortunately, technical problems in the helicopters caused a cancellation of this operation.

3.2.1 Experiences from the life raft

- The life raft did not have bottom insulation, and the thin rubber bottom of the life raft is a few mm thick. With sea temperatures close to 0°C, the human heat loss to the sea is quite substantial. The persons inside the raft will start to freeze in a short time.
- The raft did not deform under towing and performed during the towing exercises without affecting the people inside the life raft.
- It was challenging to handle the towing line and fix it properly with or without gloves in cold seawater. The problems would be more challenging in rougher seas and more vigorous wind conditions.
- Under these calm weather conditions, the raft behaved stable, and it was possible to lean over the rim to handle and fix towing lines. More challenging weather conditions may have proved otherwise.

3.2.2 Experiences from the lifeboat

- The weather conditions did not make the presence in the lifeboat a significant toll. The hatches were open, creating proper ventilation inside the boat.
- In a preplanned incident, the responsible navigator in one of the lifeboats went out of play, and other personnel had to take responsibility. The other persons did not get a warning in advance. The new management had control of the lifeboat after two minutes. We may expect such a quick takeover in a group of cadets that face new challenges every day in leadership training, but possibly not so much in a group of ordinary cruise passengers in a real evacuation incident.
- There was a real (No Play) leakage of exhaust from the engine in one of the lifeboats, where some of the passengers felt discomfort and had hard to breathe. The captain and the exercise management made a quick decision to take this lifeboat out of the exercise, and the personnel returned to the ship.
- The lifeboat was easy to manoeuvre when towing a life raft, and the transfer of the towing line was unproblematic. Again, the weather conditions may have affected this outcome.

- The actors established excellent communication with maritime VHF between lifeboats, life raft, safety MOB-boats and the larger vessels MS GANN and CG Heimdal.

3.2.3 Comments and assessments

- The cadets and crew on MS GANN have a right training level and good safety routines and handled the challenges during the exercises very well and safely. Well done!
- The SARex project had planned to document several environmental parameters inside the lifeboat, such as air quality, air temperature, etc. Unfortunately, the sensors and our colleague from Canada did not make the travel to Bodø because of bad weather.
- To establish a common situational picture and understanding and maintain this until all involved personnel are safe, is a significant task in real SAR situations as well as during exercises. The actors handled this task adequately, and proper communication procedures contributed to maintain the situational picture and that all resources could act correctly and timely to the development of the situation.
- The coordination and interaction between the lifeboats and the life raft worked splendidly. Excellent communication between the units, and favourable weather conditions, made the tasks easy.
- During the exercise, the coast guard operated a remotely piloted aircraft with a video camera. The Coast Guard transferred live-streamed video recordings to the JRCC N-N and two receivers on MS GANN. This feature contributed to a continuous bird view observation of the activities at the sea surface, and thereby an increased safety level for the personnel and the equipment.

3.3 Conclusion

The SARex Svalbard project management assesses that the planned intention and main goals (see section 1.1.1 on page 7) are obtained and fulfilled.

We conducted the exercise following the plan and gave the participants at all levels a realistic understanding of the challenges in an incident where evacuation is necessary, even under pleasant weather conditions.

We will analyse several of the observations mentioned above for further development and improvement of equipment, procedures and routines.

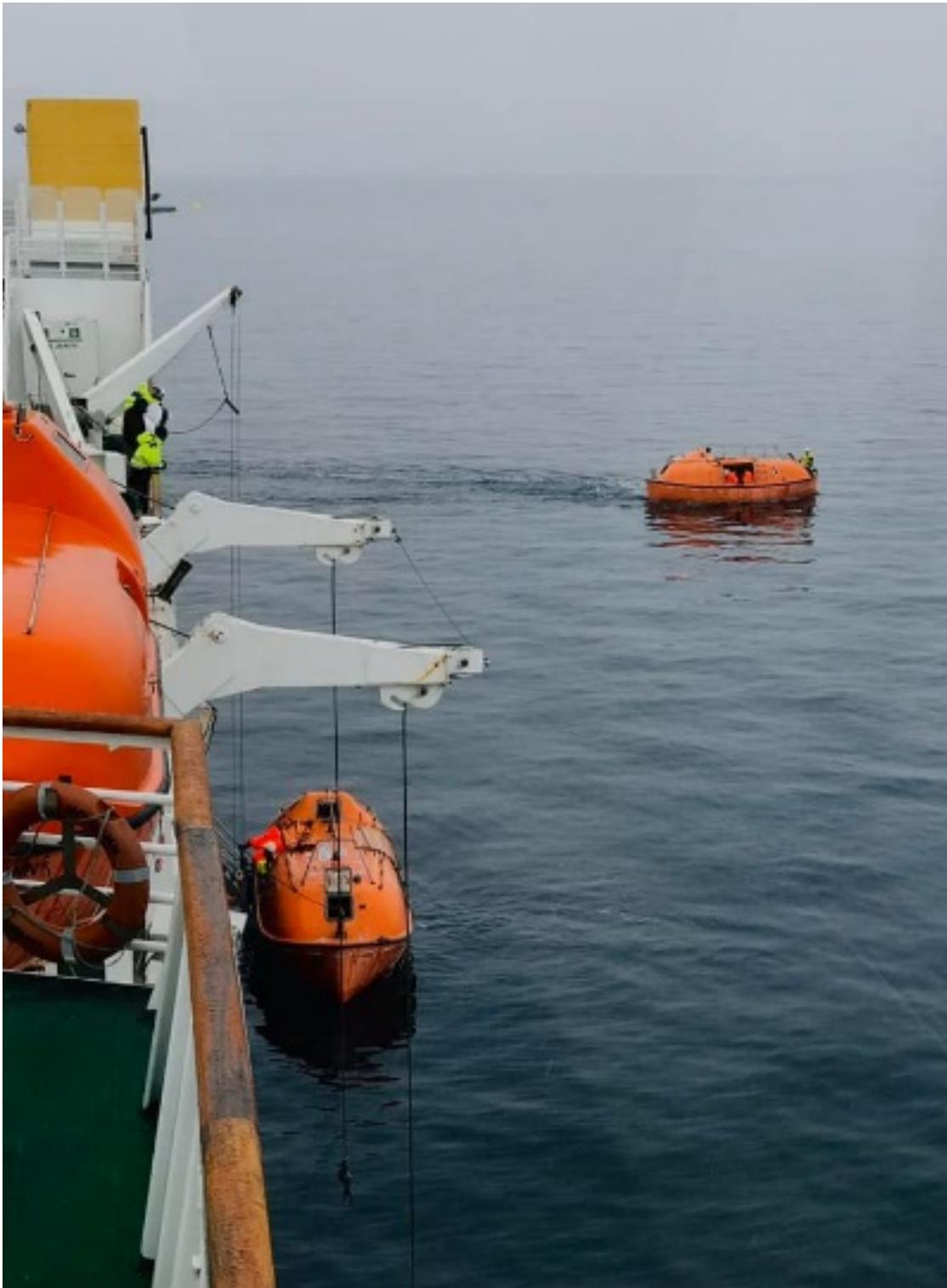


Figure 3.1: Both life boats on the water.

Appendix A

Deltakere

Participants		
Name	Organisation	Embark
Morten Jørgensen	SARex/MFN	Narvik
Terje Brinck Løyning	SARex/MFN	Narvik
Anne Marit Lie	Petroleumstilsynet	Bodø
Gunnar Rønningen	Conrad Mohr AS	Bodø
Dorthe Iselin Austevoll	Sealift Systems AS	Bodø
Wilhelm-Magne Austevoll	Sealift Systems AS	Bodø
Morten Mejlænder-Larsen	DNV GL	Bodø
Tor Einar Risøy	Sjøfartsdirektoratet	Bodø
Mirjam O. Vikingstad	Sjøfartsdirektoratet	Bodø
Anita Strømøy	Sjøfartsdirektoratet	Bodø
Erik Landa	Sjøfartsdirektoratet	Bodø
Kari Stautland	Sjøfartsdirektoratet	Bodø
Lars Nedreveåg	HRS	

Participants (cont.)		
Name	Organisation	Embark
Irene Andreassen	HRS	Bodø
Emmi Ikonen	HRS	Bodø
Tor Eivind Moss	NOFO	Bodø
Bashir Olawoyin	UiT Narvik	Narvik
Anirudh Kurup	UiT Narvik	Narvik
Marius Didriksen Hansen	UiT Narvik	Narvik
Ola Skogrand	UiT Narvik	Bodø
Ken Roger Fagerheim	UiT Narvik	Narvik
Sondre Nygård	UiT Narvik	Narvik
Guy Beeri Mauseth	UiT Narvik	Narvik
Tanita Brustad	UiT Narvik	Bodø
Anders Øgsnes	Narvik Kystlag	Narvik
Svein Pedersen	Narvik Kystlag	Narvik
Turid Erikstad	Telenor Kystradio	Bodø
Morten Kveim	Norsk Sjøoffisersforbund	Bodø
Hans Kvadsheim	Simon Møkster Shipping	Bodø

Appendix B

Standing Operational Procedures on MS GANN

These standing operational procedures (SOP's) are in Norwegian, and they describes how to prepare the life boats for use, how to transfer of personnel, how to handle a man-over-board situation, and how to cooperate with SAR helicopters.

B.1 Klargjøring av Livbåt

Prosedyre ombord i MS GANN

— Trykt kopi. For de nyeste revisjonene, sjekk UniSea QA! —

Skoleskipet Gann 0138 Revision 00 23.04.2018	QA PROCEDURE ▶ Skip ▶ 7. ISM Operasjoner om bord Ferdse på livbåters overbygning	Approved
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M/S GANN - ISM Sikkerhetsstyringssystem

Formål

Dette dokument skal sikre, at ferdsel på livbåters overbygning ved reparasjon eller rengjøring mv. følger et homogent mønster, hvor alle handlinger er dokumenterte og sporebare.

Introduksjon

Ved ferdsel på livbåtenes overbygning samt på MOB-båter er det utarbeidet en prosedyre som innebærer at det skal bæres sikkerhetssele.

Prosedyrebeskrivelse

Det skal alltid være 2 personer tilstede under arbeide som kan innebære fallrisiko.

Før arbeidet påbegynnes skal sikkerhetssele kontrolleres for slitasje og funksjon.

Personer som skal ferdes på livbåter og MOB-båter skal ha en forsvarlig fastgjort sikkerhetssele, som skal være fastgjort til faste punkter på dækk.

Ansvarlig

Vakthavende stymann er ansvarlig for at ovennevnte prosedyre overholdes.

No references

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B.2 Overføring av personell

Prosedyre ombord i MS GANN

— Trykt kopi. For de nyeste revisjonene, sjekk UniSea QA! —

Skoleskipet Gann
0152
Revision 01 22.01.2020

QA PROCEDURE ▶ Skip ▶ 7. ISM Operasjoner om bord
Tending/Overføring av passasjerer

Approved

M/S GANN - ISM Sikkerhetsstyringssystem

Hensikt

Retningslinjene skal sikre forsvarlig overføring av passasjerer til tender båt.

Retningslinjer

- Gjennomføring av båtstopp er til enhver tid gjenstand for kapteinens vurdering med hensyn til at overføringen av passasjerer kan skje på et forsvarlig sikkerhetsmessig grunnlag.
- Ved forespørsel om tendring skal det presiseres ovenfor "bestiller" at båtfører har ansvaret for at båten er godkjent for å ta med passasjerer, samt at tilstrekkelig antall redningsvester forefinnes om bord.
- Når gangvei ikke er i bruk, skal passasjerene iføres redningsvest før overføring. Skipets redningsvester skal ikke benyttes.
- Tending skal bestilles direkte hos fartøyet.
- Minimum to kvalifiserte besetningsmedlemmer skal være tilstede i porten ved overføringer av passasjerer.
- Mannskap som bemanner portene skal iføres redningsvester.
- Håndtering av passasjerer skal skje slik det fremkommer under instruks for overføring av passasjerer.
- Oppdatert passasjerinfo og passasjerliste sendes rederiet.

Instruks for overføring av passasjerer

Hensikt

Instruksen skal sikre at overføring av passasjerer til/fra annet fartøy i sjøen foregår betryggende.

Instruks

1. Passasjerer holdes unna inntil tenderbåt/mottakende båt er fortøyd og gangveg ferdigrigget
2. Husk kommunikasjon, meld straks fra til broen om noe uforutsett skjer.
3. Porter åpnes på ordre fra bro.
4. Gangveg/leder forsvarlig rigget og sikret og uten skade.
5. Passasjer(e) hjelpes til/fra fartøy.
6. Reiseleder assistere og veilede passasjerene ved behov.
7. Gangveg/leder fjernes og sideport lukkes og sikres på ordre fra bro
8. Meld fra når passasjer(e) er ombord og når porten er stengt.
9. Endret passasjertall føres inn i dekkdagboken
10. Oppdatere passasjerinfo og passasjerliste på SafeseaNet, og på AIS om bord.

Sikkerhetstiltak

1. Lytt på skipsintern UHF-kanal
2. Mot annet fartøy arbeider en på skipsintern VHF-kanal.
3. Hiveline og redningsbøye m/lys og line tilgjengelig.
4. Opplyst skuteseide etter mørkets frembrudd

No references

B.3 Prosedyre ved «Mann-over-bord»

Prosedyre ombord i MS GANN

— Trykt kopi. For de nyeste revisjonene, sjekk UniSea QA! —

Skoleskipet Gann
0181
Revision 00 24.04.2018

QA PROCEDURE ▶ Skip ▶ 8. ISM Nødberedskap
MOB – Opphenting av personer i havet

Approved

M/S GANN - ISM Sikkerhetsstyringssystem

Formål :

Dersom en person (inbefatter mannskap og/eller passasjerer) med uhell faller over bord skal det iverksettes umiddelbar reaksjon for å hente opp vedkommende i live.

Prosedyrebeskrivelse :

I følgende rekkefølge:

- MOB-knapp trykkes på ECDIS
- Kapteinen underrettes umiddelbart.
- MAYDAY-prosedyre utføres ved hjelp av VHF (ch16)
- Slå general alarm
- Kode SIERRA eller PAPA (styrbord eller babord)
- Maskin underrettes
- Livbåt mannskap underrettes
- Skjerpet bro
- Utkikk
- Reduser fart
- Sett utkikk
- Dropp livbøye
- Røyk signaler

Ansvarlig:

Vakthavende offiser er ansvarlig for at utsettelsen av MOB-skjer ihenhold til prosedyre.

Kaptein har det overordnede ansvar.

I henhold til SOLAS Kapittel 3 Forskrift 17-1 "Recovery of Persons from water", skal alle skip inneha en egen skipsspesifikkplan for opphenting av person i havet. Planen skal inneholde handlinger for hvordan skipets besetning skal reagere ved opphenting av person fra havet. Dette innbefatter også gjenstander som er brukbare under de rådende omstendigheter. Handlingsplanen foretas i stigende rekkefølge med påfølgende handlingsbeskrivelse:

1. Alarmering (posisjonering osv, skjerpet bro, utkikk, livbøyer brovinger, MAYDAY PROSEDYRE, **tenne lyskastere på broving om nødvendig**, Helikopter assistanse sjekklister 900H)
2. Skips manøvrering (, meteorologiske forhold, skuteseide i forhold til LE)
3. Mønstring (henviser til alarmplan, instr nr: 16)
4. Personlig verneutstyr
5. Utsetting MOB båt (bemannes i henhold til alarmplan)
6. Klargjøring av redningslag/førstehjelp (hospitall klargjøres, førstehjelpslag og bæreleg mobiliseres, PILOT ENTRENCE DOOR)
7. Operasjon av MOB båt
8. Tilbakeføring (dersom værforhold er optimale, heises mob i tilbake i krokene)
9. Rapportering
10. BEGRENSNINGER (gå tilbake i krokene, MOBens begrensning, Mannskapets begrensning og fare for eget liv)

1. Alarmering

Dersom det blir kjent at en person faller/har falt over bord, skal MOB-knapp på ECDIS trykkes for å få posisjon hvor personen sist ble observert. Livbøyer på brovinger utløses umiddelbart. Alarmering skjer i henhold til alarmplanen (MOB Sierra/Papa). Broen blir skjerpet med ekstra utkikk og/eller ekstra navigatører. Kapteinen underrettes. Nødkalling etterfulgt av nødmelding sendes over VHF kanal 16.

Vedkommende som observerer personen som faller over bord skal holde blikkfanger på personen hele tiden.

B.4 Helikopter-prosedyre

Prosedyre ombord i MS GANN

— Trykt kopi. For de nyeste revisjonene, sjekk UniSea QA! —

Skoleskipet Gann 0373 Revision 02 22.01.2020	QA PROCEDURE ▶ Skip ▶ 900 Sjekkliste Helikopterassistanse	Approved
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M/S GANN - ISM Sikkerhetsstyringssystem

Kontroll punkt	Utført
Kontroller at alle løse objekter innenfor og i nærheten av vinsj område er fjernet eller surret.	
Er både bro og maskin underrettet og har begge steder meldt klar?	
Opprette kommunikasjon mellom bro og helikopter .	
Opprette kommunikasjon mellom dekk og bro.	
Vinsj område bør opplyses, men ikke på noen måte blander piloten.	
Kontroller at alle passasjerer og andre uvedkommende er borte fra vinsj område og holdes borte herfra. Eventuelt med bevoktede avsperringer.	
Mannskap som tar imot redningspersonell og utstyr skal være iført personlig verneutstyr og ha kommunikasjonsutstyr.	
Wire fra helikopter avjordnet i sjø eller på dekk før berøring.	

No references

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