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# CMID

## DPSV ADAMS AQUANAUT



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# Common Marine Inspection Document

<b>Vessel name:</b>	ADAMS AQUANAUT
<b>Inspector:</b>	Abhay Damley /Ralph V D'Rozario
<b>Date inspected:</b>	November 3 & 11, 2008



**The International Marine Contractors Association (IMCA) is the international trade association representing offshore, marine and underwater engineering companies.**

IMCA promotes improvements in quality, health, safety, environmental and technical standards through the publication of information notes, codes of practice and by other appropriate means.

Members are self-regulating through the adoption of IMCA guidelines as appropriate. They commit to act as responsible members by following relevant guidelines and being willing to be audited against compliance with them by their clients.

There are two core activities that relate to all members:

- ◆ Safety, Environment & Legislation
- ◆ Training, Certification & Personnel Competence

The Association is organised through four distinct divisions, each covering a specific area of members' interests: Diving, Marine, Offshore Survey, Remote Systems & ROV.

There are also four regional sections which facilitate work on issues affecting members in their local geographic area – Americas Deepwater, Asia-Pacific, Europe & Africa and Middle East & India.

### **IMCA M 149 Issue 6**

This document supersedes all previous issues of the Common Marine Inspection Document (IMCA M 149), which are now withdrawn.

This latest update has been produced to include an enhanced supplement for seismic vessels (Supplement 5), with subsequent page number adjusted accordingly. A correction has also been made to section 3.5. No other changes have been made to the document.

**[www.imca-int.com/marine](http://www.imca-int.com/marine)**

*The information contained herein is given for guidance only and endeavours to reflect best industry practice. For the avoidance of doubt no legal liability shall attach to any guidance and/or recommendation and/or statement herein contained.*

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## Introduction

The purpose of the Common Marine Inspection Document (the 'CMID') is to reduce the number of audits carried out on individual marine vessels, together with the adoption of a common auditing standard for the offshore marine industry. This can be achieved by sharing audit reports. If there is a requirement to audit a vessel, the company requesting the audit should first ascertain the date when the last audit was conducted, using the format of this document. If the audit is more than one year old then a new audit should be conducted. A competent and independent third party should complete the audit.

This does not waive any rights to inspect the vessel, but the inspection report can be taken into consideration when assessing the degree of any further inspection that might be required.

A significant part of the international offshore industry has accepted this document as the standard for vessel inspections and, as such, when requesting copies of recent inspections they will expect them to be in this format.

This document does not contain specialist sections for heavy lift vessels, well stimulation vessels, ploughing and trenching vessels, drilling rigs, semi-submersible or jack-up rigs. However, it may be used as a basis for inspecting any one of these types of vessels.

The inspector should record the details of the management systems being used by the vessels. Such details should be recorded in Section 2 (Vessel Particulars). During the inspection, the inspector should note the details of any observed non-conformance that indicate these systems are not being complied with.

It is intended that the CMID should be treated as a living document, in that some parts can be completed by the crew prior to an auditor's arrival and thereafter the vessel's crew can keep it updated wherever possible, so that the minimum amount of work is required at each audit.

Reference to IMCA M 167 – *Guidance on use of the Common Marine Inspection Document* – will be found to be of assistance.

Further copies of this Common Marine Inspection Document are available from IMCA – see [www.imca-int.com/publications](http://www.imca-int.com/publications)

## Changes in this Version

Issue 6 has been released to incorporate an enhanced version of Supplement 5 – *Seismic Vessels*.

A correction has also been made to section 3.5 (to the dates of the ISPS and ISM codes).

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## Terminology Definitions

Inspector	The person (or persons) inspecting the vessel. The technical knowledge and experience of the person (or persons) performing the inspection should be appropriate to the type of vessel under review.	
Inspector competency	Qualifications	Minimum Command or Chief Engineer certification for the vessel type inspected
	Experience	Minimum 2 years seagoing experience in senior rank Minimum 2 years experience on offshore vessels Demonstrate recent experience of marine auditing
	Knowledge	Current maritime legislation Vessel type being inspected Technological advances in vessel/equipment
International voyage	A voyage from a country to a port or place outside such country or the converse.	
Operator	The word 'operator' has been used throughout this document as meaning either the company, operator or manager responsible for the vessel.	

## Abbreviations

AHV	Anchor handling vessel
CA	Certifying authority
COLREGS	Collision Regulations
CoS	Chamber of Shipping
COSHH	Control of Substances Hazardous to Health
COSWP	Code of Safe Working Practices for Merchant Seamen
CSO	Company security officer
DC	Daughter craft
DESIGN	Diving Equipment System Inspection Guidance Notes
DOC	Document of compliance
DP	Dynamic positioning
DPA	Designated person ashore
DSE	Display screen equipment
EPIRB	Emergency position-indicating radio beacon
ERP	Emergency response plan
FMEA	Failure modes and effects analysis
FRC	Fast rescue craft
GMDSS	Global Maritime Distress and Safety System
HAV	Hand arm vibration
HLO	Helideck landing officer
HP	High pressure
HRL	Hyperbaric rescue lifeboat
HSE	UK Health & Safety Executive
IAGC	International Association of Geophysical Contractors
ICS	International Chamber of Shipping
IMCA	International Marine Contractors Association
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organization
IOPP	International Oil Pollution Prevention Certificate
ISM	International Safety Management
ISPS	International Ship & Port Facility Security Code
LR	Lloyds Register
LSA	Life saving appliance
MARPOL	Merchant Shipping (Prevention of Oil Pollution) Regulations
MCA	Maritime & Coastguard Agency
MERSAR	Merchant Search and Rescue
MOB	Man overboard boat
OWS	Oily water separator
POB	Personnel on board
PPE	Personal protective equipment
PSO	Port security officer
PTW	Permit to work
RDF	Radio direction finding
ROV	Remotely operated vehicle
SART	Search and rescue transponder
SBV	Standby vessel
SMS	Safety management system
SOLAS	International Convention for the Safety of Life at Sea
SSO	Ship security officer
SOPEP	Shipboard Oil Pollution Emergency Response Plan
STCW	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
SWL	Safe working load
UMS	Unattended machinery space

## Inspection Process

The inspection must be planned and undertaken in liaison with the operator to maximise the use of resources, while creating the least disruption to ongoing activities. Sufficient flexibility should be built into the programme to reflect changing operational demands. To this end, the inspector and operator should discuss in advance:

- ◆ the timing and programme (opening meeting, scope of inspection and closing meeting);
- ◆ approximate duration and format of the inspection;
- ◆ the personnel to be made available;
- ◆ vessel's documentation requiring to be viewed (including previous inspection reports where available);
- ◆ if in doubt, the inspector may ask for the equipment in question to be operated.

The inspector should satisfy him/herself that, through the auditing process, shore-based management have demonstrated a satisfactory commitment to the vessel's health, safety and environmental issues. This can be achieved through observation and conversation with the vessel's crew with matters relevant to them.

Throughout the inspection, the inspector, where possible and appropriate, should be accompanied by operator's personnel familiar with the area being reviewed.

On conclusion, the inspector will provide the relevant operator's personnel with a verbal briefing and a brief written summary of the result of the inspection, with recommendations. Findings, recommendations and observations should be prioritised as follows:

- High* Including any breach of regulation, safety failure that poses a threat to the personnel or vessel for immediate action or proposed plan of action  
*for immediate action/before vessel sails or prior to commencement of project as applicable*
- Medium* Including any safety failure which does not pose an immediate threat to personnel or vessel  
*to be completed within three months, with the exception of items that require major overhaul period e.g. dry-docking.*
- Low* Observation – any constructive suggestions for improvement

An inspection summary must be included, which provides an overall impression of the vessel and any other comments that may be useful to the reader of the report.

## Inspection Summary

Inspector's name	Abhay Damley / Ralph V D'Rozario
Master's name	Capt. Fredrick Lavender

### Surveyor's comments:

"ADAMS AQUANAUT" (Ex. AQUANAUT) is an offshore support vessel built in Astilleros Balenciaga, Spain in 2003. Vessel is capable of providing ROV / Survey / Air Diving support functions. The vessel was originally owned by Khalifa A. Alghosaibi Diving, Bahrain and has been owned by Adams Aquanaut Limited, Aberdeen since 23 May 2007 when the name was changed to ADAMS AQUANAUT and management and operations were transferred to Adams Offshore Services Limited, Aberdeen.

The inspection was commenced on November 3, 2008 while the vessel was berthed at Berth 363, International Ship Repair, Tampa FL and was undergoing repairs. The vessel's newly issued certificates were sighted 11 November 2008. Prior to inspection, vessel was dry docked at International Ship Repairs facility in Tampa between 15 – 31 October 2008.

The ADAMS AQUANAUT is classed with A.B.S. and has a Class Notation of  A1 Offshore Support Vessel,  AMS,  DPS 2. During the period in Tampa ABS had carried out the 1<sup>st</sup> Special Survey Hull and commenced the 1<sup>st</sup> CSM Cycle with a cycle terminating on 13 Jan 2014. The new Class certificate was issued on 14 Nov 2008. The Master confirmed that outstanding recommendations for repair of damage in Tank 14 C and damage to the hull plating and internals in Tank 16 P had been completed and closed out. The ABS Safenet printout for 13 Nov 2008 provided indicated that the survey for the two items was requested or in progress but did not specifically indicate that they had been closed out. This close out by ABS will have to be verified from subsequent Safenet printouts that confirm the same.

All statutory and class certificates were valid and surveys for the Safety Construction, Safety Equipment, Special Purpose Ship Safety, Safety Radio, I.O.P.P., I.A.P.P., I.S.P.P. were issued on 06 Nov 2008 valid to 13 Jan 2014.

Annual, Cargo Gear Annual, had been completed by A.B.S. on 15 April 2008. Crane Load Tests for the Main Crane and Effer 25000 were also carried out on the same day.

There was ample evidence to suggest that the Safety Management System is working effectively. A full term Safety Management certificate was issued on 06 Feb 2008 valid to 13 Jan 07 Jan 2013. An ABS Audit of the SMS had been carried out on 22 Jul 2008 and no deficiencies were noted relating to Safety Management system failures. The Fire Fighting Appliance and Life Saving Appliances were checked and found in date and in satisfactory order.

The Master, Officers and Crew were found to be fully certificated, qualified and experienced and in excess of the Safe Manning certificate requirement. The vessel has complement of qualified D.P. personnel consisting of four (3) operators excluding Master.

Machinery was found to be operating satisfactorily and during the inspections routine maintenance was being carried out as per the requirements of the NS-5 PMS cycles.

The vessel is capable of providing ROV / Survey / Sat and Air Diving functions. The vessel has a moonpool located at mid-deck for diving and ROV operations. At the time of inspections there was no diving (Sat or Air), ROV systems or Survey equipment on board.

In general the vessel appeared to be in a satisfactory condition of maintenance and operational readiness.

Trials as per the DP FMEA requirements were carried out when the vessel was at sea on 11 – 12 Nov 2008. During the audit the vessel was found in a satisfactory condition for operating as a DP Class 2 vessel.

The vessel's management appears to be proactive with open lines of communications with shoreside management. Master and the ship's staff The undersigned received full and continued cooperation from the Master and ship's staff during the inspection.

### **Recommendations for M.V. Adams Aquanaut**

#### **High**

None

#### **Medium**

None

#### **Low**

Company's Safety and Environment Policy Statement does not have a specific reference to the health of personnel. (Safety Management System and Procedures cover Health, Personal and occupational Safety).

### **Distribution List for Reports**

A copy of the *summary* report, with recommendations, should be left on the vessel inspected.

A copy of the *final* report to be distributed as follows:

- 1 Vessel
- 2 Vessel owner
- 3 Operator (if applicable)

## Chapter 1 Previous Inspections

### 1.1 *Does the vessel have onboard a copy of previous CMID reports?*

Yes
<p><b>Comments:</b></p> <p>Last CMID: April 18. 2008</p> <p>High and Medium priority recommendations from earlier inspections had been closed out satisfactorily.</p>

- ◆ Inspector should review previous reports and verify that appropriate corrective action has been taken on any findings/observations. Actions not closed-out are to be carried forward to this report under the original date.

## Chapter 2 Vessel Particulars

	Requested Information
<b>Name of vessel</b>	ADAMS AQUANAUT
<b>IMO number</b>	9296717
<b>Type of vessel</b> <i>(include detail of any special features)</i>	Offshore Support Vessel with DP 2 Capability Crane SWL 45 mt @ 6.5 m on port at frame 18
<b>Previous name(s)</b>	AQUANAUT
<b>Date of inspection</b>	03 & 11 November, 2008
<b>Port of inspection</b>	Tampa, USA
<b>Name of inspector</b>	Abhay Damley / Ralp V D'Rozario
<b>Name of master</b>	Capt. Fedrick Lavender
<b>Vessel operation at time of inspection</b> <i>(e.g. mobilising, loading, discharging, bunkering, repairs or idle)</i>	Undergoing repairs after completion of drydocking.
<b>Vessel operator:</b>  <b>Name:</b>  <b>Address:</b>  <b>Tel:</b>  <b>Fax:</b>  <b>E-mail:</b>	Adams Offshore Services Limited. 5 <sup>th</sup> Floor, Regent Centre, Regent Road Aberdeen AB11 5NS U.K.  44 1224 765300 44 1224 582614  <a href="mailto:gthomsom@adams offshore.net">gthomsom@adams offshore.net</a>
<b>Date current vessel operator assumed responsibility for vessel</b>	March 2007
<b>Flag</b>	Bahamas
<b>Port of registry</b>	Nassau
<b>Classification society</b> <b>Class ID number</b>	American Bureau of Shipping 04113773
<b>Additional comments</b> <i>(include any additional specialised equipment vessel has onboard)</i>	Main Crane: Pedestal mounted hydraulic Slewing Jib Crane TTS Norlift GPSO 900-4518; Serial # 2281 on stbd side with a maximum capacity of 45 tonnes @ 6.5 m radius.

### Chapter 3 Certification and Documentation

*Statutory certificates should be valid and in date. They should be either written in English or have English translations to accompany each certificate.*

#### 3.1 Is the vessel free of outstanding conditions of class (note any memoranda)?

No
<p><b>Comments:</b></p> <p>The vessel entered the International Ship Repair yard for repairs on 10 October 2008. She was dry docked between 15 – 31 October 2008 and remained at Berth 363 for continuing repairs until she proceeded to sea on 11 November 2008 for the Annual DP Trials.</p> <p>During the period in the shipyard the 2<sup>nd</sup> Special Survey Hull had been carried out and the CSM cycle 1 was completed. The Safety Construction certificate was issued on 06 Nov 2008 with an expiry date of 13 Jan 2014.</p> <p>The Master confirmed that the outstanding recommendation – Damage to Stability Tank and the damage to the bottom tank framing of Tank 14C within frames # 22 – 29 had been repaired to the satisfaction of ABS and they had been cleared.</p>

- ◆ Give number of conditions of class outstanding and detail any safety related items.

#### 3.2 Are all statutory certificates valid?

Yes
<p><b>Comments:</b></p> <p>The statutory certificates were valid in date. ABS Surveyor attended on board at Tampa and all statutory certificates – Safety Construction, International Loadline, Safety Equipment, Safety Radio, I.O.P.P., I.A.P.P., I.S.P.P. and Special Purpose Ship Safety certificates had been renewed on 06 Nov 2008 for a full five year period with an expiry date of 13 Jan 2014.</p> <p>The I.S.M. and I.S.P.P. certificates had been issued earlier and were still valid.</p> <p>Cargo Gear Annual and Load tests was carried out on 15 April 2008.</p>

- ◆ The certificates and documentation listed below should be checked and verified as in date. Note any certificates due to expire during the period of charter, contract or hire, or close to expiry date;
- ◆ Safety Equipment Certificate, valid for a period not exceeding two years, subject to annual inspection;
- ◆ Safety Radio Certificate, valid for a period not exceeding one year;
- ◆ Safety Construction Certificate, valid for a period not exceeding five years subject to intermediate survey (state in comments section if a vessel has an exemption);
- ◆ Loadline Certificate, valid for a period not exceeding five years subject to periodical surveys;
- ◆ IOPP Certificate valid for a period not exceeding five years subject to intermediate survey;
- ◆ See Appendix 1 for a complete list of certificates and documentation that should be onboard, depending on vessel type.

**3.3 Does the vessel have an ISM Safety Management Certificate?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>There was ample evidence to suggest that the Safety Management system is fully implemented.</p> <p>The Safety Management was issued on 06 Feb 2008 and had an expiry date of 07 Jan 2013. ABS had last audited the vessel on 22 Jul 2008 and no deficiencies in the Safety Management system had been noted.</p>

- ◆ What programme is in place to ensure regulatory compliance? Add details in comments section on progress being made towards implementation;
- ◆ Review internal audits. Check to see if corrective action has been effective.

**3.4 Does the vessel have current health, safety and environmental policies?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>All Policy statements are prominently displayed. Compliance with the stated policies was evident.</p>

- ◆ The inspector should satisfy him/herself that the policies onboard are signed by an appropriate level of management and prominently displayed;
- ◆ Workforce/marine crew should be aware of current health, safety and environmental policies.

**3.5 Does the vessel maintain an indexed library of procedures and publications?**

<b>Yes</b>
<p>Indexed Library file sighted. All publications were noted to be current.</p>

- ◆ Review documents carried to ensure all correct documents, including consolidated publications, are available;
- ◆ The inspector should satisfy him/herself that the latest editions of the following publications are onboard:
  - operator's procedures or equivalent;
  - IMO Safety of Life at Sea Convention (SOLAS 1974);
  - IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78);
  - IMO Ships Routeing;
  - IMO International Regulations for Preventing Collisions at Sea (COLREGS);
  - IMO International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended;
  - Search and Rescue Manual (MERSAR);
  - SOLAS Training Manual;
  - ISM Code 2002;
  - ISPS Code 2003;
  - Appropriate flag state document covering safe working practices for merchant seamen;
  - Appropriate guidance relating, for example, to safe management and operation of OSVs, safe packing and handling of cargo to and from offshore locations.

**3.6 Is the chain register/lifting appliance register up to date?**

<b>Yes</b>
<b>Comments:</b> <p>The register was up to date. The last load test on Crane carried out on April 15, 2008 in presence of ABS surveyor.</p>

- ◆ Cranes, derricks etc., require, as a minimum, a five-yearly test and annual inspection;
- ◆ Test certificates should be onboard for all items of lifting equipment including chain blocks, strops, ropes, shackles (NB: may have a batch certificate for small shackles);
- ◆ If a colour-coding system is in place, check that it is being adhered to, i.e. no evidence of wrong colour/non-coded slings in use, that non-coded/wrong colour slings are segregated and access to same denied;
- ◆ Cranes, derricks, pad eyes etc., must be clearly marked with their SWL;
- ◆ Crane overload alarms and trips must be operating correctly.

**3.7 Does the vessel have a certified cargo securing manual?**

<b>Yes</b>
<b>Comments:</b> <p>Certified by ABS on October 21, 2003, Corrected for name change from AQUANAUT to ADAMS AQUANAUT</p>

- ◆ Manual certified by appropriate authority;
- ◆ Note any corrections to manual.

**3.8 Are oil record book(s) completed and up to date?**

<b>Yes</b>
<b>Comments:</b> <p>Oil Record Book sighted and found current and up-to-date.</p>

- ◆ Detail any pollution incidents or violations;
- ◆ If any pollution incidents have occurred in the last twelve months, note how they were closed out, and what preventative measures were put in place.

**3.9 Are systems in place for reporting defects to the operator?**

<b>Yes</b>
<b>Comments:</b> <p>Master and C/E prepare defect lists that are forwarded to the management. Defects are then allocated for repair or rectification by ship or shore. No major defects due to outstanding for spare parts availability were reported.</p> <p>DPA – Robert Eaton</p>

- ◆ Note type of system in use;
- ◆ System should ensure that all defects are remedied in a timely manner;
- ◆ System should include provision for feedback from the vessel's shore management;
- ◆ Note any defects outstanding due to spare parts unavailability;

- ◆ Note designated person ashore (DPA).

**Appendix 1 Guidance for certification required on board vessel (as at date of publication)**

<b>Certificate</b>	<b>Reference</b>
International Tonnage Certificate (1969)	Tonnage Convention art. 7
International Load Line Certificate	Load Line Convention art. 16
Intact Stability Booklet	SOLAS 1974 reg II-1/22
Minimum Safe Manning Document	SOLAS 1974 (1989 amds.) reg. V/13b
Certificates for Master, Officers and Ratings	STCW 1978 art VI reg 1/2
Cargo Securing Manual	SOLAS 1974 reg VI/5, VII/6
International Oil Pollution Prevention Certificate	MARPOL 73/78 Annex I, reg. 5
Cargo Ship Safety Construction Certificate	SOLAS 1974, reg. I/12, as amended by the GMDSS amds. 1988 SOLAS Protocol reg.1/12
Cargo Ship Safety Equipment Certificate	SOLAS 1974, reg. I/12, as amended by the GMDSS amds. 1988 SOLAS P
Cargo Ship Safety Radio Certificate	SOLAS 1974, reg. I/12, as amended by the GMDSS amds. 1988 SOLAS P
Garbage management plan and garbage record book	MARPOL 73/78 Annex V reg.9
Shipboard Oil Pollution Emergency Plan	MARPOL 73/78 Annex I, reg. 26
Safety Management Certificate	ISM Code, Clause 13.7
Document of Compliance (copy)	ISM Code, Clause 13.6
International Ship Security Certificate (copy)	SOLAS XI-2 reg. 9 & ISPS Code
Ship Security Plan (not for examination – content secure to vessel)	SOLAS XI-2 reg.4 & ISPS Code A9
International Air Pollution Prevention Certificate	MARPOL 73/78
International Sewage Pollution Prevention Certificate	MARPOL 73/78

## Chapter 4 Crew Management

*The inspector must check whether all officers possess valid certificates/licences appropriate to their rank. The inspector should note how officers and crew work together as a team. Co-operation and communication between officers and crew should be evaluated. All parties should share a common goal to operate the vessel safely and efficiently. The provisions of STCW in respect of qualifications and competency must be met.*

### 4.1 Qualification of officers

**Comments:**

Master, Deck and Engineer officers are satisfactorily qualified and experienced and hold valid Bahamian certificates of competency as required for their rank. All Deck and Engineer officer have satisfactory experience in their ranks.

Ship's complement exceeds the requirement of the Safe Manning Certificate and complies with GMDSS manning requirement.

The Master and all Deck Officers hold valid DP certification and the vessel is satisfactorily manned to provide 24 hour operation capability. All Officers are employed by the Operator.

- ◆ Note senior officer certificates and review others on a sample basis;
- ◆ Note actual number of crew and compare with safe manning certificate;
- ◆ If more than two nationalities of officers/crew are employed then this should be noted;
- ◆ If not employed by the operator, then the inspector should note details of crewing agency or agencies used;
- ◆ If the master has been promoted within the last 12 months, describe in the comments section how the master obtained his/her ship handling experience for this class of vessel. Did the master serve as chief officer on this vessel or sister vessel? Did the master attend a ship-handling course that could simulate the manoeuvring characteristics of the class of vessel? If neither of these, how did the master obtain ship-handling experience?
- ◆ If vessel is intended to provide 24-hour operations, check on ship handling experience of chief officer;
- ◆ Comment if the operator has a competency assessment procedure;
- ◆ Certificates should be in the official language of the issuing country. If the language used is not English, the text should include a translation into that language;
- ◆ How are GMDSS requirements met?
- ◆ For SBV only - master and at least one other crew member should be familiar with aeronautical distress procedure. All SBV deck watchkeeping officers should have an aeronautical certificate/endorsement;
- ◆ Note what provision has been made to provide crew with medical and first aid training.

### 4.2 Qualifications of crew

**Comments:**

Crew are duly qualified and the number of deck and engine room ratings meet the requirements of the Safe Manning Certificate. The common language is English and the crew were able to communicate in the language.

The Crane operator is qualified and holds a valid crane operators certificate.

Hours of work have been established and posted for both officers and crew.

- ◆ Note deck and engine room qualifications;
- ◆ Note specialist qualifications, e.g. crane driver, FRC coxswain, etc.;

- ◆ Note any apparent lack of experience relevant to task required (either individually or overall);
- ◆ Note number of crew (ratings) holding watchkeeping certificates;
- ◆ Comment on officers and crews ability to communicate in a common language;
- ◆ Operator should have policy to control hours worked and to minimise fatigue.

**4.3 Does the vessel have an International Ship Security Certificate?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>ISSC was issued by ABS and is valid till January 9, 2013. Master is the Ship Security Officer. No security documentation was reviewed. Access to the vessel was well controlled by the deck watch.</p>

- ◆ Who is the ship's security officer?
- ◆ Does the security officer have a clear understanding of his duties?
  - 1 Undertake regular security inspections of the vessel;
  - 2 Manage the implementation of the plan and as it is amended;
  - 3 Co-ordinate the security aspects of cargo handling;
  - 4 Propose modifications of the vessel's plan;
  - 5 Report deficiencies and non-conformances;
  - 6 Enhance security awareness on board;
  - 7 Report all security incidents;
  - 8 Co-ordinate with the port and company security officers (PSOs and CSOs);
  - 9 Ensure security equipment is properly operated and maintained;
- ◆ Have the procedures for the auditing of security activities been followed?
- ◆ Has the required programme of training, drills and exercises been completed
- ◆ Are the security measures for access to the vessel enforced?

**4.4 Are arrangements in hand to ensure efficient communication between all persons on the vessel and third parties?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Communications between persons on vessel and third parties is in English. Signs on board are in English.</p>

- ◆ Where a common language is not spoken by all, arrangements should be made to ensure that orders and information can be transferred efficiently and without ambiguity, e.g. provision of a liaison master;
- ◆ Signs and warning notices to be in language(s) understood by all.

**4.5 Does the operator have an effective drug and alcohol policy?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Policy posted on the Bridge signed by the General Manager. Personnel tested prior joining for Drugs.</p>

- ◆ Establish how the operation of the policy is monitored.

## Chapter 5 Bridge, Navigation and Communications Equipment

The existence of established bridge organisation and passage planning procedures, and the professional application of ship handling and navigational practices in compliance with international regulations, should be checked. Enquiry should be made as to whether bridge manuals or navigation procedures exist and include general information and requirements on navigation, bridge organisation, watchkeeping, equipment, pilotage and port arrival and departure procedures. Navigation equipment should be in operational condition.

### 5.1 *Is the vessel provided with operator policy statements, instructions and procedures with regard to safe navigation?*

<b>Yes</b>
<p><b>Comments:</b></p> <p>Operator's policy statement for safety posted on bridge signed by the General Manager.</p> <p>Instructions and procedures are included in the Safety Management System – Vessel Operations Manual. Manoeuvring characteristics and Pilot card prominently displayed on the Bridge.</p> <p>Changeover from Bridge Manual and DP Control and Emergency Steering using local Schottel controls are posted on the Bridge.</p>

- ◆ Review the policies and procedures to ascertain if the duties of the watch standing officers are clearly defined. A copy of the policies and procedures should be on the bridge;
- ◆ Vessel manoeuvring characteristics must be displayed on the bridge;
- ◆ Are auto, manual and emergency steering changeover procedures displayed?

### 5.2 *Is the deck logbook fully maintained in ink, both at sea and in port?*

<b>Yes</b>
<p><b>Comments:</b></p> <p>Deck Log written in English on loose pre-printed sheets and filed daily. Sighted, written in ink and maintained up to date.</p>

- ◆ Logbooks and movement books should be checked to ensure that rough logs in pencil are not being maintained and that the logbooks are up to date, with entries properly made in ink.

### 5.3 *Does the vessel have written procedures for entry into a 500-metre zone?*

<b>Yes</b>
<p><b>Comments:</b></p> <p>Field arrival trials carried out as per the DP Mobilization Report checklist filled in before arrival into the field.</p>

- ◆ Procedure should detail what tests are conducted prior to entry;
- ◆ A checklist should be in use to assist the conduct and recording of tests;
- ◆ Results of tests should be reported to the appropriate installation.

**5.4 Are standing order and master's night order books used effectively?**

Yes
<p><b>Comments:</b></p> <p>Master Standing Orders and Day and Night Orders incorporated in one book maintained on the Bridge.</p>

- ◆ Standing order and master's night order book should be checked to ascertain that all officers are certain as to their responsibilities; whether standing orders issued by the operator are endorsed by the master and signed by all deck officers, and whether the master's specific instructions are supplemented by instructions contained in the night order book pertaining to situations to be encountered.

**5.5 Is the navigation equipment, as fitted, appropriate for the size and type of vessel and in good working order? (A list of equipment forms is set out in Appendix 2 at the end of this section)**

Yes
<p><b>Comments:</b></p> <p>All required equipment as per Appendix B is on board. All equipment is reportedly in satisfactory working condition.</p>

- ◆ Note any deficiencies in manuals for the equipment.

**5.6 Has a system been established to ensure that nautical publications, charts and information are both onboard and current?**

Yes
<p><b>Comments:</b></p> <p>The British Admiralty Charts and publications are corrected by the Second Officer, latest NTM: 41/08</p>

- ◆ Ensure that charts in use have been corrected in accordance with the latest notices to mariners received and that all publications used are up to date;
- ◆ Charts in use to be appropriate for the port;
- ◆ Charts to be provided for ports of refuge;
- ◆ Light lists, tide tables, pilot books, nautical almanac, charts catalogue and ship's routing to be the current editions;
- ◆ Latest notices to mariners to be onboard and dated within previous two months;
- ◆ A copy of the *International Code of Signals* should be onboard;
- ◆ Note the system of passage planning in use.

**5.7 Is a comprehensive passage plan available for the current voyage and does it cover the full voyage from berth to berth?**

Yes
<p><b>Comments:</b></p> <p>Comprehensive passage plans for the previous voyages were sighted and found satisfactory.</p>

- ◆ Note how the passage plan is produced and whether this is manually or by computer;
- ◆ Passage plan is to be prepared by an appropriate officer and verified by master;
- ◆ Passage plan information should be readily available for watchkeepers' use;
- ◆ Passage plan to include details of pilotage and embarking/disembarking of pilot;
- ◆ Courses to be laid on to charts by an appropriate officer;
- ◆ Pre-arrival and pre-departure checklists should be completed;
- ◆ Actual position fixing to be in accordance with passage plan;
- ◆ During pilotage, position fixing to be carried out at frequent intervals.

**5.8 Is gyro and magnetic compass error log maintained and up to date?**

Yes
<p><b>Comments:</b></p> <p>Regular inspections are made of the vessel's navigational equipment in the form of a checklist made every six hours during operations. Compass error log is being maintained.</p>

- ◆ Evidence should be available to show that periodic checks of navigational equipment are made at sea;
- ◆ Deviation curve(s) to be displayed.

**5.9 Are navigation warnings and weather forecasts available?**

Yes
<p><b>Comments:</b></p> <p>Navigational warnings and weather forecasts are acquired from various sources as appropriate.</p>

- ◆ Note source, i.e. Navtex, weather facsimile, or others.

**5.10 Is radio and communications equipment in good order?**

Yes
<p><b>Comments:</b></p> <p>Vessel is equipped for GMDSS and has a shore based maintenance arrangement with Radio Holland. List of Radio Signals were corrected up to week 41 of 2008.</p> <p>SARTs and EPIRBs were in position and inspected by Radio Holland on April 2008.</p>

- ◆ Lists of radio signals to be the latest edition and corrected to date;
- ◆ Operating instructions for emergency transmitter/autokey to be clearly displayed;
- ◆ EPIRB and SARTs to be regularly tested and their locations clearly marked;

- ◆ Survival craft portable VHF radios to be in good working order and charged ready for use;
- ◆ Emergency batteries to be in good working order, fully charged and their condition and testing logged;
- ◆ Handbook for GMDSS operations to be available.

**5.11 Is a satisfactory maintenance programme for radio and electronic equipment in place?**

<b>Yes</b>
<b>Comments:</b> Shore based maintenance agreement is in place with Radio Holland.

- ◆ Outline the maintenance programme followed e.g., onboard maintenance by competent person or by maintenance contract, etc.

**5.12 Are radio logs maintained correctly?**

<b>Yes</b>
<b>Comments:</b> GMDSS log was up to date and duly signed by the GMDSS operator and Master.

## Appendix 2

The equipment listed below should be checked as fitted (if required) and in good operating condition.

Magnetic compass	A standard magnetic compass should be fitted for ships of 150 GRT or more (unless exempted by vessel's Administration). A spare magnetic compass, interchangeable with the standard magnetic compass should be carried unless a steering compass or gyro compass is fitted.
Gyro compass and repeaters	A gyro compass should be fitted to ships of 500 GRT or more, constructed on or after 1 September, 1984 and in addition ships of 1600 GRT should be provided with a gyro repeater or gyro repeaters suitably placed for taking bearings as nearly as practicable over the arc of the horizon of 360 degrees.
Radars	A radar should be installed on ships of 500 GRT or more constructed on or after 1 September 1984. Ships of 10,000 GRT or more should be fitted with 2 radars (one of which should have ARPA fitted).
Radar plotting equipment	Radar plotting equipment should be provided at the navigation bridge of ships fitted with radars.
Echo sounders	When engaged on international voyages, ships of 500 GRT or more constructed on or after 25 May 1980 and ships of 1,600 GRT or more constructed before 25 May 1980 should be fitted with an echo sounder.
Speed and distance indicators	Speed and distance indicator should be fitted on ships of 500 GRT or more constructed on or after 1 September 1984 and engaged on international voyages.
Rudder angle, RPM, variable pitch and bow thruster indicators	Rudder angle indicator and propeller RPM indicators should be fitted on ships of 500 GRT or more constructed on or after 1 September 1984 and engaged on international voyages. Pitch and operational mode indicators should be fitted for vessels fitted with variable pitch propellers or lateral thrust propellers.
R/T or GMDSS equipment	State in comments section radio classification of vessel. If GMDSS, are officers properly certified?
Signal lamps (Aldis)	Batteries charged and ready for use.
VHF radio	VHF with internationally agreed channels. Notice on proper procedures should be displayed.
Navtex	In use, stations selected for area of operation. Action taken on any relevant messages.
AIS	Automatic identification system should be fitted to all vessels of 500+ GT.

## Chapter 6 Safety Management

*Inspectors should try to ascertain whether or not safe operating practices and procedures are being observed onboard the vessel and if the officers are familiar with the requirements of SOLAS, MARPOL and recommendations such as made in the UK MCA Code of Safe Working Practices for Merchant Seamen or relevant flag state publication. Inspectors should establish whether properly prepared operational plans are in place, and vessel personnel are demonstrating evidence of being adequately trained.*

### 6.1 Are the basic elements of safety management demonstrated onboard?

Yes
<p><b>Comments:</b></p> <p>Safety Officer is the Chief Officer. Company Policy on smoking is enforced with designated smoking areas. Sufficient Officers and Crew members were available onboard during the inspection. Fire Control Plans were posted on Bridge, all decks and externally aft of the accommodation (within a tube).</p> <p>All personnel are supplied with PPE and personnel have been instructed to use them during operations on deck.</p> <p>Safety meetings are held monthly and include clients personnel when chartered. Last meeting was held on October 29, 2008. Vessel maintains a Safety Officer's Record Book, which was sighted and found to be up to date.</p>

- ◆ Key personnel to understand the safety management system;
- ◆ A safety officer should be appointed;
- ◆ Smoking regulations to be in place and complied with;
- ◆ Sufficient crew to be onboard at time of inspection to handle emergency situations;
- ◆ Fire control plan exhibited within the accommodation and available externally;
- ◆ Safety signs and other important information to be prominently displayed;
- ◆ Personal protective equipment such as safety harnesses, boiler suits, safety footwear, eye and ear protection, etc., to be provided and in use;
- ◆ Safety meetings - note the stated frequency of and verify by reference to the minutes;
- ◆ All loose gear on and below deck to be safely secured.

### 6.2 Is the workforce/marine crew fully involved in safety management?

Yes
<p><b>Comments:</b></p> <p>Officers and crew were found to be fully involved in safety management.</p>

- ◆ Look for evidence demonstrating active workforce/marine crew involvement. Comment on the degree of participation in addressing the issues and the management responses:
  - Is the vessel's crew involved in the closing out of issues?
  - Identify who actually attends the safety meetings and note how often are they held.
  - Do the notice boards identify the safety representatives?
  - Is safety a high priority item?

**6.3 Are all personnel joining the vessel given a safety induction?**

Yes
<p><b>Comments:</b></p> <p>Safety induction is carried out during familiarization on joining and is being documented.</p> <p>Vessel has a permit to work system for hot work, aloft/overside, safe entry and isolation and subcontractors employed on board are required to adhere to same. Records were seen for sign off and close out of the permits.</p> <p>Risk assessment is being carried out and documented.</p>

- ◆ Are adequate arrangements in place for briefing/managing the safety of visitors?
- ◆ Responsible person should be nominated to give tours;
- ◆ Have personnel received formal training in the PTW system?
- ◆ Are safety rules prominently displayed? Have you been advised of any emergency procedures or onboard key processes? Have any senior personnel briefed you?
- ◆ Is risk assessment training provided?
- ◆ Verify that sub-contractors are inducted in safety, permits to work and other onboard systems.

**6.4 Does the vessel have a system for recording incidents, accidents and near misses?**

Yes
<p><b>Comments:</b></p> <p>Accidents, incidents and near misses records were available for inspection.</p> <p>Near misses are treated as accidents / incidents and are documented accordingly.</p>

- ◆ Note if there is high level of incidents and record any of significance;
- ◆ Ensure there is an effective investigation process in place;
- ◆ Check to ensure that lessons learnt have been implemented;
- ◆ Is reporting of near misses encouraged?
- ◆ Are near misses treated as rigorously as accidents?
- ◆ Are the levels of near misses consistent with the number of incidents (near misses greater than incidents)?
- ◆ Who normally conducts the incident investigations and what training have they received?
- ◆ Look for evidence of the monitoring of trend analysis and follow up processes;
- ◆ Are results of analysis communicated to all workforce/marine crew and prevention programmes developed?

**6.5 Accident/incident reporting**

<p><b>Comments:</b></p> <p>System in place. Fleet statistics are being forwarded to the vessel on a monthly basis.</p>
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- ◆ Note latest statistics;
- ◆ What criteria are used to measure accident, incidents, injuries and near-misses?
- ◆ Review recent accident/incident or near-miss reports and verify satisfactory closeout;
- ◆ Is there evidence of a system that identifies root cause during accident investigation?
- ◆ How was it investigated, what were the root causes and what was done to eliminate them?
- ◆ How were the results and findings promulgated both within and outside the company?
- ◆ Are environmental issues included in the reporting system?

**6.6 In the event of collision, grounding, fire, explosion, gas or toxic vapour release, are adequate written emergency procedures in place?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Vessel Emergency Procedures Manual contains written procedures for various emergencies including collision, fire, explosion, gas release and grounding.</p>

- ◆ Assess familiarity of officers and crew with the procedures.

**6.7 Does the vessel conduct risk assessments?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>The ship's staff conducts risk assessment with support from shore based management. The General Manager coordinates with the client / oil company and vessel's master during contract preparations to identify and assess risks in the operation. Common risk assessments are complied with by the Quality Manager and transmitted to the vessels.</p> <p>JSA's and tool box meetings are being held prior to undertaking any task.</p>

- ◆ View recent risk assessments, comment if they are generic and/or task based. Is the workforce/marine crew familiar with them?
- ◆ Would the workforce/marine crew reassess the risk assessment if the job changed as they found more items needed work?
- ◆ Ask workforce/marine crew what input they have to the process and whether they value it;
- ◆ Is there a process for review of new tasks?
- ◆ Is risk assessment training provided?
- ◆ If possible, view the risk assessment for an operation presently underway. Comment if vessel has no procedure or processes in place for conducting risk assessment;
- ◆ Recognition of change – comment if the system of risk assessment permits this and promotes reaction to it;
- ◆ Perform random spot-checks to determine if risk assessments have identified hazards and appropriate action has been taken;
- ◆ Check if a system of pre-task safety meetings/toolbox talks is in place;
- ◆ How are workplace health risks, from operations and products, to both employees and contractors controlled?
- ◆ Are assessments conducted for COSHH, DSE, radiation, noise, manual handling, HAV?

**6.8 Does the vessel operate a permit to work system?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Permit to work system in place for hot work, cold work, safe entry, electrical isolation and aloft / overside and appears to work satisfactorily.</p> <p>The permits are posted on the bridge and closed out by a responsible officer and satisfactory records are maintained.</p>

- ◆ Describe the various areas covered by permits. An effective PTW covers the hazards and mitigating measures/precautions;
- ◆ How are risk assessments linked to the permit system?

- ◆ Are isolations identified on a separate permit or certificate?
- ◆ Are permits audited?
- ◆ Have personnel received formal training in the PTW system?
- ◆ Does the permit system appear to be effective? Is it used and understood?
- ◆ All personnel entering enclosed space named on PTW?

**6.9 Are enclosed space entry permit procedures identified and complied with?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Specific safe entry permit is used when entering confined spaces, which is part of PTW system.</p>

- ◆ Entry permit system to be in use (to include testing of atmosphere for oxygen and toxic gases) with records available for inspection;
- ◆ Atmosphere measuring instrumentation should be calibrated;
- ◆ All records to be fully completed and signed off when work completed;
- ◆ Enclosed spaces to be adequately ventilated during entry;
- ◆ Vent fans to be available and be operated in extraction mode when in use;
- ◆ A suitable stretcher should be available for use.

**6.10 Are specific procedures used for hot work?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Permit to Work system encompasses permit for hot work.</p>

- ◆ Hot work permit system to be in use and have records available for inspection;
- ◆ All records to be fully completed and signed off when work completed;
- ◆ Welding equipment to be in good condition and written safety guidelines available;
- ◆ Vessel to be fitted with fixed piping from remote gas bottles to operating position. Are flashback arrestors fitted?
- ◆ Spare gas and oxygen bottles to be stored apart in dedicated storage lockers that are clearly marked and in a well-ventilated position outside accommodation and engine room.

**6.11 Is there an asbestos management system?**

<b>Not Applicable</b>
<p><b>Comments:</b></p>

- ◆ If yes, warning signs should be posted and an asbestos log maintained;
- ◆ Check for awareness of the appropriate legislation in respect of asbestos onboard.

**6.12 Are procedures for stowage and handling of chemicals adequate?**

Yes
<p><b>Comments:</b></p> <p>Chemicals are stowed in the chemical locker with MSDS sheets held in a folder on the bridge and at the locker.</p>

- ◆ Copies of material safety data sheets should be at storage location;
- ◆ Personnel safety equipment should be available and location clearly defined;
- ◆ Risk assessment to have been conducted;
- ◆ Warning notices should be displayed;
- ◆ Secure stowage should be provided;
- ◆ Chemicals should be stowed away from ropes or other materials that might be contaminated;
- ◆ Chemicals that may react with each other should be segregated.

## Chapter 7 Pollution Prevention

The inspector should establish whether emergency response drills and exercises are scheduled on a regular basis to determine that the pollution prevention plan is up to date and efficient.

### 7.1 Describe the last SOPEP drill

<b>Date: November 2, 2008</b>
<b>Comments:</b> Carried out by ship's staff prior to bunkering. Crew instructed on location and use of SOPEP equipment and materials. SOPEP Manual was last updated on July 18, 2008.

- ◆ Drills to be held annually;
- ◆ Describe the last plan, who was involved, etc.;
- ◆ Check for last planned review of SOPEP.

### 7.2 Are there adequate arrangements to prevent any oil spill entering the water?

<b>Yes</b>
<b>Comments:</b> Bunkering Procedures are described in Safety management system. Pollution Prevention awareness is high amongst ship's staff. Savealls of airpipes of bunker tanks in satisfactory condition. Bunker connections were suitably blanked / capped. No leaks were noted during the inspection. Overboard valve was locked.

- ◆ Is crew awareness satisfactory? Ask crew about drills and equipment, etc.;
- ◆ Is there a bunkering procedure?
- ◆ Anti-pollution warning notices to be posted;
- ◆ Unused bunker pipeline manifolds, drains and vents and unused gauge stems to be suitably blanked or capped;
- ◆ Suitable containment should be fitted around hydraulic deck machinery;
- ◆ During fuel transfer operations, scuppers are to be plugged or dammed;
- ◆ Bilge overboard valves to be suitably marked – specific warning notices to be posted to safeguard against the accidental opening of bilge overboard discharge valves. Valves should be lashed and sealed;
- ◆ Inspector should satisfy him/herself both visually and from onboard records for any bulkhead valves, pipelines, hydraulic or thrusters seal leakages;
- ◆ Check as far as is possible and request information from vessel master;
- ◆ Comment on evidence of any leaks noticed during inspection.

### 7.3 Is the oily water separator control system and engine room bilge oily water separator/filtering system in good working order?

<b>Yes</b>
<b>Comments:</b> 15 PPM OWS and oil content monitor is being tested regularly and maintained by ship's staff as per ABS NS5 planned maintenance system.

- ◆ Check how efficient functioning of the OWS system is confirmed.

**7.4 Does the vessel have a waste/garbage management plan?**

<b>Yes</b>
<b>Comments:</b> Waste Management Plan as per Vessel's Operations Manual. Garbage Log is being maintained. Garbage management is effectively enforced on board.

- ◆ Vessel to have waste/garbage record book, completed and up to date;
- ◆ Garbage management plan to be onboard and enforced. Plan should detail procedures for collecting, storing, processing and disposing of garbage.

**7.5 Does the vessel have a ballast water management plan?**

<b>Yes</b>
<b>Comments:</b> Ballast Water Management Plan sighted on board.

## Chapter 8 Structural Condition

*The inspector should review the vessel's survey report file or similar documentation to ensure that surveys have been conducted within time limits, appropriate action has been taken where necessary, and the structural condition of the vessel is such that it is safe to conduct its required role.*

### 8.1 Is a survey report file maintained onboard?

Yes
<p><b>Comments:</b></p> <p>Survey Report File maintained on board containing ABS Safenet Reports.</p> <p>Latest Safenet Report was not available on board.</p>

- ◆ Is the following documentation available onboard? Information contained should include:
  - previous repair history;
  - inspections by vessel personnel of structural deterioration and leakages detected in bulkheads and pipes;
  - condition of coatings and/or corrosion prevention systems;
  - a summary of the results of the tank coating surveys, including date conducted and tanks inspected. Any deficiencies or areas of substantial corrosion should be recorded;
- ◆ Note any areas identified in the survey reports as causing concern.

### 8.2 Is there an approved stability book?

Yes
<p><b>Comments:</b></p> <p>Copy of Approved Stability Booklet dated 09 Jan 04 endorsed for name change to ADAMS AQUANAUT sighted.</p>

- ◆ Is the vessel free of any inherent intact stability problems?
- ◆ Approved stability book should be available;
- ◆ The officer in charge of ballast transfer operations should understand the number of tanks that may be slack for vessel to remain stable;
- ◆ Determine if the officer in charge can establish stability conditions without extensive calculations;
- ◆ Records to be kept of previous loading conditions and stability calculations.

## Chapter 9 Life Saving Appliances

### 9.1 Are all lifeboats in good order?

<b>Not Applicable</b>
<b>Comments:</b>

- ◆ Lifeboats should be ready for immediate use. Internally they should be clean, dry and tidy;
- ◆ Lifeboats should have been lowered within the last three months;
- ◆ All small equipment should be secured and stored in lockers or watertight containers as appropriate;
- ◆ Large equipment should be suitably secured;
- ◆ All equipment should be readily accessible, including medicines not stowed on boat;
- ◆ Contents of lockers should be clearly identified;
- ◆ Communications equipment, where fitted, should be operable;
- ◆ Engines and electrical equipment should be tested;
- ◆ Perform a random check to ensure that food and water, and pyrotechnics are in date;
- ◆ Lowering equipment and associated items should be in good order;
- ◆ Lifeboat operating instructions should be prominently displayed.

### 9.2 Is the man overboard boat, where fitted, in good order?

<b>Yes</b>
<b>Comments:</b> Davit launched 6 man Rescue boat positioned on stbd.side. Boat release hook, davit and brake last tested to a load of 1.1 x SWL on 15 Apr 08 witnessed by ABS.

- ◆ Crew should have received onboard training in MOB use and hazards to SOLAS requirements (NB special arrangements apply for FRC crew on SBV);
- ◆ Personal protective equipment to be provided for all MOB crew including head protection;
- ◆ Check condition of spare fuel storage cans/tanks and suitability of storage location;
- ◆ Launching apparatus to be in good condition;
- ◆ Communications equipment to be operable;
- ◆ Drills to be held at regular intervals.

### 9.3 Are all life rafts in good order?

<b>Yes</b>
<b>Comments:</b> 10 x 25 man Inflatable Liferrafts, five on each side with a capacity 125 persons (on each side) found to be in a satisfactory condition. All liferafts were serviced on October 31, 2008. Hydrostatic release in satisfactory condition and in date. Operating instructions prominently displayed.

- ◆ Life raft should have a valid inspection certificate;
- ◆ Casings should be in good condition;
- ◆ Life rafts should be stowed in such a position that they can be easily and successfully launched;
- ◆ Painter length should be appropriate for the height of stowage;
- ◆ Boarding ladders to be in good condition (check for missing steps, rope deterioration and lashings);
- ◆ Hydrostatic releases, if fitted, should be correctly attached, in good condition and in date;
- ◆ Life raft operating instructions should be prominently displayed;

- ◆ Davit launch life rafts to have been exercised every 6 months.

#### 9.4 **Are all other lifesaving appliances in good order?**

Yes
<p><b>Comments:</b></p> <p>Muster lists posted on all decks of the vessel and individual cabins for personnel, muster points identified.</p> <p>SARTs and EPIRBs were checked by Seacoast Electronics on October 21, 2008. Life saving appliances are in satisfactory condition.</p> <p>Expiry dates – EPIRB Battery Jan 2013 SART Battery Jan 2013</p>

- ◆ Muster lists to be displayed and corrected to date;
- ◆ Muster points to be clearly identified;
- ◆ Radar transponders to be fitted one to each side of the vessel and stowed to permit rapid use in survival craft. Check they are in date;
- ◆ EPIRB should be stowed such that it will float free on release. Battery should be in date;
- ◆ Life buoys, life buoy lights, self activating smoke floats and quick release mechanisms to be in good order, in date and functional;
- ◆ Life jacket donning instruction notices to be posted on each deck;
- ◆ Life jackets and survival suits to be in good condition. Conduct checks on random sample to ensure associated equipment is functional. Confirm life jackets and survival suits are stowed in the locations detailed on LSA plan;
- ◆ Pyrotechnics, including line-throwing apparatus should be in date and in good condition;
- ◆ Comment if oxygen resuscitation equipment is available;
- ◆ Suitable stretcher for marine use is to be available;
- ◆ First aid packs to be ready for use.

#### 9.5 **Are emergency drills held in accordance with SOLAS requirements?**

Yes
<p><b>Comments:</b></p> <p>Emergency Drills are conducted as per company's matrix and carried out in accordance with same.</p> <p>L.R., Fire and Abandon Ship Drill - Oct.14, 2008, MOB Drill - Oct. 31, 2008, Security Drill – Sep. 23, 2008, Oil Spill Drill – Nov. 2, 2008, Casualty handling, First Aid, Gas Release - Oct. 31, 2008.</p>

- ◆ Drills to be held at intervals according to the vessel's SMS. Comment if not held at least every other week;
- ◆ Last abandon ship drill, last fire drill.

#### 9.6 **Are the LSA/fire plans up to date and reflect any changes/additions to equipment?**

Yes
<p><b>Comments:</b></p> <p>Last change approved by ABS 06 June 06.</p>

- ◆ Note last updating of plans.

## Chapter 10 Fire Fighting

### 10.1 *Is fire fighting equipment in good order?*

Yes
<p><b>Comments:</b></p> <p>Test dates: CO2 System Apr.11, 2008, Water Drench system inspected by approved service contractor – Apr. 17, 2008, Extinguisher / BA Sets Oct. 30, 2008, Helideck Foam - Feb. 20, 2008. BA sets and Draeger EEBD bottles pressure tested Apr. 15, 2008.</p> <p>Fire Pumps, hoses, hydrants inspected by ABS.</p> <p>All fire fighting equipment inspected and found in satisfactory condition.</p>

- ◆ Inspection records and inventory lists to be maintained and kept up to date;
- ◆ Fire mains, pumps, hoses and nozzles to be in good order and available for immediate use. Conduct physical inspection of a random number of hoses;
- ◆ Emergency fire pump to be fully operational. Starting instructions should be clearly displayed;
- ◆ Operating instructions for fixed systems to be clearly displayed;
- ◆ Crew should be familiar with operation of fixed systems;
- ◆ Isolating valves in fire/foam system lines to be clearly marked and operational;
- ◆ Portable fire extinguishers to be in apparent good order with operating instructions clearly marked;
- ◆ Firemen's outfits including breathing apparatus to be in good condition and ready for immediate use;
- ◆ Breathing apparatus sets to be ready for immediate use with fully charged air bottles;
- ◆ Sufficient fully charged spare air bottles should be available;
- ◆ International ship/shore fire connection to be readily available and its location clearly marked;
- ◆ Engine room fixed fire-extinguishing system to appear in good condition;
- ◆ Any other fixed fire extinguishing system to appear in good condition, e.g. external monitors.

### 10.2 *Are vessel personnel familiar with the operation of fire fighting, life saving and other emergency equipment?*

Yes
<p><b>Comments:</b></p> <p>Crew is familiar with LSA &amp; FFA use as per Familiarization and routine training reinforced by regular and frequent drills being held.</p>

- ◆ Relevant vessel personnel to be familiar with the following:
  - donning and use of breathing apparatus;
  - launching of life rafts and donning of survival suits;
  - location and operation of ventilation fans emergency stops;
  - location and operation of ventilation isolation dampers;
  - operation of main and emergency fire pumps;
  - operation of fixed fire fighting systems;
  - emergency fuel shut-off system;
  - operation of emergency steering gear;
  - evacuation escape routes.

**10.3 Are fixed fire detection and alarm systems fully operational and tested regularly?**

<b>Yes</b>
<b>Comments:</b> Fully functional, maintained and tested satisfactory.

- ◆ Establish operational condition of fire detection and alarm systems throughout vessel;
- ◆ If a system to monitor flammable atmospheres in non-cargo spaces is fitted, are recorders, alarms and manufacturers test procedures in order?
- ◆ The inspector should comment if portable monitoring equipment is used, detailing the system of periodic sampling and record keeping.

**10.4 Are measures in place to effectively isolate ventilation to enclosed spaces, i.e. engine room, accommodation, galley, storerooms, etc.?**

<b>Yes</b>
<b>Comments:</b> Satisfactory. Closing devices maintenance as per NS-5 PMS system in use on board.

- ◆ Vent fan stops should be operational (spot check) and clearly marked;
- ◆ Closing devices to have a maintenance and testing programme in place.

## Chapter 11 Mooring

The inspector should confirm that the deck officers have a good understanding of safe mooring practice and its application under varying local conditions.

### 11.1 Are mooring practices appropriate for the size of vessel?

Yes
<p><b>Comments:</b></p> <p>Satisfactory number of mooring ropes adequate for operations, found to be in a satisfactory condition. Both anchors and chains were inspected in the drydock and found in satisfactory condition.</p>

- ◆ Sufficient mooring ropes deployed;
- ◆ Mooring lines flaked out neatly to minimise tripping hazard;
- ◆ Mooring lines turned up correctly on bitts;
- ◆ Mooring lines secured to bitts and not to drum ends;
- ◆ Mooring lines correctly spooled on drums, i.e. pulling against fixed pin of brake;
- ◆ Spare mooring ropes available;
- ◆ Vessel securely moored at berth with appropriate moorings for anticipated conditions;
- ◆ Adequate amount of mooring ropes available and suitable for specified operations;
- ◆ Moorings to be tended regularly, especially at berths where there is a large tidal difference.

### 11.2 Is all mooring equipment in good condition?

Yes
<p><b>Comments:</b></p> <p>All mooring winches and windlasses in operational condition and seen in operation during manoeuvres (berthing / unberthing) of the vessel. Brakes and linings in a satisfactory condition, winch seatings in good order. Fairleads greased as per greasing schedule. Mooring ropes were in a satisfactory condition and spares are carried on board.</p>

- ◆ The inspector should assess the conditions of all mooring equipment, brakes, wires and lines. Note the date when brake bands were last renewed and whether a policy is in place for testing brakes;
- ◆ Mooring ropes to be in good condition;
- ◆ Fairleads, rollers, bitts and chocks to be in satisfactory condition;
- ◆ Deadmen and roller fairleads should be well greased and free to turn with little evidence of grooving;
- ◆ Brake linings and pins should appear to be in good condition;
- ◆ Winch seatings and connections to deck should be sound.

### 11.3 Are anchors, cables and securing arrangements in good condition?

Yes
<p><b>Comments:</b></p> <p>Satisfactory and ready for immediate use.</p>

- ◆ Anchor chain stoppers to be in good condition and effective;
- ◆ Except while alongside (when the locking bar should be in place), anchors should be cleared and ready for immediate use during port entry.

**11.4 Is the vessel provided with a safe means of access?**

Yes
<b>Comments:</b> Pilot Ladder sighted and found in satisfactory condition.

- ◆ Over-side accommodation ladders should be in good condition and properly rigged;
- ◆ Gangway to be provided in good condition and when in use, to be properly rigged with a safety net and a life buoy with lifeline placed near the gangway or accommodation ladder;
- ◆ Pilot ladders to be in good condition and properly rigged. If not in use, ladders to be properly stowed to minimise damage.

## Chapter 12 Machinery Spaces & Plant (including Ballast Systems)

Operator should have established routine planned maintenance procedures and vessel personnel should follow such procedures particularly in those areas that have a direct bearing on the safety of the vessel. The inspector should verify routine planned maintenance procedures for propulsion and steering machinery and its associated equipment. All equipment should be maintained in accordance with the manufacturer's recommendations, international regulations and the operator's directives. An inventory of spare parts should be maintained onboard.

### 12.1 Are all items of main, auxiliary and emergency plant reported to be fully operational?

Yes
<p><b>Comments:</b></p> <p>All machinery and equipment in satisfactory operational condition and seen operational during DP Trials on 12 – 13 Nov 08. No leakages noted. All valves were clearly marked and identified. E/R spaces found to be clean and satisfactory condition. Bilges were dry and clean. Pipes have coloured bands to identify use.</p>

- ◆ Record those items of machinery not operational, and why;
- ◆ All fluid transfer and storage systems, e.g. hydraulic oil, oil fuel, cooling water and water supplied for domestic purposes, to be leak-free;
- ◆ All valves and pipelines to be identified by tagging, colour coding or similar.

### 12.2 Is the planned maintenance programme being followed?

Yes
<p><b>Comments:</b></p> <p>NS-5 Planned Maintenance System by ABS is in use, and no overdue jobs noted. Ships engineers following running hour schedules and working on stbd clutch bearing changes. Critical equipment is identified in the maintenance system, and critical spare parts are carried onboard. The maintenance system is reviewed by the Master every three months.</p> <p>All manufactures manuals are available in control room and C/Engrs office in English</p>

- ◆ Note type of system in use. Comment if a large number of routines are outstanding;
- ◆ Manufacturers manuals to be onboard and appropriate for the plant fitted;
- ◆ All manufacturers manuals to be in a language understood by the engineering workforce.

### 12.3 Is the engine logbook fully maintained in ink, both at sea and in port?

Yes
<p><b>Comments:</b></p> <p>Sighted and in ink, similar to deck log book, copies sent to office monthly for records.</p>

- ◆ Logbooks should be checked to ensure that rough logs in pencil are not being maintained and that the log books are up to date with entries properly made in ink.

**12.4 Are hot surfaces free of any evidence of fuel, hydraulic or lub. oil impingement?**

<b>Yes</b>
<b>Comments:</b> All lagging and steel coverings in good condition.

- ◆ All lagging should be free from oil, grease or other flammable contaminants and maintained in good condition without exposed hot surfaces;
- ◆ Check that potential sources of ignition in the vicinity of fuel, hydraulic and lubricating oil pipes are properly insulated and shielded against spray should a pipe or hose fracture.

**12.5 Are main switchboard, generators and critical electrical equipment protected against water spray?**

<b>Ye</b>
<b>Comments:</b> No water pipes in vicinity of Main Switchboard. Rubber mat fitted around switchboard areas.  Electrical installations not at risk from water spray.

- ◆ Risk due to water spray in the event of failure of sea water pipes including fire mains and hydrants should be assessed. If main switchboard is not located in engine control room or other protective location, note in 'comments';
- ◆ Main switchboard and generators to be protected against water spray;
- ◆ Insulated decking/grating to front and rear of switchboards to be in place and in good condition;
- ◆ Electric motors critical to the propulsion or steering of the vessel to be protected against water spray.

**12.6 Is the bilge system operational?**

<b>Yes</b>
<b>Comments:</b> Satisfactory condition noted. All pipe work in good condition, and bilge system has been credited during recent continuous machinery survey carried out by ABS Surveyors.  Bilge suction valves are clearly identified. Bilge level alarms work correctly and regularly tested. Oil record book is maintained correctly

- ◆ Bilges should contain no more than traces of oil;
- ◆ Pumps to be operational;
- ◆ Bilge system normal discharge to be via OWS without bypass;
- ◆ Emergency bilge suction should be clearly identified;
- ◆ Bilge level alarms to be regularly tested and records maintained;
- ◆ Records to be kept of routine bilge pumping (oil record book).

**12.7 Are emergency electrical power supplies fully operational?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>All checked by ABS on 15.Apr.08 and FMEA Trials on 12 – 13 Nov 08 – Satisfactory. Blackout test carried out satisfactorily. Starting instructions for Emergency Generator posted and test run weekly. Emergency lights operation satisfactorily. Batteries checked weekly and tested on 12 Nov 08 and found in order.</p>

- ◆ Emergency starting arrangements should be regularly tested and proved to be operational.
- ◆ Instructions to be available to maintain/restore main plant in the event of emergency.
- ◆ There should be records of equipment being regularly tested.
- ◆ Emergency generator fuel tank to be fully charged.
- ◆ Emergency generator should be tested regularly on load – last test?
- ◆ Concise starting instructions for emergency generator are to be clearly displayed.
- ◆ Emergency lighting batteries to be in satisfactory condition.

**12.8 In the case of UMS vessels, are machinery alarms and engineer's alarm systems regularly tested with results recorded?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Vessel does not operate on UMS by nature of operations.</p>

- ◆ Duty cycles to be clearly defined;
- ◆ UMS alarms should be relayed to duty engineer's cabin and public spaces, e.g. mess room.

**12.9 Are safe machinery space practices in place and complied with?**

<b>Yes</b>
<p><b>Comments:</b></p> <p>Engine Room is manned at all times</p> <p>All guards are in place for rotating machinery, escape routes clearly identified. Emergency shutdowns and stops are tested as per planned maintenance system and demonstrated for ABS survey in Oct 08.</p> <p>Self closing valves operate correctly for gauges.</p> <p>Chief Engineers standing orders are in place and in use. Night orders are issued.</p> <p>Water tight doors in satisfactory condition and lubricated. These are tested weekly as per weekly safety checks.</p>

- ◆ Engine room machine tools to have adequate eye protection measures in place;
- ◆ Guards to be in place on exposed shafts/gears;
- ◆ Emergency escape routes to be clearly marked, unobstructed and illuminated;
- ◆ Engine room emergency stops/shut-offs to be clearly marked and regularly tested with tests recorded;
- ◆ Engineers' alarm to be operational and clearly audible within the crew accommodation;
- ◆ Gauge glass closing devices on oil tanks to be of self-closing, fail-safe type;

- ◆ Self closing devices on double bottom sounding pipes to be operational;
- ◆ Is there a set of chief engineer's standing orders posted and countersigned?
- ◆ Does the chief engineer maintain a night order book? If so, to be checked as providing instruction for situations likely to be encountered;
- ◆ Watertight doors to be in full working order and operating/warning notices posted.

**12.10 Is the steering gear/steering compartment in good order?**

Yes
<p><b>Comments:</b></p> <p>Vessel has Schottel Azimuth Thrusters. Emergency steering instructions posted and tested for ABS annual survey. Found satisfactory.</p> <p>Steering gear room found clean and tidy, access unobstructed.</p>

- ◆ Emergency steering gear to have been tested quarterly and tests recorded – last test?
- ◆ Instructions for the changeover of steering gear from remote to local operation should be clearly displayed in steering flat;
- ◆ All deck and engineer officers to be familiar with operation of steering gear in normal and emergency modes;
- ◆ All steering gear hydraulic reservoirs to be charged to normal operating levels;
- ◆ Communications with the bridge to be satisfactory;
- ◆ The rudder angle indicator is to be clearly visible at the auxiliary/emergency steering position;
- ◆ Access to steering gear is to be unobstructed;
- ◆ Suitable gratings and handrails to be fitted in steering gear compartment;
- ◆ The steering gear save-all to be free of excessive spilt oil.

**12.11 Are all machinery spaces clean and free from obvious leaks?**

Yes
<p><b>Comments:</b></p> <p>Good condition and no leakages noted. High standard of cleanliness evident, painting schedule and cleaning schedules are in use.</p>

- ◆ Comment on general condition of machinery spaces.

**12.12 Is the necessary technical information available for safe and efficient handling of cargo and ballast?**

Yes
<p><b>Comments:</b></p> <p>Yes, all in order.</p>

- ◆ Are transfer systems for cargo and ballast (including bulk cargo) and associated monitoring and control systems pumps fully operational?
- ◆ Pipeline diagrams, mimic diagrams etc., to be available in engine control room;
- ◆ Ballast operations are to be monitored and controlled to prevent tank overflow or over-pressurisation;
- ◆ Engineering drawings for vessel to be readily available onboard, legible and up to date.
- ◆ Valves to be clearly identified.

## Chapter 13 General Appearance & Condition (including Accommodation, Public Rooms & Galley)

The inspector should check that each area is clean, painted, properly maintained and in good condition. Visual inspection should include checking of plating, piping, fittings, support structures, ladders, catwalks, rails, etc. Equipment or fittings no longer active should be noted.

### 13.1 What is the general hull condition?

**Comments:**

Satisfactory condition. Load line marks painted during load line survey.

- ◆ Hull to be visibly free of extensive coating breakdown;
- ◆ Hull to be free of fractures or indentations which may significantly weaken the structure or affect the watertight integrity;
- ◆ Are all hull markings, namely vessel name, loadlines, draft marks and warning signs, correctly placed and legible?

### 13.2 What is the condition of the weather decks?

**Comments:**

Wood sheathing of weather deck was satisfactory.

All other deck found to be rust free and well painted.

All deck machinery on deck in good condition. All items mentioned below in a satisfactory condition.

- ◆ Inspection of weather decks should include checking for any evidence of wastage, structural problems, collision contact or distortion from heavy weather on fore end of accommodation;
- ◆ Deck lighting should be adequate;
- ◆ Securing arrangements of ends of anchor chains within chain lockers (bitter ends) to be unobstructed;
- ◆ Chain locker doors to be firmly battened down;
- ◆ Moorings and other equipment to be well stowed;
- ◆ Forecastle space, lockers and holds to be free of water;
- ◆ Manual sounding points should be identified and easily opened and closed;
- ◆ Any tank manifolds to be adequately secured;
- ◆ Non-slip surfaces to be provided on external walkways;
- ◆ Ladders and walkways to be in good condition.

### 13.3 Are all deck openings, including watertight doors and portholes, in good condition and capable of being properly secured?

Yes

**Comments:**

Gaskets and sealing devices in good condition and seal satisfactorily. Vents balls checked and found in order, and form part of the PMS checked six-monthly.

- ◆ Closing devices, packing material and locking arrangements should be in satisfactory condition;
- ◆ Bridge windows to be effectively sealed and where vulnerable to wave action, provided with shutters;
- ◆ Are vents and air pipes on freeboard deck in good condition and fitted with closing devices to prevent ingress of water?

**13.4 Is the accommodation clean and tidy?**

Yes
<p><b>Comments:</b></p> <p>Found clean and tidy.</p>

- ◆ Alleyways to be free of obstructions and areas of low headroom to be properly marked;
- ◆ All exits, including escape routes, to be clearly marked;
- ◆ Fittings such as central radio and TV antennae, lights, emergency lighting, domestic piping isolation valves etc., to be identified and in apparent good physical condition;
- ◆ Accommodation lighting to be satisfactory.

**13.5 Are food storerooms, handling and refrigerated spaces, galleys, mess rooms and pantries clean and tidy?**

Yes
<p><b>Comments:</b></p> <p>Found to be clean and tidy. Fridges clean and tidy. Food stored correctly. Galley has had recent repairs completed to oven doors and draws. Galley clean and tidy and cabins are maintained in a satisfactory condition of cleanliness.</p> <p>Fridge alarms tested and closing arrangements work satisfactory..</p> <p>Galley fire extinguishing system checked for annual ABS SEC survey. Food preparation areas clean and tidy. Coloured chopping boards used.</p>

- ◆ Test personnel alarms for refrigerated spaces;
- ◆ Gratings or duckboards, if fitted in storerooms and refrigerated spaces, to be in good condition;
- ◆ Food storerooms and refrigerated spaces to be in a hygienic condition. Carry out random check of food stocks to ensure stock is being rotated and is not out of date;
- ◆ Refrigerated spaces to be maintained at an appropriate temperature;
- ◆ Galley extraction grills to be clean and free from grease;
- ◆ Galley fire extinguishing systems to be in good order and catering workforce aware of locations and means of operation;
- ◆ Crockery to be free from defects which may contain contamination;
- ◆ Food preparation areas to be tidy and clean.

**13.6 Is the hospital clean and tidy?**

Yes
<p><b>Comments:</b></p> <p>Hospital has been deep cleaned and ready for immediate use. All other items found satisfactory.</p>

- ◆ Medical stores to be regularly checked;
- ◆ Hospital to be ready for immediate use;
- ◆ First aid kits to be readily available;
- ◆ Hospital alarm in working order.

## Chapter 14 Hazards - Slips, Trips and Falls

*The inspector should check for potential hazards to safe progress throughout the vessel and programmes to minimise or eliminate such.*

**Comments:**

Satisfactory. PPE worn as per Master's instructions.

All ladders and gangway found to be in safe condition. Guardrails have been installed at aft at the stern and around moonpool and were in a good condition.

- ◆ Establish if statistics are available for accidents attributed to slips, trips or falls. Note any trends up or down;
- ◆ All loose gear and equipment should be secured;
- ◆ Note if a programme to detect and minimise hazards is in force;
- ◆ Note if hazards that cannot be eliminated are clearly marked;
- ◆ Note if hazards are apparent but ignored;
- ◆ Note if personnel are wearing footwear inappropriate to their location;
- ◆ Check for the following hazards:
  - unsecured, buckled or missing gratings or plates;
  - missing handrails or unguarded drops;
  - worn treads on ladders;
  - spillages of liquid left untreated;
  - showers without grabrails or non-slip deck surfaces.

**Chapter 15 Supplements**

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## Supplement 1 Dynamic Positioning (DP) Vessels

Inspector to comment on the adequacy and suitability of the following:

### S1.1 DP class

**Comments:**

DP Class 2, Kongsberg SDP-21. 3 x electrically driven Schottel bow tunnel thrusters (700 KW) and 2 x Aft Azimuth Schottel SRP 2020 (BP 35t) Aft Thrusters coupled to the 2 x Wartsila 6R32 2640 KW @ 750 RPM main engines with pneumatic clutches.

DP references systems include Hipap 350, Bandak Mark 14B Tautwire, 2 x Starfix 4100 LA DGPS, Fugro XP DGPS system Multifix V, MDL-4 Fanbeam.

- ◆ Give a brief description of DP class.

### S1.2 Has there been a DP trial?

Yes

**Comments:**

FMEA dated 13 Aug 07 sighted on board

Recommendations from last DP Trials: None.

Annual DP Trials were carried out between 12 – 13 November 2008 off Tampa. No recommendations.

Vessel has a program for Field Arrival Trials in the form of a checklist prior to entering field.

- ◆ Give date of last FMEA study for the DP system. It should include subsequent modifications (if any);
- ◆ Comment if proving trials have been performed to demonstrate that the FMEA is valid;
- ◆ Give date of last annual DP trials;
- ◆ Comment on any recommendations in the annual trial that have not been closed out;
- ◆ Comment if the vessel has a programme for field arrival trials.

### S1.3 Manning

**Comments:**

Satisfactorily manned by properly certified DPOs. All DPO have Log Books. DPO's participated in the last FMEA Annual Trials and are familiar with the vessel's DP equipment and systems.

Training is on-going for the junior ranking DPO, two DPO's on each watch.

- ◆ Comment on number of qualified DP operators;
- ◆ Appropriate log books to be available;
- ◆ DP operators to have read and understood the FMEA and results of audits;
- ◆ DP operators to be familiar with the vessel and equipment;
- ◆ Comment on details of onboard DP training.

### S1.4 Record keeping

**Comments:**

Checklist as per the vessel's I.S.M. system. Logs maintained and incidents reported on company's form and IMCA form.

No recent DP Operational incidents were recorded.

- ◆ Vessel to have a checklist for going into DP;
- ◆ Regular status checklist to be completed whilst in DP;
- ◆ DP log to be kept;
- ◆ DP incident log to be kept;
- ◆ Check for recorded incidents, subsequent required actions and note of closed-out actions.

### **S1.5 Equipment**

**Comments:**

All satisfactory condition. NS-5 PMS in use for maintenance of equipment and systems.

- ◆ Comment if DP equipment not functional, including reference systems, generators and thrusters;
- ◆ Check condition of taut wire and associated equipment;
- ◆ DP operations manuals to state responsibilities of DP operators, plus the procedures and manning requirements for each type of DP operation;
- ◆ Maintenance records to be up to date;
- ◆ Any software changes should have been thoroughly tested, comment if not documented.

## Supplement 2 Helicopters

Inspector to comment on the adequacy and suitability of the following:

### S2.1 Manuals onboard

Comments:

Available on board.

- ◆ Relevant regional helicopter operational guidance, such as UKOOA *Guidelines for the Management of Offshore Helideck Operations*, to be onboard;
- ◆ ICS *Guide to Helicopter/Ship Operations*;
- ◆ Operator procedures for helicopter operations and winching.

### S2.2 Helicopter deck to be certified to local regional requirements

Comments:

Helideck installation inspected at Sebayaplaza, Mexico by ABS on 04 May 06 as per drawings approved by ABS Europe Engineering Department on 20 Mar 06.

Letter confirming the inspection does not specifically state that the installation was approved by A.B.S.

*For example, in the UK sector, helidecks are to be certified to CAP 437 – ‘Offshore Helicopter Landing Areas’ (a guide to criteria, recommended minimum standards and best practice).*

- ◆ State in comments section what the certification covers i.e. H1, H2, H3 (NB a vessel returning to the United Kingdom Continental Shelf from abroad, after a period of more than six months, must have the helicopter deck re-certified in accordance with CAP 437); other regions may have relevant requirements.

### S2.3 Fire fighting equipment

Comments:

Fire Fighting equipment was found to be in good order. Foam system was examined and certified by Unitor at Vera Cruz on 20 Feb 08

- ◆ Check condition of following:
  - dry powder and compressed gas extinguishers;
  - foam extinguishing systems. Has foam concentrate and mixing induction system been tested as satisfactory within the last 12 months?
  - total fire protection suit (sizes appropriate for personnel onboard), including breathing apparatus;
  - emergency equipment box with axe, bolt cutters, hacksaw, knives, etc.

### S2.4 Deck crew allocated and trained

Comments:

Two deck officers hold HLO certification. Crew allocated, when required, for helicopter operations.

To include:

- ◆ HLO, fireman, baggage handler, fire valve attendant and loaders (if required), training records to be onboard;
- ◆ HLO and firemen trained to appropriate standards;
- ◆ drills to be held for helicopter deck crew and records kept.

### **S2.5 Procedures for briefing passengers**

**Comments:**

HLO is in charge, procedures displayed.

To include:

- ◆ who is in charge;
- ◆ approach to helicopter;
- ◆ correct clothing to be worn and securing of loose articles;
- ◆ emergency procedures/exits;
- ◆ video tapes/discs for varying types of helicopters to be onboard.

### **S2.6 Checks before helicopter arrival**

**Comments:**

Carried out prior to arrival of helicopters Deck was clear of loose items, helideck net was found in good condition with deck net properly secured and tight. Two communication units on board, one fixed and one portable unit. Advised that lighting was working satisfactorily.

To include:

- ◆ deck and surrounds clear of loose article;
- ◆ helideck net in good condition and correctly tensioned;
- ◆ crane stowed and secured;
- ◆ work boat and covers lashed;
- ◆ fire fighting equipment ready;
- ◆ lighting working;
- ◆ communications working;
- ◆ baggage weighing equipment ready for use.

