



# **ERRV 2024 Guideline Updates**

*Thursday 19th September 2024*

## **1.2 Survey Procedure**

- Clarification on charging for surveys – UK vessels as per fee regs but non-UK vessels at market rates.
- Initial surveys must be carried out by MCA. Annual surveys can be carried out by recognised Class Society or MCA, but ERRV operators should endeavour to have MCA carry out at least one of every 6 surveys.

## **3.5 ERRV Group Manning**

- New section that mirrors the Management Guidelines added for use by Surveyors.

## **5.3 Fast Rescue Craft Definitions**

- Future introduction of “Daughter Craft Safety Certificate for ERRV’s” to replace the Loadline Exemption Certificate system which will take place when internal MCA processes are complete. LLE will continue until the first survey after the internal legal process within MCA has been undertaken.

### **5.3.3 Fast Rescue Craft Launch and Recovery Systems (LARS)**

- The LAR system for FRC’s designated as Fast Rescue Boats (FRB’s) shall be surveyed under the SOLAS Life-Saving Appliances regime.
- The LAR system for all other Rescue Craft shall be surveyed under the Merchant Shipping LOLER Regulations.

### Appendix 'A' Special Medical Equipment and Stores Carried by all ERRV Groups (Part1)

- Clarification on table for what type of pain drugs are intended to treat.
- Due to supply chain issues with Buprenorphine (Temgesic) ampoules, these are being replaced by Morphine Sulphate Injections and Nalaxone (overdose reversal) injections (in line with MCA Ships Medical Stores).
- Due to supply chain issues with Buprenorphine Tablets and other medical stores, equivalents are now accepted.
- Oxygen/Nitrous Oxide Sets (Entenox) is to be replaced with Pentrox. Inhalation Devices

### **All General**

- References to Oil & Gas UK and NWEA updated to OEUK and GOMO and reference Documents updated.
- Addresses updated as appropriate.
- Rescue and Recovery changed to ‘Recovery and Rescue’ in line with PFEER Reg 17 wording.

### **1.7 ERRV Manning**

- Section amended to include OPITO qualifications and copied to Survey Guidelines

### **1.8 Crew Fitness**

- All Marine Crew Members shall undergo Medical examination in line with MSN 1839(M) Amendment 1.

### **1.10 Training**

- Reference to MCA/MNTB/2002 Mutual Reference Document removed.

### **1.11 English Language Fluency**

- Text changed to ”...and have passed a Marlins test at an approved Marlins Test Centre in accordance with MGN 221(M) – Annex 4.

### **2.3 Information to be Exchanged by Installation and ERRV’s**

- Suggested content of a an ERRV Handover Checklist referenced and included as Appendix ‘M’.

### 3.1 Positioning

- Addition of Collision Risk Monitoring added to assessment of optimum position for ERRV.

### 3.2 Errant Vessel Collision Risks to Installations

- Section expanded to recognise the Duty Holders legal responsibility to monitor all traffic in the vicinity including invited vessels such that early warning of a potential collision is identified allowing a muster to be carried out. This is usually carried out by the ERRV. Consideration of regular sitrep reports from attendant vessels mentioned. Reference is also made to field radar which is becoming more prevalent in industry.

### 3.3 Manoeuvring within the Safety Zone

- Reworded to include checks required by the Duty Holder and the Installation Data Card, familiarisation of hazards and permission being gained to enter the Safety Zone.

#### 3.4.1 Fishing Vessel Activity

- Addition of Duty Holders being responsible for ensuring that the ERRV Master is made aware of all areas that require guarding including minimum distances from the hazard that must be maintained. Addition of ‘assemblies and’ to mooring \* pattern.

#### 3.6.3 Radar Watch During Close Standby

- Clarification of text to recognise ‘Shadowing caused by being close to the structure of the installation, may cause significant blind sectors for radar detection’
- The ERRV to ‘regularly change vessel position’ to permit monitoring of previously masked areas

### 3.9.2 Security – Errant Vessels

- OIR 13 form removed from appendix and now referenced in main text with hyperlink to latest document.

### 3.10.1 Checks of Critical Equipment

- Addition of The ERRV shall complete all pre-entry checks required by the Duty Holder.
- Any critical equipment that is found to have failed shall be reported immediately to the supported installation OIM(s).

### 3.11 Daughter Craft

- All relevant FRC paragraphs also added to Daughter Craft section for clarity.

#### 3.11.2 Daughter Craft Operating Limits

- Daughter Craft must be accepted for use by the MCA or a UK Recognised Organisation as Offshore Rescue Daughter Craft constructed in accordance with the MCA Harmonised Small Commercial Vessel Code. They shall have undertaken full drop, capsize and water tightness tests in addition to routine physical inspections during construction. They will also have been subjected to a structural overload test and performance trials.

### 3.11.2.1 DC Loadline Exemption Certification

- Original section from Survey Guidelines added as interim measure until MCA approve the “Daughter Craft Safety Certificate for ERRV’s”.
- Note added explaining situation “Note: Daughter Craft Load Line Exemption Certificates shall continue to apply until the new “Daughter Craft Safety Certificates for ERRV’s” are formally introduced”.

### 3.11.2.2 Daughter Craft Safety Certificate for ERRV’s

- New Section added explaining new Certification system for Daughter Craft
- Note added explaining situation “Note: Daughter Craft Safety Certificates for ERRV’s are intended to replace Load Line Exemption Certificates towards the end of 2024 or during 2025”.
- Daughter Craft shall be constructed under provision of MCA Harmonised Small Commercial Vessel Code.

### 3.11.3 Daughter Craft Crew Working Hours

- Explanation added that continuous vessel motion causes fatigue to crew.
- Clarification that crew can carry out their normal duties on the vessel during recuperation periods .

### 3.13.1 Exceptional Weather

- Reference to “OEUK HSTN0005 January 2019 – Operational Assessment During ERRV Unavailability” added

### 3.14.1 Communication Status

- All operators of Aeronautical Radio Stations must be in possession of a Restricted Operators Certificate of Competency issued by the Civil Aviation Authority.
- Aeronautical Communications equipment requires an OFCOM licence.
- The Aeronautical Radio Station shall comply with Air Navigation Order SI 2016/765

### 3.16 Sharing Methodology

- Addition of “The most critical elements that must be considered are the ability of the ERRV to consistently meet both the recovery and rescue, and collision risk monitoring performance standards”.

### 4.1 Handover to relieving ERRV (now 3.17)

- Whole section moved to section 3 as last section of Routine Operations

## 5 VALIDATION AND VERIFICATION OF RESCUE AND RECOVERY ARRANGEMENTS

- Entire section renumbered as Section 4



### 5.2.5 Validation Trials Type and Frequency (now 4.2.5)

- Clarification on frequency of trials added: “The initial trials date for each crew forms the basis of the anniversary target date. It is however accepted that due to unforeseen circumstances such as, continued poor weather, or relief schedule issues, that it may be required to amend the planned trials date. To allow flexibility and achieve realistic trials programmes, the trials may be performed in the window of between 60 days before, to 60 days after, the anniversary date. The ongoing anniversary dates shall, however, remain the same as the initial trials date. All annual validation trials shall, as a minimum, incorporate all the below scenarios...”.

### 5.2.6 Extrapolation of Validation Trial Results (now 4.2.6)

- Additional paragraph added:  
  
“In situations such as a shared service, the calculations should reflect the realistic distances likely to be experienced in a recovery and rescue situation at the most distant installation”.

### 5.2.7 Extrapolation of Validation Trial Results (now 4.2.7)

- Specialist independent witness changed to ‘specialist independent assessor’ throughout.

### 5.3.3 Number of Verification Trials (Now 4.3.3 Number and Type of Verification Trials)

- As a minimum, to provide a level of confidence in the data recorded, at least ten verification trials shall be conducted by each crew of the ERRV, during a twelve-month period. (See Section 4.3.4 column 4 of Table 1: Significant Wave Heights (Hs) that have 5% Annual Exceedance for UKCS Areas and Worst Months Exceedances for that Condition).

Of these 10 exercises, per crew per annum, the following shall be required, to demonstrate overall competence in the use of rescue equipment, in varying conditions:-

- 2 each exercises in higher Sea states (as per Table 1 of 4.3.4).\*
- 2 each Night-Time exercises.\*\*
- 2 each Mechanical Recovery Device (MRD) exercises.
- 2 each Personal Locator Beacon (PLB) exercises.
- 2 each Recovery of Mannequin exercises.

Notes:

\*Where an ERRV crew has exercised in sea states above the significant wave height for its intended location, the verification record shall also apply to other areas of operation.

\*\*It is recommended that night-time exercises are carried out shortly before dawn, in case difficulties are encountered, allowing remedial action to be taken in daylight conditions.

New trials data shall be collated frequently, with an interval not greater than one month.

### **5.3.3 Adverse Weather Standards for ERRV, - Flying and Overside Operations**

- Table Updated to recognise Sea State 6 Limitations for flying

### **6.1.4 Recovery of Persons following Evacuation by TEMPSC**

- The effect of weather and sea conditions on the safe transfer of survivors from a TEMPSC to the ERRV should also be considered risk-assessed in conjunction with the MRCC.

### **7.6/7.7 Oil Spill Training and Exercises and Sampling**

- References to MCA SToP Notice removed from sections.

### **Appendix 'G' Baseline Standards for Rescue and Recovery**

- Now incorporated into 4.2.2

### **Appendix 'F' ERRV Record Sheet for Verification Recovery and Rescue Exercises**

- New form now inserted

### **Appendix 'A' - Data cards**

- Duplication removed

### **Appendix 'B' - ERRV Emergency Response Plan for Offshore Emergency and/or Evacuation or Escape**

- Chart redrawn for better definition.

### **Appendix 'C' - Approaching Vessel Monitoring Template**

- Chart redrawn for better definition.

### **Appendix 'K' - Recovery and Rescue Support ERRV Sharing Methodology**

- Document updated and recaptured in better definition.

### **Appendix 'M' – Suggested Content for an ERRV Handover Checklist**

- New addition of minimum content required.

### **Appendix 'N' - Emergency Locator Beacon and PPE Grab Handles Guidance for Offshore Rescue Crews**

- Complete document incorporated into Guidelines.