Instructions for the use of the Markusnet
Man Overboard Rescue-net
For manual and crane lifting

Basic use of the MS Markusnet

1. Release hasps, lift lid handle and grasp the container handle as the container falls forward.
2. Release the attachment snap hook and bring the unit to the rescue spot.
3. Open velcro band, release outer lifting lines overboard and throw line allowing for crosswind.
4a. Pull the man overboard towards you and at the same time release the net into the sea and allow it to drift to the casualty or 4b. Allow the man overboard to pull the net out to him and enter the net structure.

Advice:
1. Never try to lift two grown persons manually at the same time in one Markusnet.
2. When lifting casualty manually, we recommend to lift the casualty in sitting position.

Man overboard safety and rescue is our concern and speciality.

Copyright and manufacture: Markus Lifenet Ltd., Hvaleyrarbraut 3, IS-220 Hafnarfjörður, Iceland.
Tel.intern.: +354 565 1375, Email: sales@markusnet.com
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Extracts of MGN 430 (F) FISHING VESSELS: Checks on Crew Certification and Drills
FISHING VESSELS: Checks on Crew Certification and Drills

Notice to all Owners, Operators, Managing Agents, Skippers and Crew


PLEASE NOTE:-
Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary
This Note provides guidance on the checks that MCA surveyors will make regarding crew certification and drills. Surveyors will:

- ensure that the correct Certificates of Competency are held and Safety Training courses have been undertaken by skippers and crew;
- check that written health and safety policies are in place and completed risk assessments have been carried out.
- witness emergency drills as part of the Renewal and Intermediate surveys on the vessel or at any other time as deemed necessary by the MCA.
- confirm that emergency drills (Fire, Collision/Grounding, Man Overboard, Abandon ship, Anchoring) are practiced monthly and when a new crew member joins the vessel.
- if practicable, and when there is no evidence that drills have been conducted and it is considered the crew are not trained for an emergency, ask vessels to proceed from the harbour to a safe anchorage to undertake anchoring drills. This increases the validity of the drill and provides a more challenging, realistic environment.

The Note sets out various scenarios for different types of emergency drills, which the MCA surveyors may ask to see, sets out what the crew need to demonstrate and the key issues (Cont over.)
Fishing vessels – Crew certification and emergency drills

1. Introduction

1.1. The Marine Accident Investigation Branch (MAIB) report entitled “Analysis of UK Fishing Vessel Safety 1992 to 2006” recommends that the MCA ensures that the current mandatory training requirements for fishermen are strictly applied. Other accident reports have highlighted the lack of emergency procedures and the need to carry out drills which are a statutory requirement. Owners, skippers and crew should note that it is the flag state’s responsibility (i.e. the MCA for UK flagged vessels) to take such measures as it may deem necessary to ensure that crews are adequately trained in their duties in the event of emergencies.

2. Actions by Surveyors

2.1. Surveyors who undertake surveys or inspections on fishing vessels will check the following documents in particular before endorsing or renewing United Kingdom Fishing Vessel Certificates or International Fishing Vessel Certificates.

- Certificates of Competency for the Deck and Engineer Officers. Details of specific requirements are contained within the Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1984 SI No. 1984/1115.

- Certificates of Equivalent Competency for Deck and Engineer Officers. Details of specific requirements are set out in the Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1984 SI No. 1984/1115 and MSN 1825 (F) Certificates of Equivalent Competency: Fishing Vessels.

- Certificates confirming that fishermen not holding Certificates of Competency have attended the basic safety training courses listed in the Fishing Vessels (Safety Training) Regulations 1989 SI No. 1989/126.

2.2. Further guidance on the requirements set out in 2.1 above can be found in MGN 411.

2.3. Surveyors will also check that when the crew is greater in number than five, there is in place a written health and safety policy and that risk assessments have been completed for the various operations undertaken on board. Both these requirements are contained within SI No. 1997/2962 - Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997. Without a written policy and assessments, operators will have no evidence or defence that they have actually met their obligations.

2.4. Attending surveyors will also witness the crew undertaking suitable emergency drills. Guidance for surveyors, skippers and crew specific to fishing vessels is annexed to this notice. If practicable, and when there is no evidence that drills have been conducted and it is considered the crew are not trained for an emergency, vessels will be asked to proceed from the harbour to a safe anchorage to undertake anchoring drills. This increases the validity of the
drill and provides a more challenging, realistic environment. The attending survey will take into account the weather conditions and other safety aspects when deciding if the vessel will be asked to proceed from harbour for a drill.

2.5 In addition, attending surveyors will satisfy themselves that the emergency drills as required by either the Fishing Vessels (EC Directive on Harmonised Safety Regime) Regulations 1999 SI No. 1999/2998 as amended, the Fishing Vessel (Safety Provisions) Rules 1975 SI No. 1975/330 as amended or by MSN1770(F) have been carried out and correctly documented.

2.6 Providing that all of the above are found to be satisfactory and in accordance with the relevant legislation for vessels of 15m Length overall and above, the vessel's certificate may be renewed/endorsed. If however any of the above is found to be unsatisfactory or not proven then it will be noted on the Report of Inspection/Survey as a deficiency and the vessel’s certificate will not be renewed or endorsed until drills are completed satisfactorily.

Action by Owners

2.7 In respect of fishing vessels of less than 15m Length Overall, from 1 July 2010 the MCA now issues a Small Fishing Vessel Certificate. If your vessel was inspected on or after this date you will be required to present a copy of this Certificate to the Register of Shipping and Seamen (RSS) as proof of compliance with the Small Fishing Vessel Code MSN 1813 when registering or re-registering your vessel. Vessels inspected before 1 July 2010 will need to present the Report of Inspection (MSF 1606) which would have been provided to the owner at the time.

More Information

Fishing Vessels Safety Unit
Vessel Policy Branch
Maritime and Coastguard Agency
Bay 2/30
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel : +44 (0) 23 8032 9154
Fax : +44 (0) 23 8032 9104
e-mail: fishing@mcga.gov.uk

General Inquiries: infoline@mcga.gov.uk

MCA Website Address: www.mcga.gov.uk

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Safer Lives, Safer Ships, Cleaner Seas

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The investigations by the MAIB include incidents where crews have had to abandon ship in extremely poor weather conditions. One vessel grounded on a lee shore with engine trouble, another caught fire, and another took on a great deal of water whilst preparing to fish in heavy weather.

It is mandatory that emergency drills be carried out monthly on all United Kingdom fishing vessels over 15 metres Length Overall and a record of these drills should be entered into the vessel’s log book. An entry should be made if one of these drills has been missed along with a reason why. An emergency drill should also be carried out when a new crew member joins the vessel.

The following is guidance for musters and drills witnessed during inspections and surveys.

The emergency drill could take the form of:-

- Engine Room, Accommodation or Factory Deck Fire;
- Collision/ Grounding;
- Man Overboard;
- Abandon ship; and
- Emergency Anchoring

The drill should refresh basic safety training and add an element of reality of working as part of a team onboard their own vessel. In witnessing a safe and effective drill, it is important that as many of the regular crew are present as possible.

Drills cannot replace the written risk assessment but are a vital part of the necessary control measures within that risk assessment.

It is essential that all crew members undertake drills and play their part in the safe day to day running of the vessel.
Man Overboard Drill

Purpose
To demonstrate

- that the crew can conduct an effective search of the vessel;
- the crew are able to quickly launch the rescue boat to recover a person from the water; and
- the rescue boat crew are aware of the effects of hydrostatic squeeze and how it will affect a casualty suffering from hypothermia.

Scenario
The crew will undertake a "man overboard" drill and will launch and man the rescue boat. The rescue boat will be readied and swung out to a side specified by the attending surveyor and launched into the water in a safe and controlled manner.

A member of the crew is believed to have fallen overboard and has not been seen for some time. The attending surveyor will indicate when this crew man was last seen and if the crewman was seen to have fallen overboard.

Key Issues
The key issues are

- rescue boat stores to correct scale (as applicable) and serviceable;
- rescue boat launched in safe manner, crew suitably dressed;
- rescue boat and davit in serviceable condition; and
- search undertaken of vessel for missing crew member.

On completion of this drill the rescue boat will be recovered to the vessel and readied for immediate use.

Man Overboard Recovery System

There are several "man overboard" recovery systems in use on board fishing vessels at this time, Jason's Cradle and Markus Net to name just two. These systems are permitted to replace rescue boats only when an exemption has been applied for and granted.

Crews should be well trained in the use of these systems and appreciate the limitations of the use of these recovery systems in poor weather conditions as well as fine.

Key Issues
The key issues are:

- system inspected and serviced;
- crew well trained in the use of the system carried;
• system deployed correctly;
• first aid requirements anticipated; and
• system re-stowed and readied for immediate use.
Annex 2 – Guidance on Drills for different types of emergencies

Man Overboard Guidance

The following provides guidance on the actions of the vessel’s skipper and crew. These actions are generic and may vary from vessel to vessel and it is recommended that you identify the requirements particular to your vessel through practice drills.

General Requirements of All:

- **Sound Crew Alarm.**
- Crew to muster stations with warm clothing and lifejackets donned correctly.
- Was the crewman seen to have fallen overboard? Yes / No.
- If yes, throw lifebuoy with smoke / light float attached to mark position.
- If no, note time and position and consider using smoke / light float anyway to mark a datum position. This will give a visual marker to searching vessels and aircraft as an indication of the tide and surface water movement in the search area from a given time.

**Skipper:**

- Press MOB function on Navigational aid, if fitted and crew alarm.
- Inform ships mate with all details.
- Send DSC alert and commence voice transmission on VHF, MF or HF as appropriate.
- Inform Coastguard of any updated information and the description of missing person.
- Haul fishing gear if fishing.
- If not fishing and navigation allows commence Williamson turn.
- Pass any additional information to the Coastguard and any other vessels assisting.
- Keep all search units up to date by sending situation reports regularly.

**Mate:**

- Crew muster report to skipper, crewman missing? Yes / No.
- Collect details of missing crewman and pass to skipper as soon as possible, time and place last seen, clothing type and colours, age and state of health.
- Ensure crew are dressed appropriately.
- Post lookouts forward, wing of the bridge port and starboard also on a high point aft.
- Search vessel for missing crewman and prepare to launch rescue boat if
carried.

- Organise man overboard recovery system.
- Organise dry clothing and first aid equipment, prepare to treat for hypothermia.
MAIB Safety Flyer
At about 0910 on 10 February 2015, a deckhand on the 28m twin rig trawler Beryl was carried overboard by the vessel's port trawl net. The net was being shot away through the stern ‘shooting doors’ when it snagged. To free the net, the deckhand stood on the net to release a float caught on lashings inside the net track. The vessel was underway before rough seas and the net was under significant load. Without warning, the net suddenly released and quickly streamed astern carrying the deckhand with it. The deckhand was carried through the port ‘shooting door’ and into the sea. He was conscious and managed to hold onto the net. The deckhand’s lifejacket inflated and Beryl’s crew spent almost 50 minutes trying to recover him back on board; they were unsuccessful. The crewman was eventually recovered by a rescue craft launched from an offshore support vessel. He was transferred to a rescue helicopter and flown to hospital but he did not survive.

The MAIB’s investigation found that Beryl’s crew had discussed the hazard of jammed and tangled equipment with a Scottish Fishermen’s Federation representative during an ‘onboard support scheme’ visit. The resulting risk assessment for this hazard was recorded under ‘Abnormal conditions’ and the safety measure agreed with the crew was:

‘The crew MUST stand back until the skipper assesses the situation and gives instructions’.
Safety Lessons

• Initiatives such as the Scottish Fishermen's Federation 'onboard support scheme' and the 'Seafish safety folder' have helped to make risk assessments play an increasing role in the safety management of UK fishing vessels. However, risk assessments do not reduce the risk of accidents unless the control measures and safety precautions that they help to identify are implemented.

• It is easier to prevent crew from falling overboard than it is to recover them from the water.

• Work arrangements and practices require regular review to remove, as far as possible, the inherent risks in shooting and hauling operations. Brief 'toolbox talks' can be used to periodically remind crew of the procedures to be followed and the safety precautions to be taken.

• Many fishermen must change their behaviour if the risks encountered on board fishing vessels are to be minimised. A 'can-do' attitude can be a sign of a good worker but in the long run, 'can-do safely' is much more effective than 'can-do quickly'.

• All crew members must be encouraged to challenge unsafe acts whatever their role on board. This will help to prevent accidents resulting from shortcuts and individual errors of judgment.

This flyer and the MAIB's investigation report are posted on our website: www.maib.gov.uk

For all enquiries:
Marine Accident Investigation Branch
First Floor, Spring Place
105 Commercial Road
Southampton
SO15 1GH

Email:maib@dft.gsi.gov.uk
Tel: 023 8039 5500

December 2015
NFFO Manoverboard poster
Man Overboard

Initial Actions – Witnessed MOB
1. Throw lifering as close as possible to the casualty.
2. Raise the alarm onboard / shout / alarm.
3. Commence the recovery procedure.
4. Issue a DSC Distress / MAYDAY as soon as possible.

Assisted Rescue
1. Use lifering with floating line attached.
2. Deploy boarding ladder.
3. Deploy MOB recovery equipment.
4. Recover the MOB.

Unresponsive Casualty Rescue
1. Use boat hook or MOB kit to scoop casualty and recover.
2. Prepare for High Risk Rescue.
3. Recover the MOB.
4. Treat for effects of cold and water ingestion.

High Risk Rescue
High Risk Rescue should only be attempted as a last resort and after the DSC Distress / Mayday has been transmitted. There are two techniques listed which are worth considering but are hard to practise fully due to expense and the higher risk nature of the techniques.

Liferaft Assisted
1. Launch liferaft.
2. Man the liferaft.
3. Paddle / manoeuvre along side casualty and aid into the raft.
4. Stay in liferaft until rescue, or recover to boat.

Rescue Swimmer
1. Crew to don survival suit, PFD and helmet.
2. Other crew attach floating line to quick release rescue harness.
3. Swimmer to be lowered to water and swim to casualty.
4. Attach MOB recovery kit to MOB and recover.

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