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<th>Version</th>
<th>1.0</th>
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FOREWORD

This manual covers our European Marine operations (Netherlands and UK) and details specific work instructions and guidance that must be adhered to.

As a protocol, country specific instructions are highlighted with a country flag.

The manual is split into three chapters, with hyperlinks to supporting documentation.

All term vessels shall receive a full hardcopy of this document for easy reference. Masters should ensure deck officers sign the signature page when they have read and understood the contents. A copy of the signature page should be sent to the SNS Poolfleet Manager; this process may take a period of three months to cover both crews.

Spot or short-term hired vessels shall also receive a hardcopy and have it available for reference.

I would like to express my gratitude to all those who returned the feedback forms which helped us improve this document. The Change Proposal Form has been added to the CD and I would like to ask all users of these guidelines to use the form in order to improve the next revision.

Loek Sakkers

Pool Fleet Manager SNS Pool
## Abbreviations

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<tr>
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<th>Description</th>
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<tr>
<td>C</td>
<td>CMID: Common Marine Inspection Document</td>
</tr>
<tr>
<td>D</td>
<td>DP: Dynamic Positioning</td>
</tr>
<tr>
<td>E</td>
<td>E&amp;P: Eye Protection and Hand Protection</td>
</tr>
<tr>
<td>E</td>
<td>ETA: Estimated Time of Arrival</td>
</tr>
<tr>
<td>E</td>
<td>ETD: Estimated Time of Departure</td>
</tr>
<tr>
<td>F</td>
<td>FMEA: Failure Mode and Effects Analysis</td>
</tr>
<tr>
<td>H</td>
<td>HSE: Health Safety and the Environment / Health and Safety Executive</td>
</tr>
<tr>
<td>I</td>
<td>ILO: International Labour Organisation</td>
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<tr>
<td>I</td>
<td>IMCA: International Marine Contractors Association</td>
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<tr>
<td>I</td>
<td>IMDG: International Maritime Dangerous Goods</td>
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<tr>
<td>I</td>
<td>IMO: International Maritime Organisation</td>
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<tr>
<td>I</td>
<td>ISM: International Safety Management</td>
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<tr>
<td>I</td>
<td>ISO: International Organisation for Standardisation</td>
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<tr>
<td>M</td>
<td>MA: Marine Advisor</td>
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<tr>
<td>M</td>
<td>MARPOL: Marine Pollution</td>
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<tr>
<td>M</td>
<td>MPD: Marine Planning Department</td>
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<tr>
<td>M</td>
<td>MSC: Maritime Safety Committee</td>
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<tr>
<td>Abbreviation</td>
<td>Full Form</td>
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</tr>
<tr>
<td>NOGEPA</td>
<td>Netherlands Oil and Gas Exploration and Production Association</td>
</tr>
<tr>
<td>NWEA</td>
<td>North West European Area</td>
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<tr>
<td>OIM</td>
<td>Offshore Installation Manager</td>
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<tr>
<td>PLB</td>
<td>Personal Locator Beacon</td>
</tr>
<tr>
<td>POB</td>
<td>Persons On Board</td>
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<tr>
<td>PPE</td>
<td>Personal Protective Equipment</td>
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<td>PSV</td>
<td>Platform Supply Vessel</td>
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<tr>
<td>PTW</td>
<td>Permit To Work</td>
</tr>
<tr>
<td>RA</td>
<td>Risk Assessment</td>
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<tr>
<td>SMAT</td>
<td>Safety Management Audit Technique</td>
</tr>
<tr>
<td>SMS</td>
<td>Safety Management System</td>
</tr>
<tr>
<td>SNS</td>
<td>Southern North Sea</td>
</tr>
<tr>
<td>SOLAS</td>
<td>Safety of Life At Sea</td>
</tr>
<tr>
<td>STCW</td>
<td>Standards of Training, Certification and Watchkeeping</td>
</tr>
<tr>
<td>UK</td>
<td>United Kingdom</td>
</tr>
<tr>
<td>UKOOA</td>
<td>United Kingdom Offshore Operators Association (Now Oil &amp; Gas UK)</td>
</tr>
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</table>
1. INTRODUCTION, SAFETY, PORT OPERATIONS AND GENERIC INSTRUCTIONS

Refer to NWEA Guidelines.

1.1 INTRODUCTION

This manual is a guideline that applies to the SNS Pool Operations in the North Sea.

This Manual is an addition to both the applicable statutory requirements as well as international and industry guidelines. It shall apply to all vessels operating under charter to Peterson SBS Den Helder B.V.

Throughout the manual, symbols are used in the margins as follows:

- Responsibility of vessel
- Responsibility of Peterson SBS
- Responsibility of Installation
- Applicable for the Netherlands
- Applicable for UK

1.1.1 Operational Area

For clarity, the operational area is considered to be the waters of the continental shelves of the United Kingdom and the Netherlands.

1.1.2 Responsibilities

The Peterson SBS Pool planning department is responsible for the operational control of directly charted vessels and marine logistics support to Production and Well Engineering Departments of the Operators in the SNS Pool.

1.2 SAFETY

1.2.1 SNS Pool HSE Policy

The Poolpartners in the SNS Pool do believe that incident free operations are achievable through Operational Excellence.

1.2.1.1 There are 2 Key principles:

- Do it safely or do it not at all.
• There is always time to do it right.

1.2.1.2 Tenets of operation

We always......

• operate within design or environmental limits.
• operate in a safe and controlled condition.
• ensure safety devices are in place and functioning.
• follow safe work practices and procedures.
• meet or exceed customer’s requirements.
• maintain integrity of dedicated systems.
• comply with all applicable rules and regulations.
• address abnormal conditions.
• follow written procedures for high risk or unusual situations.
• involve the right people in decisions that effect procedures and equipment.

Incident Free Operations are achievable through Operational Excellence

1.2.1.3 Stop the Job

This is essentially the stopping of your own work or the work of others if you reasonably believe that you or they or the environment is in danger.

Anyone can stop any unsafe work. You don’t have to be an expert in the area of concern and you don’t have to be involved in the work in question.

Retribution for invoking Stop-the-Job will not be accepted or tolerated.

You will be thanked for showing a high level of safety culture and concern for your colleagues.

Vessels’ crews should be fully aware of the Peterson SBS / SNS Pool working practices and the safety procedures in particular. If a job or operation is considered to be unsafe, the job or operation must be stopped. All – Master and his crew - are authorised and obligated to stop a job or operation they consider as unsafe. A job that has been stopped must always be reassessed (full RA) before continuation. This applies to operations in port, during transit and offshore within installations’ 500m safety zone.

1.2.2 PPE Policy

PPE should be worn as required by the Task Based Risk Assessment. It should be in accordance with the appropriate national standards.

As per vessel owners’ procedures:

Vessel owners shall have an adequate Eye Protection and Hand Protection Policy in place. Marine E&P operations are by their nature potentially hazardous. Yet we do this regularly to the point where it becomes routine. We must however never underestimate these risks and
their ultimate potential nor the hostile climate we work in. To manage these hazards and risks we must have controls in place.

This standard details those controls and practices that are needed to ensure marine operations are fully assessed and managed to enable a goal of zero harm to people and no spills to the environment.

1.2.3 Compliance

Any vessel contracted by, or on behalf of, Peterson SBS shall have a structured and documented Safety Management System (SMS) to enable Company personnel to effectively implement the Company safety and environmental policy.

All these systems should demonstrate that quality management and quality system elements meet the requirements of the IMO regulation on the International Management Code for the Safe Operation of Ships and for Pollution Prevention, more commonly known as the International Safety Management Code or the ISM code. The ISM code has been added to Chapter IX of the international convention for Safety of Life at Sea (SOLAS) and is now mandatory. The SNS Pool expects this to be complied with.

1.2.4 Risk Management

1.2.4.1 Proper Risk Management is a key component to successful Safety Management.

All parties involved in an operation have a duty to ensure it is carried out properly and that adequate procedures are in place. The key components are: Risk Assessment (RA) and Permit To Work (PTW)

1.2.4.2 Responsibilities

Peterson SBS, Ship Owners and Operators are responsible for ensuring: they have appropriate RA procedures in place; RAs are carried out with respect to operations within the Peterson SBS organization, there is good liaison between relevant parties where required and where necessary be involved in the RA process.

Masters are responsible for ensuring that RAs are carried out for operations onboard their vessel and liaising with installations and bases over RAs involving installations and bases.

1.2.5 Reporting and Improvement

In addition to each party’s internal reporting procedures, all incidents, accidents and near misses should be reported to the Marine Planning Department.

In the case of an incident within an installations’ 500 m zone, all incident reports should be reported through the installation/OIM.

Incidents with including harm to people or damage/danger to the environment must immediately be reported to the appropriate Authorities and the Marine Planning Department, with a following report in 24 hours after the incident.

Feedback and suggestions for improvements should be reported through each vessel’s SMS system with a copy to the SNS Pool Pool Fleet Manager.
### Reporting Matrix:

<table>
<thead>
<tr>
<th>Who to inform</th>
<th>Vessel</th>
<th>Peterson SBS</th>
<th>Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Port</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>At Sea</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Within 500 m</td>
<td>X</td>
<td>X</td>
<td>X</td>
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### 1.3 Port Management

For general port requirements, Masters should refer to the guidance in Section 3.1 of the NWEA Guidelines.

#### 1.3.1 Mooring

The practice and use of mooring 1&1 at bow stern is acceptable for short periods of time in sheltered dock areas.

For vessels moored alongside each other the following applies.

##### 1.3.1.1 Gangway:

A safe means of access must be provided and used at all times.

Base personnel, visitors and ships crew must not access the vessel before the gangway is safe and completely attached.

Pilot door may be used for access if an adequate gangway is attached.

When alongside another vessel, the outboard vessel is to provide safe access to the inboard vessel.

##### 1.3.1.2 Berthing:

Only two (2) vessels are allowed to be berthed alongside each other in the port of Den Helder. For a third vessel, special written permission from the Poolfleet manager is required.

##### 1.3.1.3 Mooring:

All vessels are instructed to use linesmen for any mooring operations (Port control) in port.

Inboard vessels must not at any circumstances thrust against the outboard vessels whilst unmooring the outboard vessels.

Vessels’ crew or base personnel are not allowed to jump between vessels or between vessel and quay to moor or unmoor the vessel(s), as well as under any other circumstances.

Contact numbers for ordering linesmen:

1. Shifting in port Monday – Friday 0800 –1800: +31 223 685 133
2. Arrival & Departure (2 hours notice): +31 652 553 815
3. Shifting berths outside office hours: +31 652 553 815
1.3.2 Under keel Clearance (UKC)

It is recommended that at any berth UKC should not be less than 1,0 metre and in a channel or port approach not less than the minimum requirements of the Port Authority.

1.4 GENERIC INSTRUCTIONS

1.4.1 Roles and Responsibilities

1.4.1.1 Pool Fleet Manager

On behalf of the SNS Pool partners the Pool Fleet Manager is the Focal Point for all Marine related matters.

1.4.1.2 Marine Advisor(s)

The MA’s provide expert knowledge for the respective areas of operation. They will also have a mix of knowledge of the various types of vessels operated by Peterson SBS across the operational area. ‘Vessel’ is a general description for all Platform Supply Vessels (PSV) and all other vessels working under contract to Peterson SBS across the operational area.

1.4.1.3 SNS Pool Marine Planning Department / Pool planning (MPD)

MPD operates from the quayside operations base at Paleiskade Den Helder. They supply a specialist marine operations service for vessels working for SNS Pool in the Southern North Sea.

MPD has the responsibility to provide uninterrupted control and coordination of ship movement within the area of operations.

Some of the services provided are as follows:

1. Scheduling, timing and execution of supply vessel activity and collection of support data.
2. Liaison with customer focal points and emergency co-ordinators.
3. Provision of details of vessels cargoes, status and loading of discharge plans.
4. Advice on positions of Mobile Offshore Units within the SNS POOL.
5. Circulation of details of marine operations to interested parties to minimise conflicts of interest.
6. Provision, on request, of advice on emergency assistance.
7. Distribution of Safety Alerts and completed incident reports.
8. All new chartered vessels will get a full briefing including safety related subjects.
9. After each crew change a toolbox talk will take place with vessel’s master to discuss latest pool issues including safety related subjects.

1.4.1.4 Masters

The vessel Master has the ultimate responsibility for the safety of the ship, including all personnel and cargo onboard. When an SNS Pool representative is onboard, the Master...
should consult with him and provide the services of the ship, its crew and any specialist equipment to the project but at all times the master shall retain his authority and the right to suspend any operation he may deem unsafe.

The Master is also responsible for ensuring that the vessel is adequately manned (see Marine Crew Competency Requirements) for the intended operation at all times.

1.4.2 Reporting

The vessel shall keep a tank status report and send it by E Mail at 24 hour intervals to the MPD.

1.4.3 Voyage Reporting

The vessel shall keep on each trip a SNS voyage report and send it to the MPD.

1.4.4 Personnel on board (POB) Lists

All vessels must send on each first working day of each calendar month the latest P.O.B. list and also every time there has been a change due to either a crew change or passengers joining the vessel. This P.O.B. list must be mailed to: customs@Peterson SBS.com.

1.4.4.1 Hot Work in harbour

No hot work is to be performed on the open decks of vessels nor below deck without the permission of the Base Manager and a permit to work being issued by the vessel.

1.4.5 Auditing

1.4.5.1 Audits in general

All vessels will be liable to auditing. Peterson SBS has adopted the IMCA M 149 Common Marine Inspection Document (CMID) as a standard. The audit report will have a maximum validity of 12 months; other operators’ CMID audits may be accepted. Other regular vessel audits will include Bridge Team Management Audits and SMAT (Safety management Audit Technique) visits. All these audits are recorded in the Peterson SBS Marine database and shared with the SNS Pool Operators and Vessel Operators.

1.4.5.2 Audits on DP vessels

Audits will be conducted annually, in accordance with IMCA M 149 – Common Marine Inspection Document (CMID) by a competent auditor (The audit is also based on the industry standard described in IMO MCS 645.

1.4.5.3 FMEAs

Owners should follow the industry standard for carrying out FMEAs which are based on paragraph 5.1.1 of MSC Circ.645 and each classification societies’ specific rules.

Owners should ensure that repeat DP FMEA proving trials of the entire DP system are carried out at least every 5 years. This complies with IMO MSC Circ. 645, ph. 5.1.1.2.
1.4.5.4 DP trials:
Owners should ensure that annual DP trials are carried out on their DP vessels. The purpose of these trials is to ensure that the DP system has been maintained properly, is in good working order and meets the requirements of its assigned DP class notation. The procedure for carrying out annual DP trials is described in IMCA M 182, Appendix 3.

1.4.6 Transportation of Passengers
The transportation of passengers on Peterson SBS chartered vessels is not a routine practice and will generally be resisted. However, in case of urgency, transportation may be permitted. Should any passenger be carried, written approval from the SNS Pool Pool Fleet Manager is mandatory.
Transportation of passengers under age of 18 is prohibited.

1.4.7 Personnel Transfers
Immersion suits must be used and supplied by the operator. All personnel transferred by basket must wear a lifevest with a PLB which will be provided by the vessel (SNS Pool owned).

1.4.7.1 Basket Transfers
The transfer of personnel by basket is seen as a high-risk operation and should only be done in emergency, exceptional, or other circumstances where the use of alternative means of transferring personnel is either impractical or unsafe. Only fully certified and maintained personnel baskets shall be used. A documented Task Based Risk Assessment should be carried out before any transfer is undertaken. Further information is given in the NWEA Guidelines(Ch3 Para 3.3.7)
In the UK further guidance has been issued by the HSE in their document Guidance on Procedures for the transfer of Personnel by Carriers.

1.4.7.2 Boat to Boat Transfers
Boat to Boat transfer is not permitted. This type of transfer is allowable only for emergencies or unforeseen circumstances. It should not be done without first reviewing all other available options and must be approved by the SNS Pool Fleetmanager.

1.4.7.3 Gangway Transfers involving offshore access system
The operator of the offshore installation shall have suitable operating procedures in place to ensure the safe operation of the gangway and the safe transit of personnel to and from the fixed offshore installation.

1.4.8 Confined Space Entry
All vessels should have specific procedures outlined within their Safety Management System for entering confined spaces.
1.4.9 Potable Water Management

All vessels chartered by Peterson SBS must comply with the SNS Pool Potable Water Procedure.

1.4.10 Oil Spill Response

The procedures to be followed in the event of an oil spillage into the sea are conducted in accordance with MARPOL. In case of a spill in the port of Den Helder follow Peterson SBS oil spill procedure.

1.4.11 Tank Cleaning

The master must ensure that a Task Based Risk Assessment and toolbox talk have been carried out before any tank cleaning operation starts.

Further guidance can be obtained in the NWEA Guidelines Tank Cleaning.
2. **AT SEA**

Refer to the [NWEA Guidelines](#).

### 2.1 AVERSE WEATHER WORKING STANDARDS

It is the policy of the SNS Pool to have a safe system for working in adverse weather. The Adverse Weather Working Policy of the NWEA Guidelines (Ch 8.1) contains criteria, which in the absence of approved site-specific instructions should be adopted.

### 2.2 VOYAGE PLANNING

In accordance with international regulations (SOLAS V/34) the voyage shall be properly planned. The regulations authorize the Master to take voyage planning decisions for safety or environmental reasons and does not permit the owner, charterers or company from over-ruling any such decision. In order to reduce emissions the Master should execute the voyage at economical speed unless directed otherwise by the Marine Planning Department (Pool planning).

Regarding hours of work reference should be made to Section A-VIII/1 of the STCW-Code (1995 amendments) and Article 5 of ILO Convention No 180.

### 2.3 PROCEDURES ON LOCATION

#### 2.3.1 General

Information on communications, approaching installations, manoeuvring and departing installations can be found in the NWEA Guidelines (pt 3.3).

#### 2.3.2 Collision Risks to Platform Structures and Risers

All persons with responsibility for operations in the vicinity of platforms must be aware of the vulnerability of jackets and risers to impact by vessels. They should consult the appropriate Installation Data Card for information on the structure.

When vessels are working alongside platforms and conducting material transfers, careful consideration should be given to the crane used, thereby minimizing the risk of impact between vessel and platform.

Further guidance for the UK is given in Oil & Gas UK (formerly UKOOA) Guidelines for Ship / Installation Collision Avoidance.

#### 2.3.3 Safe Distances

The Master shall maintain a safe distance at all times from installations. Should a closer approach be needed for a particular circumstance, i.e. critical lift, a Task Based Risk Assessment must be carried out. Vessel Master and Installation OIM are responsible that such RA are carried out and liaised between involved personnel before commencement of an operation.
2.3.4 Hot Work

No hot work is to be performed on the open decks of vessels nor below deck (without ensuring that all ports are shielded) without the permission of the Installation OIM and a permit to work issued by the Platform. Background: Installation fire detectors may be triggered by a welding arc flash. For similar reasons, photography with a flashgun is also prohibited in close proximity of the offshore installation.

2.3.5 Fishing

Fishing is prohibited at all times.

2.4 DYNAMIC POSITIONING (DP) OPERATIONS

IMO MSC Circular 645 “Guidelines for Vessels with Dynamic Positioning Systems” is the principal internationally accepted reference on which the rules and guidelines of other authorities and organisations, including classification societies and IMCA, are based. It provides an international standard for dynamic positioning systems on all types of new vessels, built after 1994.

The responsibility for ensuring that the provisions of MSC Circ.645 are complied with rests with the owner of the DP vessel.

2.4.1 DP Experience and DP Training

Masters must ensure that the key personnel involved in DP operations and DP system maintenance and repair are competent and that they completed the necessary training and have appropriate certification according to the vessel class. They should also take account of appropriate training standards contained in IMO MSC Circ.738, “Guidelines for Dynamic Positioning Systems (DP) Operator Training” and its source document, IMCA M 117, “Training and experience of Key DP Personnel”.

2.4.2 Operations in the vicinity of other vessels

When operating close to another vessel, forms of mutual interference may be experienced. These include communications and position reference sensor signals or intermittent shelter from wind and sea. This may result in less accurate position keeping tolerance than would normally be expected. Every attempt should be made to co-ordinate the choice of communication, position reference sensors and frequencies with the other vessel so as not to permit mutual interference.

2.4.3 Fishing vessels – Policy on fouled nets

In the UK vessel Masters shall be aware of the following policy:

In the case of fishing vessels reporting gear fouled in the vicinity of pipelines or underwater assets not protected by 500-metre safety zone, refer to Oil & Gas UK (formerly UKOOA) Guidelines for Fisheries Liaison, Paragraph 11.
3. **SUPPLY VESSEL OPERATIONS**

3.1 **DECK CARGO & CARGO HANDLING**

3.1.1 **Deck Space**

For further guidance see “Cargo Plan” in the NWEA Guidelines. It may be possible to load to 100% capacity on agreement by all senior personnel involved in the operation (i.e. Master, all installations en route). This may allow any installation the opportunity to maximize restricted cargo working areas. Any deviation from the 10% block free space recommended in the NWEA Guidelines should be confirmed by the vessel Master.

3.1.2 **Outward Cargo Planning**

The Master shall contact the OIM(s) well in advance regarding any cargo having a potential HSE risk that needs to be known by all parties. Peterson SBS shall provide the vessel with a copy of the load list (cargo manifest), a dangerous goods list and IMO Dangerous Goods declarations for each installation to be visited, in sufficient time to permit proper stowage of the cargo for the route envisaged.

For further guidance see “Outward Cargo Planning” and “Deck Cargo Handling & Securing” in the NWEA Guidelines.

3.1.3 **Backload Cargo Planning**

The OIM must provide the vessel with a load list (cargo manifest), a dangerous goods list and IMO Dangerous Goods declarations, in sufficient time to permit proper stowage of the cargo for the route envisaged.

The vessel must not accept any backload prior to receiving the cargo manifest and IMO dangerous goods declarations (if applicable).

For further guidance see “Outward Cargo Planning” and “Deck Cargo Handling & Securing” in the NWEA Guidelines.

3.1.4 **Cargo Handling Operations’ Lifting Standards**

The officer in charge of operations on the vessel shall ensure that they have a full view of all cargo operations and personnel on deck and that they are able to keep sight of the crane wire and hook at all times. The officer has the authority to refuse open hooks offered to vessel and shall ensure that all deck crew stand well clear of all lifts to and from the deck of the vessel. The OIM shall ensure that open topped waste cargo carrying units are fitted with a net or permanent cover. On receipt of any improperly secured lifts, the Master shall inform the OIM immediately and request that the lift be returned to the installation for rectification, provided that doing so does not constitute a safety hazard on the return lift. These incidents should be recorded and reported to the Poolfleet Manager.
3.1.5 Sailing Instructions and Cargo Documentation

Guidance can be obtained from the NWEA Guidelines.

The following shall at least be provided prior to departure:

- A copy of the deck-cargo plan;
- A copy of the load list completed with weights of each lift;
- IMO Dangerous Goods Declarations (if applicable);
- Material Safety Data Sheets for bulk products and dangerous goods;
- A copy of the latest weather forecast;
- A copy of the sailing plan (including bulk requirements);
- A copy of the Installation Data Card;
- Outbound Cargo manifest for each location;
- Pre information of planned backloads.

Further information can be found in the publication “Guidelines for the Safe Packing and Handling of Cargo to and from Offshore Locations” (Ch9).
4. REFERENCED ELECTRONIC DOCUMENTS

Note: All documents listed below were current at the time of issue of this document. If any referenced documents are superseded the updated/replacement documents should be referred to.

1. SIGNATURE PAGE
2. CHANGE PROPOSAL FORM
3. NWEA GUIDELINES
4. STANDING ORDER NR.006
5. MARINE CREW COMPETENCY REQUIREMENTS
6. SNS VOYAGE REPORT AND CREW QUALIFICATIONS REPORT (OR EXCEL VERSION)
7. IMCA 149 ISSUE 7 : COMMON MARINE INSPECTION DOCUMENT (CMID)
8. IMO MCS 645
9. IMCA M182
10. GUIDANCE ON PROCEDURES FOR THE TRANSFER OF PERSONNEL BY CARRIERS
11. SNS POOL POTABLE WATER PROCEDURE
12. PETERSON SBS OIL SPILL PROCEDURE
14. INSTALLATION DATA CARD
15. GUIDELINES FOR SHIP / INSTALLATION COLLISION AVOIDANCE
16. IMO MSC CIRC.738 GUIDELINES FOR DYNAMIC POSITIONING SYSTEMS (DP) OPERATOR TRAINING
17. THE TRAINING AND EXPERIENCE OF KEY DP PERSONNEL (IMCA 117)
18. GUIDELINES FOR FISHERIES LIASON, PARAGRAPH 11 (ISSUE NR 5 2008 REVISION)
19. GUIDELINES FOR THE SAFE PACKING AND HANDLING OF CARGO TO AND FROM OFFSHORE LOCATIONS”