SHIPHANDLING IN RESCUE OPERATIONS

Purpose:

The e-learning module (ELM) is designed for theoretical training of navigators in accordance with Chapter II of the STCW Convention in the part concerning of shiphandling in rescue operations.

The ELM is included in the "Shiphandling basics" library.

What is an e-learning module?

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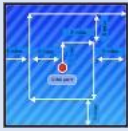
Contents:

- Collective life-saving appliances
- Personal life-saving appliances
- Other life-saving appliances
- Organization of search and rescue operation

Target groups

Deck - Management
Deck - Operational

Ship types

Generic

Regulations

Table A-II/1 STCW Code

Competence:	Operate life-saving appliances
Knowledge, understanding and proficiency:	*Life-saving*

Competence:	Respond to a distress signal at sea
Knowledge, understanding and proficiency:	*Search and rescue* Knowledge of the contents of the IMO IAMSAR Manual.

Table A-II/2 STCW Code

Competence:	Co-ordinate search and rescue operations
Knowledge, understanding and proficiency:	A thorough knowledge of and ability to apply the procedures contained in the IMO IAMSAR Manual.

Table A-II/3 STCW Code

Competence:	Operate life-saving appliances
Knowledge, understanding and proficiency:	*Life-saving*

Competence:	Respond to a distress signal at sea
Knowledge, understanding and proficiency:	*Search and rescue* Knowledge of the contents of the IMO IAMSAR Manual.

E-learning module

SHIPHANDLING IN RESCUE OPERATIONS

Storm Sim

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Version: 05/2022

Section 1. Collective life-saving appliances

All lifeboats shall:

- have good stability and buoyancy even when filled with water, have high maneuverability;
- ensure reliable self-recovery to even keel in case of capsizing;
- be powered by a mechanical engine with remote control from the wheelhouse, which provides the speed of the boat in calm water with a full complement of people of at least 6 knots and have a propeller protected from accidental impacts;
- be painted orange.

Strips of reflective material are glued along the perimeter of the boat, under the fender and on deck. Crosses made of reflective material are applied on the upper part of the closure fore and aft.

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Section 1. Collective life-saving appliances

Collective life-saving appliances (CLSA) are the appliances that can be used by a group of people.

Collective LSA and their launching equipment must ensure reliable and safe rescue operation: so that they can be launched at the smallest draft of the ship with a list of 20° on any side and a trim of 10°.

Embarkation of people in life-saving appliances and their launching in calm sea should not exceed in time:

- 10 min. for cargo ships;
- 30 min. for passenger and fishing ships.

Lifeboats and liferafts should normally be stowed on the same deck, liferafts are allowed to be stowed one deck above or below the deck on which the lifeboats are stowed.

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Section 1. Collective life-saving appliances

Free-fall lifeboats are considered the most reliable life-saving appliance that ensures the evacuation of people from a sinking ship in all weather conditions.

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Section 1. Collective life-saving appliances

Before launching the lifeboat, the following actions must be performed:

1. Delivery to the lifeboat of equipment and supplies necessary for survival after ship abandonment:

- portable VHF radio station and radar transponder beacon (SART);
- warm clothes (blankets);
- additional supply of food and water;
- additional supply of signaling pyrotechnics.

2. Before launching, it is necessary to close the drain valve with a plug (it is located at the lower point of the hull and has the appropriate marking).

3. If necessary, the emergency supply painters, which are fastened to the ends of the lifeboat and put along the side are prepared for use.

- A lifeboat launched on the fall along the side in stormy weather must be kept from swinging and beating

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Section 4. Organization of search and rescue operation

Search scheme of those in distress

Scheme 1

5 miles

Initial point

drift direction

Expanding square search

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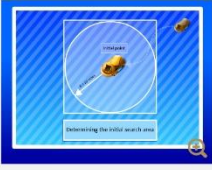SHIPHANDLING IN RESCUE OPERATIONS
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Test tasks

Text of question

What scheme is shown in the figure?

Choose the correct answer

○ Scheme for calculating the location of the ILR at the time of transmission of the distress signal.
○ Scheme of calculation of the initial search area for people of distress.

Attempts: 1

COMMENT

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