



Maritime Health Trainings for Seafarers and Doctors

<<Training-20 Rescue and Transport Casualty>>

ERASMUS+ KA2 - Cooperation for Innovation and the Exchange of Good Practices
KA202 - Strategic Partnerships for vocational education and training



REPUBLIC OF TURKEY
MINISTRY OF HEALTH
GENERAL DIRECTORATE OF HEALTH
FOR BORDER AND COASTAL AREAS OF TURKEY



AP&A
GROUP

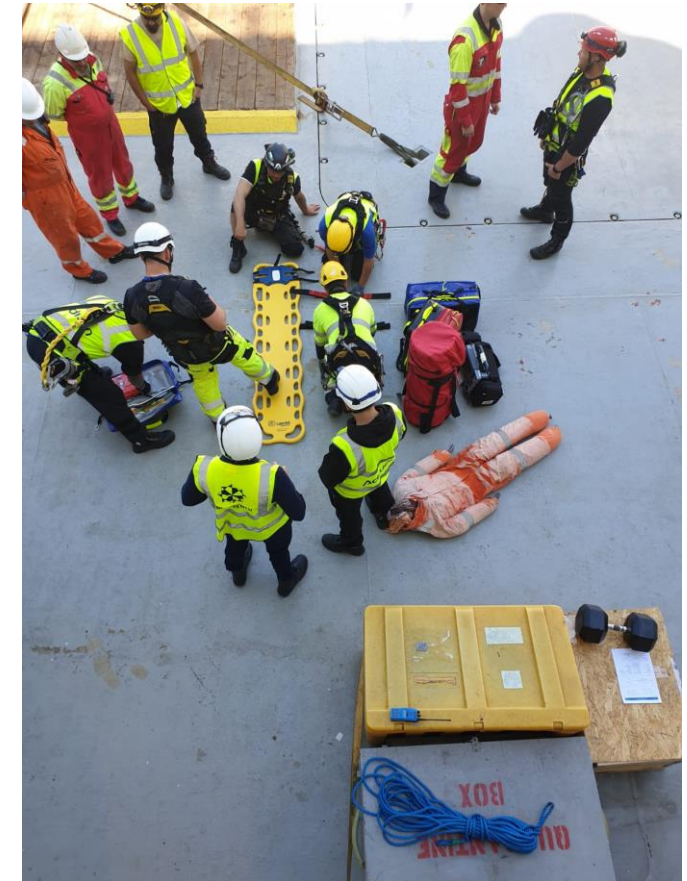
Rescue and Transport Casualty

✓ ***Learning Objective;***

In this section, it is aimed to explain and give information about the rescue and transportation ways of the patient/casualty. Upon completion of this section, instructors will be able to:

- Providing information about the patient
- Explain types of evacuation and evacuation methods
- Explain Emergency Rescue Equipment
- Ship to Ship transfer of Patient

- An emergency that occurs at sea some distance from the nearest shore side medical facility may cause problems in the provision of adequate treatment or in the logistics of timely evacuation.
- Time to definitive care is increased according to the need of evacuation and air transfer, resulting in a higher probability of complications.
- Most critically ill passengers, definitive care requires more specialized management such as surgery or angioplasty. Therefore, the passengers will be evacuated as soon as possible to a land based referral center for definitive care.



The responsibilities to render assistance to a distressed vessel or aircraft are based on humanitarian considerations and established international practice. Specific obligations can be found in several conventions, including the following:

- Annex 12 to the Convention on International Civil Aviation
- International Convention on Maritime Search and Rescue
- Regulation V/33 of the International Convention for the Safety of Life at Sea, 1974

(SOLAS 1974). (See appendix A).

SAR coordination

The SAR system has three general levels of coordination:

- On-scene coordinators (OSCs)
- SAR mission coordinators (SMCs) (Rescue coordination centre)
- SAR coordinators (SCs) (National level).

Types of Evacuation



Evacuation by helicopter should be requested only for a patient in a serious condition.

Apart from the expense of this service, the helicopter crew often risk their lives to render assistance to ships at sea and their services should be used only in an emergency.

In assistance by helicopters for the evacuation of persons, the end of a winching cable may be provided with a rescue sling, basket, net, stretcher or seat.



RESCUE SLING



- Slings are suited for quickly picking up uninjured persons, but are unsuitable for persons with injuries.
- The sling is put on in much the same way as one puts on a coat, ensuring that the loop of the sling passes behind the back and under both armpits.
- The person using the sling must face the hook. Hands should be clasped in front as shown.
- The person must not sit in the sling, nor should the sling be unhooked.



Emergency on Sea



Rescue sling

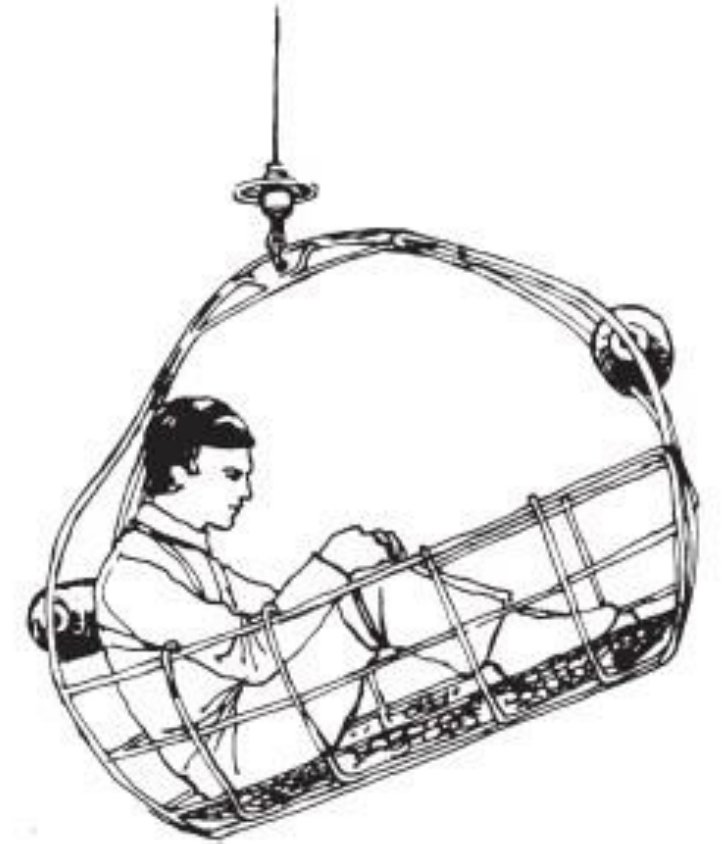
DOUBLE LIFT METHOD

- Most SAR helicopters use the double lift method which consists of a normal sling and a seating belt manned by a helicopter crew member.
- This method is suitable for pick-up of incapacitated persons from land, water, or the deck of a vessel, if they are not injured badly enough so that a stretcher has to be used.

Emergency on Sea

Rescue Basket

- Use of the rescue basket does not require any special measures. To use the basket, the person merely climbs in, remains seated and holds on.



Rescue basket

Emergency on Sea

Rescue Net

- The rescue net has a conical “bird cage” appearance and is open on one side.
- To use the net the person merely enters the opening, sits in the net, and holds on.

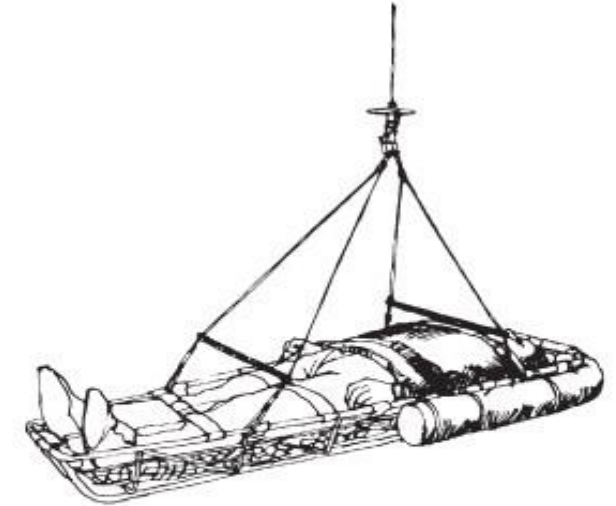


Rescue net



Rescue Stretcher

- Patients will in most cases be disembarked by means of a rescue stretcher.
- The evacuation of patients can be done in a special stretcher provided by the helicopter or in a litter provided at the site.
- The stretcher provided by the helicopter should be unhooked from the winch cable while the patient is being loaded.



Rescue stretcher

Emergency on Sea

Rescue Seat



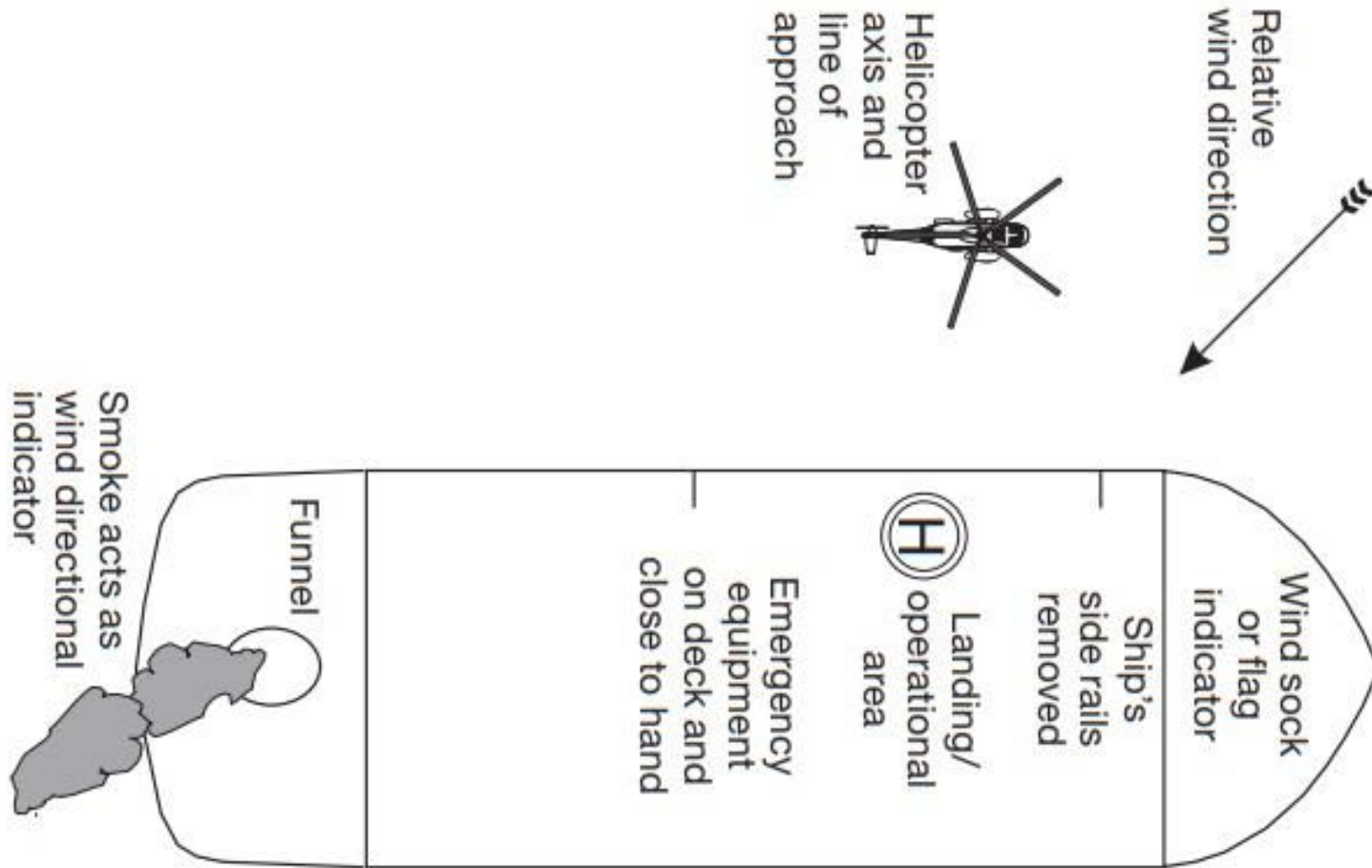
Rescue seat

- The rescue seat looks like a three-pronged anchor with two flat flukes or seats.
- Persons to be hoisted merely sit astride on one or two of the seats and wrap their arms around the shank.
- This device can be used to winch two persons at once.



Emergency on Sea

- Appropriate manouvering for helicopter rescuing



Ship- to-Ship Transfer

- During doctor or patient transfer, for your own safety, make sure you are seen by the crew of the larger ship and that your actions are communicated to that ship's master.
- Use your daylight signaling apparatus or VHF radio as soon as possible.
- A letter or form should always be sent with any patient who is going to see a doctor. The letter should include routine particulars about the crew member (name, date of birth) and about the ship (name of ship, port, name of agent/owner).



How to Use Spineboard

- **If the patient cannot move the eyes normally or sees double, seek medical advice with a view to urgent evacuation for possible surgery.**
- There are seven vertebrae in the neck, from the top down.
- Fractures most often arise when the neck is forcibly bent backwards, as in a fall on the head or from a heavy blow to the front of the head when the body is held immobile.





- **A neck injury is often associated with a brain injury**, making diagnostic assessment difficult.
- In a spinal cord injury, a fracture can make the vertebral column unstable, so that one vertebra moves forwards or backwards relative to an adjacent vertebra.
- **Only the patient without bleeding, can breath and have pulse we can transfer**

References

References

IAMSAR manual vol 3, 2016 edition

International medical guide for ships WHO 3 rd edition 2007

***THE PICTURES ARE MADE DURING OUR
RESCUE TEAM EXERCISES***