Time To Rescue:
Challenges and opportunities

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Paths to Survival

Path to Survival	Evacuation From	Means Loading	Platform	Evacuated To	Means unloading
PTS1	Vessel of distress/ survival craft	Hoist	Helicopter	Shore/nearby vessel of opportunity	Walk
PTS2	Survival craft	Hoist	Helicopter	Helicopter base	Walk
PTS3	Survival craft	Hoist & crawl	Helicopter & FRC	SAR-vessel	Walk
PTS4	Survival craft	Crawl	FRC	SAR-vessel	Walk
PTS5	Shore	Walk	Helicopter & FRC	SAR-vessel	Walk
PTS6	Vessel of distress/ shore	Walk	FRC	SAR-vessel	Walk

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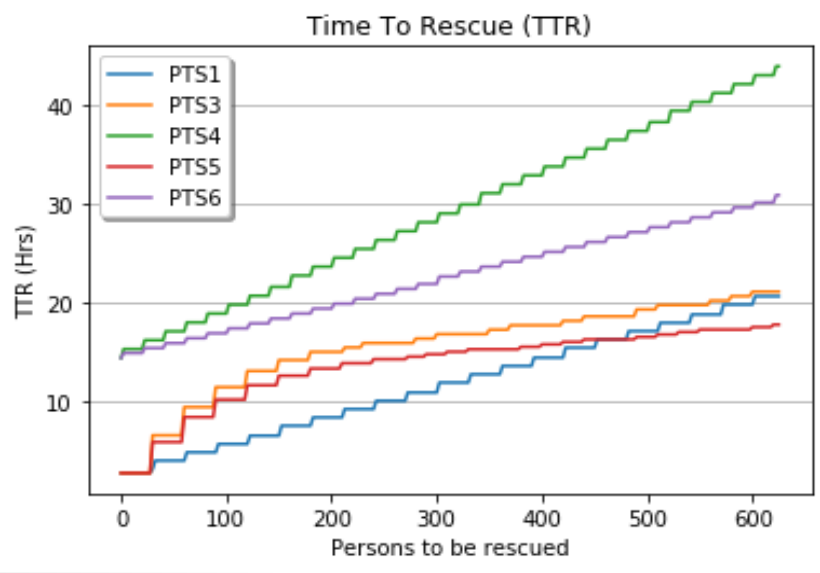
Scenario 1 – small passenger vessel operating a in a remote region (200 nm from infrastructure)



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PTS4	Survival craft	Crawl	FRC	SAR-vessel	Walk
PTS5	Shore	Walk	Helicopter & FRC	SAR-vessel	Walk
PTS6	Vessel of distress/ shore	Walk	FRC	SAR-vessel	Walk

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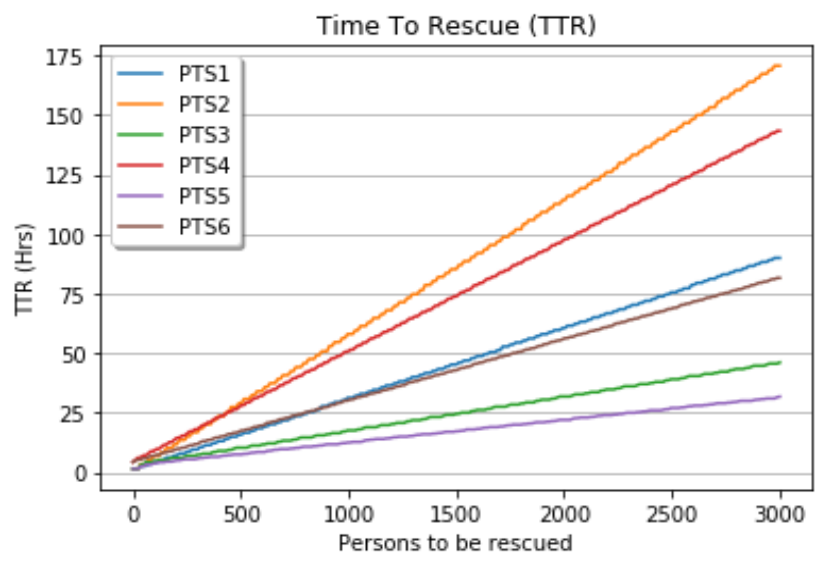
Scenario 2 - a larger passenger vessel operating in vicinity of infrastructure and a SAR-vessel (50 nm)



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Conclusion

- TTR is highly proportional with POB
- Prefered PTS for an incident in remote areas:
  - Less than abt 40 survivors – PTS2, utilizing helicopters, freighting the survivors directly back to the helicopter base.
  - More than abt 40 survivors – PTS5, establishing a temporary place of safety on shore/vessel of opportunity, utilizing helicopters in conjunction with SAR-vessels with helicopter support facilites.
- Increasing number of evacuation plattforms reduces the TTR
- Access to helicopter support facilities is essential for prolonged operations involving helicopters.

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Recommendation

- Strain on SAR/helicopter personnel is to be addressed for prolonged operations.
- The survivors should seek sheltered water/evacuate to onshore. This will increase the probability of efficient evacuation operations.
- A companion vessel (twin vessel operation) can function as a temporary place of safety.
- The government SAR portofolio should include establishment of mobile temporary places of safety.

Operation	Minimum number of persons conducting operational tasks	Minimum number of persons allocated to the operation on a continuous basis (3 shifts)
FRC operation		
FRC crew	3	9
Crane operators	2	6
Reception facilities (only registration)	2	6
Total FRC operation	**7**	**21**
Helicopter operation		
Pilots	2	6
Winch operator	1	3
Mechanic	1	3
Vessel HKO + 2 NAVKIS	3	9
FDO (Flight Deck Officer)	1	3
FDA (Flight Deck Assistant)	1	3
FDM (Flight Deck Crew)	4	12
Mechanic preparing heli-fuel	1	3
Reception facilities (only registration, no medical treatment)	2	6
Total Helicopter operation	**16**	**48**
Total all transportation operations	**23**	**69**

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