2.6.1 Policy

It is the company’s policy that no one is to enter a confined space on a vessel or barge. If a person enters a confined space and becomes incapacitated, a qualified, certified third party rescue team will respond to the situation. Under no circumstance is another employee permitted to attempt a rescue.

2.6.2 Purpose

The purpose of this procedure is to establish the guidelines to be followed when conducting a confined space rescue.

2.6.3 Responsibility

<table>
<thead>
<tr>
<th>ROLE</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
</table>
| Captain       | • Ensure that policies set forth in this procedure are followed.  
                • Designate an on-scene coordinator to oversee the procedure. |

2.6.4 Definitions

- Confined Space Entry Rescue - Designated and trained responders enter a confined space to remove team members who have become injured or incapacitated.
- Confined Space Non-entry Rescue - Injured or incapacitated team members inside of a confined space are removed by someone external to the confined space.

2.6.5 Procedures

Confined space entry shall be carried out in accordance with SMM 2.5 Confined Space Entry. The first step is always to sound the alarm. Next, an on scene leader must be established, the rescue team must muster and the exact situation should be explained to them. The type of injury will determine the response (unconscious versus conscious). Establish communications with someone who can call for external help (mate on watch), and finally, just like a fire, once the victim is out of the space, post a watch to ensure no one else goes into the tank until the reason for the injury can be assessed and corrected.

It is paramount that the Rescue Team does not become victims as well.

If the incident occurs in port, every attempt will be made to contact shore-side assistance (911, Fire-Rescue) to assist the tug’s effort.
In an emergency, rescue from a confined space must follow a sequence of safety precautions. The object is twofold:

1. To not cause any further harm to the rescuers and
2. To remove the person to be rescued as quickly and efficiently as conditions permit.

Since time is of the essence, the rescue effort (with few exceptions) will involve the use of SCBA gear and medical oxygen (if needed) for the person to be rescued. Since the rescue must be dealt with on a case-by-case basis, a determination must be made by the person in charge as to how to address the effort. Considerations would include type of space, vertical or horizontal extraction interferences, atmosphere, visibility, chemicals, gases, injury(s) to victim(s), rigging options and equipment to be used.

If it is determined that medical treatment is needed, either precautionary or definitive, the first effort will be on scene utilizing the vessel’s resources while the officer on watch contacts the USCG and the company office or the current medical advisory provider for further advice and treatment.

Follow-up procedures require an investigation be held in order:
1. To determine the cause of the incident that required extraction and
2. To make a determination of what can be done to prevent this from happening again.

Rescue Team Equipment

Common items that a rescue team would use for confined space rescue include:
1. SCBA or EEBD – if victim is unconscious or otherwise mentally impaired, getting clean, safe air to him/her is your number two priority. Your number one priority is making sure there aren’t any more casualties (don’t go into the space unless wearing an SCBA). An EEBD is not acceptable for rescue personnel as you probably won’t have enough air to go into the space, rig up the necessary equipment, transport the victim out, then get out yourself.
2. Backboard with tag line (or stokes litter if no backboard is available) – this will allow you to lift the person from the bottom of the tank without having to place any lines directly onto their body. If a backboard is not available use a body harness (like the ones used to go aloft). A last resort would be to tie a French bowline and put the victim’s arms through it. A tagline on the backboard ensures the victim isn’t swinging from side to side while being hoisted up. To person tending tagline: Never stand underneath a load. If you stand directly beneath the victim you are creating a potential for a second victim.

3. Ensure the line you are using to pull the victim up is capable of doing so.

4. The preferred method for lifting someone out of a tank is to fairlead the line to the nearest winch or other similar device. Set this up ahead of time. Rigging a pulley above the tank then running a line through that is not the preferred method. Not only do you run the risk of not being able to lift the person, you also do not have as much control as you would if you were using a winch.

5. Once the victim is out of the space, the rescue is not complete. If the victim has to be transported off the tug, either via helo or down the gangway, ensure you have a method and equipment able to do that. That’s part of the rescue plan.

2.6.6 Records

Proper entries shall be made in the deck log and SMF 9.5 Incident Report are to be filled out and sent to the office. Necessary forms may also include:

A. USCG Report of Marine Accident, Injury or Death (CG-2692).
B. USCG Report of Required Chemical Drug and Alcohol Testing Following A Serious Marine Incident (CG2692B)