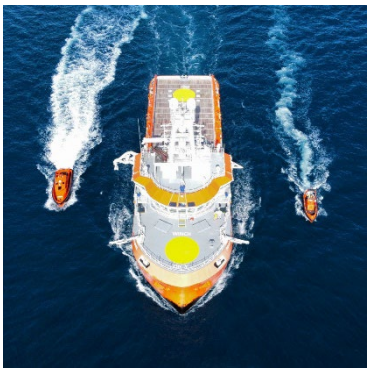
Emergency Response & Rescue Vessel Survey Guidelines

A Joint Industry Guide

Guideline



19th September 2024

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List of Abbreviations

Abbreviations	
ACOP	Approved Code of Practice
BS	British Standard
CAA	Civil Aviation Authority
DF	Direction Finding
DETR	Department of the Environment, Transport and the Regions
DC	Daughter Craft
EC	European Community
ERP	Emergency Response Plan
ERRV	Emergency Response and Rescue Vessel
ERRVA	Emergency Response and Rescue Vessel Association
FRC	Fast Rescue Craft
GPS	Global Positioning System
HSE	Health & Safety Executive
IMO	International Maritime Organisation
LSA	Life Saving Appliances
MSN	Merchant Shipping Notice
MCA	Maritime and Coastguard Agency
PFEER	Offshore Installations (Prevention of Fire and Explosion, and Emergency Response) Regulations 1995
SAR	Search And Rescue
ERRV	Emergency Response and Rescue Vessel
SOLAS	Safety of Life at Sea
TEMPSC	Totally Enclosed Motor Propelled Survival Craft
UKCS	United Kingdom Continental Shelf

Key Definitions

Term	Definitions
Safety Zone	An area considered to be contained within a 500-metre radius of an Installation and commonly referred to as the “500 metre Zone”.
Survey Body	A body competent to undertake the survey of an ERRV and judge its fitness to meet these Guidelines.
Surveyor	A competent surveyor appointed by a Survey Body.
Duty Holder	The offshore installation operator or the owner of a mobile installation, having responsibility under the Offshore Installations (Prevention of Fire and Explosion, and Emergency Response) (PFEER) Regulations 1995.

1 Introduction

These Guidelines are issued jointly by OEUK and the Emergency Response & Rescue Vessel Association (ERRVA). They provide guidance for marine surveyors, ERRV operators and charterers in assessing the suitability of vessels standing by offshore Installations when they provide the arrangements for effective recovery and rescue required by offshore health and safety legislation. These vessels are generally referred to in these Guidelines as ERRV's (ERRV).

These Guidelines have been prepared following extensive consultation with the Maritime and Coastguard Agency (MCA), the Health and Safety Executive (HSE), a wide group of individuals and other interested organisations.

These Guidelines describe what is generally regarded in the industry as good practice and set standards to enable a vessel to undertake the fundamental standby functions. They are not mandatory and operators may adopt different standards in a particular situation where to do so would maintain an equivalent or better level of safety.

Compliance with the standards set out in these Guidelines is demonstrated by certification following survey by an independent body competent for the purpose. However different standards may be adopted in a particular situation where, to do so, would maintain an equivalent or better level of safety, to the satisfaction of the surveyor and to enable a Certificate to be issued.

These Guidelines are a living document and after experience in their application or changes in technology, they may need to be reviewed and amended to ensure that they continue to set out good practice. Therefore, OEUK and ERRVA welcome, at any time and from any person, comments on their content or working.

Comments may be sent to either of the following: -

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2 Guideline Status

These Guidelines have been prepared following extensive consultation with the MCA, HSE and other interested organisations and apply to vessels standing by offshore Installations on the United Kingdom Continental Shelf (UKCS). It is important to be clear on their legal standing, which is as follows that:-

1. They have no statutory force. They do, however, support the relevant offshore health and safety legislation relating to the recovery and rescue arrangements near offshore installations, i.e., Regulation 17 of the Offshore Installations (Prevention of Fire and Explosion, and Emergency Response) (PFEER) Regulations 1995 (SI 1995 No.743). Further information on this requirement is given in Appendix 'C'.
2. They do not relate to marine requirements, from which they are quite distinct. To ensure compliance with maritime legislation the relevant maritime safety regulator - MCA in the case of the UK - must carry out the appropriate marine surveys and issue the necessary statutory certification (for international voyage vessels) or ensure compliance with mandatory legislative requirements (for UK non-international voyage vessels). The survey for assessment of compliance with the standards set for standby functions and the issue of a certificate detailed in these Guidelines are additional to the maritime safety regulator's surveys but may be carried out at the same time. (Ref. Section 1.4 for further information on the timing of re-certification). Equipment provided in accordance with these Guidelines may support an application of equivalence to a particular maritime legislation e.g. the provision of a fast rescue craft may support a request for exemption on lifeboat provision. Such matters are for the sole consideration of the maritime safety regulator who will need to be assured that an equivalent or higher level of safety has been provided. Also, in view of the limited use of survivor accommodation, if it is constructed with non-combustible ceilings, linings, bulkheads, doors, and decks and where floor coverings, furniture, furnishings, etc. satisfy the relevant maritime safety regulator's requirements concerning fire risk in accommodation areas, then this may support an application to be considered for exemption from parts of the cargo ship construction regulations relating to structural fire protection.
3. In United Kingdom territorial waters adjacent to Northern Ireland, the Offshore Installations (Prevention of Fire and Explosion, and Emergency Response) Regulations (Northern Ireland) 1995 (SR 1995 No 345) apply.

These Guidelines relate solely to technical standards for vessels providing emergency response and rescue services. Further guidance shall be sought from: -

1. Emergency Response & Rescue Vessel Management Guidelines. (Issued jointly by OEUK and ERRVA)
2. OPITO Approved Emergency Response Standards for Emergency Response & Rescue Vessel Crews. (Details the levels of competence required by ERRV crews and how these are achieved and demonstrated.)

3 CERTIFICATION PROCESS FOR ERRV'S

3.1 Fundamental Requirements

The fundamental requirements that an ERRV must satisfy are that it shall be capable of: -

1. Rescuing from the water or recovering persons and providing them with medical aid.
2. Acting as a "Place of safety" in accordance with PFEER.
3. Providing on scene co-ordination, as required, in accordance with relevant Installations' Emergency Response Plan (ERP) and OEUK Guidelines on Management of Emergency Response.
4. To participate as required by the duty holder in the execution of the Installation collision avoidance strategy e.g., to monitor the Safety Zone, warn approaching vessels and advise the Installation of the risk of collision and prevent same where possible.
5. Acting as a reserve radio station as required by the duty holder.

Should the ERRV be utilised in an additional role then an assessment shall be made of any additional risks involved (including any that could affect its recovery and rescue function) and measures to mitigate the risk put in place. A copy of the details of the risk assessment shall be kept on board the ERRV and shall be made available to surveyors at their request.

ERRV crews engaged in the carriage of cargo, towing, anchor-handling, and supply operations shall be familiar with, and operate in accordance with, the latest edition of Guidelines for Offshore Marine Operations (GOMO) including area specific requirements, and when carrying deck cargo comply with the following requirements:

3.1.1 Certificates of Competency

ERRV's crewed by deck officers with STCW restricted certificates (i.e., converted Fishing Certificates) who have an Officer of the Watch (unlimited) STCW95 Reg II/I Certificate of Competency are to be allowed to carry up to 400 square metres of containerised deck cargo.

In accordance with MSN 1856 (M+F) – Amendment 1, holders of UK-Issued Deck Class 1 (Fishing Vessel) Certificates of Competency, and UK-issued Class II (Fishing Vessel) Certificates of Competency, may obtain an Officer of the Watch (unlimited) STCW 95 Reg II/I certificate of competency by producing evidence of having completed Conversions to OOW unlimited, STCW Convention regulations II/I as defined in Sections 13.1 and 13.2 of MSN 1856 (M+F) – Amendment 1.

3.1.2 Cargo Carriage Certification

The Certificates of Competency of officers who have studied the Cargo Handling modules from the Standby Ship Operators Association and have been issued with a Cargo Handling Certificate by, its successor, The Emergency Response and Rescue Vessel Association, shall be endorsed by the MCA Headquarters, stating that the holders are certified to serve on ERRV's that are permitted to carry 400 square metres of containerised deck cargo. This applies in UK waters only.

Deck cargo must not obstruct or restrict the helicopter winching area on the main deck unless an acceptable alternative winching area is provided in another place aboard the vessel.

3.2 Survey Procedure

Application for the initial and every fifth-year survey of an ERRV for compliance with these Guidelines shall be made to the MCA. ERRV operators may however select MCA or a UK-recognised Classification Society to undertake the annual surveys. Classification Societies recognised in the UK for the purposes of these Guidelines are the British Committees of Lloyds Register of Shipping, Det Norske Veritas, Bureau Veritas, American Bureau of Shipping, Class NK, and Registro Italiano Navale. Where an MCA Surveyor is not available for the renewal, it can be carried-out by a surveyor from a recognised Classification Society.

However, the vessel shall have been surveyed by the MCA at least once within a six (6) year period.

The MCA charges for survey of vessels as per their fee regulations. Non-UK vessels are charged at a wider market rate.

It is strongly recommended that OEUK/ERRVA and the MCA are consulted before any ERRV's construction, or conversion, commences to ensure compliance, at the time of the Initial Survey, with the then current ERRV Survey Guidelines as per 7.2 - Survivor Rescue, Sub. Clause 7.2.1 , Paragraph 4.

Upon satisfactory completion of the initial survey of the ERRV, including any repairs and additions necessary, the MCA shall issue the original Certificate of Survey and a certified copy of the original. The Certificate shall state clearly whether the ERRV has met the requirements for, all of groups 'A', 'B' and 'C', or of groups 'B' and 'C', or group 'C' only.

A vessel may be dual certified in that a group 'A' vessel can also operate as a group 'B' or a group 'C' vessel, and a group 'B' vessel can also operate as a group 'C' vessel, provided always that it is equipped, manned, and operated in accordance with the Management and Survey Guideline requirements for the relevant group. The Certificate signifies compliance with these Guidelines and shall be valid for a maximum period of five years subject to annual endorsement by a survey body that certifies continuing compliance.

The onus is placed on the vessel operator and the operator of the installation(s) being supported to ensure that the vessel is manned in accordance with the ERRV manning requirements of the ERRV Management Guidelines.

Annual surveys are required to be performed following the initial survey and certification; these shall be undertaken in accordance with these Guidelines within three months either side of the anniversary date. The renewal survey may be performed up to three months before expiry and be valid from the expiry date.

Existing ERRV's previously accepted as meeting the Green Code or complying with Issue 6 (April 2013) of the Emergency Response & Rescue Vessel Survey Guidelines shall continue to be acceptable under successive issues of these Guidelines; however, new ERRV's, or newly converted ERRV's, must comply with the most recent Issue of the Emergency Response & Rescue Vessel Survey Guidelines concurrent at the time of the initial Survey.

In accordance with the above paragraph, specific reference is made to the following areas:

- Bridge Windows (4.7)
- Showers, WHB and WC (6.4)

- Survivor Areas (6.6)
- Survivor Rescue & Recovery (7.2)
- Power-assisted means of Recovering Survivors (7.2.3)

3.3 Display of Certificate

A copy of the Certificate of Survey shall be kept on board the ERRV for examination by surveyors engaged in the issue of new certificates, the relevant Regulator and Duty Holder representatives.

3.4 Invalidation of Certificate

Non-compliance with certification requirements shall result in the invalidation of the Certificate of Survey and a new survey for the re-issue of the Certificate of Survey shall be required.

3.5 ERRV Group Manning

The crew of an ERRV should be as shown below. Certification where not noted should be appropriate to Flag State requirements.

ERRV Group	Total Manning	Grade 1 Seaman (minimum)	Grade 2 Seaman (minimum)	Advanced Medical Aiders	FRC Crew
'A'	15	2	3	2	9 (includes 3 Coxswains)
'B'	12	2	2	1	6 (includes 2 Coxswains)
'C'	9	2	1	1	4 (includes 2 Coxswains)

NOTES ON TABLE:

1. The total manning shown for a Group 'C' ERRV assumes that only one Fast Rescue Craft is manned and in use at any one time.
2. The Master or Chief Officer shall have at least two months sea service on an ERRV.
3. At least two crew members other than the Master shall each have two month's ERRV experience.
4. Advanced Medical Aiders shall not be the Master or a member of a Fast Rescue Craft crew.
5. Where Daughter Craft are carried, the Total Manning may require to be increased to reflect the frequency of deployment.
6. Where the ERRV is required to undertake the carriage of cargo, the Competency of the Master and Mates must be appropriate to the role.
7. The roles of Group 'A', 'B' and 'C' ERRV's covering a single Installation are defined as: -

a. Group 'A' ERRV is one acting as ERRV for an Installation which is manned by particularly large numbers, significantly i.e., over 300, such as during the hook-up and commissioning phases of field development. The limit on actual capacity shall be determined by assessment of physical space available to survivors based upon zero point five metres squared (0.5m2) per person in alleyways and public spaces together with considering the use of all available seats and bunks including crew cabins. A risk assessment on Medical Equipment and stores should be carried out. Survivor pack numbers will need increased on a percentage increase basis. A Stability assessment shall also be undertaken.

b. Group 'B' ERRV is one acting as a ERRV for an Installation which has a manning level falling between those attended by Group 'A' or 'C' ERRV's.

c. Group 'C' ERRV's act only as ERRV for an Installation which is manned by very small numbers e.g., up to about 20, in the southern sector of the North Sea and other sheltered areas.

8. For ERRV's covering more than one Installation, reference should be made to the specific sharing arrangements.

3.6 ERRV Crew Training and Qualifications

Note: Fast Rescue Craft Crew may either possess OPITO or STCW'95 Rescue Craft Certificates.

Training Course/Rank	Master	Mates	DC Coxswains	FRC Coxswains	Rescue Craft Boatmen	Advanced Medical Aiders
Initial Training in Shipboard Operations (ITSO)[1]	*See Note (a)*	Yes	Yes	Yes	Yes	Yes
ERRV Crew Advanced Medical Aid (AMA) [2]	No	*Optional*	No	No	No	Yes
ERRV Daughter Craft Coxswain [3]	No	*Optional*	Yes	*See Note (c)*	No	*See Note (d)*
ERRV Crew Fast Rescue Craft Coxswain [4]	No	*Optional*	No	Yes	*See Note (b)*	*See Note (d)*
ERRV Crew Fast Rescue Craft Boatman [5]	No	*Optional*	No	No	Yes	*See Note (d)*

1 ITSO validity is 36 months subject to continued OODTP training.

2 AMA validity is 2 years.

3 DC Coxswain validity is 3 years subject to continued OODTP training.

4 FRC Coxswain Validity is 3 years subject to continued OODTP training.

5 FRC Boatman Validity is 3 years subject to continued OODTP training.

Training Course/Rank	Master	Mates	DC Coxswains	FRC Coxswains	Rescue Craft Boatmen	Advanced Medical Aiders
Command and Control for Masters and Mates [6]	Yes	*Optional*	No	No	No	No
ERRV Crew Further Advanced Medical Aid (AMA) [7]	No	*Optional*	No	No	No	Yes
STCW'95 Proficiency in Fast Rescue Boats	No	*Optional*	*Optional*	*Optional*	*Optional*	No
Ongoing Onboard Development and Training Programme (OODTP)	Yes	Yes	Yes	Yes	Yes	Yes

Further Notes on Above Table

(a) Master's and Chief Engineers are exempt from taking the ITSO Course.
(b) FRC Boatman plus 3 months as an FRC Boatman are the prerequisites for FRC Coxswain
(c) FRC Coxswain plus 3 months service as an FRC Coxswain is a prerequisite for DC Coxswain.
(d) Dedicated Ship-based Advanced Medical Aiders shall not form part of rescue craft crews.
(e) The LSA Code requires 3 FRB Coxswains per designated SOLAS FRB.

6 Command and Control Validity is 3 years subject to continued OODTP training.

7 Further AMA Validity is 2 years.

4 DESIGN AND CONSTRUCTION CRITERIA

4.1 ERRV Groups

PFEER requires that duty holders make effective arrangements to recover and rescue persons from the sea near the Installation. These arrangements must consider the number of persons who may need to be recovered or rescued, subject to prevailing weather conditions and the condition of the casualties. The duty holder shall determine what this number may be and ensure that the ERRV included in these arrangements can fulfil this function.

Except as otherwise noted, these Guidelines describe a Group 'B' ERRV suitable for acting as ERRV at Installations not falling within the category requiring a Group 'A' ERRV.

A Group 'A' ERRV is one acting as an ERRV for an Installation which is manned by particularly large numbers, e.g., significantly over 300, such as during the hook-up and commissioning phases of field development. The limit on actual capacity shall be determined by assessment of physical space available to survivors based upon zero point five metres squared (0.5m2) per person in alleyways and public spaces together with considering the use of all available seats and bunks including crew cabins. A risk assessment on Medical Equipment and stores should be carried out. Survivor pack numbers will need increased on a percentage increase basis. A Stability assessment shall also be undertaken. Group 'A' ERRV's shall meet the additional requirements noted in these Guidelines.

A Group 'C' ERRV is one acting as an ERRV for an Installation which is manned by very small numbers, e.g., up to about 20. This ERRV Group shall meet the requirements of the Guidelines for Group 'B' ERRV in all respects except as otherwise stated in these Guidelines.

Most ERRV fall within Group 'B'. Therefore, Group 'B' vessels are the standard ERRV's and Groups 'A' and 'C' ERRV's are the exceptions.

ERRV operators shall notify the Survey Body of the ERRV Group for which the vessel is to be considered. Where no such notification is received prior to the survey, the Survey Body shall proceed on the assumption that a Group 'B' ERRV capable of accommodating 300 persons is being presented.

4.2 ERRV Length

All ERRV's shall be at least thirty-five metres (35m) registered length except for Group 'C' ERRV's which shall be at least thirty metres (30m) registered length.

4.3 Propulsion and Manoeuvrability

ERRV's shall be capable in calm conditions of a speed of at least 10 knots and shall, as a minimum, be equipped with one of the following propulsion configurations: -

6. A 360-degree azimuth bow thruster unit and either single screw propulsion with reversing gearbox or variable pitch control propeller. The bow thruster unit shall be capable of producing an ahead speed of 4 knots and shall be independent of the main engine for its source of power.

7. Twin screw propulsion and bow thruster such that the ERRV is capable in calm conditions of 4 knots in the ahead direction with one main propulsion unit out of action.
8. Equivalent main propulsion and manoeuvring systems providing similar levels of redundancy and manoeuvring capabilities.

The ERRV operator shall ensure, and the surveyor be satisfied by demonstration, that the ERRV may be readily manoeuvred by one person. To assist in the provision of such manoeuvrability, all ERRV's shall be fitted with a full bridge control system of the main engines and thrusters.

It shall be possible to turn the ERRV without headway or sternway and to hold it in a desired position and on a set heading while carrying out rescue operations, with sufficient accuracy to avoid hazard to the ERRV, other units or persons in the water, in all but exceptional weather.

4.4 Visibility of Operations

The navigating bridge deck shall be so designed that the person in charge is able to move easily from side to side of the ERRV, have an unobstructed all-round view to within approximately zero point three metres (0.3m) of the ERRV's sides and specifically a clear sight of the Rescue Zones at the deck edge, the winching area and the areas in which rescue boats are launched and recovered.

The points from which this view is obtained need not be fully enclosed. If it is necessary to move externally of the bridge to obtain this viewpoint, care shall be taken that the observer is never out of sight or earshot of the occupants in the bridge interior. Deck lighting shall provide adequate illumination of areas in which rescue operations are being undertaken but shall be installed to prevent glare on the bridge, or to rescue craft crew.

The ergonomic design of new-buildings, or vessels newly converted to the ERRV role, shall ensure full visibility of all operational areas, when operating in the ERRV role, and manoeuvring the vessel.

4.5 Accommodation

The ERRV shall be provided with the survivor accommodation noted in Section 6.

4.6 Emergency Operation of ERRV

The ERRV shall be capable of simultaneous operation of all electrical equipment that is required during an emergency and shall have adequate emergency power to allow rescue services to continue in the event of a main power failure. As a minimum, during the loss of main power, the ERRV shall be capable of continuing to launch and recover one (1) FRC, the operation of emergency lighting providing coverage as described in Section 7.8 and the operation of external communications equipment. The emergency power supply to FRC/DC davits shall be sufficient to permit recovery of the fully laden FRC/DC from the water to the stowed position within five (5) minutes or less.

It is not expected that emergency power sources for recovery, rescue and survivor purposes shall provide the same level of illumination as main power sources but they shall be demonstrated as

sufficient to permit recovery and rescue and survivor treatment activities and continue with a restricted basis for at least thirty (30) minutes.

4.7 Bridge Windows

A record shall be kept on board covering the origin, type and dimensions of all bridge window glass fitted. Glass shall be secured in a metal frame with a compressible gasket and special attention shall be given to internally fitted windows secured by internal flanges and screws. The arrangements shall be checked to ensure that they are adequate, of sound construction and working correctly. Windows shall be weather tight in way of the internal flange and polarised or tinted windows must not be fitted.

Bridge windows shall receive special consideration in respect of their vulnerability to damage from heavy seas. If the ERRV operator considers that a significant risk of damage exists then windows shall be provided with the means of being blanked by internally or externally mounted shutters which shall be stowed in an accessible position and readily mounted. However, the use of shutters shall consider the possible implications of reduced visibility as well as increased crew protection. ERRV operators shall be able to demonstrate that they have considered both the risk of glass breakage by wave action and the restrictions upon visibility imposed by shutters and have taken appropriate steps to manage the risks.

Bridge window glass of ERRV's previously accepted as meeting the requirements of the "Green Code" shall be considered as meeting these Guidelines also. Replacement glass or frames fitted to ERRV's previously accepted under the "Green Code" shall comply with the appropriate ISO standard or equivalent for windows and glass, from the time of fitment.

New-buildings or vessels newly converted to the standby role shall meet the appropriate ISO standard EN ISO 8468:2007 or equivalent for windows and glass, from their entry into service.

4.8 Planned Maintenance and Recognition of Other Surveys

Those items of machinery, electrical and other equipment which directly affect the ability of the ERRV to carry out its intended role shall be in an efficient and operative condition. This shall be demonstrated to the satisfaction of the Surveyor by functional tests if required. The Surveyor shall also be satisfied that an effective planned maintenance scheme is in place. However, the Surveyor shall be cognisant of any Flag Administration and Ship Classification Society's certificate or documentation and not seek to duplicate such surveys. Evidence of neglect or poor maintenance may require a more extensive survey.

5 STABILITY

5.1 Assessment

All ERRV's shall hold valid Load Line Certificates appropriate to the areas and times of year in which they operate and consider the number of persons who may need to be taken on board.

An assessment of stability shall have been carried out on vessels being considered for conversion to ensure that the additional emergency role criteria can be met. This will need to be confirmed and approved by the relevant maritime safety regulator before the vessel enters standby service. A similar assessment is necessary for new build ERRV's.

Any existing ERRV's that have been modified to carry additional FRC's and Davits or have been upgraded to Group 'A', shall require approved stability assessments before resuming standby duties.

5.2 Stability Data

Every ERRV shall be provided with adequate stability data in accordance with load line requirements. Data from the assessment noted in Section 3.1 shall be included to demonstrate the ERRV's stability in the full range of emergency response and routine operational conditions likely to be encountered and shall consider: -

a) Departure from port to assigned Installation.
b) Mid-period on duty.
c) Arrival back in port on completion of maximum standby duty; and
d) Emergency response conditions as for b) and c) with survivors on board. This condition shall also consider the launch and recovery of FRC/DC and the deployment and operation of recovery devices noted in Sections 7.2.2, 7.2.3 and 7.2.4 under worst-case conditions. These worst-case conditions are where all practical survivor recovery and rescue devices are deployed on one side of the ERRV with none on the opposite side. Under such conditions the angle of heel shall not exceed seven (7) degrees.

ERRV's capable of undertaking other duties (where these do not conflict with the standby role) shall also take worst-case loading conditions into account when calculating (d) and consider the effect of both deck and bulk cargo (where applicable) on stability.

The stability data shall calculate (d) with the freeboard applicable during the rescue of survivors as noted in Section 7.2.1.

The stability data shall indicate the amount and location of any permanent ballast.

6 ACCOMMODATION AND FACILITIES FOR SURVIVORS

6.1 Accommodation Available for Survivors

All survivors shall be accommodated in spaces which afford protection from the elements and are adequately furnished with heating, lighting, ventilation, and general conditions satisfactory for the survivors' comfort.

In an emergency survivors may be accommodated in crew accommodation except for sanitary accommodation, galley, berths for the Master and two crew members, the radio room (where provided), the wheelhouse and main access passageways, which shall be kept clear.

6.2 Survivors Dedicated Seating

There shall be a minimum of fifty (50) seats, including those in the Reception Area, available for survivors use but additional to those provided in crew accommodation, to provide seating for as many persons as possible.

In Group 'A' ERRV's, survivor seating shall be increased to a minimum of sixty-six (66).

In Group 'C' ERRV's, survivor seating may be reduced to a minimum of twenty (20).

6.3 Access to, and Means of Escape from, Survivor Areas

All spaces intended for survivors shall be provided with safe access and means of escape.

6.4 Showers, Wash Hand Basins, and Toilets

In addition to the crew accommodation facilities, there shall be available a minimum of:-

a) Ten (10) wash hand basins.
b) Ten (10) showers and
c) Ten (10) WC's [of which three (3) may be chemical].

These facilities shall be readily accessible from spaces which may accommodate survivors.

In Group 'A' ERRV's, these facilities shall each be increased to thirteen (13).

In Group 'C' ERRV's, these facilities may each be reduced from ten (10) to four (4).

ERRV's previously certified under the Green Code may continue with below the above totals, those crew facilities that are provided above the statutory minimum.

ERRV's previously certified under the Green Code which operate with more than three chemical toilets may continue to do so.

6.5 Water for Survivors Use

There shall be a minimum of five (5) tonnes of water for washing and showers and an additional minimum of four (4) tonnes of water for survivors' consumption. Where this water is separate from the crew supplies, it shall be changed at least every six (6) months.

Water heating arrangements shall provide for a constant thermostatically controlled supply of water, at a rate of one hundred and sixty (160) litres per hour and a temperature of at least forty (40) degrees Celsius for a continuous period of two (2) hours per shower. In determining the heating input required to maintain the supply, the amount of preheated water in any calorifier provided may be considered.

In Group 'A' ERRV's, the figures of five (5) and four (4) tonnes shall each be increased to six (6) tonnes.

In Group 'C' ERRV's, the figures of five (5) and four (4) tonnes may each be reduced to two (2) tonnes.

6.6 Survivor Areas

Survivor Areas shall be situated out with the crew accommodation and positioned to provide ready and easy access to and from the Rescue Zones and Winching Area. These areas shall be arranged to provide an easy flow of survivors, including survivors on stretchers. The necessity for vertical transfer shall be avoided wherever it is reasonably practicable. The Treatment Room, Reception Area and at least twelve (12) of the Recovery Area berths [including the two (2) single berths] shall be located on the same deck as the Rescue Zones or the rescue craft disembarkation deck unless special arrangements for casualty transfer are demonstrated and accepted by the Survey Body.

Note: The declivity of the walkway or stairwell, and its width, shall be such that the transfer of injured parties on a stretcher can be easily carried-out by those crew that would be available in an emergency.

On new ERRV's, and on existing vessels undergoing modification, where vertical transfer is required, either for helicopter winching, or transfer to the recovery area, etc., there shall be practical means of transfer for stretcher cases between recovery area level and the helicopter winching level.

The Treatment Area and Recovery Area shall be segregated from other areas by bulkheads and/or curtains to ensure that survivors undergoing medical treatment or requiring rest and quiet are not unduly disturbed by the passage of other personnel.

Existing ERRV's with survivor areas previously accepted as meeting the Green Code shall continue to be acceptable under these Guidelines.

6.7 Division of Survivor Spaces

The Survivor Areas shall consist of the following and be designed to allow an easy flow of survivors.

The spaces, clearly marked for the guidance, and ease of distribution of survivors, shall consist of:

a) Decontamination Area
b) Reception Area
c) Treatment Area

d) Recovery Area

e) Sanitary Area

6.7.1 Decontamination Area

The Decontamination Area shall be equipped with a shower system suitable for the cleaning of survivors and crew members before they proceed into the Reception Area. The arrangement of the Decontamination Area shall provide protection of the occupants from the weather but full enclosure is not required. The means of protecting shower occupants from the weather need not be permanently installed.

6.7.2 Reception Area

The Reception Area shall consist of a well-lit and heated space equipped with a desk and seat, filing and locker arrangements suitable for documenting survivors, and be provided with additional seats for a minimum of five (5) survivors. Arrangements shall be made for separating those needing treatment from able bodied survivors and providing the latter with changing facilities and access to the accommodation. Where possible, the changing facilities shall be contained within the Reception Area but, if a lack of suitable space prevents this, alternative arrangements within reasonable proximity, e.g., within the seating area, may be acceptable.

6.7.3 Treatment Area

The Treatment Area shall have a deck area of not less than $15m^2$ and be provided with effective scuppers. Access entrances and exits shall allow for easy transportation of stretchers. It shall be well-lit, heated, and ventilated and comply with the requirements set out in Section 7.18.2.

6.7.4 Recovery Area

The Recovery Area shall be separated from, but near to, the Treatment Area to assist monitoring of the injured, and shall provide a well-lit and heated space to accommodate 20 survivor berths. At least 2 of the berths shall be single tier. All survivor berths shall have lee boards, and upper bunks shall be equipped with bunk ladders, all berths shall be accessible by stretcher.

In Group 'A' ERRV's, twenty (20) survivor berths shall be increased to twenty-six (26), at least two (2) of which shall be single tier.

In Group 'C' ERRV's, twenty (20) survivor berths may be reduced to ten (10), at least two (2) of which shall be single tier.

Survivor berths shall meet MLC Requirements.

Vessels previously certified under these ERRV Survey Guidelines shall continue to be acceptable.

6.7.5 Sanitary Area

Four (4) showers, four (4) WC's and four (4) wash hand basins shall be provided in the Recovery Area. These shall be included in the total stipulated in Section 6.4.

In Group 'A' ERRV's, the minimum number of showers, WC's and wash hand basins in the Recovery Area shall be increased to five (5).

In Group 'C' ERRV's, the minimum number of showers, WC's and wash hand basins in the Recovery Area may be reduced to two (2).

6.7.6 Facilities for Deceased

Facilities to store ten (10) corpses in a cool, ventilated and illuminated space, with shelving and the means of securing corpses thereon, shall be provided. The location of the facilities shall permit safe access by stretcher and be screened from survivors.

In Group 'A' ERRV's, ten (10) shall be increased to thirteen (13).

In Group 'C' ERRV's, ten (10) may be decreased to four (4).

6.8 Survivors Medical Stores and Clothing

Details of survivors' medical equipment and clothing to be carried, are contained in Appendix 'A' of this document. These are carried in conjunction with the Merchant Shipping Medical Stores requirements and duplication of stocks is not required provided that the crew may obtain access at any time. Where this proviso cannot be met then separate carriage of medical stores is required.

7 ERRV EQUIPMENT

This section gives details of survivor recovery and rescue and other ERRV-specific equipment for vessels standing-by Offshore Installations.

7.1 Equipment Trials

The ERRV operator shall ensure, and the surveyor be satisfied, that the recovery and rescue facilities of the ERRV, as specified in these Guidelines, are in good working order by witnessing their operation.

Trials of recovery and rescue equipment shall normally be performed within a harbour where this permits a reasonable assessment of the efficiency of equipment.

If the manoeuvrability of the ERRV is in question, trials away from the quay may be carried out.

7.2 Survivor Recovery and Rescue

7.2.1 Freeboard and Rescue Zones

Rescue Zones shall be located clear of the effects of the propellers and thrusters and any fendering systems which may impede survivor recovery from the sea or rescue craft. They shall be created on each side of the ERRV for a total minimum length of five (5) metres and clearly indicated by highly visible markings. Where there are bulwark openings, or stanchions, the opening shall comprise a minimum accumulated unencumbered length of four (4) metres. Climbing aids shall be no less than eighty centimetres (0.8 metre) wide and cover a minimum length of four (4) metres.

A low freeboard at the Rescue Zones facilitates the boarding of survivors to an ERRV either directly from the sea using climbing aids, or from a rescue craft. However, for vessels also engaged in duties other than standby, or being stationed at particularly exposed locations, the noted advantage for the recovery and rescue role should be balanced against the increased risks to crew members working on deck.

Historically a 1.75 metre freeboard has been accepted as a satisfactory maximum freeboard at the Rescue Zones. If this limit introduces additional unacceptable hazards to the crew, it may be modified, providing always, that the vessel operator can demonstrate that the maximum permitted Rescue Zone freeboard will not exceed 2.25 metres at the end of a 28-day tour of duty, and that the recovery of survivors directly from the sea is not prejudiced. The Rescue Zone freeboard is defined as the distance between the surface of the water in calm conditions to the point of embarkation within the Rescue Zone. (See also 7.2.3 First Paragraph, fifth line).

When it is proposed to build or convert a vessel for standby service, OEUK/ERRVA, and the MCA, **must** be consulted in advance with details of the construction or conversion which must comply with these Survey Guidelines if the vessel is to be subsequently certified for use in UK territorial waters.

For those vessels, and identical sister vessels, with a freeboard of more than two point two five (2.25) metres and with the first vessel in the series being certified at the time of issue 7 of these Guidelines, they shall be considered as compliant by the regulatory authorities.

Side recesses for Rescue Zones which are enclosed at top and sides except for access, introduce specific hazards to deck crews and shall only be acceptable if proper measures are taken to protect the crew. Such measures shall include ensuring that nothing located within the recesses offers undue risk of injury to crew or survivors.

Deck crew working in the Rescue Zone shall be provided with safety harnesses and suitable attachment points. The length of the harness safety line shall be suitable to permit working at the deck edge with least hindrance to the wearer's mobility and survivor recovery.

All ERRV's shall normally be expected to meet the above criteria but an exception may be made in respect of some ERRV's previously certified under the Green Code. Those ERRV's whose design prevents the Installation of a power-assisted method of recovery (Ref. Section 7.2.3) at the manufacturer's recommended height together with the inclusion of two Rescue Zones shall be subject to special consideration. In such cases a power-assisted method of recovery on one side of the ERRV and a Rescue Zone on the other shall be acceptable.

7.2.2 Recovery from the Sea by Climbing-Aids.

Every ERRV shall be provided with a system to aid personnel climbing the ship's side from the sea or from rescue craft alongside. This system shall provide a more rigid, non-slip climbing and grip surface than is provided by traditional rope scramble nets and be constructed from materials which are resistant to the marine environment. The system shall be designed to avoid injury to survivors and be secured to the ERRV in such a way that it hangs clear of the ship's side by at least twenty-five centimetres (0.25metres) when deployed.

7.2.3 Power-Assisted Methods of Recovering Survivors

Every ERRV shall be provided with at least one power-assisted method of recovering both able and disabled persons from the sea. Where this is fitted in the Rescue Zone, this may be used in place of the system described in Section 7.2.2 on either or both sides of the vessel, provided it can achieve the same objective and be out rigged by 0.25 metres and is used solely as a climbing aid in place of the arrangements described in Section 7.2.2. Cranes used for deployment of such devices are to be operated from a safe and protected location, situated at a level not lower than the rescue boat davit deck, with good visibility of the over-side area of deployment, but are not required to be supplied from an emergency power source and shall be certified in accordance with the Merchant Shipping and Fishing Vessel (Lifting Operations and Lifting Equipment) Regulations 2006 (LOLER). For this purpose, the crane, or lifting arrangement, must be capable of lifting at least the safe working load of the recovery device, in accordance with SI 2184 of 2006 with guidance in MGN 619 and ay subsequent amendments.

Vessels previously certified prior to Issue seven (7) of these ERRV Survey Guidelines with a power assisted method of recovery installed below the manufacturer's recommended height shall continue to be acceptable unless, or until demonstration reveals, that they cannot achieve their intended standard.

7.2.4 Temporary Refuge in the Sea

Temporary refuge for survivors shall be supplied by a rescue basket fitted with retro-reflective tape visible from the sides and above and be provided with powered recovery arrangements. These powered recovery arrangements need not be dedicated to the rescue basket.

7.2.5 Lifebuoys

Vessels of all ERRV Groups shall carry at least twelve (12) lifebuoys.

Two (2) of the twelve (12) lifebuoys shall be fitted with self-igniting electric lights and smoke signals and two (2) with self-igniting electric lights. The remaining eight (8) shall be provided with thirty (30) metre long buoyant lines and conveniently situated for easy access by the crew engaged in recovery of survivors.

7.2.6 Survivor Assistance Aids

All ERRV's shall be equipped with two devices, which may be of the same type and shall be capable of deploying a lifeline to survivors at distances of up to thirty (30) metres from the ERRV's' side. Equipment provided for this purpose shall not form part of the statutory requirement for Life Saving Appliances and shall be certified by its manufacturers as providing the required range in still air.

Besides the above, vessels of all ERRV Groups shall be equipped with at least two (2) devices in addition to the lifebuoys referred to in Section 7.2.5 to assist survivors who are close to or alongside the ERRV to reach a position from which they may be recovered on board using the equipment referred to in Sections 7.2.2 or 7.2.3. Extended hooks offering no hazard to survivors, e.g., "Dutch Hooks" or similar devices providing an extended reach from the ERRV's side and capable of arresting and guiding the movement of a survivor, shall satisfy this requirement.

7.2.7 Oil Spill Response

Where installed and required by the Duty Holder, oil dispersant systems shall be maintained in accordance with the vessels Planned Maintenance System and OEM guidance.

Key personnel onboard shall be exercised in the use of such equipment.

Every ERRV shall carry 2 Oil Spill Sample Kits comprising 6 bottles each including plastic sealable bags, pens, and labels.

7.3 Fast Rescue Craft

7.3.1 Definitions

SOLAS Rescue Boat: A rescue boat certified as complying with Section 5.1 of the International Life Saving Appliance (LSA) Code adopted by Res. MSC 48 (66). These are sometimes referred to as a Fast Rescue Boat (FRB).

Fast Rescue Craft: A specialised Fast Rescue Craft, whether open (FRC) or enclosed Daughter Craft (DC) meeting the criteria of these Guidelines. These craft may also meet the requirements of SOLAS Rescue Boats.

Daughter Craft: A specialised enclosed Fast Rescue Craft capable of operating at greater distances from the mother vessel. These are often used to provide nearby installations with recovery and rescue support separately from the mother vessel.

Irrespective of the number of DC's or FRC's fitted aboard an ERRV, there must be at least one (1) FRC/FRB with its own launching and recovery arrangements that comply with the SOLAS and UK MER requirements for a Rescue Boat and shall not be of a length exceeding eight point five (8.5) metres.

Neither FRC's nor DC are recognised as a "Place of Safety" under the PFEER Regulations.

The MCA requires every person designated to launch or take charge of a SOLAS Fast Rescue Boat to hold the appropriate STCW Certificate of Proficiency in Fast Rescue Boats. This will require one qualified person for each FRB plus an additional one (1) on the mother ship.

7.3.2 Numbers and Capacities

Every Group 'B' ERRV shall be equipped with a minimum of two (2) Fast Rescue Craft, both of which shall be capable of carrying fifteen (15) persons. For the avoidance of doubt, Class 'A' ERRV's may stow one (1) FRC in a cradle to be launched when required by a crane that complies fully with these Guidelines.

Every Group 'A' ERRV shall be equipped with at least three (3) Fast Rescue Craft, each capable of carrying fifteen (15) persons.

Every Group 'C' ERRV shall carry at least two (2) Fast Rescue Craft. The second craft may be of a lesser capacity, capable of carrying only nine (9) persons.

7.3.3 FRC Launch and Recovery Systems

Each FRC shall be capable of being launched while the ERRV is making way and be provided with its own launching system compliant with these Guidelines. Fast Rescue Craft and Daughter Craft shall be launched by davits, cranes, or ramp launch systems. Where a rescue craft is designated as the SOLAS Fast Rescue Craft (Boat), the launch and recovery system used for deployment shall be regarded as lifesaving appliances and for load test purposes which shall include a five yearly dynamic overload test. The launch and recovery devices for Rescue Craft other than the designated SOLAS Fast Rescue Craft (Boat) shall comply with the MS & FV (Lifting Operations and Lifting Equipment) Regulations 2006 (LOLER).

Unless expressly requested by the ERRV owner, the weight of persons used for load tests shall be seventy-five (75) kilograms. for vessels built or converted before 1st January 2011 and be eighty-two point five (82.5) kilograms. for vessels built or converted after that date. Where the lower figure is used in the load test, such limitation is to be clearly marked on the davit; "Limited to a lift of nine (9) persons".

Fall wires shall be considered as LSA, have a factor of safety of six (6) and be made from rotation-resistant and corrosion-resistant steel wire rope. The lowering speed shall be between zero-point three (0.3) and one (1.0) metres per second and the hoisting speed of a fully loaded FRC not less than between

zero-point three (0.3) m/sec under normal power conditions, or zero-point eight (0.8) m/sec for vessels entering the industry after 31st December 2002 and operating in the UKCS. The height of the suspension points of any FRC launched from a standard davit shall not in general exceed a height of seven point five (7.5) metres from the water in still conditions and precautions shall be taken to prevent swinging. The height of the suspension point shall be measured from the water level to the suspension point at the davit's full out-reach, or in the case of the Miranda Davit and Vest type davits at the crew embarkation point.

The suspension point on a davit with a docking head is the point where the davit head meets the boats' docking head. For davits not fitted with a docking head the suspension point is at the centre of the sheave from which the boat is launched.

Photographs of the various types of davit showing the suspension point are in Appendix C.

The lowering or raising of FRC shall not be impeded by side fenders or shall be accomplished well clear of the ship's side when using davit systems designed to control the FRC's movement.

FRC davits shall be installed such that the withdrawal of any one davit from service does not affect the continued, unrestricted, availability of the other(s).

In the case of hydraulic powered FRC launch and recovery systems, two hydraulic pumps shall be provided and the means of isolating hydraulic circuits arranged such that loss of power supply to any single (1) davit shall not affect the continued operation of the other(s). Where one of the two (2) power sources is an emergency back-up system, this does not need to be of the same capacity as the main source provided it can achieve safe recovery of the fully laden FRC in an acceptable time (see Section 4.6). Hydraulic pumps may share the same hydraulic oil reservoir and pipe work up to the point of separate davit supply.

Electrical launch and recovery systems shall have their power supply arranged such that failure of the motor(s) for any single (1) davit or electrical supply to any single (1) davit, shall not affect the continued operation of any of the other davits. Common cable runs from generators and switchboard to the point of electrical isolation of individual davits are acceptable.

For FRC launch and recovery arrangements under emergency power conditions refer to Section 4.6. While observing the above, care shall be taken that when the ERRV is of such a size that FRC are carried in lieu of lifeboats under equivalence clauses, that LSA legislative requirements continue to be observed.

7.3.4 FRC Crew Lifejackets

For each FRC, four (4) lifejackets complying with EN 399 standard, or equivalent, shall be provided. Inflatable lifejackets shall give two-hundred and seventy-five (275) Newtons of buoyancy and be designed to assure self-righting of the wearer when properly worn.

7.3.5 FRC Crew Protective Clothing

Protective clothing appropriate to the working environment, including the possibility of capsizing, shall be provided for all FRC crew. For vessels operating in extreme environmental conditions, consideration shall be given to the provision of SOLAS Standard submersible, dry insulated suits. Clothing shall be

compatible with the lifejackets provided (see OEUK Guidelines for the Management of Emergency Response for Offshore Installations – Issue 3).

Head protection shall be provided for all FRC crew meeting BS EN397: 1995 or BS 6658:85 or equivalent standard.

7.3.6 FRC Maintenance

Tools and spare parts as recommended by the manufacturer shall be provided to enable FRC and their engines to be maintained whilst the vessel is on standby duty. FRC engines shall be provided with the facility for running with the FRC in the inboard position and, where practical, shall be started and run daily to ensure constant readiness. Each FRC fitted with petrol outboard engines shall have available in the near vicinity a spare engine of the same horsepower for each FRC. Lifting aids shall be provided to enable the crew to exchange FRC outboard engines in safety.

7.3.7 FRC Fuel Supply and Storage

Adequate supplies of FRC fuel shall be readily available in suitable safe storage.

7.3.8 FRC Equipment

The following equipment shall be provided for each FRC, and properly secured:

a) One (1) efficient radar reflector.
b) VHF radio equipment as set out in Section 8.2
c) One (1) portable searchlight.
d) One (1) compass.
e) One (1)net or cradle system for recovery of persons from the water. The system shall be designed to recover the person in a horizontal position with least effort by the crew.
f) One (1) first-aid kit (Ref. Appendix A, Part 6)
g) One (1) Set of Paddles
h) One (1) Boathook

7.4 Daughter Craft (DC)

7.4.1 Daughter Craft Function

Daughter Craft are carried aboard some ERRV's for the purposes of supporting offshore operations under controlled conditions.

They can be used for the transfer of small hand-carriable packages but cannot carry cargo.

7.4.2 Daughter Craft Certification

Daughter Craft must be accepted for use by the MCA or a UK Recognised Organisation as Offshore Rescue Daughter Craft constructed in accordance with the MCA Harmonised Small Commercial Vessel

Code. They shall have undertaken full drop, capsize and water tightness tests in addition to routine physical inspections during construction. They will also have been subjected to a structural overload test and performance trials.

7.4.2.1 DC Load Line Exemption Certification

Note: Daughter Craft Load Line Exemption Certificates shall continue to apply until the new "Daughter Craft Safety Certificates for ERRV's" are formally introduced.

To permit them to operate independently from their ERRV, DC's require a Load Line Exemption Certificate issued by the Maritime and Coastguard Agency. The Load Line Exemption details the conditions under which the DC may operate. A typical Load Line Exemption may include:

a) Maximum wind/sea state for normal operation, e.g. 30 knots or 3.5m SWH;

b) Maximum distance of operation from the mother ERRV during normal operations, e.g. 10 nautical miles;

c) Maximum continuous working hours for the DC crew, e.g. 4 hours, davit to davit.

In the event that it is intended to apply for a Load Line exemption exceeding 10 nautical miles, then the assessment procedure in 7.4.2.3 must be applied prior to any application to MCA.

7.4.2.2 Daughter Craft Safety Certificate for ERRV's

Note: Daughter Craft Safety Certificates for ERRV's are intended to replace Load Line Exemption Certificates towards the end of 2024 or during 2025.

A vessel with Daughter Craft issued with a "Daughter Craft Safety Certificate for ERRV's" can only carry out standby duties as per the ERRV Management Guidelines. This Certificate is not transferable for ERRV's performing other types of work.

To permit Daughter Craft to operate independently from their ERRV only when operating in the recovery and rescue role, Daughter Craft require a "Daughter Craft Safety Certificate for ERRV's" issued by UK Authorised Recognised Organisation. The "Daughter Craft Safety Certificate for ERRV's" details the conditions under which the DC may operate. A typical "Daughter Craft Safety Certificate for ERRV's" may include:

a) Maximum wind/sea state for normal operation, e.g., thirty (30) knots or three-point five (3.5) metre significant wave height ($H_{s)}$.
b) Maximum distance of operation from the mother ERRV during normal operations, e.g., Ten (10) nautical miles.
c) Maximum continuous working hours for the DC crew, e.g., four (4) hours, davit to davit.

If it is intended to apply for a "Daughter Craft Safety Certificate for ERRV's" for independent operations exceeding ten (10) nautical miles from the mother vessel, then the following assessment procedure must be applied prior to any application to MCA.

7.4.2.3 Daughter Craft Extended Range Assessment

The base case for operation of Daughter Craft shall be as per 7.4.2.1 (b) and 7.4.2.2 (b) as stated on the "Load Line Exemption Certificate" or "Daughter Craft Safety Certificate for ERRV's" which are recognised as safe limits for independent operation, allowing for reduced transit time considering environmental conditions and the safety and comfort of survivors and crew who may be injured.

Extending the range of daughter craft may be considered by the duty holder and ERRV Operator on a case-by-case basis, provided that the proposition considers the following points:

i. Existing conventional daughter craft are not considered to be a place of safety, and therefore the extent to which the range may be extended must take cognisance of the Emergency Response and Rescue Vessel Management Guidelines, Section 4.2 – Baseline Standards for Rescue and Recovery.

ii. The suitability of the existing daughter craft and associated davits for the proposed service, along with the requirement for any additional safety equipment and what additional training/ certification of the crews may be required for MGN 280 compliance, and how that may be facilitated and maintained.

iii. The number of daughter craft and associated crews required to provide the proposed service, considering the limitation of four (4) hours davit to davit and three-point five (3.5) metre seas.

iv. That radar coverage and VHF communications with the daughter craft must always be maintained.

v. That the marine crew and offshore workers shall be consulted as part of the evaluation process.

Once the duty holder and ERRV operator have resolved all the above issues and are satisfied with the feasibility of the range extension, consultation with the offshore workforce and the ERRV marine crew must be undertaken prior to approaching the MCA and HSE with a Safety Case revision detailing the proposed new arrangements.

7.4.3 Daughter Craft Miscellaneous Safety Equipment

The exact listing of equipment will be set by the MCA or other Flag State authority which awards the "Daughter Craft Safety Certificate for ERRV's" (primarily to reflect the area of operation) but, as a general guide, shall include all equipment listed in Section 7.3.8. supplemented by the following:

a) Four (4) Lifebuoys (One (1) with light and One (1) with line and two (2) as flotation equipment),
b) Two (2) red rocket parachute flares,
c) Two (2) red hand-held flares,
d) Two (2) buoyant smoke signals,
e) Two (2) portable dry powder fire extinguishers, each of at least Two (2) kg in size,
f) One (1) fire blanket,
g) One (1) metal fire bucket,
h) One (1) sea anchor,
i) One (1) fixed searchlight, operable from the coxswain's position,
j) One (1) manual bilge pump,

k) One (1) first aid kit (minimum contents set out in 7.4.5 below).
l) Thirty (30) hypothermia blankets of the foil type or similar.
m) One (1) radar.
n) One (1) GPS unit.
o) One (1) towrope.
p) One (1) compass.
q) Appropriate navigational charts and instruments.
r) Navigation lights.
s) Sound signalling equipment.
t) Loudhailer (battery operated with one (1) set of spare batteries renewed in accordance with the ERRV's PMS system).
u) Fire extinguishing system for machinery spaces.
v) One (1) net/cradle system for recovery of persons from the water. The system shall be designed to recover the person in a horizontal position with least effort by the crew.
w) Plans of evacuation/escape routes etc. for Installations being attended.
x) Air-band radio (where this is identified within the ERP by the Duty Holder as necessary equipment).

7.4.4 Daughter Craft First Aid Kit

The First Aid Kit shall be as described in MSN 1905 (M+F) as amended, for Category 'A' and 'B' ERRV's, containing the following:

a) Four (4) triangular bandages, 90cms x 127cms.
b) Six (6) x standard dressings No. 8 or 13 BPC.
c) Two (2) standard dressings No. 9 or 14 BPC.
d) Two (2) extra-large sterile unmedicated dressings, 28cms x 17.5cms.
e) Six (6) medium size rust-less safety pins.
f) 20 assorted elastic adhesive dressings medicated BPC.
g) Two (2) sterile eye pads with attachment.
h) Two (2) packages containing fifteen (15) grams of sterile cotton wool.
i) Five (5) pairs large size disposable surgical gloves.
j) One (1) each surgical collars in sizes no-neck, small, medium, and large (or Four (4) adjustable collars providing the same range).
k) One (1) airway complete with flexible junction between casualty's mouth and person providing resuscitation, e.g., Canada Mask and Tube.

7.4.5 Daughter Craft Maintenance

Planned maintenance schedules which are auditable by third parties, covering Daughter Craft and their associated launch and recovery systems shall be included in the ERRV planned maintenance systems. These shall take full account of the possible frequency of usage of the craft.

ERRV operators shall ensure that proper resources (materials, spares, and engineering capability) are provided to undertake the necessary maintenance and repairs.

7.4.6 Daughter Craft Crew Personal Protective Equipment

DC crew requirements for clothing, lifejackets, and head protection shall meet the standards described in Sections 7.3.4 and 7.3.5

7.4.7 Daughter Craft Communications

Refer to Section 8.3.

7.4.8 Daughter Craft Launch and Recovery

Systems for DC launch and recovery shall generally follow those described for FRC in Section 7.3.3.

7.5 Protective Spray System

Arrangements shall be provided to offer protection from heat and fire for those engaged in rescue operations on exposed deck areas, the boundaries of control stations and accommodation areas, by a water spraying system. The capacity of the system shall be such as to ensure overall wetting of the noted areas.

7.6 Man-Overboard Alarms

A bridge operated "Man Overboard" alarm shall be installed which is clearly audible throughout the ERRV and is separate and distinct from all other alarms. In areas of high ambient noise levels, audible alarms may be supplemented by visual alarms.

7.7 Navigation Equipment

Navigation equipment to be provided on the bridge shall include:

a) Two (2) compass stabilised radars, of which at least one shall be ARPA-type radar for vessels entering the industry after 31st December 2002.

b) High-definition position finding equipment of a standard equivalent to (or greater than) GPS.

7.8 Lighting

Electric lighting shall be provided in the following areas from both a main and emergency source of power:-

a) To illuminate FRC/DC stowage and launching areas and survivor Reception, Treatment and Recovery Areas.

b) To provide targeted floodlighting of the sea in way of the Rescue Zones and the FRC launch and recovery areas, recognising the adverse effects that glare may have upon the rescue craft crew.

c) To illuminate the helicopter winching deck area and access routes leading to and from the reception area.

In providing any flood lighting system, including emergency systems, the “run up” time from switch on to achieving adequate lighting levels shall be considered and, wherever possible, minimised.

For further information on the operation of emergency lighting, refer to Section 4.6.

7.9 Signalling Equipment

One (1) daylight signalling lamp which can be either mains or battery powered, plus One (1) portable battery-operated loud hailer shall be provided on the bridge.

7.10 Status Board

A Status Board for the display of information useful to the Master during the progress of an emergency shall be mounted or readily available for mounting, on the bridge. The Status Board shall act as an aide-memoire and is neither a substitute for, nor to be considered as, an incident log.

7.11 Location Aids

At least two (2) directional searchlights shall be provided, that together, provide a capability of illuminating any area of the sea over a 360-degree arc and for a distance of at least seventy-five (75) metres. Such lights shall be capable of remote operation from within the bridge and be designed to illuminate as large an area of the sea as possible.

7.12 Helicopter Winching

All ERRV’s shall have an illuminated, designated emergency Winching Area for the use of helicopters transferring personnel. The intention is to establish a safe emergency operating site offering the least possible hazard. Thus, as far as is practicable, it shall be free of obstructions, which may cause injury during winching operations or the entanglement of winch wires. The surface shall be non-slip. The lighting noted in Section 7.8 shall be installed such that it does not dazzle the helicopter crew.

Unobstructed stretcher access to the winching area shall be available. Operators shall demonstrate that the personnel available for moving casualties can move the likely number of loaded stretchers from the treatment/recovery area to the helicopter winching area.

7.13 Food and Water

Instant soup or stew and concentrated fruit cordials shall be provided together with sufficient suitable containers or insulated plastic cups. Instant soup or stew shall be supplied based on portions of four hundred (400), three hundred (300) and twenty (20) for Group 'A', 'B' and 'C' ERRV's respectively. Fruit cordial shall be supplied based on twenty-five (25) litres, twenty (20) litres and two (2) litres of concentrate for Group 'A', 'B' and 'C' ERRV's respectively.

A continuous supply of boiling fresh water for survivors' use with a total capacity of seventy-five (75) litres shall be provided.

The provision of food and water referred to above and in Section 6.5 shall be retained throughout the period of normal standby duty and be available on board on the ERRV's return to port.

7.14 Rescue Publications

In addition to the normal publications and procedures manuals required by ships at sea (see 1998 SI 2647), an ERRV shall hold copies of:-

a) OEUK/ERRVA Emergency Response & Rescue Vessel Survey Guidelines (this document).
b) OEUK/ERRVA Emergency Response & Rescue Vessel Management Guidelines.
c) OEUK Guidelines for Emergency Response for Offshore Installations.
d) Data Cards for the Installation being covered (either Installation Data Card or ERRV Data Card or both, as required).
e) Documented procedures for sharing of ERRV's (if applicable).
f) Documented procedures for Daughter Craft operations (if applicable).
g) Documented procedures for PLB system operations (if applicable).
h) Relevant ERP extracts where not included in 7.14 (c). (Further details of these may be found in OEUK Emergency Response & Rescue Vessel Management Guidelines Section 1.5).
i) OEUK Guidelines for Ship/Installation Collision Avoidance.

7.15 Station Bills

Station bills indicating crew stations under defined emergency conditions shall be posted in public rooms, the bridge, engine room, and crew alleyways.

7.16 Crew Identification

All crew shall be provided with high visibility armbands, waistcoats, or other means for use in emergencies, which clearly identify them as ERRV crew members.

7.17 Operations with TEMPSC or Life Rafts

All ERRV's shall have documented procedures for and the means of:-

a) directly towing life rafts and TEMPSC.
b) securing such craft alongside, and
c) transferring people, both injured, and uninjured, from life rafts and TEMPSC.

7.18 Medical Stores and Equipment of Survivor Spaces

7.18.1 Stowage Locations

The Treatment Area shall be equipped with:-

a) High luminance illumination with especial note taken of lighting directly above the treatment table.
b) Wash hand basin provided with hot and cold water supplied via elbow-operated taps.
c) Treatment table accessible from both sides and the foot of the table.
d) Portable shower head provided with a thermostatically regulated water supply via an extended hose capable of reaching both ends of the treatment table.
e) Fixed frame(s) for holding two (2) stretchers and their occupants securely.
f) Moveable instrument table capable of being secured to the treatment table.
g) Waste bin for soiled clothing and/or dressings.
h) Cupboards enabling the stowage of medical stores in a systematic and readily available format.
i) Desk with file drawers for the stowage of medical documents.
j) Hands-free radio equipment capable of direct communications with medical advisors onshore and offshore.
k) A bulkhead-mounted clock with sweep second hand

7.18.2 Recovery Area Preparation

The Recovery Area shall be equipped such that is ready to receive survivors with the minimum of preparation. Hooks shall be located at bunks for the suspension of intravenous fluid bags.

7.18.3 Medical Inventory

An inventory of all medical equipment shall be maintained on board in a format that permits rapid confirmation of current stock levels and expiry dates (where appropriate). The inventory shall be made available for examination by surveyors engaged in the issue of new certificates, the relevant Regulator and Duty Holder representatives.

7.18.4 Survivor Showers

Each shower shall be provided with soap and large-sized dispensers containing skin degreasing fluid. Degreasing dispensers may be shared between users based on one (1) dispenser to each two (2) showers depending upon the shower arrangements. The total amount of skin degreasing fluid on board shall be seventy-five (75) litres.

Group ‘A’ ERRV’s, shall increase the quantity of degreaser to one hundred (100) litres.

Group ‘C’ ERRV’s, may decrease the quantity of degreaser to thirty-five (35) litres.

8 RADIO AND OTHER COMMUNICATIONS

8.1 General

Effective arrangements shall be made for radio communications, on appropriate frequencies, to be always possible between the ERRV and the Installation which it serves and between the ERRV and the appropriate coast station. This may include MF, HF, VHF and Satellite Systems. There shall be provided alternative means of communication between the Installation(s) and the ERRV for use in the event of radio or power failure.

Vessels new to the industry after 31st December 2002 shall be equipped with a voice/fax/data Satcom, UHF telephone patch and a mobile phone.

Radio communication equipment used by rescue craft is subject to particularly adverse operating conditions. Its construction and protection shall reflect the environment in which it operates.

The radio equipment noted in the following sections is additional to that required by Flag State, Global Maritime Distress and Safety System (GMDSS), and SOLAS Regulations.

8.2 Fast Rescue Craft Radio Communications

FRC radio communication shall be provided for, by either:-

a) One (1) permanently installed VHF radio with hand-microphone and waterproof loudspeaker for use by the coxswain plus a radio helmet complete with headphones, microphone, and a portable VHF radio in a weather-tight housing for one member of the rescue craft crew.

   or

b) Two (2) radio helmets, fit for purpose, equipped with earphones and microphone connected to a waterproof radio, or one housed in a waterproof container.

   or

c) Alternative arrangements which can be demonstrated to provide means of radio communication between the coxswain and other craft, vessels, or Installations, without hazarding his control of the FRC and providing back-up in the case of the failure of the coxswain's radio. At least two (2) VHF radios shall be used in the FRC to achieve this purpose and the arrangements shall minimise the effect of interference from external noise upon communication with the FRC.

8.3 Daughter Craft Radio Communications

Daughter Craft shall carry one (1) permanently installed VHF radio permitting communication with the ERRV at its planned maximum operating range. In addition, it shall be equipped with one (1) of the following:-

a) A second fixed VHF Radio

   or

b) A radio helmet equipped with earphones and microphone connecting to a waterproof VHF radio or one housed in a weather-tight container.

or

c) A portable waterproof VHF radio, or one housed in a weather tight container as emergency back-up.

8.4 ERRV Internal Communications

Internal communications on the ERRV shall be sufficient to provide communication between the bridge, survivor Reception and Treatment areas, the Master's cabin, those spaces occupied by crew members on immediate call, and the Winching Area. Where the survivor Recovery Area is not immediately adjacent to the Treatment Area, this shall also be added to the internal communication system, and for this purpose inclusion in a talk-back or telephone system, or the provision of a dedicated portable radio and charger are acceptable. In addition, a fixed, talk-back intercommunication system shall be provided between the bridge, the rescue zone and the FRC launching stations.

8.5 Air-Band Radios and Direction-Finding Systems

The Civil Aviation Authority (CAA) has agreed that vessels appointed as ERRV's in accordance with Regulation 17 of PFEER may, after application, be authorised to fit certain aeronautical radio facilities for the following specified aeronautical purposes only:

a) A Direction Finding (DF), receive only, facility on the distress frequency 121.5 MHz to assist the ERRV in locating a ditched helicopter by homing-in to the emergency locator beacon. The use of 121.5 MHz will only be approved as part of a DF facility. The equipment shall also be capable of receiving on the test frequency 121.65 MHz to enable drills and exercises to be undertaken with training/test beacons as per OEUK Guidelines.

b) Transmit and Receive capability on 123.10 MHz to be used for the following purposes only: -

   i. Search and Rescue coordination communications concerned with on-scene emergencies. Any use of the frequency should be confirmed with HM Coastguard and/or an aeronautical coordinator.

   ii. ERRV/helicopter communications concerning the safety of life.

c) Transmit and Receive facilities on the aeronautical frequency assigned to the offshore location for which the ERRV is associated, enabling a guard to be maintained on the appropriate aeronautical frequency such that the ERRV may quickly react to a Distress call from a helicopter.

ERRV's provided with an aeronautical station with 8.33KHz spacing to maintain communication with helicopters must have a Wireless Telegraphy Act Licence issued by Ofcom and Air Navigation Order Approval issued by the Civil Aviation Authority. ERRVs that intent to receive helicopters onto the helideck should review the CAA requirements for Radion Operators Certificate of Competence (ROCC) for Offshore Communication Service (OCS).

Application forms for aeronautical (ground) stations can be found on the Ofcom website, together with additional information on aeronautical radio licensing at Apply for an aeronautical or Unmanned Aircraft System licence - Ofcom together with the Radio Licensing Section contact details which are also given below:

Ofcom
FAO Spectrum Licensing
PO Box 1285
Warrington
WA1 9GL
Email: spectrum.licensing@ofcom.org.uk
Website: www.ofcom.org.uk/manage-your-licence
Phone: +44 20 7981 3131

8.6 Familiarity with Aeronautical Distress Procedures

All deck watch-keeping officers shall be familiar with aeronautical distress procedures. The Master and at least one other watch-keeping officer shall be certified by the CAA for the operation of radio equipment within the permitted aeronautical frequency bands. (Ref. Section 8.5).

8.7 Collision Risk Monitoring Equipment

Every ERRV shall carry one (1) digital camera device.

8.8 Inclusion on Radio Survey

The annual Radio Survey shall, in addition to radio equipment required by Flag States and SOLAS Regulations, include the equipment and Installations set out in Sections 8.2, 8.3, 8.5 and 8.6. When the radio equipment as detailed in Section 8 is being surveyed, wherever possible, the expiry of the certificates shall be harmonised such that they coincide with the expiry date of the “Cargo Ship Safety Radio Certificate”.

A SPECIAL MEDICAL EQUIPMENT AND STORES CARRIED BY ALL ERRV GROUPS

A.1 PART 1 - MEDICINES ETC.,

ITEM / LOCATION	Reception Area	Treatment Area	Recovery Area	Total
Treatment for Moderate to Severe Pain*				
• Buprenorphine 0.2mg tablets or equivalent	-	300 (50)	-	300 (50)
• Morphine sulphate injection 10mg		40 (10)		40 (10)
Antidote for Accidental Morphine Overdose				
• Naloxone		40 (10)		40 (10)
Sea Sickness/Anti-Nausea Remedy				
• Tablets-Cinnarizine/**Hyoscine** or equivalent	600 (60)		-	600 (60)
• Injection e.g., Cyclizine, Promethazine		60 (6)		60 (6)
Eyedrops for Lubrication, Foreign Body Removal				
• Liquid paraffin, carbomer or 'artificial tears' in sterile bottles/single dose units		10 (2)		10 (2)
Modified Gelatine Infusion Solution				
• 500ml container, for plasma substitution		40 (5)		40 (5)
Paracetamol Tablets				
• Paracetamol Tablets		100		100
Sterile Eye Irrigation Fluid				
• 500ml		4 (2)		4 (2)
Inhaled treatment for moderate/severe pain				
• Penthrox inhalation device.**		10 (2)		10 (2)

Group 'C' ERRV's may operate with a reduced medical equipment inventory. In such cases, where the quantities of equipment required differ from other ERRV's, these are indicated throughout Appendix A in parentheses. However, care shall be taken to ensure that any reduction of the inventory does not result in any statutory provision being reduced.

* Buprenorphine and Morphine are controlled drugs. Therefore, the ERRV operator shall ensure that appropriate arrangements are in place to satisfy the legal requirements for securing, controlling, and administering it.

** The introduction of Penthrox inhalation devices (which replaces Oxygen Nitrous Oxide Sets) may be phased-in until 31st December 2025, being changed at annual medical surveys.

A.2 INSTRUMENTS, APPLIANCES AND MEASURING EQUIPMENT

ITEM / LOCATION	Reception Area	Treatment Area	Recovery Area	Total
Airways				
• Pocket Mask	3 (1)	2 (1)	1	6 (3)
• I-Gel Airway* Size 4		2 (1)		2 (1)
• I-Gel Airway* Size 5		2 (1)		2 (1)
• Nasopharyngeal Airway Size 6		2 (1)		2 (1)
• Nasopharyngeal Airway Size 7		2 (1)		2 (1)
• Disposable syringe 50ml capacity for LMA inflation		1 (1)		
• Pulsoximeter				1 (1)
* Only to be used under medical supervision.				
Back-board				
• Spinal Board complete with Head Blocks and Speed Clip Restraints	1	1	1	3
Defibrillator				
• Automated External Defibrillator (AED) approved by the supplier for use by personnel with minimum CPR and basic resuscitation skills in an ERRV at sea, to be supplied with three sets of pads and one set for training, plus one spare battery, if unit not rechargeable.		1		1
Fluid Giving Sets				
• Intravenous, or any combination of intravenous and intraosseous entry sets for fluids (only to be used under medical supervision)		20 (3)		20 (3)
Manual Resuscitator				
• Hand Operated manual adult bag Resuscitator complete with Oxygen Reservoir of 2,600ml capacity and Face Mask - Size 5		1		1
Oxygen-Giving Equipment				
• Oxygen Cylinders Size 'F' (or smaller size providing equivalent capacity in total).		1	4 (2)	5 (3)
• Oxygen Cylinders, Size 'D' and multi-flow regulator			2	2
• Pressure Regulators for Oxygen Cylinders with adjustable Flowmeter.		1	3 (2)	4 (3)
• 2m lengths Oxygen Tubing		1	3 (2)	4 (3)
• Cylinder Keys		1	2	3
• Oxygen disposable Face Masks (35%)		1	5 (2)	6 (3)
• Oxygen disposable Face Masks (45 or 50%)		1	5 (2)	6 (3)

ITEM / LOCATION	Reception Area	Treatment Area	Recovery Area	Total
• Oxygen disposable Face Masks (Non-Rebreather)		3	3	6
Scissors/Shears				
• Stainless Steel Scissors, BS 3646		2		2
• Tough-cut Shears for cutting clothing		2		2
Sphygmomanometer				
• Fully automatic, battery-operated type operating on oscillometric principle with automatic inflation and deflation providing digital read-out. Complete with additional large cuff and spare set of batteries.		1		1
Splints				
• Leg Traction Splint, 140cm.		6 (2)		6 (2)
• Inflatable, set of 4 comprising half-leg, full-leg, half-arm and full-arm.		3 (1)		3 (1)
• Set of Box Splints.		6 (2)		6 (2)
• Set of Vacuum Splints.		Optional		-
• Set of Traction Splints.		1 (1)		1 (1)
• Set of common splints (Fracstraps acceptable in lieu).		6 (1)		6 (1)
Stethoscope				
• Stethoscope		2 (1)		2 (1)
Suction Pumps				
• Electric Suction Pump complete with six (6) Yankauer Suction Catheters and six (6) flexible catheters - Size FG14.		1	1	2
• Manual Suction Pump		1		1
Surgical Collars				
• Stifneck pattern or equivalent				
• No-Neck		5 (3)		5 (3)
• Short		5 (3)		5 (3)
• Regular		5 (3)		5 (3)
• Tall		5 (3)		5 (3)
NB: Adjustable collars able to achieve all four sizes shall be accepted in lieu but the total of 20 (12) shall still be met.				
Syringes				
• Disposable Syringe and Needle in Sterile Sealed Pack to BS 5081. Capacity 2ml with 21g, 4cm needle.		60 (20)		60 (20)
Thermometers				

ITEM / LOCATION	Reception Area	Treatment Area	Recovery Area	Total
• Normal range (35^0 - 43^0 C) digital, battery operated, 3-digit display. Complete with spare battery and plastic sleeve with pocket clip, one of which shall be an Aural Digital Thermometer.		**4** (3)		**4** (3)
• Sub-normal range, low body temperature, BS691 in durable case marked with contents.		**4** (2)		**4** (2)
Tourniquets				
• Adult, minimum 4 cm wide		**4** (2)		**4** (2)

A.3 BANDAGES AND DRESSINGS

ITEM / LOCATION	Reception Area	Treatment Area	Recovery Area	Total
Bandages				
• Elastic, adhesive, 7.5cm x 4m.	-	5 (2)	-	5 (2)
• Triangular calico, BP, with sides approx. 90cm and 127cm.		100 (10)		100 (10)
• Tubular Gauze Bandage, finger dressing, 20m, with applicator.		12 (2)		12 (2)
• Conforming, BP, individually wrapped 5cm x 3m.		50 (10)		50 (10)
• Conforming, BP, individually wrapped 7.5cm x 3m.		55 (10)		55 (10)
Asherman-type Chest Seal or Equivalent				
• Asherman-type Chest Seal or Equivalent.		5		5
Cotton Wool				
• Hospital Quality, 500g packs.		13 (2)		13 (2)
Dressings				
• Clingfilm, rolls, approx. 30cm x 5m.		15 (2)		15 (2)
• Porous paper type adhesive tape, rolls 2.5cm x 5m.		20 (2)		20 (2)
• Elastic adhesive medicated dressings, mixed sizes.		450 (50)		450 (50)
Wound Dressings, Standard BPC				
• Medium Plain, 14 BPC.		100 (20)		100 (20)
• Large Plain, 15 BPC.		100 (20)		100 (20)
• Extra-Large, 28cm x 17cm.		100 (20)		100 (20)
Gauze Swabs				
• Gauze cotton, absorbent, BP, type 13, 8 ply, 7.5cm x 7.5cm, sterile packets of 100.		6 (1)		6 (1)
Zinc Oxide Tape				
2.5cm x 5m spools.		8 (2)		8 (2)

A.4 SUNDRIES

ITEM / LOCATION	Reception Area	Treatment Area	Recovery Area	Total
Apron				
• Plastic, disposable.	-	50 (10)	-	50 (10)
Bedpan				
• Disposable type.		3 (1)	6 (2)	9 (3)
• Shells for above.		1 (1)	2 (2)	3(3)
Blankets				
• Wool, single size.			20 (3)	20 (3)
Body Bags				
• 7ft, opaque, plastic with zip closure.	30 (2)		30 (2)	60 (4)
Instrument Trolley				
• Instrument Trolley.		1		1
Lubricating Jelly				
• For endotracheal intubation, 42g tubes.		1		1
Pens				
• Fine point with water-resistant ink for survivor record.	3 (2)	2 (1)		5 (3)
Pillows				
• With plastic covers.			20 (10)	20 (10)
Resuscitation Mannequin				
• Suitable for Cardio-Pulmonary Resuscitation (CPR) and peripheral IV access practice. Complete with two sets each of replacement pads for hand and arm IV access practice.		1		1
Ring Cutter				
• Ring Cutter.		1		1
Safety Pins				
• 5cm, Rust-less.		144 (40)		144 (40)
Sharps Disposal Box				
• BS7320, Capacity 5l.		2 (1)	1 (1)	3 (2)
Sleeping Bags				
• Acrylic filled, Washable, Zip closure.			20 (10)	20 (10)

ITEM / LOCATION	Reception Area	Treatment Area	Recovery Area	Total
Stretchers				
• Basket type with patient straps and certified webbing lifting strops or an approved equivalent.	15 (2)			15 (2)
Surgical Gloves (Nitrile or Vinyl)				
• Disposable Box of 100 – Medium Size.		1		1
• Disposable Box of 100 – Large Size.		1		1
Survivor Packs				
• Plastic carrier bag containing blanket (single size), disposable boiler suit, woollen socks, and bath towel.	50 (5)		250 (15)	300 (20)
Swabs				
• Medical spirit-type packed in foil sachets, Box of 100.		2 (1)		2 (1)
Transfer Bags				
• Insulated, for personnel transfer to helicopter or ship.			15 (2)	15 (2)
Triage Priority Cards				
• Cruciform, National Standard, Triage Card in waterproof plastic bag.	50 (5)	50 (15)		100 (20)
Urine Bottles				
• Disposable.		12 (3)	18 (3)	30 (6)
Vomit Bags				
• Vomit Bags.	300 (60)			300 (60)
Waste Disposal Bags				
• For the disposal of clinical waste, S.A.F.A. or equivalent, Size Large.		12 (2)		12 (2)
Wound Cleansing Fluid				
• Sterile solution of Cetrimide 0.15% and Chlorhexidine Gluconate 0.015% in 25ml sachets or equivalent.		800 (50)		800 (50)
Wristbands				
• Durable plastic survivor identification.	300 (20)			300 (20)

A.5 READY-USE PACKS

a) Resuscitation / Intravenous (IV) Pack - Quantity 20 (Group 'C', 2 of required)

b) Airway Management Pack - Quantity 2 (Group 'C', 1 of required)

These packs are designed to contain the essential requirements for each noted task and located immediately to hand within the Treatment Room.

The wrapping or container for each pack is to be transparent and re-sealable such that the contents may be verified without removal.

Each pack is to be clearly labelled with its purpose and contents. (see over)

Note: Equipment and supplies noted in Part 5 are additional to those noted in Parts 1 - 4.

RESUSCITATION / INTRAVENOUS PACK (QUANTITY 20 – Quantity 2 for Group 'C') Item	Number Per Pack
Bandages	
• Elastic, adhesive, 7.5cm x 4m	1
• Conforming, BP, individually wrapped, 7.5cm x 3m	1
Fluid-Giving Sets	
• Intravenous entry set for fluids.	1
Guedal Airway, BS292	
• Size 3	1
• Size 4	1
Intravenous Infusion Canula	
With Luer-Lok Injection Port in Sterile Pack (Venflon)	
• Size 14g	2
• Size 16g	2
• Size 18g	2
Pens	
• Fine point with water resistant ink for survivor record.	1
Plain Blood Tubes (pack)	
• Size 10ml.	1
Scissors/Shears	
• Stainless steel scissors, BS 3646	1
• Tough-Cut shears for cutting clothing	1
Sodium Chloride	
• For intravenous infusion, 0.9% in 500ml container.	2
Tourniquets	
• Velcro, for setting up intravenous drips.	1

RESUSCITATION / INTRAVENOUS PACK (QUANTITY 20 – Quantity 2 for Group 'C') Item	Number Per Pack
Triage Priority Cards	
• Cruciform, National Standard, triage card in waterproof plastic bag.	**1**
Wound Cleansing Fluid	
• Sterile solution of Cetrimide 0.15% and Chlorhexidine 0.015% in 25ml sachets.	**10**
Zinc oxide tape	
• 1.25cm x 5m.	**1**

READY-USE PACKS (CONTINUED)

AIRWAY MANAGEMENT PACK - (Quantity = 2) (Quantity = 1 for Group 'C') Item	Number Per Pack
Bandages	
• Gauze ribbon, BP, 2.5cm x 10m.	1
Catheter Mount	
• Flexible type with 22M/15F connectors and 22F fixed elbow mount.	1
Endotracheal Flexible Introducer	
• Endotracheal Flexible Introducer.	1
Endotracheal Tube	
• Cuffed, Disposable - Size 7.	1
• Cuffed, Disposable - Size 8.	1
• Cuffed, Disposable - Size 9.	1
Gauze Swabs	
• Gauze cotton, absorbent BP, type 13, 8 ply, 7.5cm x 7.5cm, sterile packets of 100.	1
Guedal Airway	
• Size 3.	1
• Size 4.	1
Laryngoscope	
• Macintosh type with adult blade, 4 sets.	1
Lubricating Jelly	
• For endotracheal intubation, 42g tubes	1
Magill's Forceps	
• Magill's Forceps.	1
Pens	
• Fine point with water resistant ink for survivor record.	1
Syringe	
• Disposable, 10ml	1
Triage Priority Cards	
• Cruciform, National Standard, triage card in waterproof plastic bag.	1
Zinc oxide tape	
• 1.25cm x 5m.	1

A.6 FAST RESCUE CRAFT MEDICAL EQUIPMENT

The equipment noted shall be kept in watertight containers and placed in each FRC prior to launch. It is additional to that contained in Parts 1 - 5.

Item	Number Per FRC
Airway	
• Complete with flexible junction between casualty's mouth and person providing resuscitation, e.g., Canada Mask and Tube.	1
First Aid Box	
• As per MSN 1768 (M+F).	1
Hypothermia Blankets	
• Lightweight foil pattern.	**20**
Surgical Collar	
• Stifneck pattern or equivalent in No-Neck Type.	**1**
• Stifneck pattern or equivalent in Short Size.	**1**
• Stifneck pattern or equivalent in Regular Size.	**1**
• Stifneck pattern or equivalent in Tall Size.	**1**
NB: Adjustable types able to achieve all sizes shall be accepted but the total of four shall still be met	

B RELEVANT LEGAL REQUIREMENTS

B.1 PFEER AND ACoP

The Offshore Installations (Prevention of Fire and Explosion, and Emergency Response) Regulations 1995 (SI 1995 No.743) (PFEER) is the principal legislation governing offshore emergency response, including the provision of appropriate measures to achieve it. Regulation 17 of PFEER states that:

"The duty holder shall ensure that effective arrangements are made, which include such arrangements with suitable persons beyond the Installation, for:

a) recovery of persons following their evacuation or escape from the Installation; and
b) rescue of persons near the Installation; and
c) taking such persons to a place of safety

For the purposes of this regulation arrangements shall be regarded as being effective if they secure a good prospect of those persons being recovered, rescued, and taken to a place of safety."

Approved Code of Practice (ACoP)

The ACoP accompanying PFEER states in Paragraph 173 that:

"There are many circumstances for which only a suitable vessel standing by will provide effective arrangements and in these circumstances such a vessel will need to be provided."

and in Paragraph 174 that:

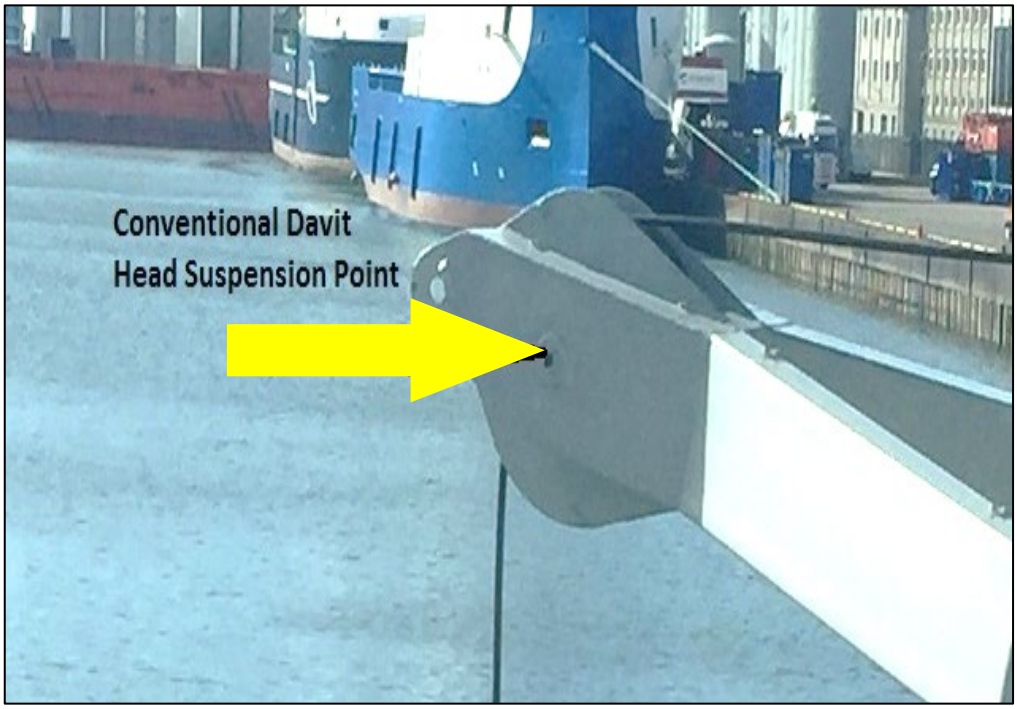
"Where a vessel is provided, it shall be maintained, so far as is reasonable, in a position from which it can be best used for the recovery and rescue functions required of it, taking account of the nature and time of day of work activities - such as overside working - being carried out. Such vessels may be shared between Installations provided that, this does not compromise the object of securing a good prospect of recovery and rescue."

The ACoOP also sets out a list of criteria which reflect those recommended by the Cullen Report for any vessels acting as ERRV's.

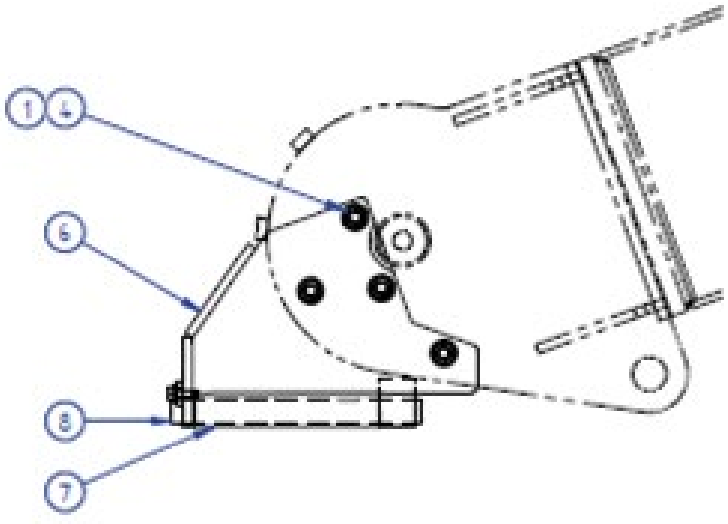
In United Kingdom territorial waters adjacent to Northern Ireland, the Offshore Installations (Prevention of Fire and Explosion, and Emergency Response) Regulations (Northern Ireland) 1995 (SR 1995 No 345) apply.

C ERRV DAVIT SUSPENSION POINT EXAMPLES

Photographs showing the suspension point for the Davit Head and Rescue Craft Configurations most encountered aboard Emergency Response and Rescue Vessels.



Davit with extension bracket, outboard with FRC Deployed.



Drawing of Davit Head in deployed position

Key:

1,2,3,4	Securing Bolts.
6	Extension bracket.
7,8	Rollers, and Suspension Point when deployed.


Docking head
suspension height
FURUNO


MACGREGOR
SWL 4 T
Docking head
suspension point

OEUK.org.uk

Offshore Energies UK Guidelines
Member companies dedicate specialist resources and technical expertise in developing these guidelines with OEUK with a commitment to work together, continually reviewing and improving the performance of all offshore operations.

Guidelines are free for our members and can be purchased by non-members.

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