



MARINE ENVIRONMENTAL & SAFETY CRITERIA

**FOR
INLAND BARGES INSPECTED USING
THE OCIMF PROTOCOL 2005**

ExxonMobil



**INTERNATIONAL MARINE TRANSPORTATION LIMITED
2005 EDITION**

INTERNATIONAL MARINE TRANSPORTATION Ltd
MARINE ENVIRONMENTAL & SAFETY CRITERIA
FOR
INDUSTRY BARGES IN EXXONMOBIL SERVICE
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INTRODUCTION

The purpose of this document is to provide third party barge owners/managers with an understanding of environmental and safety requirements for a third party owned or operated barge to be considered for ExxonMobil Affiliate service World-wide as described by:

- (a) COA, Time Charter or Voyage Charter
- (b) Sale/Purchase selling from or taking delivery at an ExxonMobil Affiliate or third party terminal

These requirements apply to all third party barges capable of carrying crude oils, chemicals, or petroleum products/gases operating in Inland trade.

- Note: 1)** Vessels classed to operate in both sea-going and inland waterway trades, when in sea-going service and trading beyond inland waterway defined limits shall be considered as sea-going vessels and therefore must comply with the sea-going marine environment and safety criteria.
- 2)** In some sections the numbering is not sequential. The numbers reference the OCIMF Barge Inspection Questionnaire.
- 3)** Letters and numbers such as **(A1)** following the identified requirement reference the requirement in the 2003 MESC. Therefore no change. **NEW** highlights a New requirement.

Third party owned/operated vessels not meeting or exceeding the requirements described herein with the word **“MUST”**, in bold print, will not be considered for ExxonMobil service. If meeting certain of these requirements involves gas freeing or dry-docking the barge, or requires long lead times, a grace period for further consideration of the barge may be granted upon receipt of written confirmation that the requirement will be met at the earliest opportunity. Barges not meeting those safety requirements described as **“Strongly Preferred”** or **“Preferred”** may be disadvantaged versus other barges meeting these requirements.

This document also provides the basis for the third party owned/operated barge inspection program. The inspection program covers only barges likely to be offered for ExxonMobil Affiliate service and its purpose is to determine if the barge that is likely to be offered and its crew meet the requirements as described in this booklet.

Questions or comments regarding this document should be addressed to the people identified on page 6.

NOTE: Letters and Numbers in Brackets following each item, Example (A1) reference the expectation in the 2003 Edition of the Inland Barge MESC.(NEW) indicates a New expectation

BARGE INSPECTIONS

Inspections of barges are conducted in order to ascertain whether they meet or exceed IMT's Marine Environment & Safety Criteria expectations as described in this document.

Normally, a third party barge will be inspected only if all of the following conditions are satisfied.

1. There is a reasonable probability that the barge will be offered and used by ExxonMobil Affiliate.
2. There is no "current" inspection report on the barge. "Current" is defined as within 1 year for all barges except those on "Continuous Service/Time Charter" which will be inspected every 6 months. **Change of barge owner or operator invalidates** inspections carried out while the barge was under the previous owner/operator.
3. The barge is included in a valid Alcohol and Drug abuse declaration (see sample declaration appended to this document) and is in compliance with the terms of that declaration.
4. The barge is available for inspection during cargo operations (Not whilst the vessel is idle).
5. There are no other inspections of the barge scheduled for the same time.

A barge will not be inspected in order that it may be considered for charter, sale or use by a company other than an ExxonMobil Affiliate.

All inspections are arranged through and with the permission of the barge owner/operator. It is expected that the owner/operator will advise the barge Master and (if applicable) the appropriate port agent. Inspectors are instructed to report to the Master when boarding the barge, to conduct their inspections in such a way as not to interfere with the operation or management of the barge, and to review their findings with the Master or the Master's representative.

Barge owners/operators are expected to respond to the IMT Regional Barge Coordinator regarding items in the inspection reports that do not meet the Marine Environmental & Safety Criteria. Failure to provide satisfactory evidence that such items have been upgraded to meet IMT's Marine Environmental & Safety Criteria, as described in this document, will result in the barge being rejected if offered for ExxonMobil Affiliate service.

INCIDENT REPORTING

For barges in ExxonMobil Affiliate service, incident reporting requirements may be stipulated in the charter agreements. IMT, as part of its flawless operations initiative, is committed to providing a tool to help the barge operator reduce the incident frequency to zero, and part of the process which will lead to meeting this objective is to record and learn the lessons from significant near misses and incidents.

A significant near miss is defined as an unintended or unwanted event or circumstance that under slightly different conditions, could have resulted in an incident.

To this end, owners and operators are encouraged to maintain an internal incident and near-miss reporting and recording system, from which lessons can be learned, and from which necessary preventative actions can be taken. The existence and efficiency of a process of this type will affect the rating of the operator.

All incidents MUST be reported to IMT by the operator.

• **24 Hr Emergency Number** **+44 (0)1372 22 3232**

Operators **MUST** undertake their own internal investigation to determine prime and root causes of the incident, and take corrective action to prevent recurrence. The incident report **MUST** be sent to the Incident Coordinator and WW Barge Coordinator at IMT as follows;

- **By Fax:** **+44-(0)1372 22 3430**
- **By e-mail:** **incident@exxonmobil.com**
- **WW Barge Coordinator e-mail** **phil.stride@exxonmobil.com**

Following an incident the vessel may be placed on **WORLDWIDE HOLD** (prevented from entering ExxonMobil Affiliate service) until the incident report has been reviewed by the Incident Coordinator at IMT, and accepted by the Director, Affiliate Marine Services. IMT.

The above paragraph applies even if the barge is not in ExxonMobil Affiliate service at the time of the incident.

CONTACT INFORMATION

- **24 Hr Emergency Number** **+44 (0)1372 22 3232**

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- **By e-mail:** **incident@exxonmobil.com**
- **WW Barge Coordinator e-mail** **phil.stride@exxonmobil.com**

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CHAPTER 2 CERTIFICATION AND DOCUMENTATION

- 2.1 The vessel **MUST** be provided with national or international trading certificates. **(A1)**
- 2.12 The vessel **MUST** be provided with a Loadline Certificate. **(A10)**
- 2.40 The Loading Record Book **MUST** be complete and up to date. **(A3)**
- 2.43 It is **Strongly Preferred** that a Damage Stability Plan is on board. **(A12)**
- 2.48 If propane gas is used for cooking and/or heating, the equipment **MUST** be operated outside of a gas-hazardous area and a valid certificate **MUST** be provided. **(A11)**
- 2.49 The Operator **MUST** have provided operating policies and procedures, and these **MUST** be followed. **(NEW)**

CHAPTER 3 CREW MANAGEMENT, HEALTH AND SAFETY MANAGEMENT, DRUG AND ALCOHOL

- 3.2 If the vessel has been provided with a Minimum Manning Document (MMD), the actual manning **MUST** meet or exceed the MMD requirements. **(NEW)**
- The barge/tug Master **MUST** hold a valid certificate/license of navigation. **(B2)**
Barge Master or crew member **MUST** hold a dangerous good certificate in compliance with local regulation or documented formal training. **(B3)**
- 3.3 If the vessel is unmanned it is **Preferred** that records of the names and addresses of the company, or companies providing the manpower should be available. **(NEW)**
- 3.6 Policies relating to work and rest periods **MUST** be in place and be complied with. **(B1)**
For example those applied under European legislation:
- 2 men maximum 14 operating hours in any 24 hours
 - 3 men maximum 18 operating hours in any 24 hours
 - 4 men allowable 24 hour operation
- 3.7 The Operator or the contractor supplying personnel, **MUST** have a Drug and Alcohol policy that meets or exceeds OCIMF guidelines. **(D1, D2, D3)**
- 3.8 The date of the last unannounced Alcohol test **MUST** be within the past 12 months. **(D5.1)**
- 3.10 The date of the last unannounced Drugs test **MUST** be within the past 12 months. **(D5.2)**

CHAPTER 4 WHEELHOUSE AND NAVIGATION

- 4.2 The duties of the watch keeping responsible persons and persons in charge **MUST** be clearly defined. **(NEW)**
- 4.3 The navigational equipment **MUST** be appropriate and **MUST** be operating satisfactorily. **(NEW)**
- 4.4 An operational magnetic compass with light **MUST** be provided. **(H2.1) (with "Light" NEW)**

- 4.9 An operational main engine RPM indicator **MUST** be provided. (H8)
- 4.10 An operational 3cm radar **MUST** be provided. (H2)
- 4.12 An operational VHF Radio **MUST** be provided. (H1)
- 4.13 If Operational hand-held radios (walkie talkies) are be provided. They **MUST** be intrinsically safe type. (C7.1)
- 4.14 It is Preferred that an operational search light be provided. (H9)
- 4.15 Operational sound signals **MUST** be provided. (H3.1)
- 4.16 It is Preferred that an operational Depth sounder be provided. (H2.4)
- 4.18 A rudder angle indicator **MUST** be provided. (H2.9)
- 4.19 It is Preferred that a Rate of turn Indicator be provided. (NEW)
- 4.20 Operational navigation lights and signals **MUST** be provided. (H3)
- 4.27 Appropriate optical signals/daylight shapes **MUST** be provided. (H3.2)
- 4.30 Operational binoculars **MUST** be provided. (H7)
- 4.31 Local regulations relating to navigation and collision avoidance **MUST** be provided, and **MUST** be adequate for the vessel's trading area. (H6)
- 4.32 Navigation charts, light lists, tide tables and pilot books **MUST** provided and **MUST** be up to date and adequate for the vessel's trading area. (H2.10)
- 4.34 Emergency steering gear changeover instructions **MUST** be posted and clearly understood. (H2.6, K1.9)
- 4.35 If a bow or stern thruster is fitted, operating instructions **MUST** be provided and the directions of thrust clearly indicated on the operating console. (H2.8.1)

CHAPTER 5 **FIRE FIGHTING, LIFE SAVING EQUIPMENT, OPERATIONAL SAFETY AND INCIDENT AVOIDANCE**

- 5.1 The deck area **MUST** be free of visible safety deficiencies. (C4)
- 5.2 The Operator **MUST** provide adequate personal protection equipment, (PPE) appropriate to the cargo(s) being carried, instructions for its use provided and it **MUST** be used correctly. (C2)
- 5.3 It is Strongly Preferred that a Safety Management Manual is available on board and the personnel are familiar with its contents. (NEW)
- 5.4 All responsible persons **MUST** be aware of the emergency procedures for dealing with leakage, spillage or fire involving the cargo. (F9)

- 5.5 Places where smoking is permitted **MUST** be adequately identified, smoking regulations **MUST** be observed, and doors and other means of access **MUST** be kept closed. **(L4)**
- 5.9 It is **Strongly Preferred** that an emergency lighting system is provided. **(E2.3)**
- 5.10 Where fitted it is **Preferred** that the accommodation gas detection system is operational. **(NEW)**
- 5.11 It is **Preferred** that an Emergency Plan is posted. **(E3)**
- 5.12 ALL fire fighting equipment on board **MUST** meet local regulations or be adequate for the size of the vessel. Hoses, nozzles, firemen's outfits, breathing apparatus and portable extinguishers **MUST** be in satisfactory condition, and ready for immediate use. **(E1, C2.1, A8)**
- 5.13 It is **Strongly Preferred** that if fitted, fixed fire, smoke and gas detection systems and emergency systems are fully operational, tested, and the inspection records are up to date. **(E2.2)**
- 5.14 If a fixed fire fighting system is installed it **MUST** be in satisfactory condition. **(K11)**
- 5.16 Records and personnel **MUST** demonstrate effective fire fighting and safety training and competence. **(B5, B6, B7)**
- 5.18 It is **Strongly Preferred** that an operational General Alarm system is provided. **(E2.1)**
- 5.20 All lifesaving equipment on board **MUST** either meet local regulations or be adequate for the vessel's crew and **MUST** be in satisfactory condition, be ready for immediate use and personnel **MUST** be familiar with its operation. **(E4.0, E4.1)**
- 5.22 It is **Preferred** that safety ropes and rescue equipment is available. **(E5)**
- 5.24 Material Data Safety Sheets (MSDS) **MUST** be provided and posted specifically for the cargoes being carried. **(NEW)**
- 5.27 Where appropriate to the cargoes carried, are gas-tight proximity suits or chemical resistance suits **MUST** be available and in satisfactory condition. **(C2.1, C2.2)**
- 5.29 Dangerous cargo Signals **MUST** be displayed. **(NEW)**
- 5.30 It is **Strongly Preferred** that procedures are in place to respond to a breakout from the berth during cargo operations. **(L3.1)**
- 5.32 It is **Strongly Preferred** that procedures are in place to respond to the development of dangerous concentrations of gas. **(NEW)**
- 5.33 It is **Strongly Preferred** that procedures are in place to respond to a burst cargo hose or cargo pipeline fracture. **(F9, L3.2)**
- 5.34 It is **Strongly Preferred** that procedures are in place to respond to a cargo tank overflow. **(L3.3, F.9)**
- 5.35 It is **Strongly Preferred** that procedures are in place to respond to cargo leakage into an adjoining space. **(L3.4)**

- 5.36 Procedures **MUST** be in place to respond to a failure of the steering gear. **(NEW)**
- 5.37 It is **Strongly Preferred** that procedures are in place to respond to collision or grounding that results in pollution. **(L3.5)**
- 5.39 It is **Strongly Preferred** that procedures are in place to respond to incidents involving nitrogen. **(L3.6)**
- 5.40 It is **Strongly Preferred** that procedures are in place to ensure that oxygen levels are safely controlled during nitrogen purging. **(L3.7)**
- 5.42 If a pump room is installed, it **MUST** meet controlling international, national and local regulations. Cargo pump(s) **MUST** be installed in a separate compartment from both any diesel driven machinery including engines driving the pumps. **(L5)**
- 5.45 It is **Strongly Preferred** that a means be provided for the testing of void spaces for explosive and/or toxic gases. **(L14)**
- 5.46 Personnel **MUST** be familiar with the operation of portable gas detection instruments. The following additional safety equipment, depending on the cargo carried, **MUST** be available and in good working order
- Toximeter (Gas detector)
Oxygen Analyser
Explosion meter
H2S meter (where required) **(C6)**
- 5.47 Emergency eye bath, sprays and decontamination showers **MUST** be available and in satisfactory condition.(Chemical vessels only otherwise **Preferred**) **(C5)**
- 5.48 Personnel **MUST** undergo regular medical examinations and records kept. **(D6)**
- 5.49 It is **Strongly Preferred** that emergency first aid kits available. **(C1)**
- 5.51 Satisfactory safety procedures **MUST** be provided for all of the following:
- cargo transfer **(C10.1)**
 - entering pump rooms, cargo tanks, enclosed and other dangerous spaces **(C3)**.
 - and for hot work. **(NEW)**
- 5.53 It is **Strongly Preferred** that the responsible persons understand the dangers associated with cleaning tanks that have previously contained toxic products. **(C3.7.2)**
- 5.54 The dangers associated with tank cleaning **MUST** be clearly understood. **(C3.7.1, C10.4)**
- 5.55 It is **Strongly Preferred** that Cargo tank atmospheres be controlled during tank cleaning. **(C3.7.3)**
- 5.56 It is **Strongly Preferred** that deck atmospheres be regularly monitored for gas accumulations during cargo transfer and tank cleaning operations. **(C3.7.4)**
- 5.59 It is **Strongly Preferred** that, If fitted, outside air conditioning units be type-approved for use in gas-hazardous areas. **(C7.2)**

- 5.60 Where required by law the vessel **MUST** be issued with an approved Ship Security Plan otherwise **Preferred**. **(NEW)**
- 5.61 Measures in place to prevent unauthorised boarding **MUST** meet local requirements / legislation. **(NEW)**

CHAPTER 6

ENVIRONMENT PROTECTION

- 6.1 The vessel **MUST** maintain an Oil Record Book. **(F2)**
- 6.2 An approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP) or similar **MUST** be provided. **(F3)**
- 6.4 Suitable equipment **MUST** be provided to deal with small oil spills. **(F5)**
- 6.6 Bulkheads, pipelines and the hull **MUST** be free of visible leaks. **(NEW)**
- 6.7 Hydraulic lines on deck **MUST** be free of visible leaks. **(NEW)**
- 6.8 A spill bar (or perimeter spill rail) **MUST** be fitted around the deck edge with scuppers in good condition and if conducting cargo transfer the plugs **MUST** be in place and liquid-tight. **(F4)**
- 6.9 All the cargo manifolds **MUST** be provided with spill trays. **(F7)**
- 6.10 All hose connections and manifold blank flanges **MUST** be fully bolted. **(G9)**
- 6.11 It is **Preferred** that spill savealls installed around bunker and diesel tank vents. **(NEW)**
- 6.12 Decks **MUST** be free of oily material. **(NEW)**
- 6.14 Overboard valves **MUST** be clearly marked, lashed, locked or sealed in the fully closed position. **(NEW)**
- 6.16 Disposal receipts for Machinery space bilge water and cargo slops **MUST** be retained on board and **MUST** be handled in accordance with requirements of MARPOL or the Local authority. **(F1.2)**
- 6.19 Sampling connections, valves, caps or plugs **MUST** be properly secured to pipeline drains and vents. **(F8)**
- 6.20 Sampling connections, valves, caps or plugs **MUST** be in satisfactory condition. **(F8)**

CHAPTER 7

STRUCTURE

- 7.1 It is **Strongly Preferred** vessels be enrolled in a Structural Survey Program. **(NEW)**
- 7.3 Records **MUST** be available to indicate regular inspection and testing of tank coatings and/or stainless steel tanks. (Chemical carriers only). **(G12)**

CHAPTER 8

CARGO TRANSFER OPERATIONS

- 8.2 A Ship/Shore Safety Check List **MUST** have been properly completed and those items that require re-inspection **MUST** have been inspected at the appropriate intervals. **(G1)**
- 8.3 Written loading, discharge or ballast transfer plans, as appropriate, **MUST** have been prepared for the current operations. **(G6, G16)**
- 8.4 If the cargo is required to be inhibited, it is **Preferred** that the required information be available. **(G6.1.6)**
- 8.6 The information **MUST** be readily available to the responsible persons relating to maximum loading rates and venting capacities. **(NEW)**
- 8.7 The Cargo Record Book **MUST** be correctly completed and up to date (Chemicals Only). **(A3)**
- 8.8 It is **Strongly Preferred** that the cargoes being carried are listed on the Certificate of Fitness. (This will be a **MUST** item where legally required) **(NEW)**
- 8.13 Safe and effective procedures **MUST** be in place for stripping cargo. (Chemical vessels only where appropriate otherwise **Preferred**) **(C10.3)**
- 8.14 Safe and effective procedures **MUST** be in place for changing cargo grades. (Chemical vessels only where appropriate otherwise **Preferred**) **(C10.5)**
- 8.15 It is **Preferred** that safe and effective procedures be in place for ballasting and de-ballasting. **(C10.6)**
- 8.16 Safe and effective procedures **MUST** be in place for Ship to Ship (STS) cargo transfer operations. **(C10.7)**
- 8.18 Safe and effective procedures **MUST** be in place for gas freeing. (Chemical vessels only where appropriate otherwise **Preferred**) **(C10.2)**
- 8.19 All cargo pumps, booster pumps, ballast pumps and stripping pumps, eductors and their associated instrumentation and controls **MUST** be in satisfactory operational condition, free of leaks and there **MUST** be evidence of regular testing. **(G29, N7)**
- 8.21 Tank domes and associated fittings **MUST** be in a satisfactory condition and free from corrosion. (Gas Only) **(G25)**
- 8.22 If fitted, the Emergency Shut Down (ESD) system **MUST** be fully operational. **(G3)**
- 8.23 Powered valves **MUST** be set to close within 20-30 seconds. (Gas only). **(N9)**
- 8.25 If so required static electricity precautions **MUST** be observed. **(L3.10)**
- 8.26 It is **Strongly Preferred** that where the vessel is equipped with derricks or hose handling booms, they are in satisfactory condition, marked with Safe Working Load and regularly tested. **(NEW)**
- 8.27 Cargo pipelines **MUST** be in satisfactory condition. **(NEW)**

- 8.28 When multiple cargoes are being handled it is **Strongly Preferred** that each cargo pipeline is clearly identified with the cargo pump and the tanks that it serves. **(NEW)**
- 8.29 Cargo pipelines **MUST** be free of soft patches or other temporary repairs. **(NEW)**
- 8.30 It is **Strongly Preferred** that cargo pipelines are tested annually to 1.5 times their normal working pressure and the results recorded. **(NEW)**
- 8.31 If the vessel uses its own cargo hoses, they **MUST** be in good order, pressure tested annually to their design working pressure, and records of all hose tests and inspections maintained on board. **(A5)**
- The maximum acceptable age of a spiral wound conventional hose used in ExxonMobil affiliate service is **4 years**.
The maximum acceptable age of a light weight "Lay-flat" hose used in ExxonMobil affiliate service is **1 year**.
- 8.36 Sample lines for both liquid and vapour **MUST** be fitted with valves and caps. (Gas Only) **(F8)**
- 8.42 Pipeline drains and stub pieces **MUST** be fitted with valves and caps, and they **MUST** be in a satisfactory condition. **(F8)**
- 8.45 If cargo segregations using blank flanges are fitted, the flanges **MUST** be fully bolted. **(G9)**
- 8.47 The valves serving the cargo and ballast system **MUST** be in satisfactory operational condition. **(NEW)**
- 8.48 The vessel **MUST** be free from unauthorised connections between the bunker, ballast and cargo systems. **(G11.1, G11.2)**
- 8.50 It is **Preferred** that pressure gauges be fitted at the cargo manifolds outboard of the manifold valves on both onshore and offshore sides. **(G27)**
- 8.51 Remote and local temperature and pressure sensors and gauges **MUST** be in satisfactory operational condition. **(NEW)**
- 8.52 Satisfactory records **MUST** be maintained of the calibration of key cargo instrumentation, including temperature and pressure gauges. **(N2)**
- 8.53 The cargo conditioning (reliequfaction) plant, associated machinery and instrumentation **MUST** be in good order. (Gas only) **(N6)**
- 8.61 It is **Preferred** that there is environmental control of void spaces. **(L14)**
- 8.67 If a cargo heating system is fitted and is in use at the time of the inspection, is **Preferred** that it is properly insulated, in a satisfactory operational condition and free of leaks. **(NEW)**
- 8.68 If diesel engines are installed on the open deck, it **MUST** be certificated or approved by a recognised authority and situated outside the gas-hazardous area. It should be noted that if boilers are fitted on deck the same rules apply. **(NEW)**
- 8.69 It is **Strongly Preferred** that tank access openings, flame screens and standpipes are in

- satisfactory condition. **(NEW)**
- 8.70 Tank calibration tables **MUST** be available and approved by a recognised authority. **(N1)**
- 8.72 Fixed cargo level measuring equipment **MUST** be operational, certified and regularly calibrated. **(N2)**
- 8.73 It is **Strongly Preferred** that cargo tanks are provided with an overfill protection system (High Level Alarms) and the system is fully operational. **(G5)**
- 8.74 It is **Strongly Preferred** that the cargo high level alarm system be operated during both loading and discharging. **(NEW)**
- 8.75 It is **Strongly Preferred** that the cargo tank high level alarm system be independent of both the gauging devices and the overflow-control alarm system. **(NEW)**
- 8.76 It is **Preferred** that bunker tanks are provided with a fully operational overfill protection system (High Level Alarms). **(F10)**
- 8.77 Personnel **MUST** be aware of the relationship between tank filling limits and cargo temperature. **(G7)**
- 8.78 Where legally required portable measuring tapes and/or sticks **MUST** be available. **(N3)**
- 8.82 It is **Preferred** that a reference thermometer carried and its certificate valid. **(N4)**
- 8.84 Records **MUST** be kept of the calibration of key cargo instrumentation, including temperature and pressure gauges. **(G8.2, N5)**
- 8.86 The vessel **MUST** be fitted with a cargo venting system that is it in a satisfactory operational condition. **(G17)**
- 8.87 It is **Strongly Preferred** that the vessel be capable of operating in a closed condition if volatile or toxic products are handled, including ullaging and sampling. If certain chemicals are being handled such as benzene or similar, vessel **MUST** operate in a close condition. **(L8)**
- 8.89 P/V valves **MUST** be in good order, fitted with flame screens, inspected and cleaned as part of a regular maintenance routine, and records kept. **(G8.1)**
- 8.91 It is **Strongly Preferred** that the venting system be provided with full-flow secondary means of cargo tank protection against over, or under-pressurisation in the event of accidental closure of the inlet valve. **(NEW)**
- 8.96 Tank hatches, tank cleaning apertures and sighting ports **MUST** be liquid and gas tight. **(G2)**

CHAPTER 9

MOORING

- 9.1 The vessel **MUST** be effectively moored. **(J1)**
- 9.7 Mooring lines **MUST** be in satisfactory condition. **(J1)**

CHAPTER 10 TUG DESIGN, TUG TOWING EQUIPMENT AND PROCEDURES

- 10.1 The tug **MUST** have sufficient power for the barge(s) being handled. **(O3)**
- 10.2 The equipment provided **MUST** be sufficient to handle the tow. **(O2)**
- 10.3 The personnel **MUST** demonstrate evidence of adequate training in towing operations and emergency procedures. **(P24, P42)**
- 10.4 Personnel **MUST** demonstrate evidence of effective training and familiarity with the winch operation. **(P23)**
- 10.5 The funnel **MUST** be provided with an effective spark arrestor. (Vessels licensed to remain alongside Oil/Chemical/Gas terminals only) **(NEW)**
- 10.6 Personnel **MUST** demonstrate familiarity and adequate training to respond to emergency situations. **(P42)**
- 10.7 The height of eye from the tug wheelhouse **MUST** provide sufficient visibility beyond the barge being towed or pushed. **(O7)**
- 10.8 The size and strength of the towing wire employed **MUST** be adequate for its intended use. The Safe operating strength **MUST** be at least 2.5 times the bollard pull of the tug. **(P13)**
- 10.9 The minimum breaking load (MBL) of the towing wire size **MUST** correspond to the maximum bollard pull of the tug. **(P13)**
- 10.10 The towing wire **MUST** be in satisfactory condition. **(P4)**
- 10.11 The system connecting the tug(s) and barge(s) **MUST** be maintained in a satisfactory condition. **(P25, P41)**
- 10.12 It is **Preferred** that the manufacturer's certificate is provided for the towing wire(s) on board. **(P5)**
- 10.13 There **MUST** be a spare towing wire or hawser on board. **(P9)**
- 10.14 The towing winch **MUST** be in satisfactory condition and show evidence of proper maintenance. **(P3)**
- 10.15 The towing winch brake **MUST** be tested annually and details of the rendering results recorded. **(P10)**
- 10.16 It is **Preferred** that the winch is fitted with an operational alarm indicating wire pay-out. **(P19)**
- 10.17 A record of inspection of the towing wire **MUST** be maintained up to date, contain details of condition and dates of lubrication. **(P7)**
- 10.20 The bridle **MUST** be protected from chafing at the deck edge. **(P31)**
- 10.21 A spare pennant or surge chain **MUST** be provided and if fitted the surge chain **MUST** be at least the same grade and size as the main bridle. **(P36)**

- 10.22 If fitted, is the synthetic shock line **MUST** be at least 1.3 times the strength of the main tow wire/hawser. **(P37)**
- 10.24 A record **MUST** be maintained of the number of towing miles/hours of the towing wire, and the usage **MUST** be within the stipulated life of the wire. **(P6)**
- 10.25 The barge **MUST** be fitted with an emergency towing system. **(P39)**
- 10.26 The towing wire termination **MUST** be in good condition and free of damage, deformation, or significant corrosion. **(P16)**
- 10.27 The towing wire **MUST** be sufficiently protected from chafing at the stern rail for the current service. **(P21)**
- 10.28 The tug/barge pushing connection **MUST** be acceptable for the current service. **(P25)**
- 10.29 If separate push winches are utilised, they **MUST** be properly maintained and in satisfactory working order. **(P26)**
- 10.30 The two bridle legs **MUST** form an angle less than 120 degrees. **(P32)**
- 10.31 The breaking strain of the bridle **MUST** be at least 1.3 times the breaking strain of the towing wire. **(P33)**
- 10.32 The emergency towing system **MUST** be deployable by the tug personnel when the barge is unmanned. **(P40)**
- 10.33 If the inspected vessel is an integrated tug/barge unit, the tug/barge connection system **MUST** be maintained in satisfactory condition. **(P25)**
- 10.34 If manned, the barge personnel **MUST** maintain 24 hour radio communication with the tug. **(P43)**

CHAPTER 11

ENGINE / MACHINERY ROOM

- 11.1 The general cleanliness and housekeeping in the engine space **MUST** be satisfactory. **(M1)**
- 11.2 A planned maintenance system **MUST** be followed and up to date. **(NEW)**
- 11.3 The machinery space(s) **MUST** be free from visible safety deficiencies. **(C4, K8)**
- 11.4 It is **Strongly Preferred** that all electrical wiring and plugs be intrinsically safe and megatesting regularly. **(A9) (intrinsically safe NEW)**
- 11.6 If the vessel is provided with an emergency diesel generator, it **MUST** be in satisfactory operational condition. **(NEW)**
- 11.7 The main engine machinery space equipment **MUST** be in a satisfactory operational condition. **(NEW)**
- 11.8 The emergency main fuel stops **MUST** be prominently marked and operational. **(K1.1)**
- 11.9 The boiler fuel emergency stops **MUST** be operational. **(K1.2)**

- 11.10 It is Preferred that batteries are in satisfactory condition. (K1.3)
- 11.11 The fire pump **MUST** be in satisfactory condition and operational. (K1.4)
- 11.12 Safety devices and alarms **MUST** be operational. (K1.5)
- 11.13 Bilge alarms **MUST** be operational. (K1.6)
- 11.14 The pump room gas detection systems **MUST** be operational. (K1.7)
- 11.15 The pump room ventilation fans shut-down arrangements **MUST** be operational. (K1.8)
- 11.16 The emergency steering gear **MUST** be operational. (K1.9)
- 11.17 The engine room alarms **MUST** be operational. (K1.10)
- 11.18 The engine room instrumentation **MUST** be in satisfactory operational condition. (K1.11)
- 11.19 If a fixed engine room fire fighting system is fitted it **MUST** be in satisfactory operational condition. (NEW). It is Preferred that fixed fire fighting equipment be fitted such as CO2, Foam etc) (K11)
- 11.20 All moving machinery **MUST** be provided with effective guards where this presents a hazard. (NEW)
- 11.21 Hazard/warning notices **MUST** be posted. (K2)
- 11.22 Emergency escape exits **MUST** be clearly marked, unobstructed and adequately lit. (K3)
- 11.23 It is Strongly Preferred that fuel oil tanks; slop tanks and drums are clearly labeled. (K5)
- 11.24 Flammable/combustible materials **MUST** be properly stored. (K6)
- 11.25 Bilges **MUST** be clean and free of excessive oil waste. (K7)
- 11.27 Electrical wiring and equipment **MUST** be approved for intended service and free from exposed electrical shock hazards. (K8)
- 11.29 The operation of the steering equipment **MUST** be satisfactory. (K10)
- 11.30 The engine room and steering room control systems **MUST** be satisfactory. (NEW)
- 11.31 The emergency equipment **MUST** be in full operational condition and operating instructions clearly displayed. (L2, K1)
- 11.34 It is Preferred that the fire main, fire pump, and sea chest valves are clearly marked and labeled? (K12)

CHAPTER 12

GENERAL APPEARANCE HOUSEKEEPING

- 12.1 The general condition of the hull and cleanliness of the hull **MUST** be satisfactory. **(M1)**
- 12.2 It is **Strongly Preferred** that if permanent fendering is fitted it is in a satisfactory condition and of a type consistent with the type of service in which the barge is trading. Vehicle tyres will NOT be considered satisfactory if the vessel is trading in exposed water which is subject to wave or high winds **(NEW)**
- 12.3 The structural appearance and cleanliness of the weather deck **MUST** appear to be satisfactory. **(M1)**
- 12.4 It is **Preferred** that the general condition of service pipe work is satisfactory, free from significant corrosion, pitting, soft patches or other temporary repairs.(Machinery spaces) **(M1)**
- 12.5 The overall appearance of the external accommodation **MUST** be satisfactory. **(M1)**

CHAPTER 13

MARINE PACKED CARGO (SPECIFIC)

- 13.1 The vessel **MUST** have a cargo securing manual. **(NEW)**
- 13.2 The vessel **MUST** be free of stability problems. **(NEW)**
- 13.3 Suitable safety notices **MUST** be posted. **(NEW)**
- 13.4 It is **Strongly Preferred** that the vessel has a stability plan approved by a competent authority to carry deck cargoes. **(NEW)**
- 13.7 If fitted with tank framework, these **MUST** be fitted with adequate strengthened fixing/lifting points. **(NEW)**
- 13.8 If the cargo is carried in containers, these **MUST** be in a satisfactory condition. **(NEW)**
- 13.9 If the cargo is carried in a tank vehicle, the vehicle **MUST** be in sound structural condition & free of defects. **(NEW)**
- 13.10 The tank vehicle **MUST** be properly secured in accordance with a Cargo Securing Manual. **(NEW)**
- 13.11 Tie-down attachments **MUST** be located so as to prevent free movement against vehicle spring. **(NEW)**
- 13.14 Drums and packages **MUST** be in satisfactory condition, free of leaks and clearly marked showing the cargo they contain. **(NEW)**
- 13.15 Drums **MUST** be stowed and lashed securely. **(NEW)**
- 13.16 Electric lights and fittings located in the vicinity of the tank **MUST** be in satisfactory condition and it is **Strongly Preferred** that they are explosion-proof type. **(NEW)**

**Drug and Alcohol Policy
Blanket Declaration
(Sample)**

To: International Marine Transportation Ltd.
Marine Services Section
Tel: +44 1372 223217
Fax: +44 1372 223583

Re: Drug and Alcohol Policy

The undersigned warrants and represents that it has a policy on Drug and Alcohol Abuse ("Policy") applicable to all vessels which the undersigned now owns and/or operates and which, after the date of this certificate, the undersigned may own and/or operate. The Policy meets or exceeds standards in the Oil Companies International Marine Forum Guidelines for the Control of Drugs and Alcohol Onboard Ship. Under the Policy, alcohol impairment shall be defined as a blood alcohol content of 40mg/100ml or greater; the appropriate seafarers to be tested shall be all responsible crew members and the drug/alcohol testing and screening shall include unannounced testing in addition to routine medical examinations. An objective of the Policy should be that frequency of unannounced testing be adequate to act as an effective abuse deterrent, and that all officers/responsible crew members be tested at least once a year through a combined program of unannounced testing and routine medical examinations.

The undersigned further warrants that the Policy will remain in effect unless you are otherwise specifically notified and that the undersigned shall exercise due diligence to ensure compliance with the Policy. It is understood that an actual impairment or any test finding of impairment shall not in and of itself mean the undersigned has failed to exercise due diligence.

Company Name

Person signing on behalf of Company

Title or Authority held by person signing

Date