

# CIRCULAR

## Recovery of persons from the water

### A new SOLAS Regulation III/17-1 requires all cargo ships to have specific plans and procedures for the recovery of persons from the water.

The new regulation adopted through Resolution **MSC.338(91)** requires that all ships, other than RO-RO passenger ships to have ship-specific plans and procedures for the recovery of person from water that are unconscious or otherwise unable to help themselves.

RO-RO passenger ships which comply with SOLAS Reg. III/26.4 shall be deemed to comply with this new regulation.

The new SOLAS Reg. III/17-1 applies to new ships, constructed on or after July 1, 2014 and to existing ships by the first intermediate or renewal safety equipment survey after July 1, 2014, whichever comes first.

As per the IMO Resolution **MSC.346(91)**, the flag Administrations will define the extent to which the new regulation should apply to ships which are not covered by SOLAS Chapter III (such as cargo ships below 500 GT, fishing vessels etc.).

**NOTICE TO**  
SHIP OWNERS / MANAGERS / OPERATORS  
DBS STATIONS / AUDITORS

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### What the plans and procedures should include?

When developing such plans and procedures, the following circulars should be taken into consideration:

<b>MSC.1/Circ.1447</b>	Guidelines for the development of plans and procedures of persons from the water
<b>MSC.1/Circ.1182</b>	Guide to recovery techniques
<b>MSC.1/Circ.1185/Rev.1</b>	Guide for cold water survival

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 ship's side or other structures, including the recovery appliance itself.

Ship-specific procedure for the recovery of persons from the water should specify the anticipated conditions under which a recovery operation may be conducted without causing undue hazard to the ship and the ship's crew.

All crew members should be competent and familiar with the requirements of the plans and procedures. Drills should be conducted to ensure that crew is familiar with the plans, procedures and equipment for recovery of persons from the water. Such drills may be conducted in conjunction with routines man-overboard drills.

The above guidelines should be taken into consideration when developing the plans and procedures for recovery of persons from water. The plans and procedure 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. Therefore, amendments to this part of the Safety Management System should be carried out.

#### For Surveyor's use only:

I confirm that I have received, read & understood this Circular C14005

Name: \_\_\_\_\_

ID No: \_\_\_\_\_

Signature: \_\_\_\_\_

### Act Now

Ship owners / operators / managers should develop and implement plans and procedures as per the above requirements before July 1, 2014.

Ship owners / operators / managers should submit to Dromon Head Office copy of plans and procedures for the recovery of persons from water before July 1, 2014 for review.

Dromon Surveyors should begin reviewing the correct implementation of SOLAS Reg. III/17-1 at the first intermediate or renewal safety equipment survey after July 1, 2014, whichever comes first.

Dromon Head Office will issue further instructions to the surveyors with regards to this new regulation.

### Applicability

Regulation	Ship Type / GT	Date of entry into force
Reg. III/17-1	New ships constructed after July 1, 2014 above 500 GT*	1 July 2014
Reg. III/17-1	Existing ships constructed before July 1, 2014 above 500 GT*	1 July 2014

\*For specific ship types, requirements and for vessels below 500 GT please refer to the national requirements of the flag Administration.

