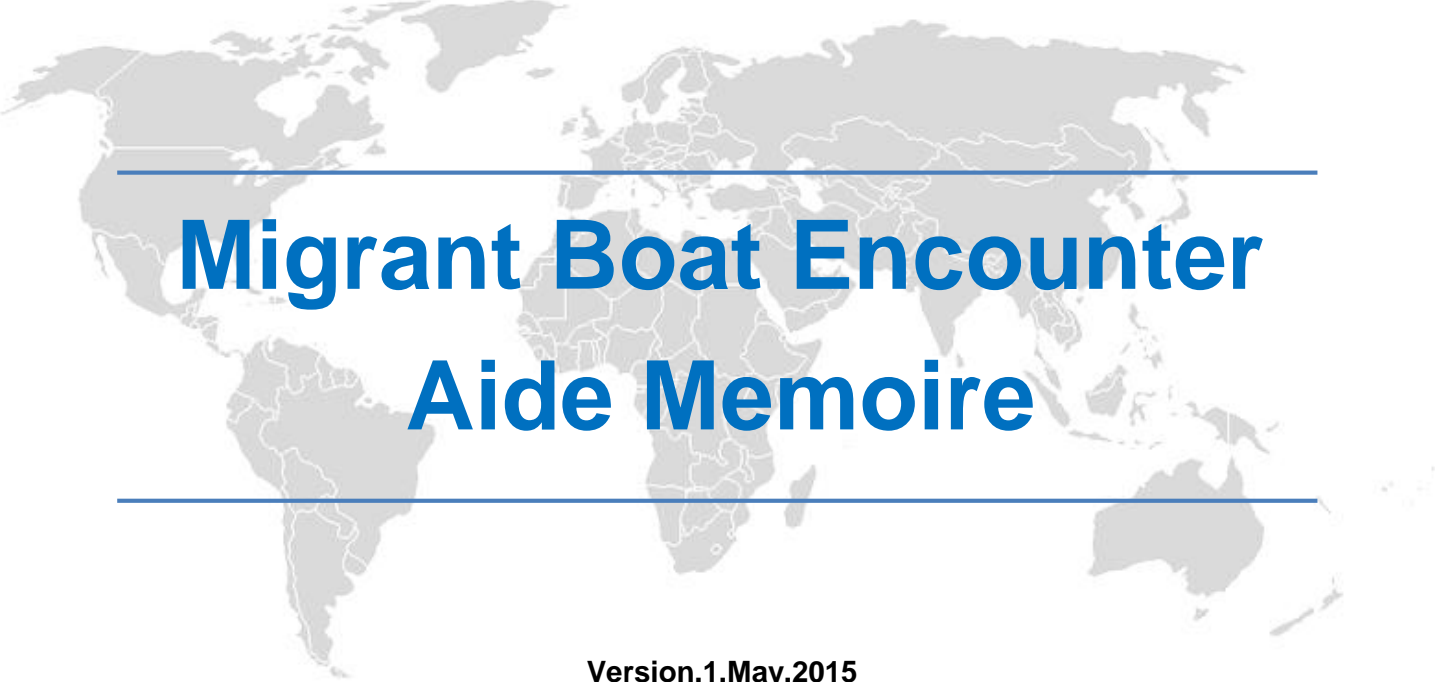




PYA



Migrant Boat Encounter Aide Memoire

Version.1.May.2015



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1. Introduction

The recent increase in migrant movement around the world and most specifically the Mediterranean Sea has raised a significant safety issue for the maritime sector. As refugees from regional conflicts and migrants from further afield try to gain access to what they perceive will be a better life in Europe and elsewhere, the potential impact upon yachts transiting the region has become a very real and credible threat to the safety and security of legitimate seafarers, and vessel owners/Charterers. Private and commercial vessels are becoming increasingly embroiled in rescue efforts due to the rapid increase in migrant traffic and the diminishing resources of governments, international organisations and naval/military forces.

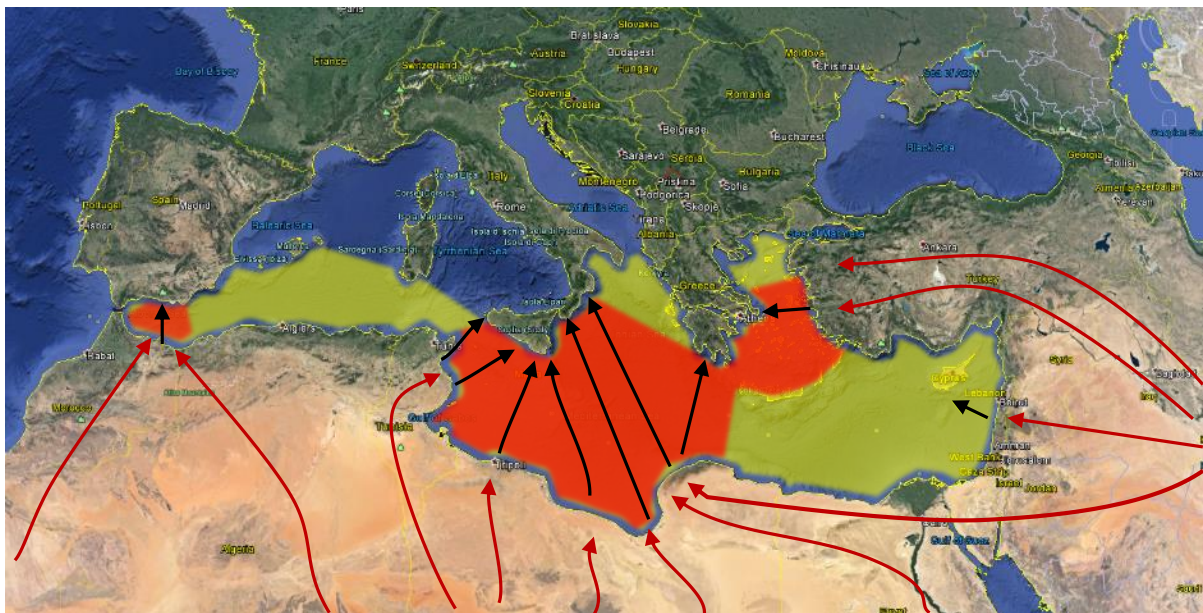
Crews are being asked to administrate an enormous issue with potentially catastrophic consequences; however most captains, officers and crew and are not appropriately or correctly trained to manage such an incident.

Unless the crew has been briefed about such situations, and there is a plan in place for everybody to follow, the safety of all on board may be compromised.

The following Guidance Aide Memoire has been prepared by the PYA in conjunction with PYA member, Allmode who are an international yacht risk management organization, to assist members in planning for the possibility of an encounter with a migrant boat.

The Notes are a digest of a mass of detailed background reports, analyses, projections and recommendations. The intent is to provide members with simple checklists which in some cases can be used as templates to produce yacht-specific plans, or can be printed and laminated as is and used to rehearse crew pre-season and to refer to in the heat of a situation none of us have faced before.

Map 1: "Routes and Migrant Heat-map



Legend: 1. —→ = Land Migration Routes.

2. —→ = Sea Migration Routes.

High Volume of Migrant Boats

Medium Volume of Migrant Boats

2. Pre-Season Planning for a Migrant Boat Encounter.

Post in crew area a statement of the duty to assist persons in distress at sea: UNICLOS 1982, SOLAS V/33.1 1974. Include an affirmation of the Master's overriding authority to consider the safety of own vessel and persons already on board when assessing a rescue intervention.

- ✓ Conduct a crew training session about mental preparedness for a traumatic event (use YouTube videos, survivor interviews, press photographs, etc.)
- ✓ Discuss with crew the need to keep any onboard guests calm, and marshalled in a given area in order to minimize their contact with rescued persons.
- ✓ Assess PPE and LSA on board against potential migrant rescue needs.
- ✓ Assess ONBOARD communication equipment against potential migrant rescue needs
- ✓ (Ship-to-shore; SKYPE support; secure crew radio mikes and headphones; whistles; loud hailer etc.).
- ✓ Define crew roles and responsibilities for e.g. lockdowns of key areas, distribution of PPE (overalls, gloves, masks, and eye protection), setting up medical space; etc.
- ✓ Assess training gaps, e.g. crowd management; conflict management; trauma/triage management; handling bodies.
- ✓ Assess means of bringing survivors on board (going alongside migrant boat; use of rescue boat; pilot ladder; swim platform; danger to crew from each option)
- ✓ Assess maximum safe numbers of survivors to be taken on board based on stability calculations: ($GGV = \frac{w \times d}{W + w}$ and $\text{list } \tan \theta = \frac{GGh}{GM}$)
- ✓ Delineate survivor assembly areas based on above calculations.
- ✓ Define policies regarding short-term storage of human remains if deaths occur on board, and recovery or abandonment of floating bodies.
- ✓ Define a policy regarding use of guest public areas in event of e.g. bad weather; hypothermic survivors; medical crises; onboard birth; etc.
- ✓ Confirm insurance and P&I coverage – e.g. damage from collision with migrant vessel; damage to yacht by survivors; crew liability protection under owner's coverage in the event of post-encounter lawsuits.
- ✓ Delineate policies regarding crew use of smart phones and social network exchanges to record and share events during rescue operations.

3. Passage planning

When considering your passage plan, remember to include:

- ✓ Notation on charts or ECDIS of areas of migrant boat concentration.
- ✓ Current Flag Marine Security level for transit zone
- ✓ Weather and sea state forecast for potential contact zones
- ✓ Updated contact details for Rescue Coordination Centre(s) for your transit zone.
- ✓ Contact details for other government assets (warships, dedicated rescue vessels)
- ✓ Contact details for Flag consular representatives in ports along route.
- ✓ Latest advisory from CSO and/or Private Maritime Security Companies (PMSC)
- ✓ Latest news reports BBC, CNN, Intelligence support sites
- ✓ Best management practice documents
- ✓ Notation in deck log of pre-departure crew/passenger briefing

4. On Scene Encounter with a Migrant Boat

Assess if the encounter is a distress situation:

Scenario 1

- Are migrants in apparent need of immediate assistance– **NO**
- Are people already in the water? – **NO**
- Is migrant vessel apparently seaworthy – **YES**
- Has migrant vessel made a distress call – **NO**

Action to be taken:

- ✓ Report to RCC and other authorities (owners, management, DPA)
- ✓ Stand by and monitor situation until released by RCC or on-scene commander
- ✓ Crew prepare for intervention in case need develops

Scenario 2

- Are migrants in apparent need of immediate assistance?– **YES**
- Are people already in the water? – **YES**
- Is migrant vessel apparently seaworthy – **NO**
- Has migrant vessel made a distress call – **YES**

Action to be taken:

- ✓ Send MAYDAY relay
- ✓ Report to RCC and other authorities (owners, management, DPA)
- ✓ Crew prepare for immediate intervention.
- ✓ Crew dressed in PPE
- ✓ Communications tested
- ✓ Plot course, distance and time to nearest safe port or RV with government vessel
- ✓ Prior to commitment to intervene:

Reconfirm ability of own vessel to stay safe if intervention is initiated –

- Number of distressed persons in relation to yacht's rescue capacity as per pre-established stability criteria
- Make-up of survivors' group (e.g. apparent family units, or all males)
- Behaviour of migrants (e.g. calm, restless, aggressive)
- Capability of available crew to control the boarding process of the number of rescued persons.
- Risk of survivors capsizing their vessel in rush to board yacht.
- Current and forecast weather conditions.
- Current and forecast sea state.
- ETA of support vessels.

Then:

- Determine best approach to distressed vessel – e.g. make a lee if distressed vessel is smaller.
- Make a T-approach for crew on bow to report to bridge any observed factors which may affect the rescue operation.
- Make an end-on approach to lessen risk of survivors crowding to one side of their vessel and creating dangerous list.

5. Onboard Management of Survivors

- ✓ A buddy-buddy system is to be enforced – no single crew person in contact with survivors, crew are always to move around the vessel in pairs.
- ✓ Ensure restricted areas are clearly marked and secured.
- ✓ List and categorize survivors as Male, Female, and Child.
- ✓ Regular head counts of survivors.
- ✓ Determine if there is a group leader or translator.
- ✓ Check if survivors have photo Identification (passport etc.)
- ✓ Personnel search to be conducted – use of electronic wand preferable (Male to Male search, Female to Female search)
- ✓ Separation of men from women and children, unless obvious family units.
- ✓ Carry out a Medical assessment:
 - Check for any signs of fever.
 - Check for any signs of Vomiting & Diarrhoea.
 - If possible segregate persons showing above symptoms
 - Treat any casualties.
 - Treatment for dehydration.
 - Treatment for hypothermia.
- ✓ Remember infection control (use correct PPE).
- ✓ Sanitation monitoring regime established for access to heads or toilet facilities.
- ✓ Rotation of crew for rest periods.
- ✓ Determine with RCC the port of disembarkation.
- ✓ Maintain regular position and status reports to DPA and owner.

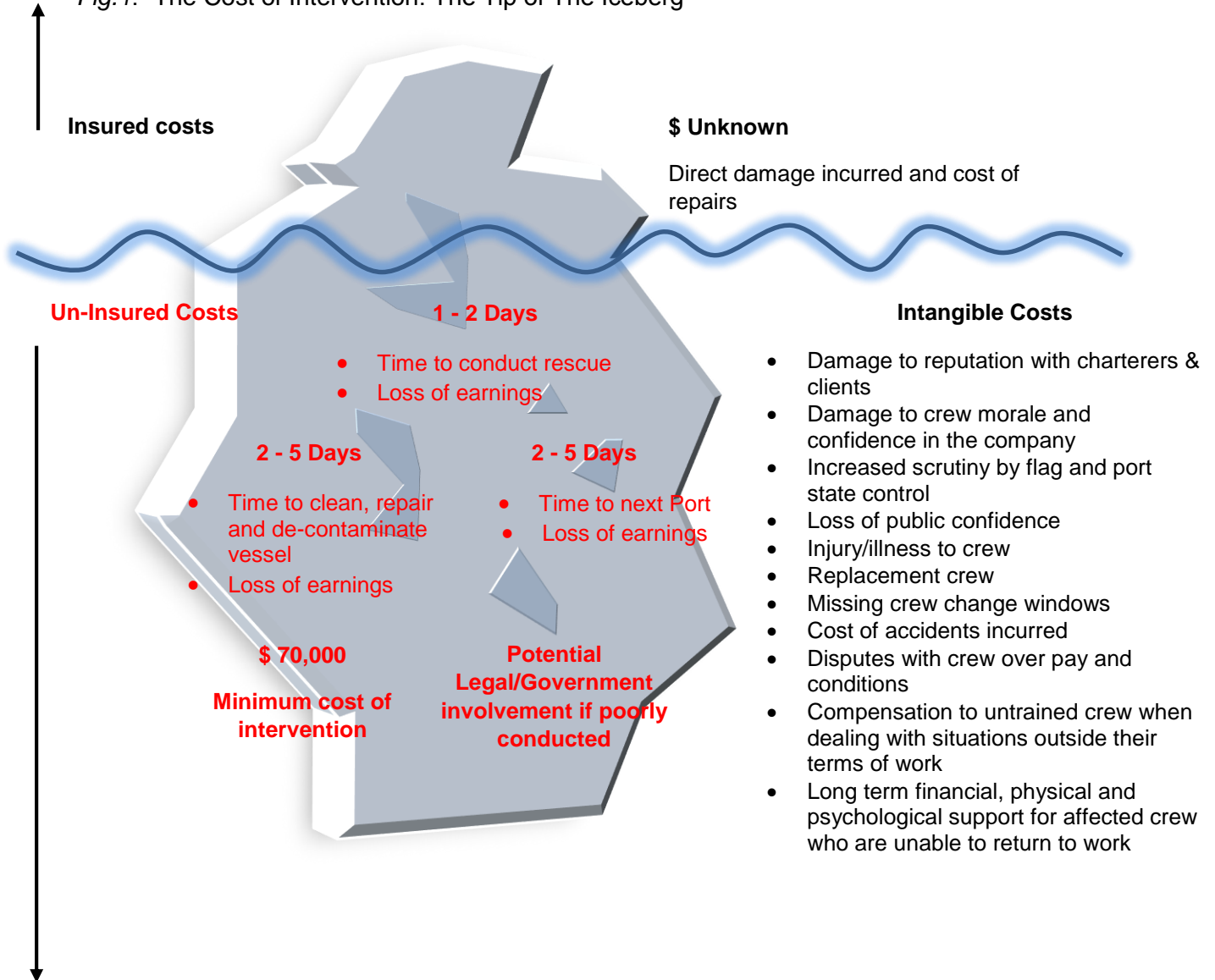
6. Post-disembarkation of survivors

- ✓ Search for stowaways.
- ✓ Conduct full vessel search
- ✓ Clean up – sanitization; disinfection.
- ✓ Disposal of contaminated waste.
- ✓ Stores and equipment check.
- ✓ Damage and defect lists.
- ✓ Assess crew issues:
 - Emotional shock.
 - Fatigue.
 - MLC hours of work compliance.
- ✓ Master's report to office, Flag, insurers, P&I Club

7. Potential Impact Assessment

Any rescue is bound to be time consuming and expensive. However, a poorly planned, managed and implemented rescue operation can incur a myriad of associated, uninsurable and intangible costs that have the potential to increase exponentially and have a drawn-out impact over a long period of time.

Fig. 1: "The Cost of Intervention: The Tip of The Iceberg"



8. Equipment

Life Support	Sanitary/Medical	Safety	Security
Extra Food and Drinking Water	Plastic Sheeting	Work Clothes (Cotton/fabric)	Handheld metal detectors / body scanners
Survival Bags	Body Bags	Additional life jackets and flotation devices for crew (in case of infection or contamination);	Kevlar stab gloves (to prevent puncture wounds, when searching personnel)
Tarpaulins (for shelter)	Strong Adhesive Tape		Loud Hailer
	Extra First Aid & Medical Supplies		High visibility vests (to differentiate between crew and rescued group)
	Disinfectant Based Cleaning Products		UHF Ear Pieces (for confidential communication between crew)
	Anti-Bacterial Sanitizer Gel or Wipes		"Tally Counters" (to assist in establishing an accurate headcount)
	Waterproof, Long Sleeve Coveralls (or extra slicker suits)		
	Respiratory Protection		
	Eye Protection		
	Thick refuse sacks/HazMat Bags for disposal of biological waste (must be easily differentiated from normal waste/garbage)		

9. Training

Training should be implemented from management through to yacht crews. Prior training and development is the key to a successful outcome for the yacht, its crew, owners and the rescued group. Although under STCW, IMO, MCA, Flag and a number of other authorities and organisations courses are available and a necessity for compliance, you should not forget to safeguard your crews and office staff with the correct training to morally, and operationally protect personnel.

Training & Rehearsals

- Rescue of migrants from the water
- Rescue of migrants from a vessel / craft
- Reception aboard
- Searching
- Medical emergencies / evacuation
- Migrant briefing
- Migrant management aboard
- Feeding routine
- Toilet routine
- Watch / security routines
- Hand over routine
- Reorganisation / cleaning / searching

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SOLAS Equipment

Is there enough SOLAS equipment to support rescued Group: YES NO (if NO, give details & numbers of deficit in equipment)

Statement of Fact

What Action Was Taken

By the Master:

By the Chief Officer:

By other crew members:

Delay to Passage / Operations:

NO

YES

(if YES give details) :

Further Actions Required

NO

YES

(if YES give details) :

Other Relevant information

Annex B - Captains Interview Form			
Vessel Details			
Vessel name	IMO Number	Call Sign	Vessel Email
Vessel Phone	Masters Name	Date Of Interview	Name Witness
Vessel Flag state	Vessel Owner	CSO	Management
Interviewee information			
Name of interviewee			
Nationally			
Date of Birth			
Gender			
Embarkation Port			
Position on the vessel Guest / Passenger / Crew member			
Where are you going to / Disembarkation Port			
How long have been aboard			
How have you been treated			
Masters Statement of Facts / Points			

Annex C - Accommodation Record Form			
Accommodation location	Deck	Cabin Number	Cabin Name
Number of Rescued-persons in accommodation			
Male	Female	Children	Infants
Total Number			
Names or Numbers of Rescued-persons			
Number	Name	Gender	Remarks
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			

Annex D - Crew Security Brief	
Name Of SSO	Rescued groups liaison person
OOW	Vessels liaison Officer
Security Staff on Duty	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
Restricted areas as per SSP / Areas rescued-personnel should not have access to	
Security Team Areas of Responsibility	
Team 1	
Team 2	
Team 3	
Team 4	
Team 5	
Restricted areas to be checked regularly without setting patterns	
Report all security breaches or damages to the SSO/ OOW immediately	
Never work alone always patrol as a minimum of 2	
Security Equipment Check	
High visibility vest	
Flash light	
Radio & spare batteries	
Note book & pen	
PPE / Dress	
Other specific to vessel	
Reporting Chain of Command	
SSO	
OOW	
Liaison Officer	
Security Watch Rotations	
Duty Duration	Handover Time
Handover / Take over location	
Communications Check Schedule	
Radio check with the bridge every 30 minutes , OOW to action	

Remarks / Extra points

If an argument or fight breaks out amongst the rescued group call the SSO/OOW for assistance. Remember the following :

Personal Dynamic Risk Assessment :

P – Person are they acting normally?

O – Object do they have an object that can harm me?

P – Place can I get away?

Conflict Management :

R – recognise the threat and response options

E – evaluate the situation

A – alternatives

C – concentrate

T - terminate the situation and get away ASAP

Other:



Annex E – Personnel Search Record Card

Date	Time	Name of person searched	Type of search	Searcher	witness	Remarks	Signature
			<input type="checkbox"/> Bag <input type="checkbox"/> Person				
			<input type="checkbox"/> Bag <input type="checkbox"/> Person				
			<input type="checkbox"/> Bag <input type="checkbox"/> Person				
			<input type="checkbox"/> Bag <input type="checkbox"/> Person				
			<input type="checkbox"/> Bag <input type="checkbox"/> Person				
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