

NATO STANDARD

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TRANSFER LITTERS SHIP TO SHIP OR SHIP TO AIR

Edition A Version 1

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NORTH ATLANTIC TREATY ORGANIZATION

ALLIED MEDICAL PUBLICATION

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NATO LETTER OF PROMULGATION

13 June 2013

1. The enclosed Allied Medical Publication AMedP-1.4, Edition A, Version 1, TRANSFER LITTERS SHIP TO SHIP OR SHIP TO AIR, which has been approved by the nations in the MCMEDSB, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 1412.
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Director NATO Standardization Agency

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RECORD OF SPECIFIC RESERVATIONS

[nation]	[detail of reservation]
DNK	<p>STANAG 1412 MEDSTD, "Allied Medical Publication AMedP-1.4 Edition A Version 1, TRANSFER LITTERS SHIP TO SHIP OR SHIP TO AIR", cannot be ratified by DNK in the present wording. Denmark must call for a reservation with regard to "Statement of details" 1.3. paragraphs c, h, j and k.:</p> <p>Paragraph c: Denmark shall call for a reservation with relation to lift capability of 600 lbs. The Danish lift (hoist) capability will not exceed 600 lbs (272 kg).</p> <p>Paragraph h: Denmark shall call for a reservation with relation to litter structure. The Danish litter will possess openings, which exceed 2.5 cm in any direction and will not be comprised of fabric. (The Danish litter will be comprised of a plastic polymer on an enforced aluminum frame with grips along the brim, which exceed 2.5 by 2.5 cm).</p> <p>Paragraph j: Denmark shall call for a reservation with relation to buckles and straps. The buckles and straps of the Danish litter only supports a weight of 275 lbs (125 kg) and not 300 lbs. (135 kg) as required.</p> <p>Paragraph k: Denmark shall call for a reservation with relation to litter marking. The Danish litter does not possess light reflective devices or fabric to improve visibility as required.</p> <p>STANAG 1412 MEDSTD can be ratified with the above mentioned reservations.</p>
FRA	<p>A litter that complies with the requirements of AMedP-1.4(A) is available on French vessels that take part in missions or exercises conducted within NATO; France underlines however the fact that outside NATO, some of its vessels may not be so equipped.</p>
NLD	<p>Not every ship of the Royal Netherlands Navy is equipped with a stretcher which is in line with the STANAG.</p>
<p>Note: The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Document Database for the complete list of existing reservations.</p>	

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CHAPTER 1 INTRODUCTION

1.1 AIM

The aim of this Allied Medical Publication is to ensure that the medical management of ill and injured individuals requiring transfer from a ship be managed with the highest degree of safety in this known hazardous operation. The standardization of the transfer litter according to established minimum requirements for size, weight, durability, functionality (buoyancy) and casualty protection will assure the best outcomes of patient care.

1.2 DEFINITION

1. The following terms and definitions are used for the purpose of this Allied Medical Publication:

- a. Litter/Stretcher: For the purpose of this Allied Medical Publication, litter and stretcher are used synonymously to describe any device used in the temporary conveyance of the non-ambulatory ill or injured patient.

1.3 STATEMENT OF DETAILS

1. A litter suitable for ship to ship or ship to air transfer must:

- a. Accommodate one non-ambulatory casualty.
- b. Be suitable for use over land or water. A buoyant and self righting flotation capability is required to keep the litter upright and stable. The upper half of the litter must be maintained high in the water so that the casualty's face is held above the water. The litter's self-righting capability will thus prevent the litter from floating upside down.
- c. Hoist horizontally with a slight head-up elevation using a four point attachment. The Lift capability must exceed 350 kg. The attachment sites for hoist or highline hooks and shackles must be clearly marked. The litter hoisting sling must be composed of corrosion resistant material. The mechanism of attachment of the hooks and shackles must prevent accidental release.
- d. Be provided some degree of lateral protection from exposure to wind and water through the design of the litter.
- e. Be designed to absorb some degree of impact so as to mitigate injury during transport.
- f. Withstand environmental conditions normally encountered in casualty-at-sea transfers, including temperature extremes and salt

water corrosion. The frame and metallic fittings shall be made of corrosion resistant, marine-grade material. Rigid frames shall be of welded or seamless stainless steel tubing. The metal frame must be free of projections or sharp edges which could possibly injure the casualty or handler during transport.

- g. Be of the following dimensions: Length (cm) 200 – 220
Width (cm) 40 – 65.
- h. Be comprised of fabric, within the frame, that does not possess openings exceeding 2.5 cm in any direction. This applies particularly to any netting style fabric that may be used in the litter design.
- i. There must not be any sharp edges or hard projections along the frame or inside the fabric containment portion of the litter that could injure the casualty, the handler, or damage the straps or fabric of the litter.
- j. Possess a minimum of four restraints to assure secure containment of the casualty; the restraints shall be at the upper chest, arms, thighs and legs. Strap ends must be sealed to prevent fraying. An extra strap should be included with each litter. The buckles and straps should individually support a weight of not less than 135 kg (300 lbs.)
- k. Possess light reflective devices or fabric to improve visibility if transfers must be affected in low light or poor visibility conditions.

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