

MCA Consultation Draft MGNs on Drills and Prevention of Man Overboard

Respondee	Comments	MCA Response
<p>Alvin Forster North P&I</p>	<p>MGN 570 (F)</p> <ul style="list-style-type: none"> • Section 3.4 - Consider adding to the list: <ul style="list-style-type: none"> ▪ Do you have the ability to locate a person in the water (visual means or otherwise) – this would ensure sufficient search lights and/or rings are on board ▪ Is the retrieval equipment usable with the levels of manning on board – this is to ensure the recovery equipment can be operated by those on board (crew complement minus 1) ▪ Does the recovery necessitate one crew member to enter the water? If so, is this person suitably protected? • Annex A – Consider the following additions to the text: <ul style="list-style-type: none"> ▪ In addition to ensuring as many of the crew attend, it is important that they are engaged and involved in the drill scenarios. ▪ Stress the importance of a debrief session after each drill to identify weaknesses, areas for improvement as well as what went well ▪ Use drills as an additional opportunity to inspect emergency gear and test equipment • Annex B (page 8) table – Consider the following: <ul style="list-style-type: none"> ▪ Change “do not return to cabin to get personal items” to something like “do not attempt to save personal items”. Their lifejacket or immersion suit might be in the cabin and this might confuse the issue. ▪ Mention importance of suitable clothing ▪ When in liferaft and free from boat, would it be considered best practice to stay reasonably close to the wreckage in order to increase chances of being spotted and therefore rescue? (same applies also to Annex C page 23 table) 	<p>Section 3.4 amended in accordance with comments</p> <p>Annex A amended in accordance with suggestions</p> <p>Annex B (and C) amended in accordance with suggestions with exception of Page 13 and 22 where spate tables have not been created but references to different actions for collision or grounding have been included within table.</p>

- Annex B (page 9) – This refers to rescue of a casualty in the water but is in the section for single handed vessels. Should it be clearer that this section concerns the role of a lone fisherman when they assist in a rescue of another vessel rather than themselves being the casualty?
- Annex B (page 10) and Annex C (page 19) on fire fighting – Perhaps add to key issues the importance that safe and effective fire fighting techniques are employed. If crewed vessel then consider rescue of a casualty in a fire situation
- Annex B (page 11) and Annex C (page 20) tables on fire fighting guidance – personally I’ve always found the F.I.R.E. acronym easy to remember and understand and perhaps a table based on this might be more user friendly:
 - F – Find and locate fire and determine type (wood/paper, oil, electrical)
 - I – Inform by raising the alarm
 - R – Restrict by containing the fire (close fire doors, vents, stop fans activate fuel pump stops and quick closing valves)
 - E – Evacuate and Extinguish. If there are others on board, make sure they are not in adjacent areas and clear the area. Extinguish if safe to do so.
- Annex B (page 12) and Annex C (page 21) on hull damage and taking on water:
 - Another method of checking for water ingress is to take tank soundings – worth remembering that it might be a fore peak tank that is breached rather than a hold.
 - Fighting flooding – is the carrying of a rudimentary damage control kit encouraged (bungs etc)?
- Annex B (page 13) and Annex C (Page 22) on collisions and groundings:
 - I would suggest that collisions and groundings are separated as they each require different actions
 - If a collision, there is a duty to check the other vessel is OK and if necessary render assistance – this has been omitted from Annex B table

