UK P&I Club Supports IMRF Maritime Mass Rescue Projects

The UK P&I Club has made a significant donation to the International Maritime Rescue Federation (IMRF) to support its work developing resources, training and building preparedness for maritime mass rescue operations.

Mass rescue operations are defined by the International Maritime Organization as being beyond normal search and rescue (SAR) capability and therefore of vital interest to anyone with a role in SAR planning and response.

Part of the UK P&I Club funding will provide essential support for the IMRF online resource library, which brings together as much mass rescue operations (MRO) guidance material as possible. The online library (www.imrfmro.org) is free to use and available to SAR professionals around the world. The funding will help us update the information available, enabling SAR services to better plan and prepare for MRO situations.

The remaining funding will support two scholarships for the IMRF MRO Subject-Matter Expert Course, which will be held in September 2018. The only course of its kind, which was launched last year. It offers a detailed study of MRO issues, giving the attendees the skills to assess their own organisation’s capability to respond to MRO events and includes follow-up support from the IMRF as needed.

Continued on Page 3
Editorial

Welcome to the May 2018 Edition of LIFE LINE and an extra warm welcome to our newest members:

Full Member - MRCC Abidjan, Cote D’Ivoire

Associate Member - ITUS, India

The map below shows how our global coverage is growing and we want to see this to continue through 2018 and beyond...

The IMRF Secretariat works hard to ensure that we are able to provide you all with not only the information that you need in order to grow, but also a forum to discuss the SAR matters that are important to you.

One of these platforms is LIFE LINE itself and on page 6 Rick Button of the United States Coast Guard, offers another in our ongoing series on ‘Defining Distress’.

When I was putting together this edition of LIFE LINE I took a moment to look at all the resources that we have available to our members and I suddenly realised that we have not just one, not just two, not even just four or five websites... we actually have fifteen websites!

That is fifteen websites that are full of information, resources, forums, events and so much more! Just in case you can’t find them all I have listed them on page 11. So why not pick one you haven’t used before and see what you can learn or even add to it?

The newest edition to our websites is www.wmrc2019.com and the dates for our 2019 World Maritime Rescue Congress have now been released. This event is a unique opportunity to interact with SAR practitioners, industries and governing bodies from across the world and we are delighted to announce that it will be hosted by Royal Canadian Marine Search and Rescue (RCMSAR) and held in Vancouver (See page 12).

Marathon Man

Congratulations to Peter Broadhurst, Senior Vice President, Maritime Safety & Security at Inmarsat (who are sponsoring the IMRF Lifetime Achievement Award – see page 9), for successfully completing the 2018 London Marathon on 22 April and raising over £1.5k in sponsorship. Peter is an Ambassador for the Sailor’s Society, a maritime charity supporting seafarers and their families around the world, and all the money he raised will go to them.

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Dates for the Diary

Australian and New Zealand Disaster and Emergency Management Conference and Resilience in Search and Rescue 21-22 & 23 May 2018, Gold Coast, Queensland, Australia
ISAR 2018 - 7th International Search and Rescue Conference 10-12 July 2018, Royal Chulan Hotel, Kuala Lumpur, Malaysia
IMRF Awards - Nomination Deadline 27 July 2018 - www.imrfawards.org
RESCUE 2018 12-14 October 2018, Reykjavik, Iceland - www.rescue.is
IMRF European Regional Development Meeting 2018 8-9 November 2018, hosted by the Norwegian Society for Sea Rescue (RS), at RS Noatun Langgrunn, Horten, Norway
IMRF Awards 8 November 2018, hosted by RS at RS Noatun Langgrunn, Horten, Norway - www.imrfawards.org

For details of these events, and more, please go to www.international-maritime-rescue.org/events.

If you are planning a SAR event of international interest, please send the details to news@imrf.org.uk.

Submit an Article for LIFE LINE

If you have a maritime SAR story that you would like included in future editions of LIFE LINE, e-mail us at news@imrf.org.uk.
UK P&I Club Supports IMRF Maritime Mass Rescue Projects

Continued from Front Page

The second Subject-Matter Expert MRO course will be held at Chalmers University, Gothenburg, Sweden, from 4-6 September 2018. The two scholarships will include course fees, travel and accommodation expenses. They will make an immediate and real difference to the benefiting SAR service, enabling two individuals to attend who would not otherwise be able to afford to participate.

The IMRF CEO Theresa Crossley, said:

“The IMRF is very grateful to the UK P&I Club for this generous contribution, which will support our important work in this area. Thankfully such incidents are rare, at least in the developed world, but they are extremely challenging when they do happen. That is why it’s so very important to plan and train and build relationships with the right people before a response is needed. It’s not ‘if’, but ‘when’; put simply, the better prepared the responders are, the more lives they will save.”

Stuart Edmonston, the UK P&I Club’s Head of Loss Prevention added: “The IMRF works to prevent the loss of lives at sea which, as a major provider of maritime protection and indemnity insurance, is a priority for us too. Every year the UK P&I Club supports a selection of charities, usually with a maritime theme as part of our business commitment to Corporate Social Responsibility. The IMRF’s work to increase knowledge and resources around mass rescue operations is vitally important globally.”

The UK P&I Club is one of the oldest P&I clubs in the world. It provides Protection and Indemnity insurance for third party liabilities and expenses to shipowners and operators. One of the largest P&I clubs, it insures over 239 million tonnes of owned and chartered ships from more than fifty countries round the world.

Maritime Mass Rescue Subject-Matter Expert Course – Application Process Now Open

Building on the success of the first IMRF Mass Rescue Operation Subject-Matter Expert (SME) course, held in June 2017, a second course will be held at Chalmers University, in Gothenburg, Sweden, from Tuesday 4th – Thursday 6th September 2018.

For any enquiries regarding the course, please contact the IMRF Secretariat: e-mail info@imrf.org.uk, or phone +44 (0)1569 767405.

For more information about Mass Rescue Operations please go to www.imrfmro.org, or e-mail us at info@imrf.org.uk.
IMRF at the IMO

The International Maritime Organization (IMO)’s Sub-Committee on Safety of Navigation, Communications and Search and Rescue (NCSR) is the principal body discussing SAR at the international level and, as we reported in the February edition of LIFE LINE, the IMRF – as a Non-Governmental Organisation with consultative status at the IMO – attends the annual meetings of NCSR as part of our advocacy role on behalf of the global SAR community.

This year’s meeting ran from 19-23 February, and our CEO, Theresa Crossley, was there, together with Caroline Jupe of the Secretariat and Andreas Arvidsson, coordinator of our African SAR capability survey, a project we are running on IMO’s behalf.

As the name of the Sub-Committee suggests, it deals with many matters not directly relevant to SAR; and, as regular readers of this newsletter will know, much of the detailed SAR work is delegated by NCSR to a Joint Working Group of the IMO and the International Civil Aviation Organization (ICAO) – at which the IMRF is also represented.

This last year has been a particularly busy one for the Joint Working Group, with a lot of IMRF input; and all that work had to be reported to NCSR.

An IMRF report of the meeting can be found on our website [http://www.international-maritime-rescue.org/categoriesimo/imo-meeting-reports](http://www.international-maritime-rescue.org/categoriesimo/imo-meeting-reports), but here are some of the highlights.

Review of the GMDSS

The modernisation of the Global Maritime Distress and Safety System continues. The IMRF has been monitoring this, seeking to ensure that all those dependent on the system are remembered – not just those who can afford the fanciest gear! At NCSR this year we co-sponsored a paper urging that SAR communications – needed in the urgency and uncertainty phases of emergencies, not just the distress phase – should be protected. These points were noted and will be borne in mind as the modernisation process continues.

Developments in GMDSS Satellite Services

Cospas-Sarsat has produced a series of short training videos that are publicly available for use by SAR professionals to improve their understanding of the MEOSAR system and next-generation beacon technology: [www.youtube.com](http://www.youtube.com)/user/CospasSarsatProgram/playlists.

Measures to Protect the Safety of Persons Rescued at Sea

The Maritime Safety Committee (to which NCSR reports) has noted the continuing problem of “unsafe mixed migration at sea” and has restated its position that, among other things, maritime SAR is not an acceptable long-term solution, and the way forward is to promote appropriate and effective action at the United Nations. The IMRF supports this position, and joins the Committee in urging full reporting of incidents at sea to IMO, to maintain the pressure for action by the UN.

Global SAR Plan

The IMO Secretariat provided information on the status of the Global SAR Plan as available in the Global Integrated Shipping Information System (GIISIS – see [www.imo.org](http://www.imo.org)).
Several Member States have updated their Global SAR Plan entries in the past year, but many have not. Having updated information available helps Rescue Coordination Centres to act promptly when they are dealing with a distress situation across borders. The Sub-Committee encouraged Member States to check their information in GISIS regularly and update it when changes are required.

**Problems with LED Lighting**
As previously brought to the attention of IMO and ICAO by the IMRF, there are potential safety issues arising from the fact that some Light Emitting Diode (LED) obstruction and hazard lights are not detectable on Night Vision Devices (NVD). It was also highlighted that some distress alerting devices are equipped with LED lights or strobes and, if these are not detectable by NVD, locating persons in distress will be harder. Member States were reminded of the need to take regulatory action and to raise awareness of the potential problem, as appropriate.

**SAR Aircraft Flight Management Systems**
Concerns exist about flight management systems (FMS) used on SAR aircraft. The lack of an international standard requires search plans to be entered into different FMS in different ways, causing inefficiency and possible errors. A more detailed set of international standards for search pattern specifications and methods of search pattern performance should be developed, taking into account operational needs. Proposals are invited.

**Amendments to the IAMSAR Manual**
The International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual is updated every three years, and this meeting of NCSR represented the end of the current cycle. The meeting endorsed the amendments prepared by the ICAO/IMO Joint Working Group in 2015, 2016 and 2017 and sent them forward for formal approval by the Maritime Safety Committee. These amendments will become applicable on 1 July 2019 and will be published in the 2019 edition of the Manual.

The IMRF has contributed significantly to the JWG’s work in this respect:

- a reference to the IMRF as a SAR information source will be added to Volumes I & II;
- the MRO guidance contained in Volumes I & II will be amended;
- the contents of Volume III will be reorganised to make it more user-friendly – this is the volume intended to be carried by SAR units and SOLAS ships, and should be as easy to use in an emergency as possible;
- amended text on the SAR implications of the 2nd Geneva Convention, prepared by the International Committee of the Red Cross and supported by the IMRF, will be included; and
- text on the ‘Lorén turn’ – a manoeuvre which will help masters trying to rescue people in a seaway – will be added: see ‘Going Round in Circles’ in the November 2017 edition of LIFE LINE.

Future meetings at the IMO in which the IMRF will be taking an interest are the next session of the Maritime Safety Committee, 16-25 May 2018; the Technical Cooperation Committee meeting, 18-22 June 2018; and the 25th session of the ICAO/IMO Joint Working Group on SAR, which will be in Seattle, USA, 17-21 September 2018.

The sixth session of NCSR is expected to take place 21-25 January 2019.
Defining Distress: Other Considerations on this Important Issue

In this opinion piece Rick Button takes a look at ‘Defining Distress’ and offers another view of this issue.

Rick Button is the Chief, Coordination Division, Office of Search and Rescue, United States Coast Guard Headquarters, Washington, D.C., and serves as the Secretary to the United States National Search and Rescue Committee.

Mr. Button conducts outreach and engagement for the Coast Guard and the U.S. on national and international search and rescue related matters; is the program manager for the Amver search and rescue ship reporting system; and manages Coast Guard support for the Search and Rescue Satellite Aided Tracking (SARSAT) system.

Retiring from the Coast Guard in 2006 after serving twenty-two years on active duty, he has now served eleven years in his current position. During his Coast Guard career, Mr. Button sailed on several Coast Guard cutters and twice served as commanding officer. Mr. Button is a 1984 graduate of the U.S. Coast Guard Academy and is a licensed Master Mariner.

In reading David Jardine-Smith’s fine article, “SAR Matters: Defining Distress Continued...” published in the February, 2018 issue of LIFE LINE, I would take a different view concerning the question, “What is distress?” Having worked in the United States Coast Guard for over three decades, and in the Coast Guard Office of Search and Rescue for twelve years, I would not support defining “distress” in the International Convention on Search and Rescue (“SAR Convention”), the International Convention on Civil Aviation (“Chicago Convention”) – Annex 12 (Search and Rescue), or in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. Determining when a person, vessel, or aircraft is in distress is a judgment call made on scene, based on the prevailing circumstances.

If the Rescue Coordination Center (RCC) has any question as to the urgency on scene, and is communicating with the person, vessel, or aircraft in question, then the RCC should ask, “Are you in distress?” How a person answers that question would dictate future actions by the RCC. However, this would in no way change how a RCC makes an emergency phase determination if there is no communication with the person, vessel, or aircraft on scene. In this case, based on the prevailing circumstances, the RCC must have a bias towards assuming a distress and coordinate a response.

For example, let’s assume “distress” is defined and incorporated into the IAMSAR Manual. What if, based on the prevailing circumstances, a person believes he is in distress, yet the situation may not fully meet the internationally agreed definition for “distress”? Should the RCC that receives the notification second-guess the person making the distress determination? If a distress determination is made by those on scene and communicated to the RCC, then, at least initially, the person, vessel, or aircraft should be considered in distress. The RCC should rightly consider, at least initially, that the incident is in the “distress phase” and take the appropriate actions to render assistance.

The SAR and Chicago Conventions provide the framework for national administrations to implement the maritime and aeronautical global SAR systems, respectively. As such, both Conventions rightly define the SAR emergency phases: uncertainty, alert, and distress. Each phase identifies policy and procedures to be followed by the RCC to coordinate the proper type of SAR response. Specifically, a determination of distress is made by a person, vessel, or aircraft based on the prevailing circumstances on scene; while the emergency phase determination is made by the RCC based on the available information. In my view, “distress” should not be defined but left to the person on scene making that determination.

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The article then makes the observation that the emergency phase definitions in the SAR and Chicago Conventions and the IAMSAR Manual are not the same. Since the IAMSAR Manual is guidance for national administrations on implementing their SAR and Chicago Convention obligations, if necessary, the IAMSAR Manual can and should be revised. However, definitions enshrined in the SAR and Chicago Conventions that have served as the foundation for the global SAR system for decades should not. National SAR system policy, doctrine, and training is based on these international definitions. I would also argue that the SAR and Chicago Convention definitions (especially the distress phase) do not need to be the same because they emphasise unique aeronautical and maritime SAR system requirements.

The article then mentions that IMRF supports a change to the definition of “distress phase” because only persons are in distress. I would respectively disagree with this position! Ships and aircraft, as the vehicles transporting persons are a critical component of the on scene distress determination. Centuries-old seagoing tradition would argue that ships (and the persons on board) can be in distress. The aeronautical SAR system is activated when an aircraft (and the persons on board) is in distress. SAR authorities search for the object that is in distress, which may be people, or the craft (e.g., ship, aircraft, or other craft) in which the persons are being transported. Yes, persons would ultimately be considered in distress.
However, it is the ship or aircraft that the RCC must search for and render assistance to in order to assist the persons on board.

Finally, concerning the Mediterranean migrant crisis, the article asks, “Are people motoring out to sea ‘in distress’?” It can be argued that in a maritime migration scenario the persons and vessel should not, at least initially, be considered in “distress” and the SAR Convention would not initially apply. This may seem to run counter to the position that the person or vessel on scene should make a distress determination. However, an obviously overloaded migrant vessel transiting on the high seas should be considered a transnational organized crime/border security incident first, and may become a SAR operation coordinated through the global SAR system under the SAR Convention second, should distress phase requirements be met.

I am not minimizing the sheer magnitude of the challenges and tragedy of lives lost associated with the current Mediterranean migrant challenge. The U.S. Coast Guard has been dealing with a Caribbean maritime migration challenge for decades. I have personally interdicted hundreds, if not thousands of illegal migrants at sea. Over the years thousands upon thousands of persons have tragically perished at sea. Since illegal migration is an international issue, perhaps it is time for the international community to develop an international instrument specifically for illegal migration.

This problem will not be going away.

IMRF Bookshop - Improve Your Knowledge

Looking for a specific title to help in your training as a crew member?

Or perhaps you need several modules to complete a study?

The IMRF Bookshop has a lot to offer, and if you are an IMRF Member, you receive 20% discount on all orders too.

Explore the IMRF Bookshop today at www.imrfbookshop.org!

Not a Member yet? Visit our "Become a Member" pages here: https://goo.gl/bEaFKT.

Maritime Mass Rescue Operations
Subject-Matter Expert Course
4-6 September 2018 - Gothenburg - Sweden
Looking ahead... in 2018

The IMRF will continue to lead and support SAR development around the world.

- In 2018 the IMRF has a full and varied programme of events and activities planned, with ten SAR training courses scheduled to take place in Africa and Regional Meetings to be held in Europe and Asia Pacific
- the Future Technology Panel will meet twice during 2018, to discuss the latest developments in technology
- our MRO Project has two scheduled workshops in Asia (Malaysia and Bangladesh) with another planned in Uruguay
- we will continue to develop and grow the online MRO resource library
- we are planning to hold a second Subject-Matter Expert Course in Sweden, in September
- the IMRF will continue to act as advocate for maritime SAR organisations internationally and regionally, seeking to maintain and, where necessary, improve provision all around the world
- we will continue to act as respected contributor, representing the maritime SAR community at the IMO and in the ICAO/IMO Joint Working Group on SAR
- through our forums and meetings, website, newsletter and the European Lifeboat Crew Exchange we will work to ensure that knowledge, skills and resources continue to be developed and shared, to help prevent loss of life in the world’s waters
- we will continue to raise awareness of the excellent work done by the maritime SAR community, highlighting new and innovative SAR products and technologies through the IMRF Awards 2018

SAVE THE DATE:
The IMRF’s World Maritime Rescue Congress (WMRC) will be held in June 2019, in Vancouver, Canada.

“The IMRF has been the single biggest influencer in the development and advancement of our organization over the last 15 years. Our involvement with the IMRF has provided us with a significant amount of knowledge in regards to operations, training, and leadership which has allowed us to develop at an unprecedented rate.

“The connections we have developed through our membership with the IMRF has provided direct and clearly identifiable improvements in our organization.

“Our training regime and standards were developed with significant influence and assistance from our friendships developed as part of IMRF membership. Vessel standards, policies and procedures, fundraising, governance, recruiting, and rescue training have all rapidly evolved into best practice largely due to our ability to access ideas and knowledge through our connections with the IMRF.”

Randy Strandt
Past President, Royal Canadian Marine Search and Rescue

www.international-maritime-rescue.org
The IMRF Launches 2018 Awards and Calls for Nominations

The IMRF has launched the IMRF Awards 2018 and is calling for nominations and entries from around the world. These Awards were specifically established to recognise and reward the selfless efforts of search and rescue (SAR) operators around the world, who make many sacrifices to save lives at sea.

The IMRF Awards also showcase new search and rescue products, technologies and techniques that could help improve search and rescue operations and save more lives. This year’s Awards ceremony and dinner will be hosted by the Norwegian Society for Sea Rescue (RS) at their new state of the art training centre, RS Noatun near Horten in Norway, following the IMRF’s annual European Regional Development Meeting.

Entries are now invited for the four IMRF Awards 2018 categories:

- Outstanding Individual Contribution to a Maritime SAR Operation
- Outstanding Team Contribution to a Maritime SAR Operation
- Innovation and Technology in Maritime Search and Rescue
- The Vladimir Maksimov Award for Lifetime Achievement in the Maritime SAR Sector

Theresa Crossley, CEO IMRF said: “We are calling for entries to this year’s IMRF Awards, which recognise some of the many unsung heroes who’ve saved lives at sea. The Awards – now in their third year - are gathering significant international recognition. In 2017, there were more than 40 nominations from around the world, all demonstrating exceptional courage, determination, perseverance, or expertise in their efforts to save lives at sea. Last year’s winners included an established SAR organisation, which had set up training schemes in parts of the world with limited SAR provision; volunteers carrying out migrant rescues in the Mediterranean; off-duty SAR professionals acting quickly and professionally in a life-threatening situation; and a ship’s crew carrying out successful man overboard rescues in terrifying conditions...”

“There will also be an IMRF Local Hero Award 2018, which will be given to an exceptional local SAR individual nominated by the event’s hosts, the Norwegian Society for Sea Rescue.

Rikke Lind, CEO of the Norwegian Society for Sea Rescue, said: “This is a great honour. We look forward to hosting both this year’s IMRF European Regional Meeting and the IMRF Awards 2018 at RS Noatun, our new training and adventure centre for maritime safety, located just outside Horten, on the shores of the beautiful Oslo Fjord in southern Norway. Our goal for the European Regional Meeting and the IMRF Awards is – in close cooperation with the IMRF – to put together a program that will engage all of our colleagues who travel to Norway in November. As for the IMRF Awards, we hope to create a magical evening, to give the winners of these prestigious awards the attention they deserve.”

Nominations can be made online by Tuesday 31 July, 2018 at: http://www.imrfawards.org/nomination-form-imrf-awards

All of the submissions will be assessed by a panel of judges and the winners will be announced at an awards dinner, hosted by the Norwegian Society for Sea Rescue in Norway, on Thursday, 8 November 2018.

The IMRF is grateful for the kind support of its sponsors.

The lead sponsor for the IMRF Awards 2018 is Orolia Maritime, which is also sponsoring the Team Award for the third year in succession. Navigation safety has been the core of Orolia Maritime’s Emergency Readiness and Response heritage over the last seventy years, leveraging globally trusted safety solutions, fleet management technology and maritime legislation expertise. Orolia Maritime’s leading edge Resilient Positioning, Navigation and Timing solutions protect and augment critical GNSS dependant vessel infrastructure, while its brand portfolio includes McMurdo and Kannad beacons, Netwave’s VDR technology and the Orolia Omnicom portfolio of Communication and Tracking solutions. (Orolia Maritime - trusted for safer journeys www.orolia.com)

Inmarsat, the global satellite owner and operator providing mobile and fixed communications services to the maritime industry, is sponsoring the Lifetime Achievement Award (www.inmarsat.com)

The Individual Award is sponsored by CM Hammar, whose vision is to substantially reduce loss of life at sea by creating better solutions for safety at sea (www.cmhammar.com).

The Awards Dinner is being sponsored by Swede Ship Marine, builders of professional and exclusive boats for the most demanding customers worldwide (www.swedeship.se).
The IMRF Lifeboat Crew Exchange 2018

This unique programme takes volunteers from a variety of European maritime rescue services and gives them the opportunity to visit other countries to experience and learn from their Search and Rescue (SAR) practices. The programme has been running since 2012, and there have been six successful exchanges to date.

To ensure a benefit is achieved for the participants the programme has a number of important objectives:

- To exchange experience and best practice
- To aid communication between SAR organisations, enabling the exchange of results, training, experiences and to expand our collaborative working
- To help personal development, allowing volunteers to acquire skills increasing their employability

Each host and participant must speak English and so the exchange also improves English Maritime terminology for participants.

The Lifeboat Crew Exchange programme includes a variety of day and night exercises; for example towing, navigating, man overboard recovery, sea survival training, lifeguard training, recovering boats and helicopter transfers.

The volunteer crews take part in simulated SAR exercises, as well as completing training modules organised by the host organisation in first aid, navigation, vessel helming techniques, crisis management, leadership and maritime English.

IMRF Chairman and Trustee, Udo Fox, says:

“Our Lifeboat Crew Exchange grows in size and popularity each year, building on the successes of previous years. The week-long training is highly regarded by all those involved and is proven to give the volunteer crews an amazing and valuable opportunity to work as a transnational team, learning new skills and gaining insights into other search and rescue practices and challenges. The crews taking part collectively commit thousands of hours of their time every year to keep those on the water safe. They will share their experiences and knowledge with others on the exchange programme and with their own crews when they return home, all with the aim of improving Maritime Search and Rescue responses and helping to prevent loss of life in Europe's waters.”

Most countries in Europe rely heavily on the maritime volunteer SAR organisations to keep people on the water safe. This seven-day event helps both volunteers and paid crew with their personal development, allowing them to acquire new skills increasing their value and employability in European rescue activities. Each country’s programme is different reflecting the varying circumstances and challenges in each region.

This year’s host organisations are:
- The Danish Coastal Rescue Service (DCRS)
- Royal National Lifeboat Institution (RNLI) - UK & Ireland
- Estonian Voluntary Maritime Rescue Organisation (EVMJP)
- The Finnish Lifeboat Institution (FLI)
- French Volunteer Sea Rescuers Association (SNSM)
- German Maritime Search and Rescue Service (DGzRS)
- Norwegian Society for Sea Rescue (RS)
- Life Saving Institute - Portugal (ISN)
- Swedish Sea Rescue Society (SSRS)
- Royal Netherlands Sea Rescue Institution (KNRM)

The 2018 exchange will run from Saturday, 22 September 2018 to Saturday, 29 September 2018 and the application for participation is open to all members of host organisations.

So if your organisation is a host and you would like to participate in this excellent SAR exchange and experience the SAR life in the Scandinavian archipelago, living aboard a German Lifeboat Cruiser, or casualty management techniques in the flatlands of The Netherlands then now is the time to apply by contacting your organisation direct. There will also be some spaces available for those IMRF organisations who do not yet participate in the exchange.

So if your organisation is not a host, but you would like more information about sending crew on the exchange, or about becoming a host in 2019, then please e-mail imrfexchange@imrf.org.uk, or visit the Crew Exchange website for further information as well as pictures and videos from this year’s exchange programme: www.imrfexchange.org.

The closing date for applications is very soon so if you have any questions regarding this then please contact us at imrfexchange@imrf.org.uk.
**Did You Know That We ‘TWEET’?**

A few weeks ago Chairman Captain Udo Fox and Trustee Rikke Lind of RS talked to Kitack Lim, Secretary General of the International Maritime Organization about the humanitarian aspects of SAR when they met by chance during an IMRF trustee meeting held at IMO HQ. So they tweeted:

Talking about the humanitarian aspects of SAR with Kitack Lim, Secretary General, International Maritime Organization, during a chance encounter in the margins of @IMRF_meeting @IMOHQ yesterday (with IMRF trustee @rs_Rikke and IMRF Chair, Capt Udo Fox).

Twitter is just one of the many ways to follow what we do and get involved in the maritime SAR conversation.

Follow the IMRF @IMRF, follow our CEO, Theresa Crossley @IMRFSec, or how about following us on Facebook @internationalmaritimerescuefederation.

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**IMRF Asia Pacific Regional Centre Organises Donation of Lifejackets to Bangladesh Fishermen**

On February 27, 2018, the IMRF Asia-Pacific Regional Centre (APRC) held a ceremony to commemorate the distribution of donated lifejackets to Bangladesh fishermen. This ceremony was held in Chittagong and the lifejackets were distributed to more than 50 representatives from local fishermen communities who attended the ceremony.

The 2000 lifejackets had been donated by Shanghai San Jin Shipping Company Ltd. and Shanghai Xin An Shipping Company Ltd. The transportation service was also provided free of charge by the China Ocean Shipping group and representative Mr. Cui Sibo attended the ceremony.

Also attending the ceremony on behalf of the Bangladesh Coast Guard was Director General, Rear Admiral Aurangzeb Chowdhury and Mr. Liu Fangjian and Mr. Hou Ning, who are Military Attachés from the Chinese Embassy in Bangladesh. Rear Admiral Aurangzeb Chowdhury highly praised and sincerely thanked China Rescue and Salvage and the IMRF APRC for their support and assistance to the Bangladesh Coast Guard as well as the ordinary fishermen in Bangladesh. The COSCO Shipping Group was also thanked for its free shipping service.

The Rear Admiral emphasised that Bangladesh Coast Guard would further strengthen communication and liaison with the Chinese side for the extensive cooperation and exchanges in the field of maritime search and rescue, while actively supporting and participating in the regional activities of the APRC.

The APRC presented a commemorative plaque to those involved with the donation of the lifejackets, praising them for their active commitment to social responsibility, and thanking them for their support for the cause of international maritime humanitarian lifesaving.

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**We also have all these different websites full of SAR information, news, events, guidelines and even a bookshop where members receive a 20% discount!**

- IMRF: [www.international-maritime-rescue.org](http://www.international-maritime-rescue.org)
- APRC: [www.imrf.asia](http://www.imrf.asia)
- Africa SAR: [www.imrfafrica.org](http://www.imrfafrica.org)
- Lifeboat Crew Exchange: [www.imrfexchange.org](http://www.imrfexchange.org)
- Education: [www.international-maritime-rescue.org/homeeducation](http://www.international-maritime-rescue.org/homeeducation)
- IMRF Awards: [www.imrfawards.org](http://www.imrfawards.org)
- IMO Documents: [www.international-maritime-rescue.org/homeimo](http://www.international-maritime-rescue.org/homeimo)
- IMRF MIRG: [www.imrfmirg.org](http://www.imrfmirg.org)
- IMRF MRO: [www.imrfmro.org](http://www.imrfmro.org)
- MAM: [www.international-maritime-rescue.org/home](http://www.international-maritime-rescue.org/home)
- Mixed Migrant Safety: [www.international-maritime-rescue.org/homemigrant](http://www.international-maritime-rescue.org/homemigrant)
- IMRF Bookshop: [www.imrfbookshop.org](http://www.imrfbookshop.org)
- Rescue Boat Guidelines: [www.international-maritime-rescue.org/homerbg](http://www.international-maritime-rescue.org/homerbg)
- Digital RBG: [www.imrfrbg.org](http://www.imrfrbg.org)
On behalf of the IMRF and the members of the Royal Canadian Marine Search and Rescue (RCMSAR) in British Columbia, it is our great privilege to invite you to join us in Vancouver in June 2019, to participate in the World Maritime Rescue Congress (WMRC 2019). WMRC 2019 will be the fourth iteration of the quadrennial World Maritime Rescue Congress where search and rescue practitioners, industry and governments join together to share experience and best practice and to set the course for the future of maritime SAR. The first congress was hosted in 2007 at the 20th International Lifeboat Conference in Sweden and has since travelled to Shanghai, China in 2011 and Bremerhaven, Germany in 2015.

The theme for WMRC 2019 will be “Learning from the past; looking to the future”, which we hope will enable participants to both benefit from lessons learnt and gain insight into innovations and technologies that will help shape maritime SAR operations of the future.

We are glad to be holding the Congress in Vancouver, within the traditional territories of the Musqueam, Squamish and Tsleil-Waututh First Nations, where the maritime tradition is strong. Vancouver has built a world-class reputation as an excellent venue for international events – and WMRC 2019 will be no exception.

Exhibit and Sponsorship Opportunities

Along with our regional search and rescue partners and the coastal communities of British Columbia, we look forward to welcoming the community of maritime rescue organizations, as we learn from each other and develop our profession together, against the stunning backdrop of the British Columbia Coast Mountains range and the Vancouver shoreline.

The WMRC 2019 Congress is an excellent opportunity to interact with a diverse group of search and rescue practitioners, industry and governments interested in maritime rescue from all over the world. Join us and position your company to be recognised as a leader by these specialists. Connect with attendees in your target market and take advantage of the opportunity to network.

The Congress is pleased to offer a variety of sponsorship options, including but not limited to:

- Exhibit spaces
- Digital and print advertising opportunities
- Marketing and networking options
- Congress program support
- Exhibitor showcases

For more information, please contact Caroline Jupe at c.jupe@imrf.org.uk