

**BỘ GIAO THÔNG VẬN TẢI
CỤC HÀNG HẢI VIỆT NAM**

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc**

Số: 2554/CVHHTTH-ATANHH

Hà Nội, ngày 21 tháng 7 năm 2020

V/v xây dựng Kế hoạch tìm kiếm cứu nạn
trong tình huống khẩn cấp đối với tàu
khách quốc tế đến cảng biển Việt Nam

Kính gửi:

- Cảng vụ Hàng hải Quảng Ninh;
- Cảng vụ Hàng hải Hải Phòng;
- Cảng vụ Hàng hải Thừa Thiên Huế;
- Cảng vụ Hàng hải Đà Nẵng;
- Cảng vụ Hàng hải Nha Trang;
- Cảng vụ Hàng hải Vũng Tàu;
- Cảng vụ Hàng hải Quy Nhơn;
- Cảng vụ Hàng hải Tp Hồ Chí Minh;
- Cảng vụ Hàng hải Kiên Giang.

Triển khai thực hiện quy định V/7.3 về công tác phối hợp tìm kiếm cứu nạn cho tàu khách của Công ước An toàn sinh mạng con người trên biển 1974 (SOLAS) và kiến nghị của Nhóm đánh giá bắt buộc việc thực thi các Công ước của IMO (IMSAS), theo quy định, các tàu khách hoạt động tuyến quốc tế khi đến cảng biển của quốc gia thành viên phải có “Kế hoạch phối hợp tìm kiếm cứu nạn trong tình huống khẩn cấp”, Cục Hàng hải Việt Nam yêu cầu các Cảng vụ hàng hải:

1. Phối hợp với Chủ tàu khách hoạt động tuyến quốc tế xây dựng ngay “Kế hoạch phối hợp tìm kiếm cứu nạn trong tình huống khẩn cấp” theo quy định V/7.3 của IMO.

2. Báo cáo kết quả triển khai thực hiện về Cục Hàng hải Việt Nam (qua phòng An toàn An ninh hàng hải). *(gửi kèm theo Thông tư hướng dẫn MSC.1/Circ.1079/Rev.1 ngày 16/6/2017 và Kế hoạch phối hợp TKCN của tàu Superstar Virgo để tham khảo)*

Cục Hàng hải Việt Nam yêu cầu các đơn vị nghiêm túc triển khai thực hiện./.

Nơi nhận:

- Như trên;
- Cục trưởng (để b/c);
- TT PHTKCN HHVN (để p/h);
- Lưu: VT, ATANHH₂.

**KT. CỤC TRƯỞNG
PHÓ CỤC TRƯỞNG**



Nguyễn Hoàng

Mr. Deany
28.1
K

P. Atkinson, Captain
N/A, p/hf

MRCC
Vietnam

28/01
K

**PLAN FOR CO-OPERATION
BETWEEN
SAR SERVICES
(MRCC – HONG KONG)
(MRCC-CHINA)
(JAPAN COAST GUARD)
(VIETNAM MARITIME ADMINISTRATION)
(SINGAPORE MPA)

AND
PASSENGER SHIPS
(Genting Cruise Lines Ship Management Sdn. Bhd.)**

Superstar Virgo

January 2019

Plan for co-operation between SAR services and Passenger Ships

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Description of Plan

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1. Details of Company

1. Name and Address

2. Contact List

1. 24-hour emergency initial and alternative contact Arrangements

2. further communications arrangements (including direct telephone / fax links to relevant personnel)

3. chartlet(s) showing details route(s) and service(s) together with boundaries of relevant search and rescue regions (SRRs)

4. liaison arrangement between the Company and relevant RCCs

1. provision of relevant incident information

- how specific information will be exchanged at the time of an incident, including details of person, cargo and bunkers onboard, SAR facilities and specialist support available at the time,etc.

2. provision of liaison officer(s)

- arrangement for sending Company liaison officer(s) to the RCC, with access to supporting documentation concerning the Company and the ship(s); eg. Copies of Fire Control & Safety Plans as required by Flag State

Plan for co-operation between SAR services and Passenger Ships

Chapter 2

2. Details of the ship

1. Ship. Superstar Virgo

1. basic details of the ship
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3. simple plan of decks and profile of the ship, transmittable by electronic means, and including basic information on
 - lifesaving equipment
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 - plan of helicopter deck / winching area with approach sector
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 1. RCC / RSCs along the route
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 -
 2. communications
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 - watch maintained
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Plan for co-operation between SAR services and Passenger Ships

3. general description and availability of designated SAR units (surface and air) and additional facilities along the route e.g.:
 - fast rescue vessels
 - other vessels
 - heavy / light helicopters
 - long range
 - fire fighting facilities
4. communications plan
5. search planning
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7. fire fighting, chemical hazards, etc.
8. shore reception arrangements
9. informing next of kin
10. suspension / termination of SAR action

2 SRR 2 – as for SRR 1

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Plan for co-operation between SAR services and Passenger Ships

Distribution

<u>Copy No.</u>	<u>Location</u>
Copy No.1	Nautical Operations
Copy No.2	Emergency Response Centre
Copy No.3a	MRCC China
3b	Japan Coast Guard
3c	MRCC Vietnam
3d	MPA Singapore
3e	MRCC Hong Kong
Copy No.4	Genting HK Limited
Copy No.5a.	SSV – Bridge
5b.	SSV ECR (Operational Command Secondary Station)

Plan for co-operation between SAR services and Passenger Ships

Record of Amendments

S/No	Amendment No	Date of Amendment	Issued by	Entered By
1				
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Plan for co-operation between SAR services and Passenger Ships

Introduction

Search and rescue service is defined as the performance of distress monitoring, communication, co-ordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including co-operating aircraft, vessels and other craft and installations.

The obligation of ships to respond to distress messages and signals from other ships is one of the oldest traditions of the sea and is also enshrined in various international conventions.

Article 11 of the Salvage Convention (1910) provides that every master is bound, so far as he can do so without serious danger to his vessel, her crew and her passengers, to render assistance to everybody, even though an enemy found at sea in danger of being lost.

Regulation 33 of Chapter V of SOLAS also states the master of a ship at sea, on receiving a signal from any source that a ship or aircraft or survival craft thereof is in distress, is bound to proceed with all speed to the assistance of the persons in distress"

In addition, the 1979 Search and Rescue Convention encourage governments to develop search and rescue services to ensure that assistance is rendered to any person in distress at sea.

Plan for co-operation between SAR services and Passenger Ships

Description of a Plan for Co-operation

The purpose of this plan is to develop basic elements for co-operation between maritime rescue co-ordination centres and passenger ships in accordance with the provisions of SOLAS Regulation V / 7.3.

This plan is jointly compiled by Maritime Rescue Co-ordination Centre (MRCC) and the passenger ferry. It is not a SAR manual, but lays down information about the passenger ferry and MRCC. This information will be useful in an event of emergency. To further enhance co-operation between the two parties, ship staff are encouraged to visit MRCC in order to understand their operations.

Nothing in this plan prejudices the statutory obligations of all Search and Rescue agencies to save life under legislation, international agreements or service instructions

Plan for co-operation between SAR services and Passenger Ships

CHAPTER 1

1. Details of the Company

1. Genting Cruise Lines Ship Management Sdn Bhd
21st Floor, Wisma Genting,
28 Jalan Sultan Ismail,
50250 Kuala Lumpur, Malaysia
2. Contact list:-
 1. 24 hr. Emergency
+ 6012 206 0911 - Duty Officer Response Team
+ 603 2302 8081
 2. further communication arrangement
Marine Operations Fax No. + 603 2302 8972

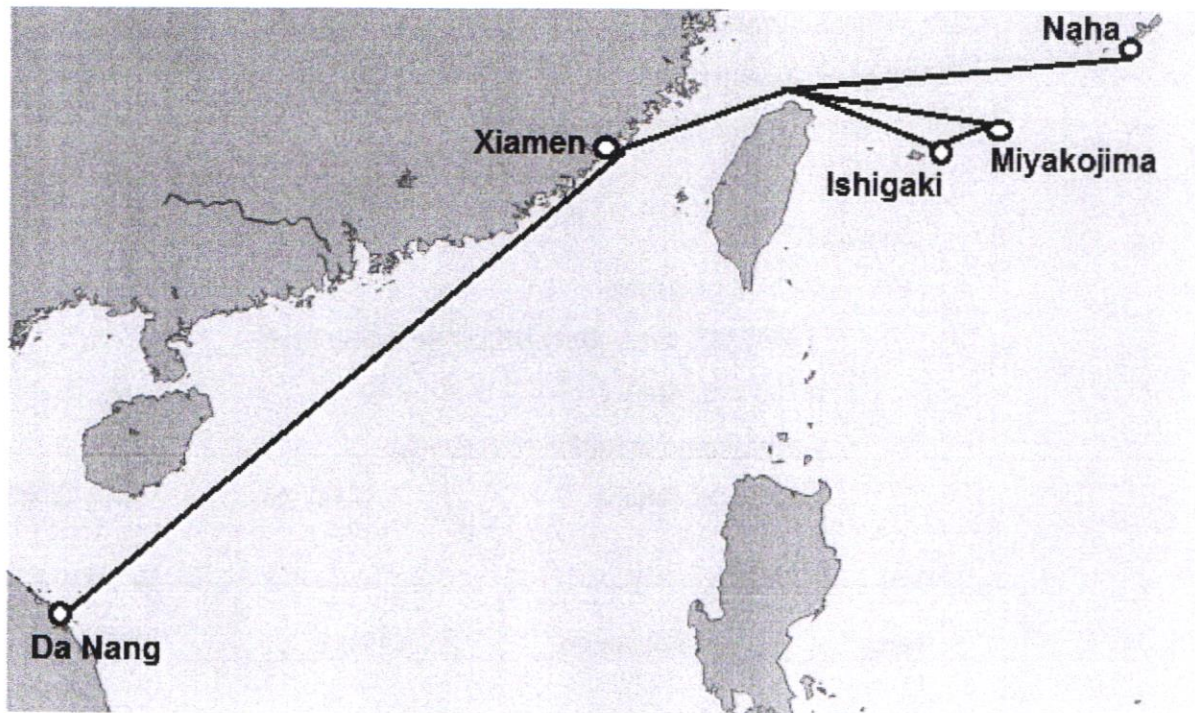
Name	Designation	Office	Hand phone
Havard Ramsøy	VP Marine Ops/ Designated Person	+ 603 2302 8839	+ 6012 667 9528
Jorgen Olsson	VP Tech. Ops	+ 603 2302 8835	+ 6012 277 1005
Fredrik Heidenborg	AVP Nautical	+ 603 2302 8939	+ 6017 878 8492

3. Chartlets showing details of routes
4. Liaison arrangement
 - 4.1. at the time of accident / incident, all information will be exchanged through Emergency Response Centre at 21st Floor, Wisma Genting, 28, Jalan Sultan Ismail, 50250 Kuala Lumpur
 - 4.2. Arrangement will be made to send a Liaison Officer to RCC to assist in accessing supporting documentation.

Plan for co-operation between SAR services and Passenger Ships

SAR Map, Superstar Virgo, 11 January 2019 to 25 March 2019

Xiamen-Ishigaki-Miyakojima—Naha-Danang



CHAPTER 2

2. Details of the ship

1. Ship 1. **Superstar Virgo**

1. Basic details of the ship

- MMSI: 311 000 165
- Call Sign: C6AV6
- Country of Registry: BAHAMAS
- Type of ship: PASSENGER SHIP
- Gross tonnage : 75338
- Length over all : 268.29 m
- Maximum permitted draught: 8.1 m
- Service speed: 25 knots
- Maximum number of persons allowed onboard (International voyage): 3600
- Number of crew normally carried: about 1100
- The Medical Section is staffed with One (1) Doctor and Three(3) Nurses
- The Medical centre has Intensive Care, Operating Theatre and Laboratory facilities.
- There is a Morgue onboard
- Emergency Equipment include
 - Defibrillators
 - Ventilators
 - Intensive Care Monitors and Equipment
 - Operating Table and Surgical equipment
 - Rescue boat with first aid kit
 - Oxygen cylinders (for central and portable supplies)
 - Emergency drugs, medical and surgical supplies

2. Communication equipment carried onboard

- 1 JMC NT-1800 GMDSS Navtex-Receiver
- 1 Sailor 6350 MF/HF-DSC Tranceiver
- 2 Sailor 6110 IMMARSAT C Tranceiver and EGC Receiver
- 1 Sailor 6222 VHF-DSC Radio Telephone
- 1 Sailor RT 5022 VHF-DSC Radio Telephone

Plan for co-operation between SAR services and Passenger Ships

- 3 Thrane and Thrane SP3520 Portable VHF GMDSS Tranceiver
- 7 Thrane and Thrane SP3510 Portable VHF Tranceiver
- INM-B OBSOLETE FROM 31 DEC 2016
- 1 ICOM VHF Marine IC-M323 Tranceiver (Rescue boat 7)
- 1 ICOM VHF Marine IC-M302 Tranceiver (Rescue boat 8)
- 4 ICOM VHF Marine IC-M411 Tranceiver (Tenderboats 27, 28, 29, 30)

2.1. Bridge + (870) 773 177 897 (Fleet Broadband)

Captain +852 68783218 (HKG) & (CHINA)

3. Simple plan of decks and the profile of the ship, transmittable by electronic means, and including basic information on::

- Life saving Equipment
- Fire fighting Equipment
- Arrangement plan of helicopter deck/winch and approach sector.

There is a helicopter deck aft. Landing and winching

- Helicopter type for which helicopter is designed.

Length overall 18.7m

Rotor diameter 15.6 m

Weight 10 tons

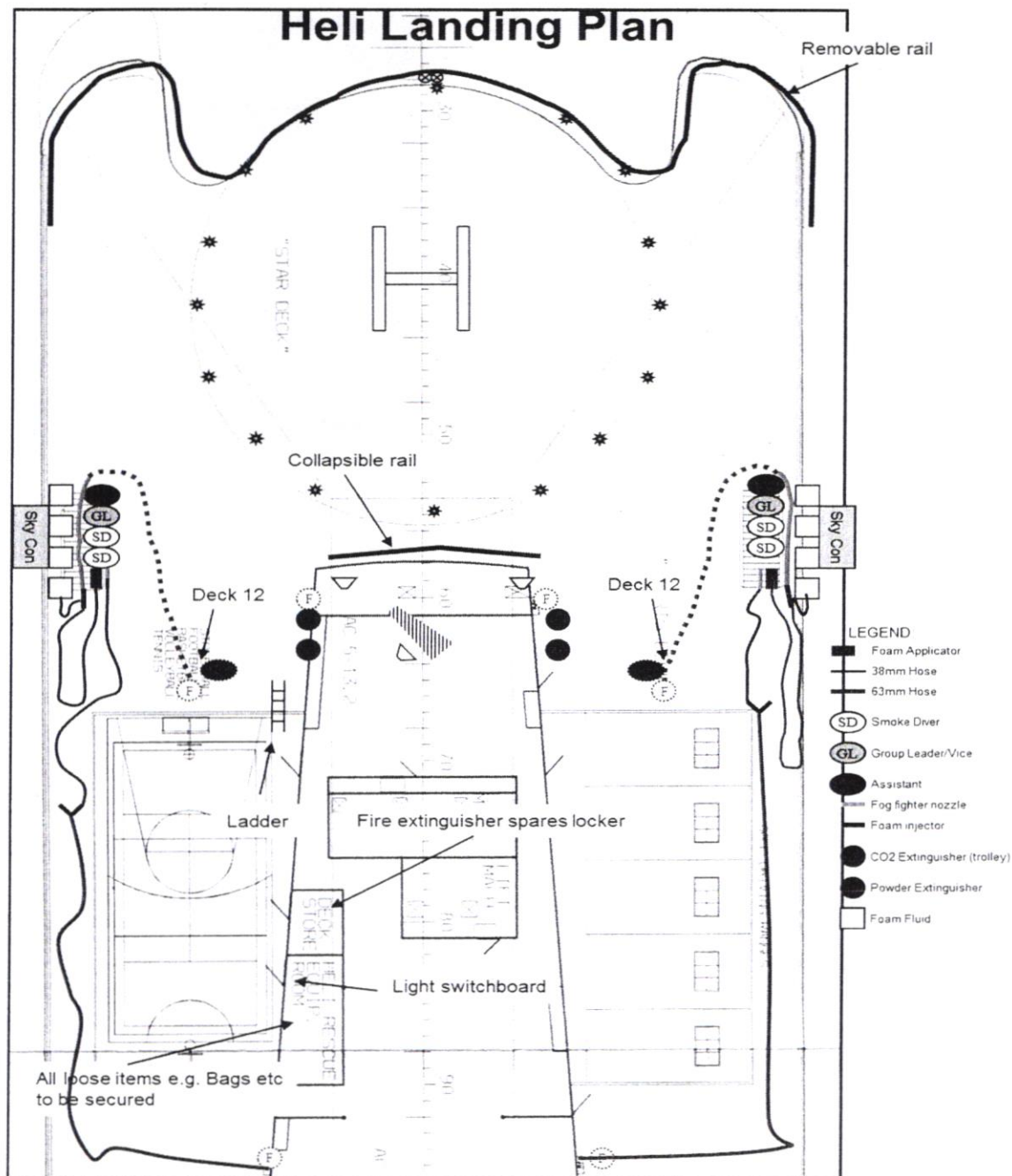
- Mean onboard intended to be used to rescue and recover people from the sea or from other vessel.

- **Two (2) Rescue boats and 18 Lifeboats**

PLEASE SEE ENCLOSED SHIP PLANS

Plan for co-operation between SAR services and Passenger Ships

Helicopter approach sector and winch area.



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SSV Route : (10.01.2019 to 25.03.2019)

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Superstar Virgo



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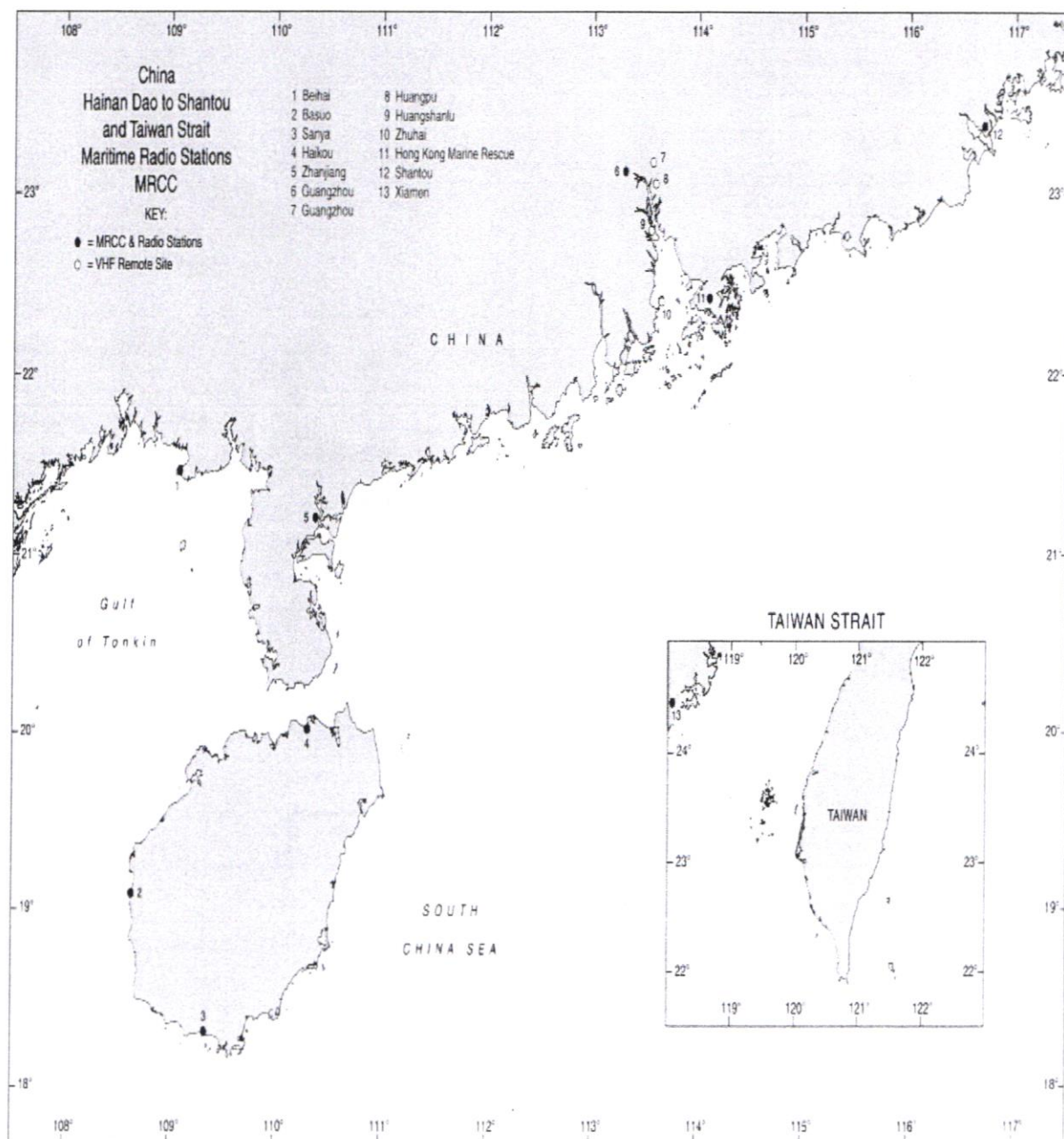
Issue date: 09.01.2019

SSV Route : (10.01.2019 to 25.03.2019)

CHAPTER 3

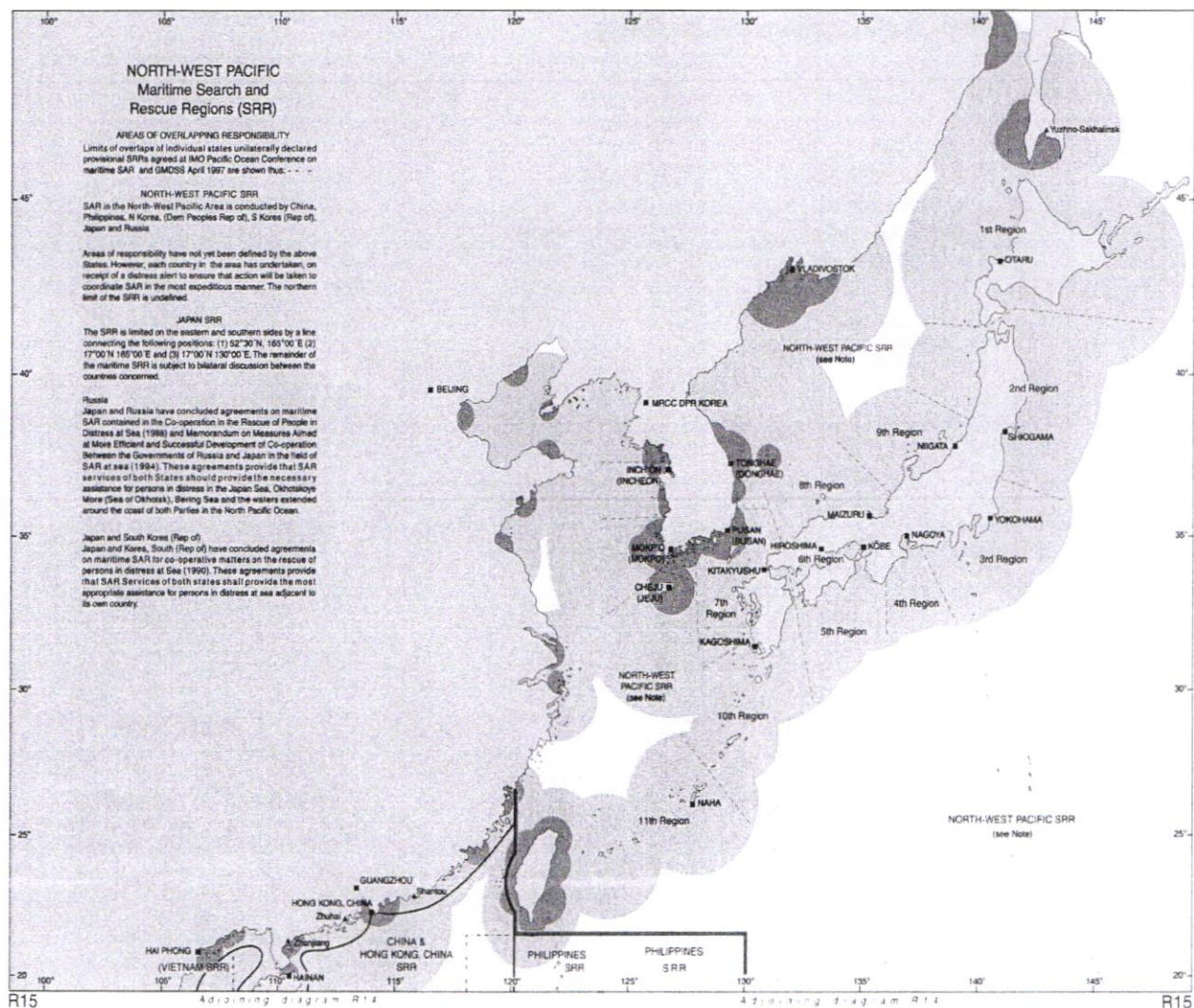
3 The RCC

Maritime Radio Stations (South China)



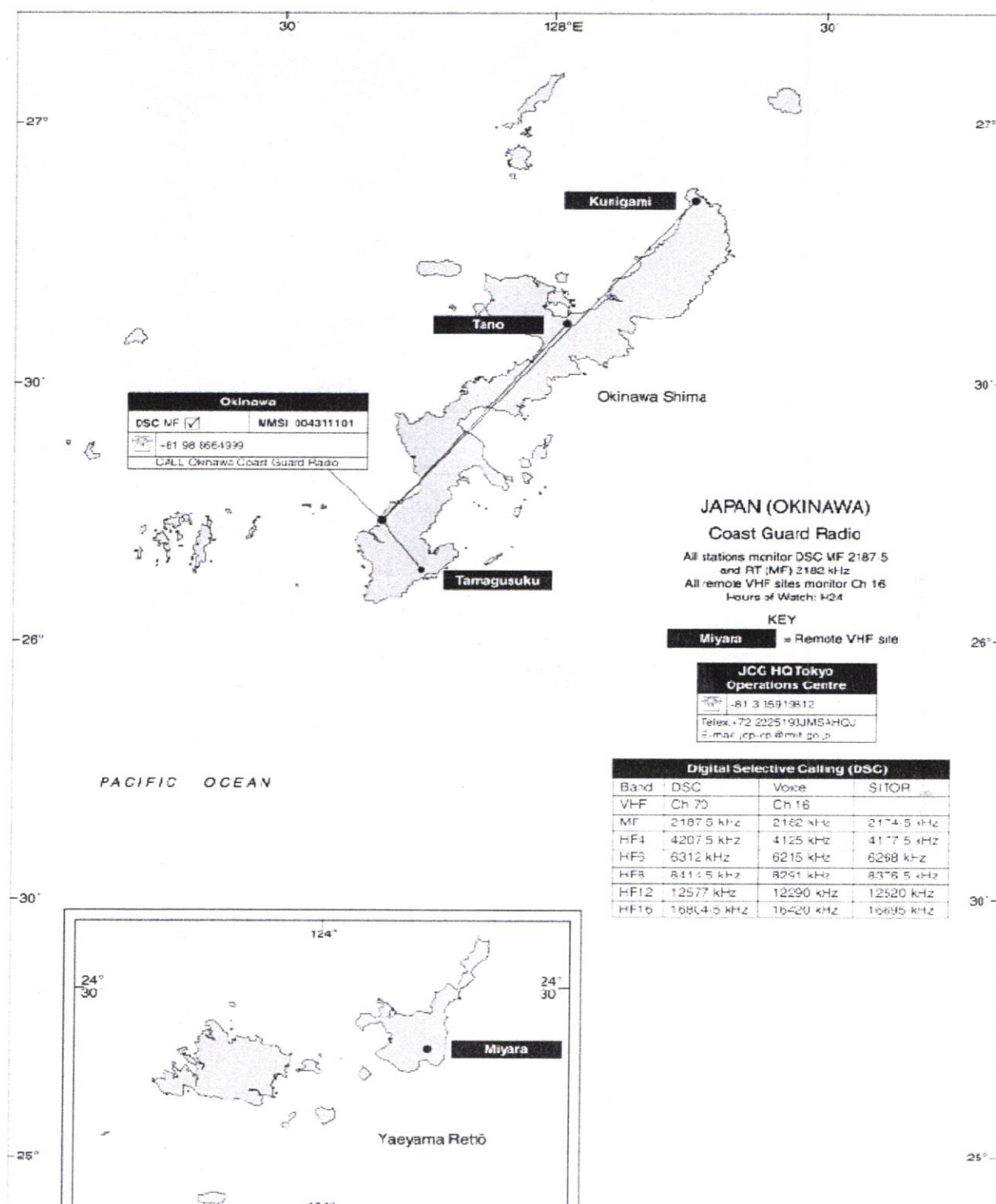
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Coast Guard Radio – (NORTH-WEST PACIFIC)



Plan for co-operation between SAR services and Passenger Ships

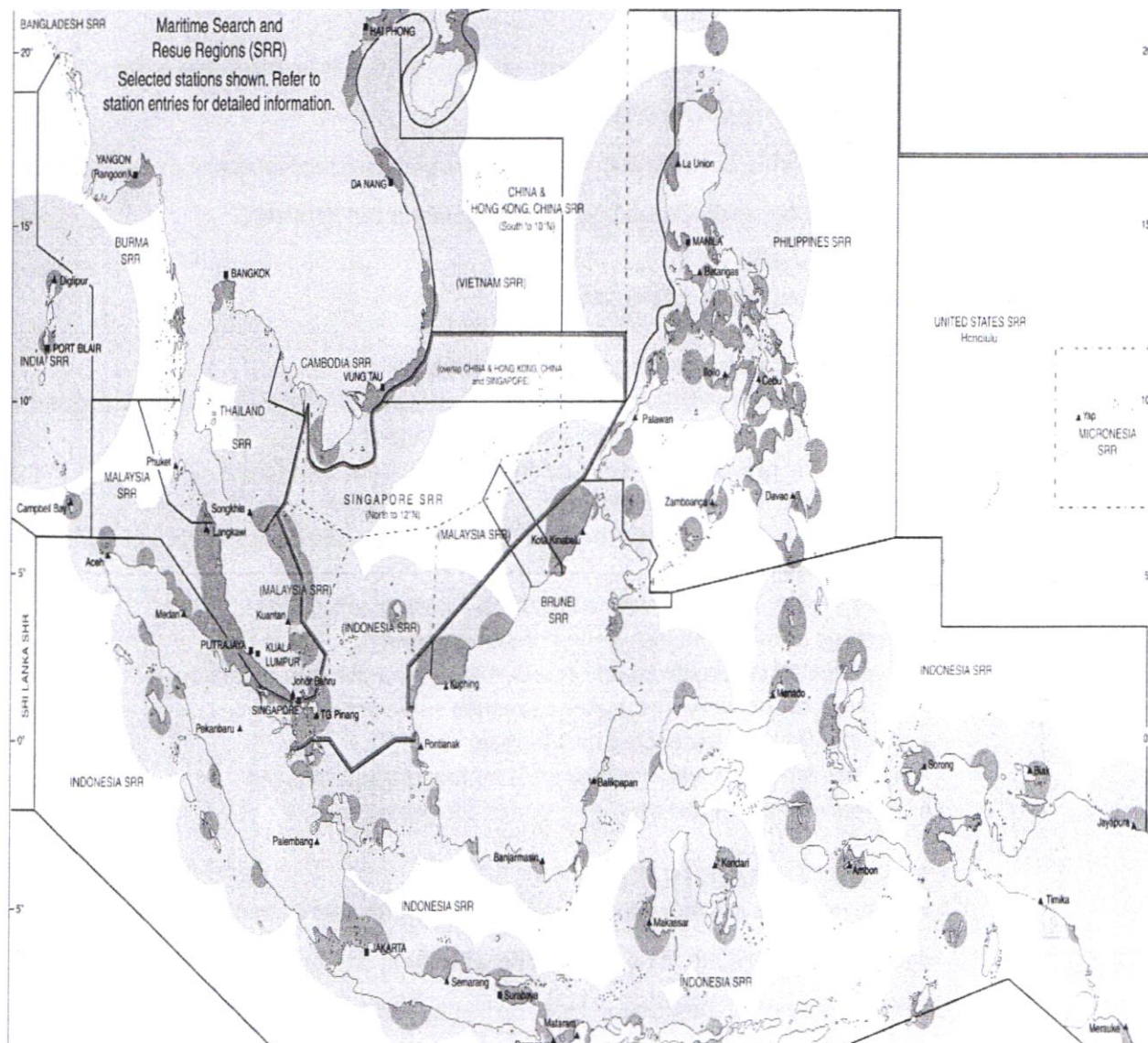
Coast Guard Radio – (OKINAWA)



Coast Guard Radio – (SOUTH-EAST ASIA)



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Plan for co-operation between SAR services and Passenger Ships

3.2 SAR Mission Co-ordinator (SMC)

- SMC is the duty controller at HK MRCC; he is responsible for co-ordinating SAR operations in his SRR.
- All SMCs of HK MRCC holders of certificate of competency as senior Deck Officers and are specially trained to keep watch at the HK MRCC.

Functions of SMC

It is the responsibility of the SMC to:

- obtain and evaluate all data of the emergency;
- ascertain the type of emergency equipment carried by the missing or distressed vessel;
- remain informed of weather and sea conditions;
- ascertain movements and location of vessels and alert shipping, if necessary, to participate in the SAR operation;
- develop a SAR plan, plot the area to be searched and decide on the methods and facilities to be used;
- co-ordinate operation with adjacent RCCs when appropriate;
- arrange briefing and de-briefing of SAR personnel;
- evaluate all reports from any source and amend the plan of action;
- arrange for delivery of supplies to sustain survivors;
- decide the time to conclude a SAR case;
- release SAR units when assistance is no longer required; and
- Prepare a final report on the results of the operations.

3.3 On-scene Co-ordinator (OSC)

Whenever there are more than one SAR units are engaged in an operation, one unit would be designated as OSC to co-ordinate the operation at the scene. On-scene Co-ordinator is defined as a person designated to co-ordinate search and rescue operations within a specified area.

Selection Criteria

The selection of OSC will depend on:

1. On Scene Capabilities - whether the unit has adequate navigation equipment to carry out the search, the crew are well trained on SAR mission and rescue equipment are adequate for the rescue and recovery purposes.
2. Communications Platform - OSC should have good facilities to communicate with the other SAR units, aircraft and the coast stations.

Plan for co-operation between SAR services and Passenger Ships

Normally the first SAR unit that arrives on scene will be selected as OSC. If more than one SAR unit on scene, the unit which has the greatest on scene capabilities and communications platform will be selected as OSC. The Government vessel such as Marine Police launch, the aircraft and military and naval unit, if any, will be selected as OSC.

Functions of OSC

It is the responsibility of the OSC to:

- carry out the plan for the conduct of the operation as directed by SMC;
- modify the plan as facilities and on-scene conditions dictate and inform the SMC of any such modifications;
- monitor weather and sea conditions and report on these at regular intervals to SMC;
- maintain communications with the SMC and the SAR units on the scene;
- maintain a detailed record of the operation, including on-scene arrival and departure times of SAR units, areas searched, track spacing used, sightings and leads reported, actions taken and results obtained;
- Issue regular situation reports to the SMC which should include, but not be limited to, weather and sea conditions, the results of the search to date, any action taken and any future plans or recommendations; and
- Advise SMC to release units when their assistance is no longer required.

3.2 SAR Mission Co-ordinator (SMC)

3 Hong Kong Maritime Rescue Co-ordination Centre (HK MRCC)

3.1 Search and Rescue Regions (SRR)

HK MRCC, being a section of Hong Kong Marine Department, is responsible for co-ordinating search and rescue operations related to vessels in South China Sea. Its SRR is the international waters bounded by latitude 10° North and longitude 120° East (please refer to chartlet at Appendix). This SRR was agreed at the IMO Conference held in Tokyo in 1986.

- SMC is the duty controller at HK MRCC; he is responsible for co-ordinating SAR operations in his SRR.
- All SMCs of HK MRCC holders of certificate of competency as senior Deck Officers and are specially trained to keep watch at the HK MRCC.

Plan for co-operation between SAR services and Passenger Ships

CHAPTER 4

4.1 Search and Rescue Facilities

HONG KONG

Marine Department, Hong Kong Harbour Building, 38 Pier Road, Central Hong Kong.

CHINA (Xiamen)

China Maritime Search and Rescue Centre, Beijing.

JAPAN(Ishigaki & Naha)

Japan Coast Guard

2-1-3 Kasumigaseki, Chiyoda-ku, Tokyo 100-8918.

VIETNAM(Danang)

Vietnam Maritime Administration (VINAMARINE)

No. 8 Pham Hung Road, Mai Dich Ward, Cau Giay District, Ha Noi, Vietnam.

SINGAPORE

Maritime and Port Authority of Singapore

7B Keppel Road, #19-07/09 Tanjong Pagar Complex, Singapore

089055, Republic of Singapore

4.1.2 Communications

CHINA

National SAR Agency	The Maritime Safety Administration of the People's Republic of China
Address	No. 11, Jianguomennei Avenue, Beijing, China 100736
Telephone	+86-10-65292221 (Main) / +86-10-65292218
Fax	+86-1065292245 /065292224
Email	CHINA_pscmsa.gov.cn / cnmrcc@msa.gov.cn
Telex	+85 222258 CMSAR CN
MMSI	004122700
Telephone	+ 86 21 58 55 5840
Call	Shanghai Radio
Email	wangbc@shmsa.gov.cn
Fax / Telex	+86 21 58 55 5478 / 85337305 (SMTNCCN)

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Agent China (Xiamen)

Agent(Xiamen)	China Marine Shipping Agency Fujian Co. Ltd, Xiamen Branch
Person-in-charge	Mr. Stephen Hong +86-13950153231 Mr. Jason Huang +86-13459222324 huangyijun@sinotrans.com
Telephone	+86-592-5678702 / +86-592-5678706
Fax	+86-592-5678123
Email	fjcruise@sinotrans.com ops@sinoagentxm.com

JAPAN

National SAR Agency	Japan Coast Guard(Ishigaki & Naha)
Address	2-1-3 Kasumigaseki, Chiyodu-ku, Tokyo 100-8918
Telephone	+81 3 359 163 61 (ext: 5920-Reach and Rescue division) +81 3 389 19000 (Operation Centre)
Fax	+81 3 358 128 53 / +81 3 359 198 12(Ops Centre)
Email	op@kaiho.mlit.go.jp / kyuunan@kaiho.mlit.go.jp / jcg-op@mlit.go.jp
Telex	+72 2225 193 JMSAHQJ
MMSI	004310001 HF SC, MF/HF DSC

References : <http://www.cqa.gov.tw/GipOpen/wSite/mp?mp=eng>,
<http://sarcontacts.info/srrs/tw tai/>

Plan for co-operation between SAR services and Passenger Ships

Agent(Ishigaki)	Sankei Overseas Service Co. Ltd
Person in charge	Mr. Leo Leong +81-80 98 50 5333
Address	Taiyo Kaihatsu Bldg 2F, No. 2-3-2 Hamasaki-Cho Ishigaki City Okinawa, Japan 907-0013
Email	ishigaki@3kos.co.jp
Telephone	+81 98 08 33 413
Fax	+81 98 08 34 189

Agent(Naha)	Okinawa Ship's Agency Co. Email : agency-dept@okiships.co.jp
Person in charge	Mr. Yoshitaka Matsuda email : y-matsuda@okiships.co.jp H/P: + 81 90 3324 8465
Address	2 nd Floor, Naha Port Terminal, 2-1, Tandau-Cho, Naha City, Okinawa, Japan 900-0035.
Telephone	+ 81 98 866 7890
Fax	+81 98 866 7096

HONG KONG

National SAR Agency	Marine Department, Hong Kong
Address	Harbour Building, 38 Pier Road, Central Hong Kong
Telephone	+852 22337999
Fax	+852 25417714
Email	hkmrcc@mardep.gov.hk
Call Sign	9MHF2
MMSI	004773500
Telex	+802 82952 MRCC HX
Inmarsat	[C] 447735011 (MRCC X), [C] 447735012 (MRCC X)

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Hong Kong Agent	Star Cruises Hong Kong Limited
Person-in-charge	Mr Johnny Chiu
Telephone	+852-23782050/+852-25521158(HP)
Fax	+852-22685050
Email	johnny.chiu@starcruises.com

VIETNAM

National SAR Agency	Vietnam Maritime Administration (VINAMARINE)
Address	No. 8, Pham Hung Road, Ma Dich Ward, Cau Giay District, Hanoi, Vietnam
Telephone	+84 4 37683050/3199 MAIN
Fax	+84 4 37683048/3643
Email	rescuevietnam@yahoo.com.vn / vmrcc@fpt.vn / rescue-dept@vinamarine.gov.vn / interdept@vinamarine.gov.vn

References <http://www.vinamarine.gov.vn/Index.aspx?page=about&tab=cnnv>

Agent(Danang)	MACS Shipping Corp.
Address	3 rd Floor, Vinamarine Building, 89, Pateur Street District 1, Ho Chi Minh City, Vietnam.
Person Incharge/Telephone	Mr. Truong Hoai Phong / +84 91 391 2021 Mr. VT Trung / + 84 943 193 666
Fax	+84 8 3824 4107 (main)
Email	agency@macsvietnam.com.vn phongth@macsvietnam.com.vn

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SINGAPORE

National SAR Agency	Maritime and Port Authority of Singapore (MPA)
Address	7B Keppel Road, #19-07/09 Tanjong Pagar Complex, Singapore 089055, Republic of Singapore.
Telephone	+65 62265539 / +65 63252493
Fax	+65 62279971
Email	www.mpa.gov.sg

Singapore Agent	Star Cruise Pte Ltd
Person In Charge	Mr. Steven Ang +65 90624000 / steven.ang@gentingcruiselines.com Mr. Ahmad +65 92726024 / ahmad.sabri@gentingcruiselines.com Mr. Ismail +65 92726033 / Ismail.rahman@gentingcruiselines.com
Telephone	+65 62265539 / +65 63252493
Fax	+65 62279971

4.1.3 Available SAR units

JAPAN

- 4 Large cruise vessels
- 2 Small patrol vessels
- 1 helicopter

4.1.4 Communications plan

Vessel requiring assistance should prepare the following information to the relevant MRCC

Plan for co-operation between SAR services and Passenger Ships

Ship in distress

- Ship name/call sign;
- Position of the ship
- The nature of distress
- Number of crew and passengers on board
- Any injuries
- Any other ship involved in the distress
- The last port and next port of call
- Any action, such as abandoned ship, to be done
- What assistance is required
- Communications frequencies available
- The prevailing weather condition
- The name, address and contact number of the ship owners/agent

The vessel in distress should communicate with MRCC in any of the communication channels assigned by the Global Maritime Distress Safety System (GMDSS). Once communication is established, it should be maintained on the same channel. If a channel switch is needed, then communication on the second channel should be established before relinquishing the first.

Man overboard

- Ship name/call sign
- Position of the ship
- The time and position of the ship when the person fell overboard or found missing
- The particulars of the person such as his name, sex, age, rank and nationality etc.
- Whether the person is a swimmer
- What is the color of the person's clothing
- Does he wear any floating device
- What action the ship has taken since the person is overboard or found missing
- Communications frequencies available
- What assistance is required
- The prevailing weather conditions

Medical advice/assistance

- Ship name/call sign
- Position of the ship
- Detail condition of the person that requires medical advice/assistance
- Any dosage given to the person
- The particulars of the person such as name, sex, age, rank, nationality, etc.
- The ship particulars
- Ship speed and course
- The ships last port and next port of call
- What assistance is required
- Communication frequencies available
- The prevailing weather conditions
- The name, address and contact number of the ship owners/agent

Plan for co-operation between SAR services and Passenger Ships

4.1.5 Search planning

With the information on prevailing weather condition on the scene, MRCC will develop a search area. Depending on the number of search and rescue units (SRU) that are available, each SRU will be assigned to search a certain sector of the search area. Detail of the search plan, including track spacing and search pattern will be conveyed to SRU directly through the OSC.

Ship masters and officers are encouraged to read the updated version of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, which was published by IMO.

4.1.6 Medical advice / assistance

As much information about the patient as possible must be obtained, including medical condition causes of ailments, current environment, level of expertise available, identity of the patient and current location of the ship. Masters should refer to Ship Captain Medical Guide. This information will be passed to doctor for assessment and advice seeking.

4.1.7 Fire fighting, chemical hazards, etc.

HONG KONG

The Hong Kong Fire Services Department is the major resource to handle fire-fighting and chemical hazards within Hong Kong waters.

4.1.8 Shore reception arrangements

HONG KONG

Hospital Authority is responsible for providing care and medical treatment to persons brought to Hong Kong as a result of a SAR mission.

Home Affairs Department (HAD) is responsible for co-ordinating relief measures and ensuring that those affected, not requiring medical treatment, are cared for properly. The Social Welfare Department will provide basic necessities whilst Immigration Department, HAD will arrange for short term accommodation for survivors if necessary. However subsequent arrangement for survivors will be done in accordance with the wills of the carrier, operator or agent of the vessel that has received the SAR services.

4.1.9 Informing next of kin

The SMC may, on request, inform the patient next-of-kin of the casualty condition.

4.1.10 Suspension / termination of SAR action

When suspending or termination SAR action, either because survivors have been found and rescued or because of a decision has been made that further search cannot be justified, the SMC shall notify the operating agency of the distressed vessel and all participating agencies and facilities of the termination and the reason for cessation of search activities, and provide a full and final situation report.

Plan for co-operation between SAR services and Passenger Ships

CHAPTER 5

MEDIA RELATIONS

Information concerning SAR activities, particularly major SAR activities, shall be made available to the public in a prompt, expeditious and forthright manner. HK MRCC is always alert for opportunities to tell our story and take advantage of them to ensure the story gets told – correctly and first. HK MRCC is willing to promote public understanding and keep the public informed of the SAR activities.

Only spokesperson of the Company is authorized to make Press Statement. All inquiries are to be forwarded to the spokesperson. Name and address of Company's PRO

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Plan for co-operation between SAR services and Passenger Ships

CHAPTER 6

PERIODIC EXERCISES

Periodic exercises are to be conducted to test its effectiveness. The aim is to test all parts of the emergency response network realistically over time. Wide variety of scenarios should be employed.

Frequency and type of exercise will depend on the circumstances and availability of SAR Services resources.

The ship should not be required to exercise her SAR Co-operation arrangement more than once in any 12 month period. Whenever possible, the exercise should be held in conjunction with other exercises involving the ship.

Exercises conducted to be formally recorded.

DECK 8

22,500 mm above B.L.	⑦	④
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Mezzanine Deck 7a

22,500 mm above B.L.	⑦	④
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DECK 7

20,300(20+00)/19,700 mm above B.L.	⑦	④
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DECK 6

17,000 mm above B.L.	⑦	④
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DECK 5

14,250 mm above B.L.	⑦	④
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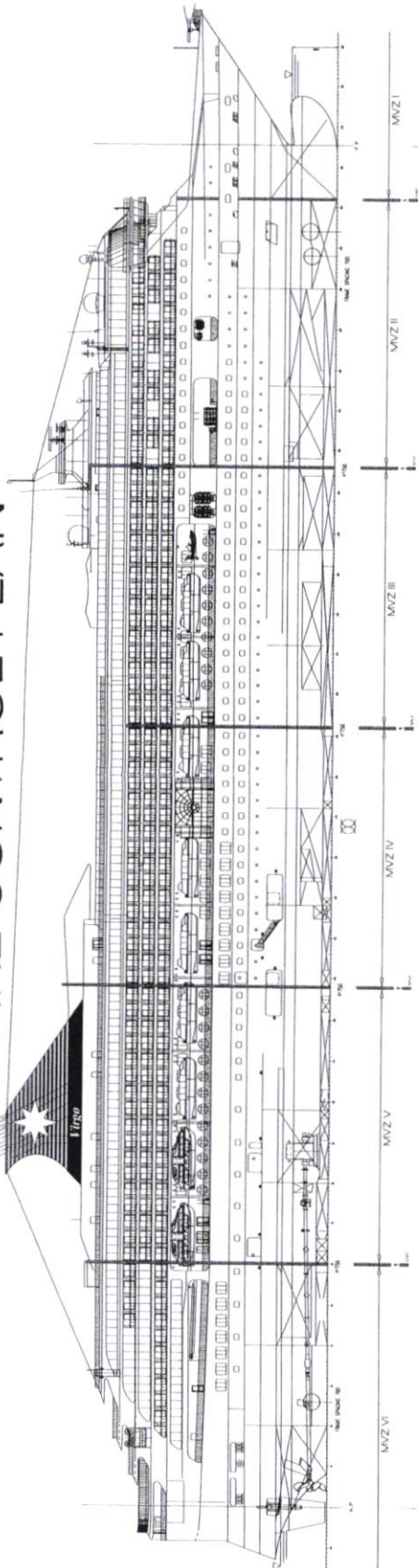
Deck 7a is 100mm above the 1947 1943-0131

SHIP'S NAME		BUENOS AIRES
SHIP'S TYPE		CRUISE SHIP
SHIP'S NO.		100
SHIP'S YEAR		1980
SHIP'S LENGTH		200.00
SHIP'S BEAM		28.00
SHIP'S DRAUGHT		10.00
SHIP'S GROSS TONNAGE		100,000
SHIP'S NET TONNAGE		50,000
SHIP'S DEADWEIGHT		10,000
SHIP'S CARGO CAPACITY		10,000
SHIP'S PASSENGER CAPACITY		1,000
SHIP'S CREW CAPACITY		100
SHIP'S FUEL CAPACITY		10,000
SHIP'S WATER CAPACITY		10,000
SHIP'S AIR CAPACITY		10,000
SHIP'S OIL CAPACITY		10,000
SHIP'S WASTE CAPACITY		10,000
SHIP'S GARBAGE CAPACITY		10,000
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SHIP'S WASTE TOTAL POLLUTION CONSULTATION		10,000
SHIP'S WASTE TREATMENT EVALUATION		10,000
SHIP'S WASTE STORAGE EVALUATION		10,000
SHIP'S WASTE DISPOSAL EVALUATION		10,000
SHIP'S WASTE RECYCLING EVALUATION		10,000
SHIP'S WASTE INCINERATION EVALUATION		10,000
SHIP'S WASTE LANDFILL EVALUATION		10,000
SHIP'S WASTE OCEAN DUMPING EVALUATION		10,000
SHIP'S WASTE AIR POLLUTION EVALUATION		10,000
SHIP'S WASTE WATER POLLUTION EVALUATION		10,000
SHIP'S WASTE SOIL POLLUTION EVALUATION		10,000
SHIP'S WASTE OTHER POLLUTION EVALUATION		10,000
SHIP'S WASTE TOTAL POLLUTION EVALUATION		10,000
SHIP'S WASTE TREATMENT IMPROVEMENT		10,000
SHIP'S WASTE STORAGE IMPROVEMENT		10,000
SHIP'S WASTE DISPOSAL IMPROVEMENT		10,000
SHIP'S WASTE RECYCLING IMPROVEMENT		10,000
SHIP'S WASTE INCINERATION IMPROVEMENT		10,000
SHIP'S WASTE LANDFILL IMPROVEMENT		10,000
SHIP'S WASTE OCEAN DUMPING IMPROVEMENT		10,000
SHIP'S WASTE AIR POLLUTION IMPROVEMENT		10,000
SHIP'S WASTE WATER POLLUTION IMPROVEMENT		10,000
SHIP'S WASTE SOIL POLLUTION IMPROVEMENT		10,000
SHIP'S WASTE OTHER POLLUTION IMPROVEMENT		10,000
SHIP'S WASTE TOTAL POLLUTION IMPROVEMENT		10,000
SHIP'S WASTE TREATMENT MAINTENANCE		10,000
SHIP'S WASTE STORAGE MAINTENANCE		10,000
SHIP'S WASTE DISPOSAL MAINTENANCE		10,000
SHIP'S WASTE RECYCLING MAINTENANCE		10,000
SHIP'S WASTE INCINERATION MAINTENANCE		10,000
SHIP'S WASTE LANDFILL MAINTENANCE		10,000
SHIP'S WASTE OCEAN DUMPING MAINTENANCE		10,000
SHIP'S WASTE AIR POLLUTION MAINTENANCE		10,000
SHIP'S WASTE WATER POLLUTION MAINTENANCE		10,000
SHIP'S WASTE SOIL POLLUTION MAINTENANCE		10,000
SHIP'S WASTE OTHER POLLUTION MAINTENANCE		10,000
SHIP'S WASTE TOTAL POLLUTION MAINTENANCE		10,000
SHIP'S WASTE TREATMENT REPAIRS		10,000
SHIP'S WASTE STORAGE REPAIRS		10,000
SHIP'S WASTE DISPOSAL REPAIRS		10,000
SHIP'S WASTE RECYCLING REPAIRS		10,000
SHIP'S WASTE INCINERATION REPAIRS		10,000
SHIP'S WASTE LANDFILL REPAIRS		10,000
SHIP'S WASTE OCEAN DUMPING REPAIRS		10,000
SHIP'S WASTE AIR POLLUTION REPAIRS		1

FIRE CONTROL PLAN



- DECK 15 1.000 mm above B.L.
- DECK 14 1.000 mm above B.L.
- DECK 13 1.000 mm above B.L.
- DECK 12 1.000 mm above B.L.
- DECK 11 1.000 mm above B.L.
- DECK 10 1.000 mm above B.L.
- DECK 9 1.000 mm above B.L.
- DECK 8 1.000 mm above B.L.
- DECK 7 1.000 mm above B.L.
- DECK 6 1.000 mm above B.L.
- DECK 5 1.000 mm above B.L.
- DECK 4 1.000 mm above B.L.
- DECK 3 1.000 mm above B.L.
- DECK 2 1.000 mm above B.L.
- DECK 1 1.000 mm above B.L.
- BASE LINE



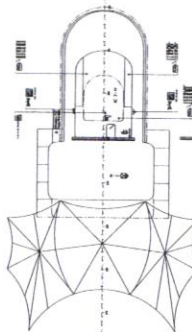
DECK 15

48.400 mm above B.L.



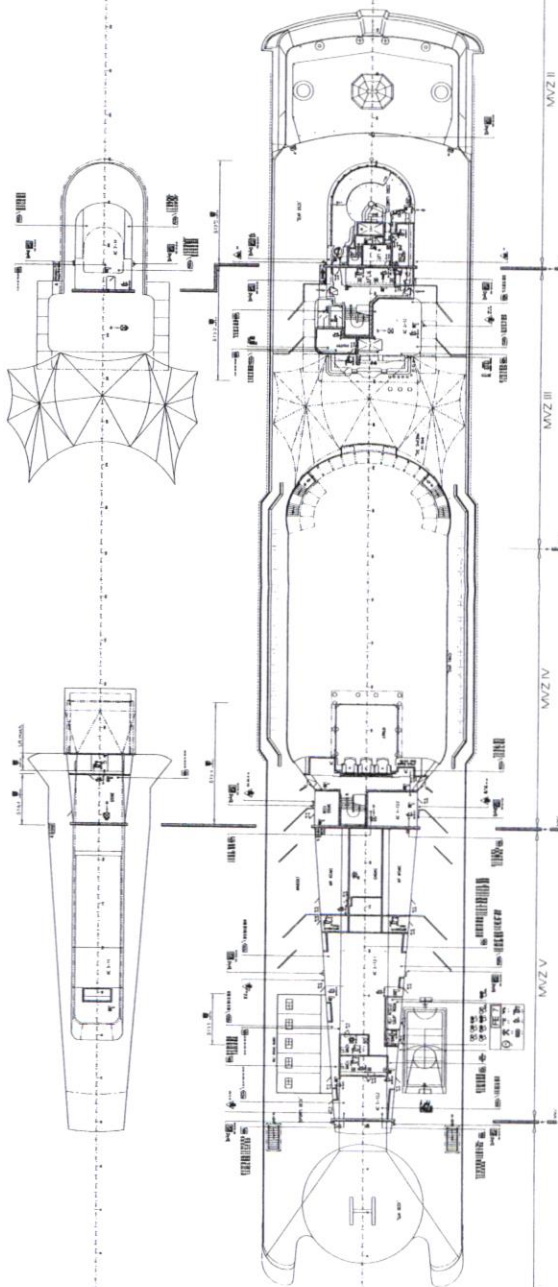
DECK 14

42.400 mm above B.L.



DECK 13

38.800 mm above B.L.



No drawing approved during the 04/04/2014 - 01/11/2014 period

Scale 1:100

Project 13/14

Deck 13, Deck 14 & Module

04/04/2014 - 01/11/2014

01/11/2014 - 01/11/2014

01/11/2014 - 01/11/2014

01/11/2014 - 01/11/2014

01/11/2014 - 01/11/2014

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01/11/2014 - 01/11/2014

[illegible]

FINDINGS		CONCLUSIONS	
1. <u>General</u>	1. <u>General</u>	1. <u>General</u>	1. <u>General</u>
2. <u>Specific</u>	2. <u>Specific</u>	2. <u>Specific</u>	2. <u>Specific</u>
3. <u>Recommendations</u>	3. <u>Recommendations</u>	3. <u>Recommendations</u>	3. <u>Recommendations</u>
4. <u>Summary</u>	4. <u>Summary</u>	4. <u>Summary</u>	4. <u>Summary</u>
5. <u>Conclusion</u>	5. <u>Conclusion</u>	5. <u>Conclusion</u>	5. <u>Conclusion</u>
6. <u>Appendix</u>	6. <u>Appendix</u>	6. <u>Appendix</u>	6. <u>Appendix</u>
7. <u>References</u>	7. <u>References</u>	7. <u>References</u>	7. <u>References</u>
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20. <u>Methodology</u>	20. <u>Methodology</u>	20. <u>Methodology</u>	20. <u>Methodology</u>
21. <u>Results</u>	21. <u>Results</u>	21. <u>Results</u>	21. <u>Results</u>
22. <u>Discussion</u>	22. <u>Discussion</u>	22. <u>Discussion</u>	22. <u>Discussion</u>
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43. <u>Appendix</u>	43. <u>Appendix</u>	43. <u>Appendix</u>	43. <u>Appendix</u>
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52. <u>Subject</u>	52. <u>Subject</u>	52. <u>Subject</u>	52. <u>Subject</u>
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55. <u>Introduction</u>	55. <u>Introduction</u>	55. <u>Introduction</u>	55. <u>Introduction</u>
56. <u>Methodology</u>	56. <u>Methodology</u>	56. <u>Methodology</u>	56. <u>Methodology</u>
57. <u>Results</u>	57. <u>Results</u>	57. <u>Results</u>	57. <u>Results</u>
58. <u>Discussion</u>	58. <u>Discussion</u>	58. <u>Discussion</u>	58. <u>Discussion</u>
59. <u>Conclusion</u>	59. <u>Conclusion</u>	59. <u>Conclusion</u>	59. <u>Conclusion</u>
60. <u>References</u>	60. <u>References</u>	60. <u>References</u>	60. <u>References</u>
61. <u>Appendix</u>	61. <u>Appendix</u>	61. <u>Appendix</u>	61. <u>Appendix</u>

[illegible][illegible]

<p>1. Country: <u>Germany</u></p> <p>2. City: <u>Munich</u></p> <p>3. Name: <u>Werner, Edgar</u></p> <p>4. Address: <u>Postfach 10155, D-80509 München</u></p> <p>5. Phone: <u>089 30909-1</u></p> <p>6. Fax: <u>089 30909-2</u></p> <p>7. E-mail: <u>edgar.werner@t-online.de</u></p> <p>8. Date of Birth: <u>1946</u></p> <p>9. Date of Issue: <u>1992</u></p> <p>10. Date of Expiry: <u>1997</u></p> <p>11. Date of Issuance: <u>1992</u></p> <p>12. Date of Expiry: <u>1997</u></p> <p>13. Date of Issuance: <u>1992</u></p> <p>14. Date of Expiry: <u>1997</u></p> <p>15. Date of Issuance: <u>1992</u></p> <p>16. Date of Expiry: <u>1997</u></p> <p>17. Date of Issuance: <u>1992</u></p> <p>18. Date of Expiry: <u>1997</u></p> <p>19. Date of Issuance: <u>1992</u></p> <p>20. Date of Expiry: <u>1997</u></p> <p>21. Date of Issuance: <u>1992</u></p> <p>22. Date of Expiry: <u>1997</u></p> <p>23. Date of Issuance: <u>1992</u></p> <p>24. Date of Expiry: <u>1997</u></p> <p>25. Date of Issuance: <u>1992</u></p> <p>26. Date of Expiry: <u>1997</u></p> <p>27. Date of Issuance: <u>1992</u></p> <p>28. Date of Expiry: <u>1997</u></p> <p>29. Date of Issuance: <u>1992</u></p> <p>30. Date of Expiry: <u>1997</u></p> <p>31. Date of Issuance: <u>1992</u></p> <p>32. Date of Expiry: <u>1997</u></p> <p>33. Date of Issuance: <u>1992</u></p> <p>34. Date of Expiry: <u>1997</u></p> <p>35. Date of Issuance: <u>1992</u></p> <p>36. Date of Expiry: <u>1997</u></p> <p>37. Date of Issuance: <u>1992</u></p> <p>38. Date of Expiry: <u>1997</u></p> <p>39. Date of Issuance: <u>1992</u></p> <p>40. Date of Expiry: <u>1997</u></p> <p>41. Date of Issuance: <u>1992</u></p> <p>42. Date of Expiry: <u>1997</u></p> <p>43. Date of Issuance: <u>1992</u></p> <p>44. Date of Expiry: <u>1997</u></p> <p>45. Date of Issuance: <u>1992</u></p> <p>46. Date of Expiry: <u>1997</u></p> <p>47. Date of Issuance: <u>1992</u></p> <p>48. Date of Expiry: <u>1997</u></p> <p>49. Date of Issuance: <u>1992</u></p> <p>50. Date of Expiry: <u>1997</u></p> <p>51. 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Date of Issuance: <u>1992</u></p> <p>100. Date of Expiry: <u>1997</u></p>	<p>1. Country: <u>Germany</u></p> <p>2. City: <u>Munich</u></p> <p>3. Name: <u>Werner, Edgar</u></p> <p>4. Address: <u>Postfach 10155, D-80509 München</u></p> <p>5. Phone: <u>089 30909-1</u></p> <p>6. Fax: <u>089 30909-2</u></p> <p>7. E-mail: <u>edgar.werner@t-online.de</u></p> <p>8. Date of Birth: <u>1946</u></p> <p>9. Date of Issue: <u>1992</u></p> <p>10. Date of Expiry: <u>1997</u></p> <p>11. Date of Issuance: <u>1992</u></p> <p>12. Date of Expiry: <u>1997</u></p> <p>13. Date of Issuance: <u>1992</u></p> <p>14. Date of Expiry: <u>1997</u></p> <p>15. Date of Issuance: <u>1992</u></p> <p>16. Date of Expiry: <u>1997</u></p> <p>17. Date of Issuance: <u>1992</u></p> <p>18. Date of Expiry: <u>1997</u></p> <p>19. Date of Issuance: <u>1992</u></p> <p>20. Date of Expiry: <u>1997</u></p> <p>21. Date of Issuance: <u>1992</u></p> <p>22. Date of Expiry: <u>1997</u></p> <p>23. Date of Issuance: <u>1992</u></p> <p>24. 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Date of Issuance: <u>1992</u></p>
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Maximum number for the calculation of eligibility width for grant/intercompany voyage		4	Customers (for public address apparatus) installed at over the vessel
Number of passengers for which installed	20-14		Non-sound remote detection equipment in all primary categories, engine, auxiliary, fuel, water, ventilation, heating and public address
Total number of persons for which the following apparatus are provided	41-42		2
Maximum number for intercompany voyage			2
Number of passengers for which installed	2-175		3
Total number of persons for which the following apparatus are provided	30-50		4
Partitions for cabins			5
Number of partitions for sleeping berths or eating berths and between cabins of 8-175 type			6

Maximum number for the calculation of 110-way or intercontinental voyage :
 Number of passengers for which certified
 Total number of persons for which life-saving appliances are provided

Maximum number for intercontinental voyage :
 Number of passengers for which certified
 Total number of persons for which life-saving appliances are provided

Partitions for cabins
 Partitions along, transverse or external boundaries are of B-15 type

4. **Outsourcing (for public address system)** required all over the country

5. **Security measures** relating to **critical** is of **national** importance, **major** systems, **business** records **where** **communication** **systems** and **public** **utilities**

6. **Due** **to** **location** **directors** **(head** **and** **senior)** **required** **in** **of** **disaster** **control** **and** **fire** **control**

7. **may** **directly** **required** **in** **public** **works** **and** **testing** **system** **and** **is**

8. **10.5.5.2-2-1.2**

9. **10.5.5.2-2-1.2**

10. **10.5.5.2-2-1.2**

11. **Keep** **it** **up** **and** **keep** **it** **up** **for** **rebuilding** **system** **in** **category** **A** **systems** **and** **is** **in** **the** **December** **2000** **amendment**

OFF NO. 1		OFF NO. 2	
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29	29/1/19	29	29/1/19
30	30/1/19	30	30/1/19
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										<p>1. NAME (Last, First, Middle Initial) 2. DATE OF BIRTH (MM/DD/YYYY) 3. SOCIAL SECURITY NUMBER (XXX-XX-XXXX) 4. CURRENT ADDRESS (Street, City, State, ZIP) 5. HOME PHONE NUMBER (Area Code, Number) 6. BUSINESS PHONE NUMBER (Area Code, Number) 7. FAX NUMBER (Area Code, Number) 8. E-MAIL ADDRESS 9. EDUCATION (Degree, Institution, Year Graduated) 10. EMPLOYMENT (Employer, Title, Dates Employed) 11. REFERENCES (Name, Title, Address, Phone Number) 12. REFERENCES (Name, Title, Address, Phone Number) 13. REFERENCES (Name, Title, Address, Phone Number) 14. REFERENCES (Name, Title, Address, Phone Number) 15. REFERENCES (Name, Title, Address, Phone Number) 16. REFERENCES (Name, Title, Address, Phone Number) 17. REFERENCES (Name, Title, Address, Phone Number) 18. REFERENCES (Name, Title, Address, Phone Number) 19. REFERENCES (Name, Title, Address, Phone Number) 20. REFERENCES (Name, Title, Address, Phone Number) 21. REFERENCES (Name, Title, Address, Phone Number) 22. 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MSC.1/Circ.1079/Rev.1
16 June 2017

**GUIDELINES FOR PREPARING PLANS FOR COOPERATION BETWEEN
SEARCH AND RESCUE SERVICES AND PASSENGER SHIPS**

(in accordance with SOLAS regulation V/7.3)

1 The Maritime Safety Committee, at its ninety-eighth session (7 to 16 June 2017), having considered the recommendations made by the Sub-Committee on Navigation, Communications and Search and Rescue at its fourth session (8 to 10 March 2017), approved the revised *Guidelines for preparing plans for cooperation between search and rescue services and passenger ships* (in accordance with SOLAS regulation V/7.3), as set out in the annex, revoking MSC/Circ.1079.

2 Member States are invited to bring the annexed revised Guidelines to the attention of SAR service providers, shipowners, ship operators, shipmasters and all other parties concerned and to use the provisions contained therein as appropriate.

ANNEX**GUIDELINES FOR PREPARING PLANS FOR COOPERATION BETWEEN
SEARCH AND RESCUE SERVICES AND PASSENGER SHIPS**

(in accordance with SOLAS regulation V/7.3)

1 Introduction

1.1 The purpose of these Guidelines is to provide a uniform basis for the establishment of plans for cooperation between passenger ships and SAR services¹ in accordance with SOLAS regulation V/7.3. Plans developed in accordance with the Guidelines will meet the requirements of the regulation.

1.2 These Guidelines are applicable to all passenger ships to which SOLAS chapter I applies. They are relevant to the safety management system maintained by passenger ships in accordance with the International Safety Management (ISM) Code and, in particular, to the section of the safety management system dealing with emergency preparedness. They may also be taken into consideration when drawing up SAR plans for cooperation for passenger ships in the domestic trade.

2 Aims and objectives of SAR cooperation planning

2.1 The aim of SAR cooperation planning is to enhance the mutual understanding between a ship, a company² and SAR services so that, in the event of an emergency, all three parties will be able to work together efficiently and effectively. This is best achieved by the prior exchange of information and by conducting joint emergency response exercises.

2.2 The objectives of SAR cooperation planning are:

- .1 to link the SAR response plans of the company, the passenger ship, and relevant SAR services so that these plans complement each other;
- .2 to enable the early and efficient establishment of contact in the event of emergency between the passenger ship, the company's shore-based emergency response system and the SAR services. The SAR plan for cooperation should ensure that all relevant contact details are known to each of the three parties beforehand and that these details are kept up-to-date;
- .3 to provide the SAR services with easily accessible and up-to-date information about the ship – in particular the intended voyage and onboard communications and emergency response systems; and
- .4 to provide the ship and the company with easily accessible information about SAR and other emergency services available in the ship's area of operation, to assist in decision-making and in contingency planning.

¹ *Search and rescue service.* The performance of distress monitoring, communication, coordination and search and rescue functions, including provision of medical advice, initial medical assistance or medical evacuation, through the use of public and private resources including cooperating aircraft, vessels and other craft and installations.

² *Company.* The owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over all duties and responsibility.

2.3 The plan for cooperation is of use when a passenger ship suffers an emergency or when it responds as a SAR facility³, particularly when acting as On Scene Coordinator⁴.

3 The regulation

3.1 The text of SOLAS V/7.3 is as follows:

"Passenger ships, to which chapter I applies, shall have on board a plan for cooperation with appropriate search and rescue services in event of an emergency. The plan shall be developed in cooperation between the ship, the company as defined in regulation IX/1, and the search and rescue services. The plan shall include provisions for periodic exercises to be undertaken to test its effectiveness. The plan shall be developed based on the guidelines developed by the Organization."

4 General requirements

4.1 The SAR plan for cooperation does not replace more detailed emergency response plans already in place, whether as part of the company's safety management system or the SAR services' arrangements. But these plans should be linked so that the tripartite response to an emergency involving a passenger ship – i.e., the response on-board, from the company's emergency response organization ashore and from the SAR services – is coordinated effectively and efficiently. The SAR cooperation plan serves as that link.

4.2 The plan for cooperation should contain the basic information which will enable the response to any emergency to commence without delay. This information will include direct contact details for the three parties – ship, company, and SAR services or SAR data provider⁵ as described in section 6.

4.3 Each of the parties to the cooperation plan should have access to an up-to-date controlled copy⁶ of it, so that each then knows what information is already available to the others.

4.4 Guidelines on testing the cooperation arrangements between a ship, a company, and SAR services are in section 9 below.

4.5 SAR service personnel should receive periodic training on accessing plans for cooperation and on the importance of the plans' content for coordinating an effective SAR response.

³ *Search and rescue facility.* Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.

⁴ *On-scene coordinator.* A person designated to coordinate search and rescue operations within a specified area.

⁵ *Search and rescue data provider.* A source for a rescue coordination centre to contact to obtain data to support search and rescue operations [...] (as defined in the IAMSAR Manual).

⁶ Document control, including controlled distribution of the copies of the plan held aboard the ship, by the company and by the SAR services, is essential to ensuring that all copies are kept up-to-date.

5 Plan frameworks

5.1 The SAR plan for cooperation should be concise and user-friendly, so as to enable its easy use in emergency conditions. Depending on the type of trade the passenger ship is in, the cooperation plan should be drawn up according to the frameworks set out in appendices 1 or 2 to these Guidelines. The frameworks and the SAR cooperation planning process are described in sections 7 and 8 below and are illustrated by flow diagrams given in appendix 3.

5.2 The use of a common framework enables SAR service personnel to find the information they require rapidly, whatever ship or company they are dealing with. Likewise, ship's crew, or members of the company emergency response team ashore, are able to find the information they require, whatever the SAR region⁷ in which the emergency has occurred.

5.3 The framework is designed to enable modules of information (about different ships or SAR services, for example) to be easily added to the cooperation plan or removed from it if no longer relevant without the need for the whole cooperation plan to be revised.

5.4 It is essential that the SAR plan for cooperation is submitted in accordance with the relevant framework (see sections 7 and 8 and appendices 1 and 2). This enables SAR service personnel to find the information they need without delay. Plans which are not submitted in the correct framework may be returned by the SAR service or SAR data provider for modification.

6 Use by ships trading through many SAR regions

6.1 It will significantly enhance the effectiveness and efficiency of the response to an emergency if passenger ship crews and operators have developed a good mutual understanding with the SAR services available to them. This is as true for passenger ships that routinely transit many SAR regions as for any other passenger ship. Direct cooperation planning between ships, companies and local SAR services is encouraged wherever possible.

6.2 However, there are administrative difficulties in maintaining *direct* links between a ship transiting many SAR regions, such as some cruise ships, and every SAR service with which it might come into contact. For such ships it is not necessary to hold a copy of the ship's SAR plan for cooperation at each of the Rescue Co-ordination Centres⁸ (RCCs) whose regions it transits, provided that the plan is readily accessible by each RCC.

6.3 These administrative difficulties can be overcome by use of the SAR data provider procedure, which permits the use of a contact point between the global SAR service and cruise ship operators.

6.4 Under this procedure, the SAR data provider holds an electronic copy of the ship's SAR plan for cooperation on behalf of the SAR services. The coordinating RCC contacts the SAR data provider to obtain the plan when it is required.

6.5 The company or the ship should send a copy of its SAR plan for cooperation to the SAR data provider identified in section 8 below. The SAR data provider can only accept plans submitted in pdf format.

⁷ *Search and rescue region.* An area of defined dimensions associated with a rescue coordination centre within which search and rescue services are provided.

⁸ *Rescue co-ordination centre.* A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

6.6 The SAR data provider should:

- .1 provide written acknowledgement of receipt of new or updated plans and confirm that they have been compiled in accordance with these Guidelines⁹;
- .2 arrange continuously available and immediate access to the SAR plan for cooperation it holds for companies wishing to administer their plans and for RCCs with responsibilities in the operating areas of the ships concerned;
- .3 ensure that essential technical capabilities, such as computers and communications links, are robust and are provided with sources of emergency power – establishing a back-up SAR data provider may satisfy this requirement;
- .4 ensure that updated plans are stored promptly and securely and that back-up data is kept in a suitable safe location and is readily available;
- .5 ensure that staff are always available to handle urgent requests;
- .6 ensure that information in the International SAR Cooperation Plans Index is kept up-to-date. Details of the Index and the procedure for updating it are at section 8 below; and
- .7 ensure that all relevant staff receive periodic training on the importance, retrieval and use of SAR plans for cooperation.

6.7 The SAR data provider should only release copies of the plans to those parties named in the plans' controlled distribution lists and to coordinating RCCs on request, in the event of emergency or for contingency planning purposes.

6.8 The SAR data provider must have a means of authenticating the requesting SAR service, RCC, or company to ensure that data is not released to unauthorized persons.

6.9 A passenger ship such as a ferry, which trades on fixed routes, should not use the SAR data provider procedure, but should compile a plan for cooperation incorporating details of all the SAR services along its route, in accordance with appendix 1 of these Guidelines. Other passenger ships transiting many different SAR regions, perhaps on a seasonal basis, such as some cruise ships, may choose to use the SAR data provider procedure. Such ships are not required to include in the plan for cooperation information beyond that set out in appendix 2 to these Guidelines.

6.10 Flow diagrams summarizing the SAR cooperation planning process in both cases are given at appendix 3.

6.11 Regardless of which procedure ships use, they are still encouraged to liaise as best they can with relevant SAR services. Direct communications, where practicable, will always be better than indirect.

⁹ A copy of this confirmation should be kept with each copy of the plan for cooperation, for administrative purposes.

7 Administrative requirements for ships not using the SAR data provider procedure

7.1 The procedure described in this paragraph is for ships not using the SAR data provider procedure – that is, passenger ships on fixed routes, such as ferries. These ships and/or their companies will work with the relevant SAR services to complete and maintain a SAR plan for cooperation plan drawn up in accordance with the framework set out in appendix 1 of these Guidelines. The first flow diagram in appendix 3 illustrates this process. The procedure for ships which are using the SAR data provider procedure is described in section 8 below.

7.2 In order to compile a SAR plan for cooperation in accordance with appendix 1 of these Guidelines, the ship or the company should contact one of the SAR services responsible for the area in which the ship operates.

7.3 The ship or company and the SAR services each complete their own sections of the framework. The ship or company is responsible for providing the information in module 1 "The company" and module 2 "The ship(s)". The SAR services are responsible for providing the introductory paragraphs, module 3 "The RCCs" and module 4 "SAR facilities". It is recommended that neighbouring SAR services should each hold copies of the others' modules of information, so that the ship or company need only contact one SAR service in order to complete the whole plan.

7.4 Module 5 "Media relations" and module 6 "Periodic exercises" should be considered jointly. Module 5 is intended to contain brief details of how the company and the SAR services will coordinate their response to news media interest in any emergency and should include contact details for their respective public relations officers. The requirements of module 6, appendix 1, are considered in more detail in section 9 below.

7.5 Copies of the completed cooperation plan should be distributed to each of the three parties to emergency response – the ship, the company and the relevant SAR services. A controlled distribution system should be used to ensure that all parties maintain an up-to-date copy.

7.6 The SAR plan for cooperation should be written in:

- .1 the onboard working language(s) of the passenger ship; and
- .2 English and, if agreed, a language or languages commonly used by the ship, the company and the SAR services.

The aim is that all those likely to need to refer to the plan should have a copy readily available in a language in which they are fluent.

7.7 SAR plans for cooperation, once they have been agreed, should be recognized by the SAR services of all Administrations.

7.8 The originator of each module of the cooperation plan (the ship, company or SAR service, as appropriate) is responsible for keeping it up-to-date and ensuring that all those holding controlled copies of the module are advised of changes. Each holder of a controlled copy of the cooperation plan is responsible for making and recording notified changes.

7.9 All parties should know where the controlled copies of the SAR cooperation plan are held. Each SAR cooperation plan should therefore contain a controlled distribution list; and each party to it should ensure that all relevant staff are aware of its existence, where it is stored and how it may be used.

8 Administrative requirements for ships using the SAR data provider procedure

8.1 The procedure described in this section is for passenger ships that transit many SAR regions and choose to use the SAR data provider procedure. These ships and/or their companies complete and maintain a SAR cooperation plan drawn up in accordance with the framework set out in appendix 2 of these Guidelines and send a copy of the plan and updates to it in pdf format to the SAR data provider identified below. The second flow diagram in appendix 3 illustrates this process. The procedure for ships *not* using the SAR data provider procedure is described in section 7 above.

8.2 If the SAR data provider procedure is being used, the ship or company completes all sections of the framework in appendix 2. Module 4 "Media relations" is intended to contain brief details of how the company will coordinate with the SAR services their response to news media interest in any emergency, and should include contact details of the company's public relations officers. The requirements of module 5 "Periodic exercises" are considered in more detail at section 9 below.

8.3 Controlled copies of the completed plan for cooperation should be distributed by the company and be held by the ship, the company and the SAR data provider. A controlled distribution system should be used to ensure that all parties maintain an up-to-date copy.

8.4 All parties should know where SAR data is held. Each copy of the plan should therefore contain a controlled distribution list, and each party to it should ensure that all relevant staff are aware of its existence, where it is stored and how it may be used.

8.5 It is not essential that every RCC through whose SAR region the ship trades should hold a copy of the plan for cooperation, only that each RCC should be able to obtain an up-to-date copy from the SAR data provider without delay. The SAR data provider holds the plan for onward distribution to the coordinating RCC on request, in the event of an emergency or for contingency planning purposes.

8.6 Likewise it is not essential for the ship to carry details of each and every SAR region's resources, if the SAR data provider procedure is being used. However, the ship should always be able to obtain such details. Administrations are encouraged to ensure that information on their SAR services in the Global SAR Plan module on GISIS is kept up-to-date.

8.7 It is recommended that the ship carry on board details of the SAR services in regions in which it spends the majority of its time, and that the relevant RCCs should therefore be included in the distribution list. Consideration should be given to using the framework set out in appendix 1 in such cases. But, as a minimum, the ship should carry contact details for the SAR data provider, as set out in the framework in appendix 2.

8.8 The SAR plan for cooperation should be written in:

- .1 the onboard working language(s) of the passenger ship; and
- .2 English.

8.9 The SAR data provider must maintain a copy of the plan in at least the English language and should be able to transmit it immediately to the coordinating RCC on request, in the event of an emergency or for contingency planning purposes. Required capabilities of the SAR data provider in this context are set out in section 6.

8.10 SAR plans for cooperation, once they have been agreed, should be recognized by the SAR services of all Administrations.

8.11 The originator of the cooperation plan is responsible for keeping it up-to-date and ensuring that all those holding controlled copies are advised of changes. Each holder of a controlled copy of the cooperation plan is responsible for making and recording notified changes. Complete copies of the plan, including when updates are made, should be sent to the SAR data provider in pdf format.

8.12 The SAR data provider for ships using this procedure (i.e., ships trading through many SAR Regions) is:

HM Coastguard
National Maritime Operations Centre
Fareham
Hampshire PO14 4LW
United Kingdom

Tel: 00 44 (0)2392 556000

Email: nmoccontroller@hmcg.gov.uk

8.13 The International SAR Cooperation Plans Index is maintained by Her Majesty's Coastguard, United Kingdom – see contact details above. It enables users to look up ships using the SAR data provider procedure. The information is listed by ship's name, IMO number, MMSI, and call sign. Information in the Index is deliberately limited: the cooperation plans themselves are the prime documents.

8.14 The International SAR Cooperation Plans Index may be found at <https://www.gov.uk/government/publications/international-sar-cooperation-plans-index>. Instructions on use of the Index are included on the site.

9 Periodic exercises

9.1 The regulation requires that the SAR plan for cooperation include provisions for periodic exercises to be undertaken to test its effectiveness.

9.2 Both frequency and type of exercise will depend on the circumstances in which the ship operates, availability of SAR service resources, etc.

9.3 While it is very important that SAR plan for cooperation arrangements be tested from time to time – by, for example, requesting local SAR service involvement in exercises already being run in accordance with the ISM Code and each ship's safety management system requirements – it is also important that the benefits of such exercises are not diluted by over-exercising or by always exercising in particular ways or with particular authorities. Therefore, the ship should not be required to exercise its plan for cooperation more than once in any twelve month period.

9.4 The aim should be to test all parts of the emergency response network realistically, over time. A wide variety of scenarios should be employed; different SAR services should be involved if appropriate; and exercises should be so arranged as to allow all relevant staff (including relief staff) to participate over time.

9.5 Various types of exercise are acceptable: "full-scale" or "live", "coordination", and/or "communications" exercises¹⁰ may all be appropriate, so long as the fundamental principle of cooperation between the ship, the company and SAR services is exercised. "Tabletop" exercises; SAR seminars and liaison exchanges involving ship's personnel, shore-based company emergency response personnel and SAR service personnel can also be beneficial.

9.6 Exercises should be coordinated to ensure efficient use of available resources. The principle of reciprocity applies. If a ship has conducted a SAR plan for cooperation exercise within the last twelve months, it should be accepted by all parties that the ship has fulfilled the requirements of the regulation: the "SAR service" should be considered a global entity in this context. Likewise, SAR services should cooperate to ensure that passenger ships' exercise requirements are distributed in a way appropriate to available resources.

9.7 Exercises conducted under this regulation should occasionally include the passenger ship taking on the role of a SAR facility – in particular, the role of On Scene Coordinator.

9.8 Ships which have participated in actual SAR incidents may be considered to have fulfilled the exercise requirements of this regulation.

9.9 Exercises conducted under this regulation should be formally recorded by all the main participants (ship, company and SAR service). The record should include at least the date, location and type of exercise and a list of the main participants. A copy of the record should be available aboard the ship for inspection.

10 Keeping the cooperation plan up-to-date

10.1 The information contained in each SAR cooperation plan should be kept up-to-date. Review, updating, and auditing of the SAR cooperation plan should be conducted as part of the safety management system required by the ISM Code.

10.2 SAR service and SAR data provider information contained in each SAR plan for cooperation should be reviewed, updated, and audited in a similar way.

10.3 The International SAR Cooperation Plans Index should also be kept fully up-to-date. It is the SAR data provider's responsibility to ensure that this is done. To ensure consistency for Port State Control purposes, the Index should record the plan's latest date of revision, not the date it was entered into the Index.

¹⁰ IAMSAR Manual, Vol. I, chapter 3.3 refers.

APPENDIX 1

PLAN FOR COOPERATION BETWEEN SEARCH AND RESCUE SERVICES AND PASSENGER SHIPS NOT USING THE SAR DATA PROVIDER PROCEDURE

(in accordance with SOLAS regulation V/7.3)

List of Contents

Introduction¹¹

Description of a Plan for Cooperation¹²

1 The Company¹³

.1 name and address

.2 contact list

.1 24 hour emergency initial and alternative contact arrangements

.2 further communications arrangements (including direct telephone /
fax links to relevant personnel)

.3 Chartlet(s) showing details of route(s) and service(s) together with
delimitation of relevant search and rescue regions (SRRs)¹⁴

.4 liaison arrangements between the Company and relevant RCCs¹⁵

.1 provision of relevant incident information

- how specific information will be exchanged at the time of
an incident, including details of persons, cargo and bunkers
on board, SAR facilities and specialist support available at
the time, etc.

.2 provision of liaison officer(s)

- arrangements for sending Company liaison officer(s) to the
RCC, with access to supporting documentation concerning
the Company and the ship(s); e.g., copies of fire control &
safety plans as required by the flag state

¹¹ To be prepared by the SAR service.

¹² To be prepared by the SAR service.

¹³ As defined in the ISM Code.

¹⁴ The chartlet may be replaced by a simple description, if appropriate.

¹⁵ i.e. how company and SAR service are to work together in the event of an emergency, including the provision
of that information which will only be available at the time.

2 The ship(s)¹⁶

.1 [ship 1]¹⁷

.1 basic details of the ship

- MMSI
- IMO number
- call sign
- country of registry
- type of ship
- gross tonnage
- length overall (in metres)
- maximum permitted draught (in metres)
- service speed
- maximum number of persons allowed on board
- number of crew normally carried
- medical facilities

.2 communications equipment carried¹⁸

.3 simple plan of decks and profile of the ship, including basic information on:

- lifesaving equipment
- firefighting equipment
- plan of helicopter deck, if fitted¹⁹
- plan of winching area, if fitted, including approach sector
- means on board intended to be used to rescue people from the sea or from other vessels

and a colour picture of the ship

.2 [ship 2 as for ship 1, etc.]

3 The RCC(s)²⁰

.1 search and rescue regions along the route

- chartlet showing SRRs in relevant area of ships' operation

.2 SAR mission coordinator²¹ (SMC)

- definition
- summary of functions

¹⁶ To be prepared by the company.

¹⁷ Enter here the ship's name.

¹⁸ Enter here basic information on the ship's communications fit, frequencies available, identifiers, etc.

¹⁹ If fitted with a helicopter landing area, a deck-plan drawing depicting the positioning and details of such area including dimensions (metres) in terms of aiming circle, clear zone and manoeuvring zone as well as maximum permitted height (metres) of obstructions in these zones and maximum allowable weight (kg)

²⁰ To be prepared by the SAR service.

²¹ *Search and rescue mission coordinator (SMC)*. The official temporarily assigned to coordinate response to an actual or apparent distress situation.

- .3 on scene coordinator (OSC)
 - definition
 - selection criteria
 - summary of functions
- 4 SAR facilities²²
 - .1 [SRR]²³
 - .1 RCC/RSCs along the route
 - addresses
 - .2 communications
 - equipment
 - frequencies available
 - watch maintained
 - contact list (MMSIs, call signs, telephone, fax and telex numbers)
 - .3 general description and availability of designated SAR units (surface and air) and additional facilities along the route, e.g.:
 - fast rescue vessels
 - other vessels
 - heavy / light helicopters
 - long range aircraft
 - firefighting facilities
 - .4 communications plan
 - .5 search and rescue planning
 - .6 medical advice / assistance
 - .7 firefighting, chemical hazards, etc.
 - .8 shore reception arrangements
 - .9 informing next-of-kin
 - .10 suspension / termination of SAR action
 - .2 [SRR 2 as for SRR 1, etc.]
- 5 Media relations²⁴
- 6 Periodic exercises²⁵

²² To be prepared by the SAR service.

²³ Enter here the name of the relevant SAR Region.

²⁴ To be prepared jointly by the company and each SAR service concerned.

²⁵ Frequency, form and content of training to be considered jointly by the company and the SAR service(s) concerned.

APPENDIX 2

SIMPLIFIED PLAN FOR COOPERATION BETWEEN SEARCH AND RESCUE SERVICES AND PASSENGER SHIPS USING THE SAR DATA PROVIDER PROCEDURE

(in accordance with SOLAS regulation V/7.3)

Note: the copy of the plan sent to the SAR data provider should be in pdf format.

Introduction

1 The Company²⁶

- .1 name and address
- .2 contact list
 - .1 24 hour emergency initial and alternative contact arrangements
 - .2 further communications arrangements (including direct telephone / fax links to relevant personnel)
- .3 Chartlet(s) showing details of route(s) and service(s) together with delimitation of relevant search and rescue regions (SRRs)²⁷

2 The ship(s)²⁸

- .1 [ship 1]²⁹
 - .1 basic details of the ship
 - MMSI
 - IMO number
 - call sign
 - country of registry
 - type of ship
 - gross tonnage
 - length overall (in meters)
 - maximum permitted draught (in meters)
 - service speed
 - maximum number of persons allowed on board
 - number of crew normally carried
 - medical facilities
 - .2 communications equipment carried³⁰

²⁶ As defined in the ISM Code.

²⁷ The chartlet may be replaced by a simple description, if appropriate.

²⁸ To be prepared by the company.

²⁹ Enter here the ship's name.

³⁰ Enter here basic information on the ship's communications fit, frequencies available, identifiers, etc.

- .3 simple plan of decks and profile of the ship, including basic information on:
- lifesaving equipment
 - firefighting equipment
 - plan of helicopter deck, if fitted³¹
 - plan of winching area, if fitted, including approach sector
 - means on board intended to be used to rescue people from the sea or from other vessels

and a colour picture of the ship

- .2 [ship 2 as for ship 1, etc.]

3 SAR Data Provider

HM Coastguard National Maritime Operations Centre
Fareham
Hampshire PO14 4LW
United Kingdom

Tel: +44 (0)2392 556000
Email: nmoccontroller@hmcg.gov.uk

4 Media relations³²

5 Periodic exercises³³

³¹ If fitted with a helicopter landing area, a deck-plan drawing depicting the positioning and details of such area including dimensions (metres) in terms of aiming circle, clear zone and manoeuvring zone as well as maximum permitted height (metres) of obstructions in these zones and maximum allowable weight (kg)

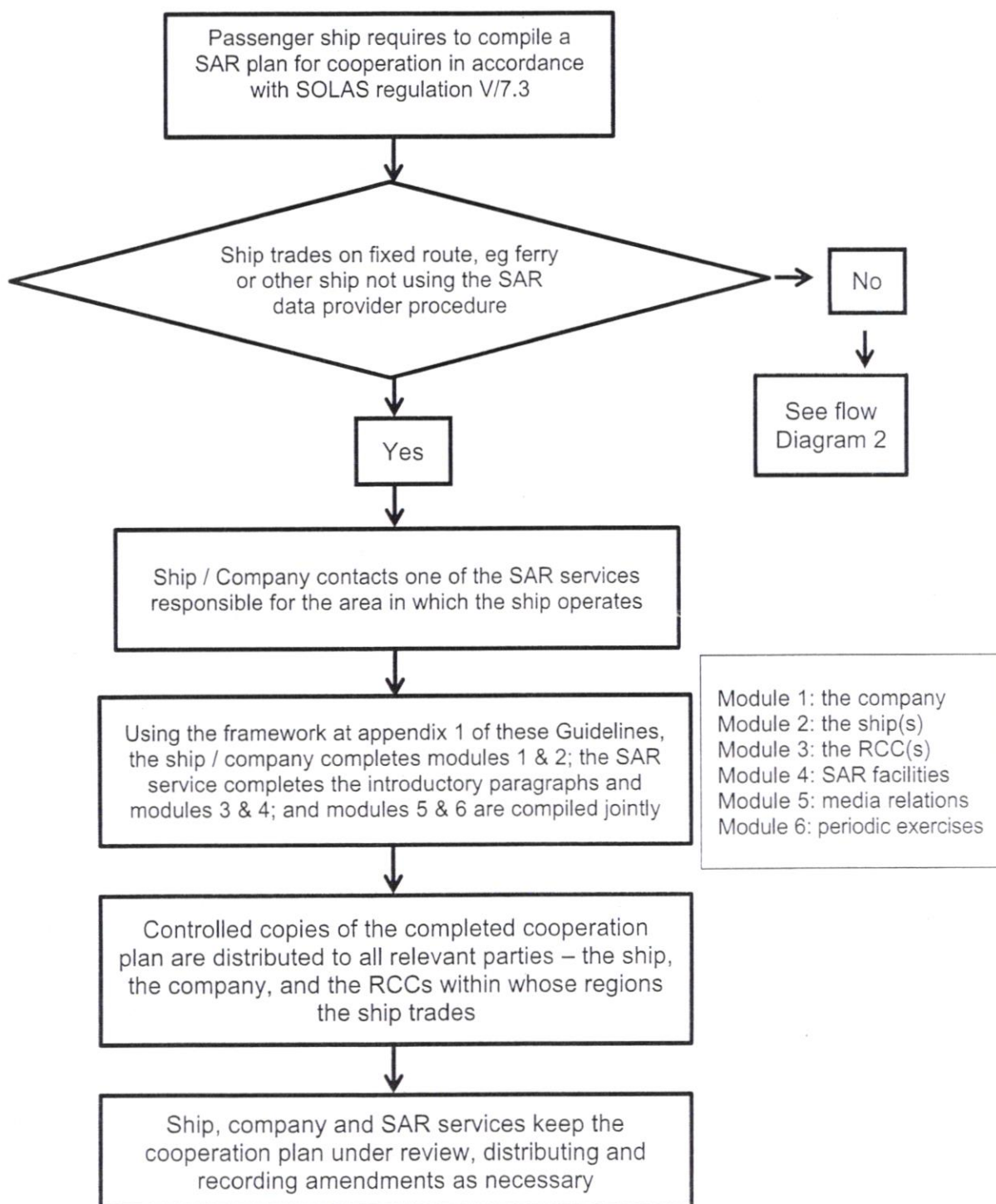
³² Details of the company's arrangements for working with the news media should be entered here.

³³ Exercises should be coordinated between the parties involved to ensure efficient use of available resources.

APPENDIX 3

SAR COOPERATION PLANNING: FLOW DIAGRAMS

1 Administrative requirements for ships not using the SAR data provider procedure (see section 7)



2 Administrative requirements for ships using the SAR data provider procedure (see section 8)

