

# **Industry Guideline no. 6**

## Code of Practice

# SAFETY STANDBY VESSELS

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**Responsible Party:** NOGEP A Health & Safety Committee

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Industry Guideline no. 6 Safety standby vessels  
Translation of “Industrie Leidraad nr 6 Bijstandsboten”  
The Dutch text is authoritative

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## **1 Introduction**

### **1.1 The Emergency Response Plan – deploying the safety standby vessel**

A large part of Dutch oil and gas exploration and production activities take place in the territorial waters and on the continental shelf. On the grounds of article 3.37v of the Working Conditions Decree (see appendix A) an Emergency Response Plan must be formulated for each offshore installation situated in these waters.

The Emergency Response Plan must indicate the way in which and the resources with which people who have fallen overboard or have ended up in the sea after evacuation from the offshore installation can be rescued. Rescued means being transferred to a safe haven alive. The following criteria determine the deployment of the resources:

- A person without an immersion suit who has ended up in the sea must be removed from the water within 20 minutes
- A person with an immersion suit who has ended up in the sea must be removed from the water within 120 minutes.

After being removed from the water, the person must then be transferred within 20 minutes to a safe haven. Safety standby vessels and helicopters are considered to be safe havens.

Safety standby vessels are one of the resources with which people who have ended up in the water can be rescued. The Emergency Response Plan defines the number of safety standby vessels that should be in the direct vicinity of the offshore installation at any given point, to be able to comply with the 20+20 and 120+20 minute requirements.

Not every sea going vessel is suitable to act as a safety standby vessel. In the context of rescuing people who have ended up in the sea from the offshore installation a sea vessel must comply with certain requirements. This NOGEP A guideline gives an overview of the requirements set for the vessel and her crew to be able to function as a safety standby vessel. In addition to these requirements, naturally any requirements arising from the legislation of the safety standby vessel's flag state and from international treaties<sup>1</sup> are fully applicable. A sea going vessel that complies with these requirements and is further supported by an ISM-certified ship owner is eligible for the "Safety standby vessel" certificate.

The NOGEP A members have agreed only to deploy vessels with a valid "Safety standby vessel" certificate issued in accordance with this Guideline as safety standby vessels in Dutch surface waters.

### **1.2 The safety zone**

A safety zone of 500 metres is generally established around an offshore installation to prevent collisions (article 43 Mining Act, see appendix A). This safety zone is only accessible for "attendant operations" for the offshore installation. Insofar as this does not conflict with her tasks in the context of rescuing, the safety standby vessel will also be deployed to guard the safety zone.

Guarding of the safety zone requires the presence of an ARPA on the safety standby vessel (refer paragraph 5.1.9).

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<sup>1</sup> Such as the International Convention for Safety of Life at Sea (SOLAS), the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM code), CAP 437 (Offshore Helicopter Landing area's – Guidance on Standards), EU directive 96/98 and relevant International Marine Organization (IMO) guidelines

## **2 Tasks of a safety standby vessel**

### **Tasks**

A safety standby vessel must be immediately deployable at all times to:

- rescue one or more people from the offshore installation from the water;
- take on board people who have left the offshore installation by means of evacuation, possible with the aid of rafts;
- take on board part of or the entire crew who have left the offshore installation with the aid of life boats under controlled circumstances;
- administer first aid;
- act as a safe haven;
- be in command on site (function as “on scene co-ordinator”);

A safety standby vessel can undertake action independently if the circumstances so dictate. In the event of an emergency on or around the offshore installation, the head of the offshore installation (OIM) acts as the on-scene-coordinator. If the head of the offshore installation is not able to do so, then a suitably qualified<sup>2</sup> member of the safety standby vessel crew acts as on-scene coordinator and coordinates all necessary activities up until the moment the coast guard appoints another on-scene coordinator.

### **Relationship with Emergency Response Plan**

A safety standby vessel must be able at all times to demonstrate that she complies with the performance norms<sup>3</sup> defined in the Emergency Response Plan. The head of the offshore installation checks this regularly.

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<sup>2</sup> A person who has passed the “On Scene Co-ordinator” course. See article 4.2.

<sup>3</sup> The 20+20 and 120+20-minute requirements. See paragraph 1.1. The distance of a safety standby vessel from the offshore installation depends on the work or activities on and around the location. In the event of overboard work and helicopter movements to and from the location, the safety standby vessel should be within the 500-metre zone (but outside the helicopter approach zone).

### **3 Organisation on a safety standby vessel**

#### **3.1 The rescue plan <sup>4</sup>**

The safety standby vessel must have a rescue plan. This plan is formulated in English and contains at least a description of:

- the tasks of the individual crewmembers of the safety standby vessel and the Fast Rescue Craft (hereinafter referred to as the FRC) with regard to the organisation and the execution of the search and rescue operations for persons in the sea or persons in or on rescue vessels or rafts;
- a search plan and search patterns;
- how operations are commanded on site by the safety standby vessel;
- the safety standby vessel's coordinating role regarding all vessels in the area;
- the procedure agreed with the Coast Guard Service regarding the role and support of that organisation in the coordination of rescue operations;
- how (injured) persons are taken on board and treated;
- how and of whom advice or medical support is sought;
- how (injured) persons are transported and/or transferred to and from other vessels or offshore installations;
- how approval for the transport of (injured) persons is requested;
- how helicopter transport for (injured) persons is requested;
- how deceased persons are stored in the designated area;

The rescue plan must at least cover the following scenarios:

- search operation with the safety standby vessel;
- search operation with the FRC;
- rescue operation with the FRC;

The rescue plan must fit in with the offshore installation's Emergency Response Plan and be on board the safety standby vessel and at the offshore installation. An extract from the rescue plan must be added to the Alarm Roll.

A copy of the plan must be sent to the Coast Guard Service. (Kustwacht)

#### **3.2 Registration**

All drills must be registered in the vessel's log (see part 4.2 below). A brief report must be written on all drills, including the duration of the various elements and all other relevant information.

The ship owner must maintain a register of all the certificates, training and courses obtained or followed by the crew of the safety standby vessel(s). The captain of the safety standby vessel supplies the relevant information at the end of every voyage. This register must be available for perusal by interested parties. Wherever possible, an overview must be maintained on the safety standby vessel of all persons retrieved from the water.

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<sup>4</sup> The rescue plan relates to the rescue tasks of the safety standby vessel: rescuing persons who have ended up in the sea (from the offshore installation)

#### **4 The crew on a safety standby vessel**

A safety standby vessel must be manned in such a way that the vessel can properly execute all tasks for which it can be deployed.

##### **4.1 Number of crewmembers**

The number of crewmembers on a safety standby vessel is determined by the performance norms defined in the offshore installation's Emergency Response Plan and the safety standby vessel's rescue plan. The minimum number of crewmembers on a safety standby vessel on the Dutch part of the continental shelf is 7.

##### **4.2 Qualification, experience and training**

###### *Qualification<sup>5</sup>*

- The captain or the first mate must have passed the "On Scene Co-ordinator" course for safety standby vessels referred to in appendix C, or a similar course recognised by MCA<sup>6</sup>;
- In addition to the 2 crewmembers with a valid "Medical Care on Board" certificate, at least 2 other crewmembers must be in possession of a valid "Offshore Paramedic" certificate or a certificate similar in the opinion of the ship owner;
- At least 4 crewmembers (not the captain or the chief engineer) must have an FRC certificate recognised by the STCW;
- At least 1 FRC crewmember must be authorised to operate the FRC radio installation.

###### *Experience*

The captain must have worked for at least 40 days as first mate and at least 2 other crewmembers must have worked for at least 40 days as a crewmember on a safety standby vessel on the North Sea.

###### *Training<sup>7</sup>*

The safety standby vessel crew must be trained as a team in executing rescue operations from the safety standby vessel. To this end, before commencing the sea voyage to the offshore installation, they must carry out a 'man overboard' drill with an FRC in controlled circumstance and familiarise themselves with their tasks as described in the rescue plan. This drill must be registered in the safety standby vessel ship's logbook.

On location the safety standby vessel must execute one or more of the following drills at least once a week whereby the head of the offshore installation acts as on-scene coordinator:

- man overboard (one as well as several drowning persons), both from the safety standby vessel and from the offshore installation, with and without the aid of the FRC;
- applying the communications procedure;
- searching whilst using Personal Locator Beacon homing equipment;
- sailing with search patterns by day and by night both with the safety standby vessel and the FRC;

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<sup>5</sup> The safety standby vessel crew must be qualified in accordance with the requirements of the relevant flag state and the STCW. The requirements defined here are supplementary.

<sup>6</sup> Maritime Coastal Agency

<sup>7</sup> These drills are not intended to verify that the safety standby vessel complies with the performance norms as defined in the emergency plan.

- taking injured persons on board from the FRC or other rescue resources and further First Aid activities;
- use of other available emergency and rescue resources.

From week to week the drills must be varied as much as possible. They can be carried out separately or combined, in consultation with the head of the offshore installation.

#### **4.3 Language**

The crew must be able to communicate properly amongst each other. The crew must speak and understand sufficient English to be able to properly carry out the tasks described in the plan.

#### **4.4 Working hours**

In the event that the Working Hours Act does not apply to the crew of the safety standby vessel the crew will not remain in active service on the safety standby vessel longer than 28 consecutive days. This period does not include the time necessary to sail to and from the location. After this period of 28 days in active service follows a rest period of at least 7 days. If the crew spent fewer than 28 consecutive days on active service on the safety standby vessel the number of rest days may be reduced proportionally.

## 5 The Safety Standby Vessel

A safety standby vessel is a sea going vessel designed, organised, equipped and maintained in such a way that she can carry out her tasks properly at all times.

### 5.1. Technical requirements

#### 5.1.1 Design requirements

In addition to the rules arising from the legislation of the relevant flag state or international treaties, the vessel must also comply with the following design and equipment requirements:

- a) a length of least 30 metres;
- b) the capability of attaining a speed in calm seas of least 10 knots and of maintaining its position in winds of force 7 on the Beaufort scale;
- c) equipped with at least one of the following facilities:
  1. A 360-degree azimuth thruster combined with single-screw propulsion with reversible effect or an adjustable screw. The thruster must be able to provide the vessel with a forward speed of 4 knots through the water. The thruster must not be dependent on the main engine as power source.
  2. Double-screw propulsion and a bow screw so the vessel can attain a forward speed of 4 knots in calm seas even in if one of the propulsion units is out of order.
  3. Main and manoeuvre propulsion systems that can deliver similar performances and that possess similar manoeuvring capabilities as the system described under 1 and 2.
- d) equipped with bridge operation that makes it easy for the vessels to be manoeuvred by one crewmember;
- e) equipped with a bridge-house designed and positioned in such a way that the person in charge of the rescue operation can easily move from port to starboard and visa versa and has an uninterrupted view all around of the rescue zone and the place where the FRC is launched and recovered ;
- f) the capability of simultaneously using all electric equipment that might be needed in an emergency;
- g) having sufficient reserve and replacement power sources with sufficient capacity alone or together to allow the rescue operations to continue<sup>8</sup> for at least an hour after the main power supplies fail;
- h) the capability of swinging around in both directions through 360 degrees at as low a speed as possible and maintaining a position with sufficient certainty on a previously set course while executing rescue activities;

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<sup>8</sup> This means that, with the aid of the reserve and replacement power sources, for an hour at least:

- The position of the safety standby vessel can be determined at all times in relation to the relevant offshore installation;
- The bridge, the decks and the accommodation are sufficiently illuminated to enable efficiently carrying out the activities necessary for recovery survivors and administering first aid;
- Showers, washbasins and drinking water facilities can be supplied with fresh water;
- The FRC can be launched in a controlled manner;
- Communication is possible with the offshore installation, the supporting on-shore organisation and the supporting helicopter;

### 5.1.2 Freeboard and rescue zones

- On both sides of the vessel a safety standby vessel must be equipped with an obstacle-free deck space with a length of at least 3m and a width that provides free passage for persons carrying a stretcher (the so called “rescue zone”). On both sides of the vessel the words ‘Rescue Zone’ must be written clearly and in a striking colour on the hull at the location of these rescue zones
- The rescue zone must be localised in such a way that the effect of screws and thrusters is noticed as little as possible.
- The freeboard at the location of the rescue zone must be a maximum of 1.75m unless it has been demonstrated that a higher freeboard does not impede taking persons on board.
- The deck must be equipped with an anti-slip layer at the location of the rescue zone, for the protection of the crew. Provisions must be made to prevent the crew from being knocked overboard.

### 5.1.3 Climbing nets and rescue nets

A safety standby vessel must be either equipped with climbing nets along the total length of the rescue zone on both sides or have another system with which people can come on board the vessel from the sea or from an FRC.

If climbing nets are used, then they must comply with the following conditions:

- Be made of knotted rope of a thickness of at least 2.5 centimetres;
- Have a mesh width of no more than 30 centimetres;
- Easy to fit and lower;
- Weighted at the bottom and reaching in lowered state to at least 50 centimetres below the water level;
- In lowered state the upper bit is at least 25 centimetres removed from the hull of the safety standby vessel;
- Be fitted with a sufficient number of horizontal spreaders.

If a system other than climbing nets is used, that system must fulfil the following conditions:

- Have a sturdy anti-slip climbing and gripping surface that is at least as good as the climbing net;
- Be made of materials resistant to maritime conditions;
- Be designed in such a way that it causes no injury to users;
- Fitted to the vessel in such a way that it hangs at least 25 cm free from the hull of the safety standby vessel;
- Can be used on both sides of the safety standby vessel;

A safety standby vessel must also be equipped with either a rescue net with hoisting tackle or at least one mechanically operated system for bringing (unconscious) persons on board. The hoisting tackle can also be used for launching and recovery of the FRC.

If a rescue net is used then it must fulfil the following conditions:

- Have a diameter of at least 2 metres;
- Be suitable for supporting a weight of 400 kilos;
- Can be lowered deep enough into the water for persons in the sea to be able to get into the net easily.

If a system other than a rescue net is used then that system must be designed in such way that it causes no injury to users.

Systems referred to in this part with which no practical experience has been gained must be tested and approved by the Shipping Inspectorate (Scheepvaartinspectie) or a research agency approved by the Transport, Public Works and Water Management Inspectorate, Shipping Department (Inspectie Verkeer en Waterstaat, divisie Scheepvaart)..

#### 5.1.4 Man overboard alarm

There must be a 'man overboard' alarm operable from the bridge that is clearly audible throughout the entire vessel. It must be independent and clearly distinguishable from other alarm signals.

#### 5.1.5 Navigation equipment

The bridge of a safety standby vessel must be equipped with electronic navigation equipment consisting of at least:

- 2 radars, of which at least 1 course stabilised and operating in the 3 cm band and 1 equipped with ARPA function;
- 2 electronic positioning systems type GPS (Global Positioning Standard) or similar positioning systems;
- 1 Gyro compass;
- AIS linked to a radar with an ARPA plot facility or to a PC with electronic map system so that AIS, radar and ARPA information can be presented on one screen<sup>9</sup>.

#### 5.1.6 Lighting

##### *Deck lighting*

The sea around the rescue zone, the rescue zone, the area where the FRC is launched and recovered and the helicopter winching area must be properly lit without persons on the bridge or the helicopter pilot being blinded.

When using floodlighting, the time between switching on the lighting and the presence of sufficient light must be as short as possible.<sup>10)</sup>

##### *Emergency lighting*

Permanently mounted emergency lighting, connected to an emergency power source must be present at the following locations:

- FRC location and hoisting system;
- rescue zone;
- reception area;
- routes leading to and from the reception area;
- treatment area ;
- helicopter winching area.

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<sup>9</sup>Only necessary if the safety standby vessel also has to be deployed to guard a offshore installation's safety zone.

<sup>10</sup> The fact should be taken into account that it takes some time when restarting certain types of lamp – after a power failure or voltage drop – before the lamp again gives light at sufficient strength.

### *Searchlights*

A safety standby vessel must have at least 2 permanently installed searchlights that can be operated from the bridge and rotated through 360 degrees, with which as large an area as possible of the surface of the sea can be properly illuminated. The searchlights must have a power of at least 1,000 watt.

#### 5.1.7 Helicopter winching rea

A safety standby vessel must have a helicopter winching area. CAP 437 applies to this zone. The helicopter winching area can be used for dropping doctors or lifting stretchers by helicopter.

#### 5.1.8 Obstacle Free Manoeuvring Passage

Free passage for the transport of stretchers must be guaranteed at all times between the rescue zones, the reception area, the treatment area and the helicopter lifting zone.

#### 5.1.9 Towing

A safety standby vessel must be equipped for towing rafts and lifeboats.

## **5.2. Equipment requirements**

### 5.2.1 Rescue equipment

A safety standby vessel must have at least eight lifebuoys, of which 2 with self-igniting electric lights and smoke signals and 2 with self-igniting electric lights. The remaining lifebuoys must be fitted with floating lines of a length of 30 metres. Lifebuoys must be fitted in easily accessible places.

In addition to the number of lifejackets that are required to be on board on the grounds of other regulations, there must be at least 75 extra lifejackets on board, or as many as are necessary to equip all the persons at the offshore installation with a lifejacket.

A safety standby vessel must have 2 poles of a length of at least 5 metres with a rounded-off hook at the end, for saving people from drowning.

There must be an electronic megaphone on the bridge of a safety standby vessel.

### 5.2.2 Manuals and documents

The following must be present on a safety standby vessel:

- the IMO IAMSAR Manual (part 3);
- the offshore installation's Emergency Response Plan or an excerpt;
- the offshore installation's adverse weather policy;
- a copy of the Safety standby vessel certificate.

### 5.3. Receiving and caring for survivors

#### 5.3.1 Accommodation

A safety standby vessel must have permanent seating for at least 75 survivors. If there are more than 75 persons at the offshore installation then the safety standby vessel must provide space for at least that number.

Survivors should be accommodated in areas that provide protection from the elements. These areas must be furnished, heated, lit and ventilated and situated outside the crew's quarters, the sanitary facilities and the bridge. They must be equipped with sufficient entrances and emergency exits, easily accessible from the rescue zone and the helicopter winching area and situated and designed in such a way that the transport of survivors, including those on stretchers, can take place quickly and easily. Vertical transport should be avoided wherever possible.

The deceased should be stored in a cool, ventilated area in such a way that bodies cannot shift about in bad weather and that they are kept out of sight of the survivors. This area must provide room for at least 5 bodies.

A safety standby vessel must have at least the following rooms, separate from the crew's quarters:

- decontamination area;
- reception area;
- treatment area;
- sanitary facilities.

The doors of the various rooms must be clearly labelled showing what they serve as and for how many people they are intended.

*Decontamination area.* The decontamination area should be near the rescue zone. The area may be partly open and must be equipped with a shower system suitable for cleaning rescued persons and crewmembers before entering the reception area.

*Reception room.* The reception room must be equipped with a desk, seating for a minimum of five survivors and a cupboard or filing cabinet for storing information on the survivors.

*Treatment area.* The treatment area should have a surface area of no less than 10 m<sup>2</sup>. The room must be sufficiently lit to treat patients.

The treatment area must be equipped with:

- treatment table accessible from both sides and the foot end;
- work lamp above the operation table;
- hand basin with hot and cold running water;
- shower head with hose long enough to reach the operation table;
- cupboard for medicines, etc;
- hooks on which infusion bottles can be hung next to the operation table and the berths;

- hands-free telephone connected to the radio installation for direct communication with medical advisors on shore and at offshore installations;
- clock with second hand.

*Sanitary facilities.* The sanitary facilities must include 2 showers, 2 toilets and 2 hand basins. They must be easily accessible from the areas where the survivors are accommodated.

### 5.3.2 Facilities

In addition to the fresh water for the crew, a safety standby vessel must have at least 100 litres of fresh water available for each person at the offshore installation. If this water is stored separately it must be changed at least once a month. The safety standby vessel must have a Legionella control plan.

A safety standby vessel must have facilities for heating water, which provide a constant supply of at least 160 litres an hour for two hours at a temperature of a minimum of 65 °C. When establishing the heating capacity, the hot water in the heat exchangers may be counted.

It must be possible at all times to serve survivors with hot drinks and soup on the safety standby vessel.

The safety standby vessel must have at least the following for administering to and caring for survivors of the offshore installation:

- the resources and equipment defined in appendix B;
- 5 stretchers suitable for transport both on the safety standby vessel and to another vessel or helicopter;
- 75 ordinary blankets and 75 towels or as many more as are needed to provide all persons at the offshore installation with a blanket and towel;
- 75 anti-hypothermia blankets or bags (T.P.A.) or as many more as are needed to supply all persons at the offshore installation;
- dry replacement clothes (overalls) for 75 or as many as there are persons at the offshore installation.

These supplies and equipment should be stored in a properly marked place and be ready for use at all times. The medical equipment and supplies listed in appendix B must be checked by a pharmacist at least every 24 months.

## 5.4 Fast Rescue Craft (FRC)

### 5.4.1 Number and capacity

Every safety standby vessel must be equipped with at least one FRC. Every FRC must comply with the applicable resolution of the International Maritime Organization (IMO), no. A.656 (16).

It must be possible to transport at least 9 persons sitting or one person lying stretched out together with 5 sitting persons in the FRC. These numbers include the crew of the FRC

#### 5.4.2 Availability and number of crewmembers

The FRC must be ready for deployment at all times. The FRC must be in the water with the engine running and ready to start rescue operations no longer than 5 minutes after the order to launch. The FRC must have a crew of at least 2 persons.

#### 5.4.3 Equipping the crewmembers

Each FRC must have 4 lifejackets that comply with EN 399 or a similar norm for the crew. If inflatable lifejackets are used then these must deliver at least an equal performance and they may only be of the semiautomatic type.

The crew of the FRC must be equipped with:

- a buoyant immersion suit (survival suit) equipped with a light approved by the Transport, Public Works and Water Management Inspectorate, Shipping Department;
- a Personal Locator Beacon.

#### 5.4.4 Stowing

The FRC must at all times be stowed for heavy weather, but in such a way that it is always immediately deployable.

#### 5.4.5 Launching and Recovery

An FRC should be launched, wherever possible, amidships of the safety standby vessel, over a smooth side or over special launching facilities with slipways.

The safety standby vessel must have its own hoisting system for launching and recovery an FRC. In addition to the regulations ensuing from the SOLAS, this system must comply with the following requirements:

- it must be possible to launch an FRC while the safety standby vessel is sailing;
- it must be possible to launch an FRC at a descending speed of between 0.3 and 1.0 metres per second;
- it must be possible for a fully occupied FRC to be shipped at a hoisting speed of at least 0.3 metres per second. The hoisting system must be certified for this;
- if an FRC's hoisting point is at a height of more than 7.5 metres above sea level in calm seas, then measures must be taken to prevent the FRC from swinging. In that case, the FRC must be launched away from the side of the vessel;
- it must still be possible to launch an FRC if there is a drive failure in the hoisting system.

Hoisting systems that cannot take a fully occupied FRC must be clearly marked as such.

#### 5.4.6 Equipment

In addition to the regulations ensuing from IMO resolution no. A.656(16) an FRC must be equipped with:

- radar transponder and reflector;
- VHF radio;
- a net or other system suitable for taking persons on board from the water horizontally;
- equipment for towing rescue rafts and lifeboats;

- Personal Locator Beacon (PLB), direction finder (DF) that receives at least 121.5 and 121.65 MHz.

#### 5.4.7 Speeds

The FRC must be able to attain the following speeds, measured in calm seas:

- A minimum speed of 25 nautical miles per hour with a crew of 2 persons.
- A minimum speed of 8 nautical miles per hour for at least 2 hours while the FRC is fully loaded.
- A minimum speed of 2 nautical miles per hour while the FRC is towing a rescue float.

#### 5.4.8 Engines

The engines of an FRC must be operational at all times. It must be possible to start and test them on deck. Whenever possible, the engines of an FRC should be tested daily.

An FRC with engines running on petrol must have a reserve engine with the same specifications. The crew must be able to fit this engine.

Tools and spare parts as indicated by the manufacturer or the supplier must be on board in order to carry out maintenance to the FRC and its engines on location.

There must be sufficient fuel for immediate use in a suitable storage place.

### 5.5 **Radio communication**<sup>11</sup>

The IMO Standard Marine Communication Phrases and Aeronautical terminology are used for radio communication.

#### *Internal*

The safety standby vessel must have sufficient internal communication facilities between the bridge, the areas where the survivors are, the captain's cabin, the areas where crewmembers are on standby and the helicopter winching zone as well as between the bridge, the rescue zone and the FRC launch site.

#### *External*

The safety standby vessel must have sufficient facilities for the external radio communication. It must be possible to communicate at all times on pre-determined frequencies between the vessel, offshore installations, FRCs, helicopters and the shore via MF, HF, VHF or satellite communication systems.

#### *FRC*

Radio communication between the FRC and the safety standby vessel must be possible while the FRC is sailing.

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<sup>11</sup> The necessary communication equipment must be approved by the relevant governmental body

*Helicopter*

The safety standby vessel must be able to communicate with a helicopter and, in an emergency, must be able to locate it. The safety standby vessel must therefore have the following facilities:

- Direction finder receiver suitable for receiving on the aviation emergency frequency 121.5 MHz
- Transmission and reception equipment suitable for communication on, at least, the aviation frequencies, the 121.5 MHz aviation emergency frequency and the 123.0 MHz<sup>12</sup> SAR frequency.

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<sup>12</sup> The 121.5 MHz and 123.0 MHz emergency frequencies may only be used in emergencies.

## **6 Certification**

### **6.1 Certification requirements**

A sea going vessel that complies with the requirements ensuing from the legislation of the safety standby vessel's flag state, from international treaties and this NOGEP A Guideline for Safety standby vessels and is furthermore supported by an ISM-certified ship owner is eligible for the Safety standby vessel certificate.

### **6.2 Certifying bodies**

The Safety Standby vessel certificate is only issued by the Transport, Public Works and Water Management Inspectorate, Shipping Department or by a Classification agency recognised by this body. The classification agencies recognised in the Netherlands are: LLOYDs Register of Shipping, Det Norske Veritas, Bureau Veritas, Germanischer Lloyd, American Bureau of Shipping and Registro Italiano Navale.

### **6.3 Certificate validity**

The certificate clearly states that this Guideline has been complied with and that it is valid for a period of 5 years. A check is carried out every year to verify that the requirements defined in paragraph 6.2 are still being complied with. The certificate is withdrawn if the safety standby vessel, its crew or the ship owner no longer complies with the certification requirements. If the safety standby vessel is at sea on the date when the certificate expires, then the certifying body can extend the certificate up until the date of arrival in a port, as long as the additional period is no longer than 14 days.

A certificate must contain at least the information defined in appendix D.

## 7 Date of entering into force/Transitional period

This guideline comes into force on 1 June 2004.

As of 1 January 2005 NOGEP members will not deploy vessels as safety standby vessels if they are not in possession of a valid Safety standby vessel certificate as referred to in chapter 6 of this guideline.

## Working Conditions Decree

### Article 3.37v. Emergency Response Plan

1. An Emergency Response Plan must be formulated in case someone falls overboard or the workplace has to be evacuated.
2. The Emergency Response Plan, which is based on the safety and health document referred to in article 2.42, must provide for the use of safety standby vessels and helicopters and includes criteria for their capacity and response time. The required response time is defined in the safety and health document of each location.
3. The safety standby vessels must be designed and equipped efficiently and comply with the requirement related to evacuation and rescue.
4. In the event of ministerial legislation, further regulations can be imposed with regard to the first to the third sub-paragraphs.

## Mining Decree

### Article 43 Safety zone

1. The Dutch Minister can set a safety zone around a offshore installation of a size he determines. Such safety zone cannot extend to a distance of further than 500 metres, measured from the outside of the location.
2. It is forbidden for anyone to be within a safety zone set pursuant to the first sub-paragraph without exemption from the Dutch Minister other than for the purpose of carrying out an exploratory investigation or for tracing or extracting minerals or terrestrial heat or storing minerals on the grounds of a permit. Such exemption can be subject to provisions or restrictions. By or pursuant to an order in council, rules may be laid down with regard to the request, amendment or withdrawal of an exemption.

## APPENDIX B

**Medical equipment and supplies on board a Safety Standby Vessel**

A safety standby vessel must have at least 5 body bags on board.

The following must be available on board a safety standby vessel for treating the injured:

**1. Medicines and other medical resources for acute conditions**

These may only be used by or on the instructions of a doctor.

The medicines in this kit must be supplied by a pharmacist. They must be labelled with a date and checked at least twice a year by a pharmacist.

The kit must be stored in a cool, dry, closed place and under the supervision of the captain.

The content of the kit consists of at least the following per fifteen (15) expected survivors:

<i>A. Injection fluid in case (with ampoules and saufs):</i>	<i>Quantity</i>
Ampoules and 1 (ml) morphine hydrochloridum 15 mg/ml	2
Ampoules (1 ml) pethidine hydrochloridum 50 mg/ml	2
Ampoules (5 ml) aminophylline 100 mg/ml	2
Ampoules (1 ml) atropine sulphas 0.5 mg/ml	2
Ampoules (2 ml) diazepam 5 mg/ml	1
Phial (1 ml) prednisolon natrium succinate 25 mg + aqua ad iniectabilia	1
Phials (500 ml) natrium chloride 0.9% (infusion fluid)	3
Phials (500 ml) haemacel plasma replacement	3

<i>B. Miscellaneous</i>	<i>Quantity</i>
Endotracheal tubes (2 x 7.0 + 2 x 8.0) with laryngoscope	
Disposable syringes of 2.5 and 10 ml	5
Disposable needles of 0.6 x 25 and 0.8 x 40 mm	5
Disposable gloves in various sizes	10
Intravenous infusion kits complete with cannula	3
Extra intravenous cannulae, fitting infusion kit	3
Phial (50 ml) solution chlorohexidine spirituosa 0.5%	1
Sterile catheters (Thiemann Ch.16) + sterilely packaged lubricant	4
Watergel blankets (183 x 152 cm)	4

There need be no more of the following items in total than indicated below:

<i>Description</i>	<i>Quantity</i>
Clinical thermometer	1
Suture kits made from stainless materials in stainless dish, consisting of at least: <ul style="list-style-type: none"> <li>➤ Tweezers with curved ends</li> <li>➤ Anatomical tweezers</li> <li>➤ Surgical tweezers</li> <li>➤ Scalpel shaft with separate sterile blades</li> <li>➤ Needle holder Mathieu 17 cm</li> <li>➤ Arterial clamp according to Kocher</li> <li>➤ Sequestrum forceps 25 cm</li> </ul>	3
Suture material kits consisting or at least: <ul style="list-style-type: none"> <li>➤ atraumatic sutures catgut 0:2</li> <li>➤ atraumatic sutures catgut 1:2</li> <li>➤ atraumatic sutures silk 1:2</li> <li>➤ atraumatic sutures silk 2:2</li> </ul>	2
Sterile operation gloves in various sizes	5
Phials (20 ml) lidocaine hydrochloricum 2% (for local anaesthesia without vascular narrowing agent)	2
Kidney dishes (stainless steel)	2
Case of urine test strips (x 50)	1
Ring sawing plier	1
Membrane stethoscope	1
Sphygmomanometer (arenoid)	1
Oxygen case with a supply of at least 1,500 litres of medicinal oxygen	1
Resuscitation bulb for manual respiration	1
List of contents	1

## 2. Dressing, nursing and treatment items

This kit must be stored in a separate cool, dry place and under the supervision of a person appointed by the captain.

The contents of this kit consists of at least the following per 15 expected survivors:

<i>Description</i>	<i>Quantity</i>
Boxes/packets surgical cotton wool 100 g	4
Packets of sterile hydrophilic gauze 5 x 5 cm, x 16	5
Packets of sterile hydrophilic gauze 10 x 10 cm, x 25	1
Rolls hydrophilic gauze bandage 4m/6cm	15
Rolls cambric bandage 3m/8cm	15
Packets emergency bandage no. 1	5
Packets emergency bandage no. 2	5
Packets emergency bandage no. 3	5
Metalline burn dressings 35 x 45 cm	5
Metalline burn dressings 73 x 250 cm	1
Ideal bandage 8 cm	2
Rolls sticking plaster 5 m/1.25 cm	2
Rolls sticking plaster 5 m/2.50 cm	2
Dropping bottles (30 ml) povidon iodide 10 mg	2
Phial (250 ml) solution chlorohexidine spirituosa 1.5% + cetrimide 15% (disinfecting agent)	1
Rustproof safety pins in various sizes	10
Wooden or plastic throat spatulae	10
Indestructible urinals	2

There need be no more of the following items in total than indicated below:

<i>Description</i>	<i>Quantity</i>
Nest of inflatable splints in various sizes up to 40 cm	1
Stainless bedpan	1
Bandage scissors stainless steel rounded points 18 cm	2
Respiration tubes for adults	4
List of contents	1

## 3. Medical equipment on the FRC

The equipment must be stored in a closed, waterproof container and placed in each FRC before it is launched.

<i>Part</i>	<i>Quantity</i>
Standard medical equipment according to SOLAS	1

## COURSE INFORMATION AND TRAINING CRITERIA ON SCENE CO-ORDINATOR

**Course type:**

Simulation training

**Intended for:**

Captains and first mates of vessels that (can) fulfil a rescue task (including safety standby vessels)

**Previous knowledge:**

Knowledge of GMDSS procedures, navigation and radar/arpa is a precondition.

**Objective:**

Training participants theoretically and practically in mastering the task of On Scene Coordinator with the aid of scenarios on bridge simulators.

**Learning objectives:**

- Search and Rescue – general
  - Tasks of SAR Mission Controller (SMC), RCC (Rescue Coordination Centre), SRU (Search and Rescue Unit), OSC (On Scene Coordinator), CSS (coordinator Surface Search) and AC (Aircraft Coordinator).
  - Relevant works including IAMSAR and OPPLAN SAR
  - GMDSS during SAR operations
- Search areas and search patterns
  - Surface search patterns for individual SRUs
  - Surface search patterns for several SRUs
- On-scene radio communication and situation reports (SITREP)
  - SITREP content and format for RCC and OSC
  - Maintaining good communications during an emergency
- Influence of current and wind during SAR operations
  - Influence of current and wind, use of nautical works
  - Use of leeway charts, descent data and suchlike
- Establishing the situation with regard to the emergency
  - Situation awareness
  - Effective action
  - Formulating a Emergency Response Plan in cooperation with the RCC
  - Coordinating available units
  - Delegating various tasks on your own bridge and on the available units
  - Estimating capabilities and limitations of units
  - Informing the RCC
  - Reporting

**Duration:**

3 days

**Assessment**

The results of the learning objectives listed above are assessed during simulator drills by means of a personal assessment form, which is maintained by the instructors.

**Refresher courses:**

Every 5 years (in accordance with the applicable STCW standard)

**APPENDIX D**

Model Safety Standby Vessel certificate

“Inspection certificate for safety standby vessels for offshore installations”

Name:

IMO number:

Home port:

Gross tonnage:

Length:

The vessel has been inspected for the criteria contained in the Guideline for safety standby vessels (version dated ...). The vessel has proved to comply with these requirements.

Inspection date:

Inspector's name:

Inspector's signature:

Classification agency:

Certificate expiry date:

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Industry Guideline no. 6 Safety standby vessels  
Translation of “Industrie Leidraad nr 6 Bijstandsboten”  
The Dutch text is authoritative

Version 1 (29 June 2004)

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