

EMERGENCY
PROCEDURES FOR
FISHING VESSELS



SAFETY
W **ON THE**
WATER

WHO WE ARE:

DEPARTMENT OF THE MARINE AND NATURAL RESOURCES

Leeson Lane
Dublin 2
Tel: (01) 6785444

IMES

Irish Marine Emergency Service
Department of the Marine and
Natural Resources
Leeson Lane
Dublin 2
Tel: (01) 6785444

**Emergency Tel: Ring 999
or 112* and ask for
Marine Emergency.**

NATIONAL SAFETY COUNCIL

4 Northbrook Road
Ranelagh
Dublin 6
Tel: (01) 4963422

ISA

Irish Sailing Association
3 Park Road
Dun Laoghaire
Co. Dublin
Tel: (01) 2800239

RNLI

Royal National Lifeboat Institution
15 Windsor Terrace
Dun Laoghaire
Co. Dublin
Tel: (01) 2845050
or alternatively contact:-

RNLI

Royal National Lifeboat Institution
West Quay Road
Poole
Dorset BH15 1HZ
Tel: 0044 1202 663173

BIM

PO Box 12
Crofton Road
Dun Laoghaire
Co. Dublin
Tel: (01) 2841544

WHAT WE DO:

We are the Government Department responsible for the safety of life at sea and the prevention of pollution from ships.

We are the Division/Service of the Department of the Marine and Natural Resources responsible for search and rescue, intervention in shipwreck and casualty and response to pollution at sea. We provide commercial marine communications and maintain 50 coastal rescue stations manned by volunteers available to respond to marine emergencies.

We as a statutory body have a responsibility to promote through education a nationwide water safety awareness.

We are the governing body representing sailing and windsurfing in Ireland. We can advise on all aspects of boating safety. We have a network of clubs and recognised teaching establishments that operate training courses for all types of leisure craft.

We exist to preserve life from disaster at sea. This is achieved by providing a fleet of lifeboats, with 24 hour cover, and crewed by well-trained volunteers. In addition, we work with other national organisations to promote sea safety. We are funded entirely by voluntary contributions.

We are the principal development agency for the seafish industry and promote safe working practices for the industry which involves Fisheries Training for both new entrants and practitioners, developing codes of practice, production of training materials and trials of preventative measures against risk on board fishing vessels.

*New European standard emergency number.

Department of the Marine
and Natural Resources

Roinn na Mara agus Acmhainní Nádirtha

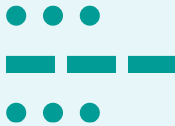


Water Safety
Ireland

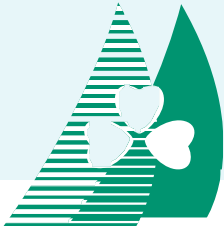


Lifeboats
Ireland

Irish Marine Emergency Service
Slánu Roinn na Mara agus Acmhainní Nádirtha



**HEALTH AND SAFETY
AUTHORITY**



**IRISH SAILING
ASSOCIATION**



Bord Iascaigh Mhara
Irish Sea Fisheries Board

All emergency equipment should be stowed in an easily accessible place, e.g. inside a wheel house locker which is suitably marked.

■ **REMEMBER – ALWAYS CLIMB INTO YOUR LIFERAFT AS A LAST RESORT. DO NOT ABANDON YOUR VESSEL PREMATURELY!**

ADDITIONAL INFORMATION

Advice on the information detailed in this booklet and on the requirements of current safety legislation, recommended safety provisions and training is available from the Department of the Marine.

DEPARTMENT OF THE MARINE AND NATURAL RESOURCES

Leeson Lane
Dublin 2
Tel: (01) 6785444

HEALTH & SAFETY AUTHORITY

10 Hogan Place
Dublin 2
Tel: (01) 6147000

NATIONAL FISHERY TRAINING COLLEGE

Greencastle
Co. Donegal
Tel: (077) 81068

AN BORD IASCAIGH MHARA

PO Box 12
Crofton Road
Dun Laoghaire
Co. Dublin
Tel: (01) 2841544

KILLYBEGS FISHERMENS ORGANISATION

Bruach Na Mara
Killybegs
Co. Donegal
Tel: (073) 31089

IRISH SOUTH AND WEST FISHERMENS ORGANISATION

The Pier
Castletownbere
Co. Cork
Tel: (027) 70670

IRISH FISH PRODUCERS ORGANISATION

11 Elgin Road
Dublin 4
Tel: (01) 6687077

IRISH FISHERMANS ORGANISATION

Cumberland House
Fenian Street
Dublin 2
Tel: (01) 6612400



ADDITIONAL INFORMATION

LIFERAFT



LIFERAFT

- Always ensure the liferaft is ready for immediate launching. It should be stowed where it cannot be easily damaged and secured by the hydrostatic release unit (HRU). It must be capable of floating free and inflating automatically from a sinking vessel.
- Unless the vessel is on fire or sinking fast, it is better to remain aboard until the last possible moment. It is much easier for the rescue services to locate a vessel than a liferaft or people in the water. You will also suffer less from exposure.
- If you decide to abandon the vessel, make sure the end of the static line is secured to the vessel **before** throwing the liferaft overboard. You may have to pull out about 8 metres of static line before the liferaft inflates. It is a good idea for a heavier person to board the liferaft first to help stability and assist others onboard.
- Don't forget to take emergency equipment into the liferaft, i.e. hand held VHF, EPIRB, and if not already in the liferaft; flares, First Aid kit, water and thermal protective aids (e.g. survival bags – **not** space blankets which are unsuitable).

FOREWORD

This booklet has been produced by the Marine Safety Working Group which has representatives from the following Government Departments and National Institutions:

Department of the Marine and Natural Resources
Irish Marine Emergency Service
Department of Education
Department of the Environment and Local Government
Department of Enterprise, Trade and Employment
Department of Arts, Heritage, Gaeltacht and the Islands
Health and Safety Authority
National Safety Council
Royal National Lifeboat Institution
Irish Sailing Association.
An Bord Iascaigh Mhara

In addition the booklet has been approved by:-

Irish Fishermen's Organisation (IFO)
Killybegs Fishermen's Organisation
Irish South and West Fishermen's Organisation
Irish Fish Producers Organisation

The purpose of this booklet is to provide useful guidelines on preparing for and dealing with being rescued.

For information on radio operator courses and sea survival training, contact the **BIM** on **(01) 284 1544** or the **Department of the Marine and Natural Resources** on **(01) 678 5444**

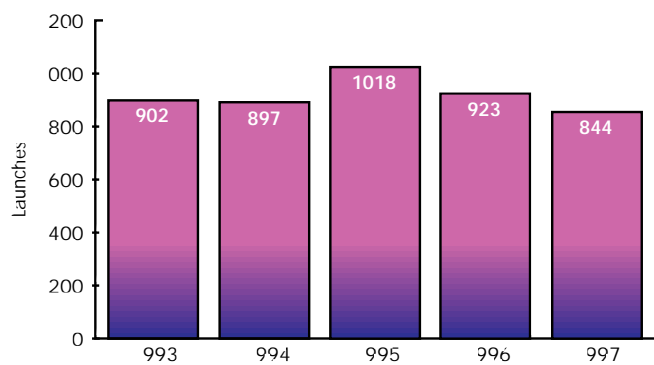
Further copies of this booklet are available from any of the organisations/agencies mentioned above. See back page for addresses and telephone numbers.



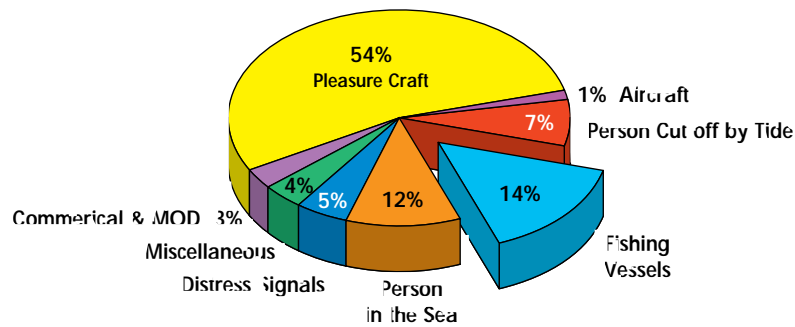
FOREWORD

INTRODUCTION

If you ever find yourself in a situation where you have to call out the marine emergency services, there are quite a few ways in which you can assist to make the rescue go as smoothly as possible. The points covered by these guidelines are worthy of consideration, should such a situation arise.



Services by lifeboats to fishing vessels 1993-1997
(Based on RNLI statistics)



All lifeboat services by category 1993-1997

- ALWAYS BRIEF YOUR CREW ABOUT SAFETY EQUIPMENT AND PROCEDURES BEFORE DEPARTING.
- DON'T DELAY IN CALLING IMES IF YOU HAVE PROBLEMS. IT IS BETTER FOR THE LIFEBOAT OR HELICOPTER TO LAUNCH AND THEN BE RECALLED THAN TO BE CALLED OUT TOO LATE!

- Do not go back into the cabin or any smoke filled space.
- Move the crew and the liferaft as far away as possible from the seat of the fire and smoke. Follow the liferaft launching procedure as described on the next page.
- If you are unsuccessful, then the only course of action left is to **ABANDON SHIP!**
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FIRE



- A fire at sea can be a most terrifying experience! It is important to make regular checks on gas, hoses, bottles and fuel containers to reduce the possibility of vapours escaping into the bilges.
- Ensure electrical wiring and connections are in good condition.
- Fire extinguishers should be in date, easily accessible, suitable for purpose and should be checked regularly. Use the correct type of extinguisher for the fire you are dealing with otherwise you may make the situation worse. Make sure that your crew know how to use them.
- If you find a fire on board, raise the alarm and tell those in the wheel house. Remember to take the fire extinguishers on deck with you.
- Once everyone is clear, try to extinguish the fire and where possible, reduce the air getting to it by sealing off ports, hatches and ventilators.

CLOTHING/LIFEJACKETS



- If you are in an emergency situation, ensure all the crew are wearing lifejackets and that they are properly secured. An incorrectly secured lifejacket can prove fatal once you are in the water.
- Fishing vessels of 40 feet and over in length are required to carry one approved lifejacket for each person on board. Fishing Vessels of less than 40 feet in length are required to carry one lifebuoy for every two persons on board. However it is recommended that one approved type lifejacket is carried for every person on board.
- Put on warm protective clothing and headgear in case you end up in the water during the rescue operation. This should be done as soon as possible as you may become too busy as the situation develops. **Cold is the great killer!**

RADIO/ELECTRONICS



- Keep a checklist with the correct radio distress call procedures and your call sign adjacent to the radio. It is easy to become confused when things go wrong.
- Follow the checklist instructions when making a distress call.
- Maintain a radio watch on VHF Channel 16 and MF 2182 kHz as appropriate
- Activate your EPIRB (Emergency Position Indicating Radio Beacon), and SART (Search and Rescue Transponder) if you have them, to assist rescue craft to locate you.
- If you have electronic nav aids, eg Decca, Loran C, GPS, use them to update the information passed to the rescue services.
- Conserve power, where possible, so that vital equipment can be used for as long as possible.

- Allow the winchwire to earth in the water before grabbing it. Ensure that it doesn't snag on anything and **never secure it to your vessel.**
- If the Hi-line technique is to be used, have a bucket or fish basket to hand in which to coil the loose line and prevent it getting snagged – refer to Marine Notice No.21/92.
- **DON'T DELAY IN CALLING IMES IF YOU HAVE PROBLEMS. IT IS BETTER FOR THE LIFEBOAT OR HELICOPTER TO LAUNCH AND THEN BE RECALLED THAN TO BE CALLED OUT TOO LATE!**



HELICOPTER RESCUE



- The helicopter downdraught can be very strong and it is essential that all loose gear is secured eg. debris, nets, covers, ropes etc.
- Use a red hand held or orange smoke flare as a signal to the helicopter if requested. **NEVER USE A PARACHUTE FLARE WHEN THE HELICOPTER IS NEAR BY.**
- Once contact has been made with the helicopter, the pilot will tell you exactly what his intentions are e.g. Hi-line technique (where a light rope is used to assist the winchman on and off the deck).
Follow all instructions given by the pilot - He is the expert!
- Winching normally takes place from the stern of the vessel, so make sure there is a clear area.
- **LIFEJACKETS ARE TO BE WORN ON DECK AT ALL TIMES.**
- Do not use the radio when the helicopter is overhead unless told to do so.
- If possible, keep the vessel as steady as you can. You will be given instructions regarding course and speed if you still have power available.

RECOGNITION



RECOGNITION

- It is important to be easily recognised from the air. Paint the top of the wheel house in a bright colour.
- Flares should always be in date and to hand.
Make sure you and your crew know how to use them!
- When firing parachute flares, remember to aim well clear of masts, gantries and rigging. Fire them slightly downwind so that they can achieve maximum height. **DO NOT FIRE THEM IF A HELICOPTER IS CLOSE BY.**
- Fire flares to leeward so that smoke and debris is blown clear.
- Follow any instructions given by the IMES or search craft. You may be asked to give a long count on your VHF radio e.g. 1–10 for direction finding purposes.
- **DON'T DELAY IN CALLING IMES IF YOU HAVE PROBLEMS. IT IS BETTER FOR THE LIFEBOAT OR HELICOPTER TO LAUNCH AND THEN BE RECALLED THAN TO BE CALLED OUT TOO LATE!**

TOWING PREPARATIONS



- Have a plan for securing the tow line to your fishing vessel when it is passed by the lifeboat or other rescue vessel.
- As the lifeboat approaches, the coxswain will discuss his intentions with you. Advise him of any known hazards, e.g. rocks, shoal water and/or nets, ropes in the water around you.
- All-weather lifeboats are equipped with a small canvas drogue which may be passed to you for streaming astern of your vessel under certain conditions, particularly if you have lost your rudder. This will make the tow more manageable and also reduce the tendency to broach in following seas.
- Make sure the securing point is of sufficient strength and easily accessible so that the tow can be slipped if necessary.
- Where possible turn the tow rope up around the towing/mooring post. Avoid tying knots or making loops which cannot be released under load.

- Where possible, provide suitable protection for the tow rope in way of the bow fairlead(s) to prevent chafe e.g. rags or garments wrapped around the rope.
- Some craft tow better using a bridle arrangement rather than a single line. If this is the case, have a bridle made up ready to take the lifeboat's tow line.
- With large fishing vessels it may be possible to connect the towing warp to the anchor cable to provide more spring in the tow line.
- A good set of wire cutters and a knife should be carried to cut away gear such as nets, trawl wires etc. if necessary.
- **DON'T DELAY IN CALLING IMES IF YOU HAVE PROBLEMS. IT IS BETTER FOR THE LIFEBOAT OR HELICOPTER TO LAUNCH AND THEN BE RECALLED THAN TO BE CALLED OUT TOO LATE!**

