

Export: Mooring/Towing Operations

WHEN TO COMPLETE – Before the start of any Mooring/Towing Operation activities

Confirm each control / safeguard below before starting work	Guidance for confirming each control / safeguard	Person(s) Performing Work	Start-Work Verifier
I HAVE CONFIRMED:			
<p>1 Pre-berthing inspection of tanker's SPM mooring equipment has been completed.</p>	<ul style="list-style-type: none"> Confirm there is no variance in bow chain stopper (BCS), winch and ancillary mooring equipment. <ul style="list-style-type: none"> – Check for modifications, deformation or excessive wear on the stopper, the winch, pedestal rollers and all respective bedplates or supporting structures. 		
<p>2 Designated tugs / support vessels are operational.</p>	<ul style="list-style-type: none"> Confirm support vessels have completed pre-tow checklists. <ul style="list-style-type: none"> – Major deficiencies noted on the checklist renders the vessel non-compliant. If it is not possible to rectify all operational concerns or equipment defects, then mitigation plan required and approved by the SMM. 		
<p>3 Confirm Tug ability to maintain watertight integrity.</p>	<ul style="list-style-type: none"> Master has confirmed that all external doors, hatches and portholes are closed and properly secured for sea. <ul style="list-style-type: none"> – Check condition of door seals and hatches to maintain watertight integrity when closed. 		
<p>4 Tug machinery, plant & tow machinery are fully operational</p>	<ul style="list-style-type: none"> Confirm tow emergency release is operational. Confirm towing equipment have been inspected & fit for purpose. <ul style="list-style-type: none"> – Verify tow line or wire and associated equipment have been inspected by the vessel. Check certificates and last inspection date(s) for validity. 		
<p>5 Procedures and task steps understood by all parties</p>	<ul style="list-style-type: none"> Confirm the towing vessels and tanker officers have been briefed on the tasks, rendezvous positions, etc. Emergency & contingency procedures are understood, and roles agreed. 		
<p>6 Tug bridge is manned by a competent and fully certified officer.</p>	<ul style="list-style-type: none"> Confirm from the Master that the bridge will be manned by a competent and fully certified officer throughout the operation. 		
<p>7 Communication plan is agreed to by all vessels and workers.</p>	<ul style="list-style-type: none"> Test primary and secondary methods of communication along with standardized language protocols. 		

	<p>Check that atmosphere in cargo tanks is within allowable limits.</p>	<ul style="list-style-type: none"> • Check to ensure the oxygen content in the cargo tanks is not more than 8% • Check to ensure the H2S content in cargo tanks is not more than 50 PPM • On vessels without a common venting system, check all tanks to be loaded. • Vessels with more than 50 ppm of H2S to abort mooring operation and proceed offshore for purging. 		
<p>Confirm these controls / safeguards are in place and verified prior to starting work. Stop and seek help if anything changes.</p>				

	Printed Name & Role	Signature	Date
Start Work Verifier			

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[INSERT ILLUSTRATION – IF APPLICABLE]