

ADDITIONAL PROJECTS
FOR
OFFSHORE VESSELS

Appendix 3



IMU

DECK CADET

STRUCTURED SHIP BOARD TRAINING PROGRAMME

PROJECT FILE

NAME: ANUPAM KUMAR SINGH

IMU ENROLMENT No. 1642813007

INDoS No. 16NL2240

Deck Cadet Record Book No. 29101815

DATE: From - 26.12.2018

To - 18.05.2019

Anupam

CHIEF OFFICER
SEA NAVALY

Project Work

NAME:- Anupam Kumar Singh

BATCH No:- IMU-36

ROLL No:- 3607

E.C. No:- 597520

CDC No:- MUM280594

PROJECT No:- 10.10 - 1.a

STO SIGN


CHIEF OFFICER
SCI NALANDA

PROJECT NAME:-

10.10 Additional projects for offshore vessels.

1) Describe the precautions required in the following operations:

a. offshore personnel transfer.

M.V SCI NALANDA

1. Describe the precautions required in the following operations:

a. offshore personnel transfer.

⇒ The precaution required during offshore personnel transfer are as follows:-

(a) Prior to undertaking the operation of passenger transfer, all checks should be carried out which are required before approaching offshore installations.

(b) The required checklist should be filled and shall be used for guidance during transfer of passenger to and from offshore installation. (attached in last page)

(c) Proper communication shall be established with all concerned with the operation including crane operator, deck crew

(d) Transfer basket and rigging material shall be of approved quality.

(e) Passenger including patients/escorts, shall wear proper personal protective equipment such as lifejacket, helmet etc.

(f) They shall be given basic safety briefing before undertaking transfer operation.

(g) The permission of CIM shall be obtained for passenger transfer

(h) Weather and sea condition shall be conducive for the operation

(i) Prior transfer operation ensure that the deck area where basket to be landed shall clear of all obstruction.

(j) The transfer operation shall being supervised by a responsible person.



CHECKLIST

Passenger Transfer To/From Platform/Vessel

Index : Form: OSV 004
Page : 1 of 1
Prep. : DKS, PKS, MKS
Appr. : CMS
Date : 31.05.2016 Rev: 01

A laminated copy of this checklist shall be available in the wheelhouse. Master/Officer in charge of the navigational watch shall use this checklist for guidance during Passenger Transfer to/from Platform.

• Is the passenger transfer basket and connected rigging of approved quality and safe for use?	Yes	No
• Has communication been established with crane operator, deck crew and bridge?	Yes	No
• Has communication been established with platform/installation?	Yes	No
• Are the passengers being transferred, including patients and escorts wearing lifejackets, helmets and shoes?	Yes	No
• Has check list for approach to platform complied with?	Yes	No
• Has the face/crane to be used for transfer agreed to with the platform?	Yes	No
• Has permission of OIM been obtained for Passenger transfer	Yes	No
• Is the weather conducive for the operation?	Yes	No
• Has the location or transfer on deck been identified and clear for the intended transfer operations?	Yes	No
• Is the transfer being supervised by a responsible officer?	Yes	No
• Is the deck area where basket to be landed clear of all obstructions, including deck fittings?	Yes	No
• Is the vessel heading into the wind, swell for operations?	Yes	No
• Is the water shipping on deck?	Yes	No
• Is correct manoeuvring being followed when more than one lift of passengers is to be transferred?	Yes	No
• For transfer by boat; has communication been maintained between Receiving vessel, Transferring vessel and the boat crew?	Yes	No
• Are all personnel in the boat, including passengers, wearing life jackets?	Yes	No
• Have passengers coming on board been given safety briefing?	Yes	No
• Is the distance of travel for the boat being kept as short as possible?	Yes	No
• Is the Receiving vessel ready to receive passengers?	Yes	No
• Is there sufficient lee for the boat to have safe passage?	Yes	No
• Is the own vessel ready in all respects to render assistance to the boat, if required?	Yes	No
• Is continuous communication being maintained with the boat?	Yes	No
• Has the Receiving vessel confirmed having received the passengers safely onboard?	Yes	No

Project Work

NAME:- Anupam Kumar Singh

BATCH No:- IMU-36

ROLL No:- 3607

E.C. No:- 597520

CDC No:- MUM280594

PROJECT No:- 10.10-1.c

STO SIGN


**CHIEF OFFICER
SCI NALANDA**

PROJECT NAME:-

10.10 Additional projects for offshore vessels

1) Describe the precautions required in the following operations:

c. pre arrival and departure installation procedures.

1. Describe the precaution required in the following operations:
c. pre arrival and departure installation procedures.

⇒ The precaution required for approaching and departing off-shore installation are as follows:-

- Approaching

- (a) Before approaching/entering 500m safety zone, the permission shall be obtained for entering the safety zone.
- (b) Weather, sea and underkeel clearance shall be conducive for the safe operation
- (c) Safe direction of approach towards installation shall be evaluated.
- (d) Bridge and engine room shall be manned in accordance with requirement.
- (e) Proper communication shall be established with all concerned with the operation including crane operator, deck crew.
- (f) Before approaching, confirm that there is no hot work or smoking is going on deck.
- (g) The vessel shall not in auto-pilot while approaching any off-shore installations

- (h) All manoeuvring and steering gear system shall be tested, including changeover between control positions and manoeuvring modes.
- (i) Emergency manoeuvring system shall be tested.
- (j) Prior approaching any offshore installation, working side shall be confirmed with the installations.
- (k) The cargo operation (deck cargo, bulk, fluid) shall be confirmed with installation.
- (l) The confirmation from installation shall be done prior approaching regarding readiness for vessel's arrival and operation.
- (m) On-going and/or planned activities within 500m zone shall be confirmed between installations, vessel and ERRV.
- (n) The most suitable and safe working heading should be estimated in relation to the installation heading.
- (o) During night operation, confirm that search light is ON and trained appropriately.
- (p) The required checklist should be filled and all checks should be carried out before entering 500m safety zone. If DP mode, DP checklist to be used in addition.

• Departing

- (a) Before departing any installation, confirm that there is no obstruction nearby including fishing boats, oil jacket
- (b) Confirm that vessel being manoeuvred well clear of installation before changing mode
- (c) Confirm that all controls set to neutral position before changing mode.

Project Work

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CDC No:- MUM280594

PROJECT No:- 10.10 - 1.d

STO SIGN


**CHIEF OFFICER
SCI NALANDA**

PROJECT NAME:-

10.10 Additional projects for offshore vessels

1) Describe the precautions required in the following operations:

(d) use of deck crane

1. Describe the precautions required in the following operation:
(d) use of deck crane.

⇒ The precautions required while using the deck crane in offshore vessels are as follows:-

(a) Keep the load below Safe Working Load Value:-

Ensure to operate all the lifting equipment below their Safe Working Load value (SWL) marked on the lifting equipment body. The only time the SWL of crane is allowed to be crossed the limit is during load testing.

(b) Appropriate Certificates:-

The crane on-board ship must have valid certificates which are certified by a competent shore body. These certificates ensure that the lifting equipment are in the right condition to carry heavy loads.

(c) Only the right person should operate the equipment:-

Only the most responsible personnel onboard having the right knowledge and skills should operate the crane. Also enough number of crew must be provided for assisting the lifting operation.

(d) Know the equipment:

The operator must know the switches

and automation involved in crane along with the radius and height covered by the swinging arm and boom. He/she must also know the maximum amount of load the equipment is allowed to carry.

(e) Efficient Lubrication:-

Ensure that all the required parts of the crane are well lubricated and hydraulic oil is at minimum marked level.

(f) Check the wires:-

The wire of the crane must be checked and renewed at required interval of time. Wire deformation, corrosion, stranding etc. must be checked and the defects require repair, the wire must be renewed before using.

(g) Use the securing clamp:-

Ensure that the securing clamp is fitted in the hook whenever a load is lifted in order to avoid slippage. Also, check that it is not in defective condition and is also provided with a spring loaded system, which will not open even when the load exerts pressure on the hook.

(h) Check the weight of the load:-

The item or load to be lifted must have a specification list and the same should be checked for the weight to avoid accident such as bending

of boom or dropping of load if the object is heavier than SWL.

(ii) Check the Anticipated Path :-

Check the anticipated area or path of the load when shifting the load by the crane for any obstruction. The planned path of cargo movement must be cleared before the load is hooked to the crane.

(j) Check proper lighting :-

Ensure that the crane area, including the load shifting path is well lit. The rays from any of the light in the vicinity should not impair the vision of crane operator or the signal man during the lifting operation.

Project Work

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CDC No:- MUM280594

PROJECT No:- 10.10-1-e

STO SIGN


**CHIEF OFFICER
SCI NALANDA**

PROJECT NAME:-

10 10 Additional project for offshore vessels.

1) Describe the precaution required in the following operation:
(e) deck cargo handling and securing, including segregation
of dangerous goods as per IMDG code

M.V SCI NALANDA

- 1) Describe the precaution required in the following operation:
- (e) deck cargo handling and securing, including segregation of dangerous goods as per IMDA code.

⇒ Cargo Work :-

- Decision on cargo operation with regard to equipment, communication and safety procedures etc. shall be made with the agreement of the master, OIM & the crane operator.
- A proper communication shall be established between the bridge and deck crew. All lift shall be checked prior being discharged to an offshore installation.
- The officer-in-charge of cargo operation shall have a full view of deck and personnel & be able to sight the crane block and hook during operation. He shall ensure that all deck crew stand well clear of all the lifts.
- Cargo carrying unit shall be visually checked for loose items such as tools, debris etc. prior commencing loading/discharging. If such items are noticed while a cargo carrying unit is being lifted, the installation should be informed immediately.

Cargo handling operation :-

- Efforts shall be made to keep the designated area clean and oil free. In case of any oil spill, it should be cleaned up by dust or other absorbent material and disposed off to prevent fire risk and accident fall.

- All lashing gear and cargo handling equipment shall be stored in appropriate place and not left scattered on deck.
- Oil drums, stores etc. shall be stowed away from the cargo handling area. Areas on deck which are not to be used for cargo stowage shall be clearly marked.
- All personnel shall be aware of the dangers existing on the offshore vessels during cargo operation. Risk assessment should be carried out.
- Cargo handling equipment/gear shall not be used by ship's staff unless the chief engineer officer or ship's responsible officer is satisfied that the equipment is in safe working condition. The responsible person shall ensure the equipments are maintained in safe state throughout the operation.

Cargo securing:

- The master shall ensure that cargo and all deck equipment are adequately secured for all anticipated weather condition during the voyage as per approved cargo securing manual available onboard.
- Irrespective of weather, sea condition and short run, cargo shall be properly secured. lashings should be done before sailing and until cargo will be discharged.
- The securing of cargo on unit shall be checked before being

accepted for shipment and any deficiencies remedied prior to their acceptance.

- The master have the authority to carry out random inspection of containers prior loading. If inspection of any container reveals inadequate stowing, lashing or securing arrangements, inadequate marking or labelling of dangerous good, or if the safety status of the container is in doubt, he can refuse the container for loading.

Segregation as per IMDA code:-

- Offshore supply vessels (OSVs) are required to carry a variety of dangerous goods including those in packaged form; however their design does not facilitate easy compliance with the IMDA code. Further more, it has been noticed that the backloading process often gives lead to incorrectly stowed and labelled dangerous goods.
- Dangerous goods must be carried in inclosed offshore containers. Each container should only carry dangerous goods of a single class.
- Where the IMDA code specifies the standard of segregation b/w containers of incompatible goods to be "away from" and "separated from" each other, such container may be stowed adjacent to each other; where the segregation standard is "separated by a complete compartment or hold from" such container should be separated by atleast one standard container.