

Sample form for ship-specific plans and procedures for  
recovery of persons from the water required by SOLAS regulation III/17-1

## **PLANS AND PROCEDURES FOR RECOVERY OF PERSONS FROM THE WATER**

**Ship's Name :**

**IMO Number :**

**Note:** This document was developed based on  
*“GUIDELINES FOR THE DEVELOPMENT OF PLANS AND PROCEDURES FOR  
RECOVERY OF PERSONS FROM THE WATER (MSC.1/Circ.1447)”*.



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- Appendix 4: MSC/Circ.810 “RECOMMENDATION ON MEANS OF RESCUE ON RO-RO PASSENGER SHIPS”

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## **Section 1 Introduction**

### **1.1 General**

This document is developed based on “***GUIDELINES FOR THE DEVELOPMENT FOR PLANS AND PROCEDURES FOR RECOVERY OF PERSONS FROM THE WATER (MSC.1/Circ.1447)***”, as set out in Appendix 1 to this document.

Risk assessment with equipment intended to be used onboard, taking into account the anticipated conditions and ship-specific characteristics, were carried out as per Annex 1 to this document.

The Guide to recovery techniques (MSC.1/Circ.1182/Rev.1: attached as appendix 2) provides a number of examples of how certain types of equipment can be used to recover persons from the water, to be referred for facilitating the procedures.

In addition, following related documents were also considered when developing this document:

- .1 MSC.1/Circ.1182/Rev.1 “GUIDE TO RECOVERY TECHNIQUES” (Appendix 2 of this document);
- .2 MSC.1/Circ.1185/Rev.1 “GUIDE FOR COLD WATER SURVIVAL” (Appendix 3 of this document); and
- .3 MSC/Circ.810 “RECOMMENDATION ON MEANS OF RESCUE ON RO-RO PASSENGER SHIPS” (Appendix 4 of this document).

### **1.2 Purpose**

The purpose of this document is to provide guidance for the master and other crew members on board the ship regarding procedures for recovering persons from water.

This document is to be kept onboard and maintained in accordance with SOLAS regulation III/17-1 and in order to achieve its purpose, crews on board should be familiar with this document.

### **1.3 Objective**

This document aims for the effective recovery and rescue of persons from water with reducing the risk to shipboard personnel involved in recovery operation.

The recovery plans and procedures should facilitate the transfer of persons from the water to the ship while minimizing the risk of injury from impact with the ships side or other structures, including the recovery appliances itself.

### **1.4 Applicability and Scope**

This can be used as a guidance in case of responding to any distress signal where recovery operations are required and also when preparing for the rescue operations for recovering

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persons from the sea.

## **1.5 Requirements Regulations and Guidelines**

### **1.5.1 SOLAS III “Regulation 17-1 Recovery of persons from the water”**

*All ships shall have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization. The plans and procedures shall identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations. Ships constructed before 1 July 2014 shall comply with this requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014 whichever comes first.*

### **1.5.2 “GUIDELINES FOR THE DEVELOPMENT OF PLANS AND PROCEDURES FOR RECOVERY OF PERSONS FROM THE WATER (MSC.1/Circ.1447)”**

MSC.1/Circ.1447 insists to refer the following documents for reference:

- .1 MSC.1/Circ.1182/Rev.1 “GUIDE TO RECOVERY TECHNIQUES” (Appendix 2 of this document); and
- .2 MSC.1/Circ.1185/Rev.1 “GUIDE FOR COLD WATER SURVIVAL” (Appendix 3 of this document)

## **1.6 Relation to the International Safety Management (ISM) Code**

This document should be considered as a part of the emergency preparedness plan required by paragraph 8 of Part A of the International Safety Management (ISM) Code.

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## **Section 2 Principles of Operation**

### **2.1 General**

The initiation or continuation of recovery operations should be at the discretion of the master of the recovering ships, in accordance with the provisions of SOLAS regulation III/17-1.

**Life-saving and other equipment carried on board may be used to recover persons from the water, even though this may require using such equipment in unconventional ways.**

**Annex 1/Annex 2** to this document to be referred for the information and procedures specifically used onboard this vessel.

### **2.2 Necessity of Planning**

During voyages, there can be situations when the crew suddenly engages to recover people in distress at sea. This might be a person overboard from the same ship, a fellow crew member, or a passenger or the ship might be responding to someone else's emergency; for example a ship abandoned because of flooding, fire or a ditched aircraft.

In such cases, crew may have to prepare, with little or no notice, to recover people - maybe so many people. Whoever they are, their lives may be in your hands.

In many areas of the world, especially when out of range of shore-based search and rescue (SAR) facilities, your ship may be the first, or the only, rescue unit to reach them. Even if you are joined by specialized units, you will still have a vital role to play, especially in a major incident. If you are required to recover people in distress, it is your capability and your ship that matters. You may have to find a unique solution to a unique lifesaving problem. To ensure that you can respond safely and effectively, you need to think about the general issues beforehand.

### **2.3 Recovery operation from water**

While undergoing the recovery operations, ship's crew have to refer the procedures stipulated in Annex 2 to this document.

**Annex 2** to this document specify the anticipated conditions under which a recovery operation may be conducted without causing undue hazard to the ship and the ship's crew, taking into account, but not limited to:

- .1 Maneuverability of the ship;
- .2 Freeboard of the ship;
- .3 Points on the ship to which casualties may be recovered;
- .4 Characteristics and limitations of equipment intended to be used for recovery operations;
- .5 Available crew and personal protective equipment (PPE);
- .6 Wind force, direction and spray;
- .7 Significant wave height ( $H_s$ );
- .8 Period of waves;
- .9 Swell; and
- .10 Safety of navigation.

To the extent practicable, recovery procedures should provide for recovery of persons in a horizontal or near-horizontal (“deck-chair”) position. Recovery in a vertical position should be avoided whenever possible as it risks cardiac arrest in hypothermic casualties (refer to the Guide for cold water survival (MSC.1/Circ.1185/Rev.1)).

Illumination is necessary for the recovery operation from water. Source of illumination and power (where required) should be available for the area where the recovery operation is conducted.

#### **2.4 Safety precautions**

Recovery operations should be conducted at a position clear of the ship's propellers and, as far as practicable, within the ship's parallel mid-body section.

If carried, dedicated recovery equipment should be clearly marked with the maximum number of persons it can accommodate, based on a weight of 82.5 kg per person.

Master should take necessary precautions as described in **Annex 2** to this document.

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## **Section 3 Roles and Responsibilities**

### **3.1 Responsibility of Master**

**The initiation or continuation of recovery operations should be at the discretion of the master of the recovering ships, in accordance with the provisions of SOLAS regulation III/17-1.**

The use of ship's rescue craft must be for the master to decide, depending on the particular circumstances of the incident. Allowable circumstances are referred to Annex 1/Annex 2 to this document.

There will be times when recovery cannot be attempted or completed without unduly endangering the ship, her crew or those needing recovery. Only the assisting ship's master can decide when this is the case.

Master has to establish programs and should carryout drills for emergency actions of recovery.

### **3.2 Duties of the crew**

The various tasks involved are defined and assigned to particular personnel onboard, like who will be required for the recovery process; who will manage the ship in the meantime etc.

Please refer **Annex 2** for details.



**Annex 1**

**Risk Assessment with anticipated conditions and ship characteristics**

**Annex 2**

**Description of the Procedures and recovering plan used on board**