

Notice of Change to Controlled Documents #371-374/ 14 Aug 2019

Summary of Changes

Revisions managed by: Shannon Smith

Purpose: [371] MEDEVAC procedures updated with lessons learned from our medevac event.
[372-376] General corrections, updates and improvements

NOC#	Ch., Sec., SOP	Summary	Revision#
371	SOP-GEN-008B	New steps added to MEDEVAC procedure	#12
372	Confined Space permit	Gas tester readings removed- personal gas detector used. Reference to marine chemist removed- only used in shipyard and they have their own permit forms.	July 2019
373	Chapter 8	CFR reference corrected for fire / abandon ship drills 46 CFR 131.151A should be 46 cfr 131.535 (a)	#14
374	SOP-GEN-007G	Confined spaces training requirements updated	#17
375	Management of Change form	Shortened and simplified Per Bernie Bernard	July 2019
376	Weekly Report form	Updated	July 2019

FOR OFFICE USE ONLY: SHIPNET EDITS			
Date Completed		Date Completed	
	Media Library Load forms, SOPs, Ch's,		NOC table updated
	SMM page: Update links, add new sections		NOC's added to media library
	SMM TOC pdf updated		ShipNet Forms table updated

Approvals: James Howell, HSE Manager	Pete Tatro, DPA
Approved by email 7/29/2019	Approved by email 8/14/2019

NOC # 371
SOP-GEN-008B Medical Emergency and MEDEVAC

Revision #	Section(s)
Rev: #12	<p style="text-align: center;">7.6 Deck Check</p> <p>Before the helicopter approaches, check the deck and remove any loose debris. Even small objects can become projectiles in the prop wash.</p> <p style="text-align: center;">8.0 Hoist Operations</p> <p>As helicopter approaches, change vessel course until the wind is 30 degrees off your port bow, or as directed by the helicopter crew, as long as it is safe to do so. Maintain course and normal speed, unless otherwise directed. It is usually easier for a hoist if the vessel is underway.</p> <p>The hoist operation is controlled by the helicopter crew and the vessel must follow their directions.</p> <ul style="list-style-type: none"> • The “Go Bag”- Put together a small sealed bag of critical items to be transferred with the patient. The Go Bag should contain: <ul style="list-style-type: none"> ○ Patient ID (passport, visas), medications the patient may be taking, the Medical Release Disclosure form signed by the patient at the beginning of the cruise, the Patient Information form and any personal effects. <p>Move the patient as close to the designated hoist area as their condition and weather permits.</p> <p style="text-align: center;">. . .</p> <ul style="list-style-type: none"> • All personnel assisting with the hoist need to have on appropriate PPE, including a full PFD - not a work vest. BUT NO HARD HATS SHALL BE WORN under helicopter prop wash. • The helicopter will send down the rescue basket to hoist the patient.

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NOC # 372
Confined Space Permit

Revision	Section(s)
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July 2019	<p>Old permit:</p> <table border="1"> <tr> <td rowspan="5">Controls</td> <td rowspan="5">Final Checks Before Starting</td> <td>Is oxygen reading between 19.5 and 21.5%? _____ % <input type="checkbox"/> Yes <input type="checkbox"/> if NO-then SCBA is required</td> </tr> <tr> <td>(Shipyard/ Drydock) Marine Chemist cert checked for validity and posted at work site? <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td>Original permit filed on bridge and copy posted at the entrance? <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td>Clear method of communication established between monitor, entrants and bridge? <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td>Bridge, Engineering and any other affected areas notified? <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> </table> <p>New Permit:</p> <table border="1"> <tr> <td rowspan="5">Controls</td> <td rowspan="5">Final Checks Before Starting</td> <td>Has gas detector been lowered to the bottom of the space without alarm? <input type="checkbox"/> Yes</td> </tr> <tr> <td>Has gas detector been attached to entrant for continual monitoring during work? <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td>Original permit filed on bridge and copy posted at the entrance? <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td>Clear method of communication established between monitor, entrants and bridge? <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td>Bridge, Engineering and any other affected areas notified? <input type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> </table>	Controls	Final Checks Before Starting	Is oxygen reading between 19.5 and 21.5%? _____ % <input type="checkbox"/> Yes <input type="checkbox"/> if NO-then SCBA is required	(Shipyard/ Drydock) Marine Chemist cert checked for validity and posted at work site? <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No	Original permit filed on bridge and copy posted at the entrance? <input type="checkbox"/> Yes <input type="checkbox"/> No	Clear method of communication established between monitor, entrants and bridge? <input type="checkbox"/> Yes <input type="checkbox"/> No	Bridge, Engineering and any other affected areas notified? <input type="checkbox"/> Yes <input type="checkbox"/> No	Controls	Final Checks Before Starting	Has gas detector been lowered to the bottom of the space without alarm? <input type="checkbox"/> Yes	Has gas detector been attached to entrant for continual monitoring during work? <input type="checkbox"/> Yes <input type="checkbox"/> No	Original permit filed on bridge and copy posted at the entrance? <input type="checkbox"/> Yes <input type="checkbox"/> No	Clear method of communication established between monitor, entrants and bridge? <input type="checkbox"/> Yes <input type="checkbox"/> No	Bridge, Engineering and any other affected areas notified? <input type="checkbox"/> Yes <input type="checkbox"/> No
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NOC # 373
Ch 8 Emergency Preparedness for Vessels

Revision #	Section(s)
Rev: #14	<p>Sec 2.0 Emergency Drills and Exercises</p> <p align="center">...</p> <p>US Flag State requires fire and abandon ship drills on alternate weeks and does NOT allow them to be done together.</p> <p>46 CFR 131.154 535 (a) A fire drill must be held on each vessel, normally on alternate weeks. It must not be held as part of the abandon-ship drill, nor immediately before or after the abandon-ship drill. If none can be held on schedule, because of bad weather or other unavoidable constraint, one must be held at the next opportunity.</p>

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NOC # 374
SOP-GEN-007G – Confined Spaces Entry

Revision #	Section(s)
Rev: #17	<p>3.0 Confined and Enclosed Space Hazards</p> <p>Once an area has been identified as a confined or enclosed space, then the potential hazards associated with that space must be identified.</p>

These spaces may present one or more of the following hazards: oxygen deficient atmospheres, flammable atmospheres, toxic atmospheres and mechanical/physical hazards.

~~For this reason, any person entering a confined/ enclosed space must be trained in recognizing these hazards. **Personnel entering a confined/enclosed must have completed both the Confined Space Training course on the Computer Based Training and the TDI-Brooks Confined Space Entry and rescue training packet.**~~

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5.1 Entry Procedure at Dockside (Not operational)

Before anyone may enter a **Category 1** confined space on a TDI-Brooks vessel at a shipyard or dockside at a repair facility, the appropriate regulations of 29 CFR 1915 will apply. That is, the space must be tested, certified, and posted safe for entry by a Marine Chemist or the shipyard's authorized person. ~~Then, entry by TDI-Brooks personnel will follow the requirements for Permit entry (CSE permit with integrated JSA, trained and certified supervisor, entrants and attendant).~~

~~Permit Required confined spaces include a risk analysis as a JSA integrated into the permit. The Confined Space Permit template, with instructions, can be found on **TDI Forms page**. The confined space permit must be approved and signed by both Chief Engineer and the Bridge Officer. In the absence of one or both of those officers, the Port Engineer may approve and sign the permit.~~

~~If both employees and contractors will be entering the space, both parties shall participate in the JSA and it will signed by all participants.~~

Confined space entry at a shipyard or shoreside repair facility will follow the permit procedures of that facility unless the Port Engineer and facility representative agree to follow TDI procedures in the Contractor Safety Meeting.

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5.2.3 Non-Permit Required Entry Procedure (Category 3 Spaces)

These spaces, while meeting some of the criteria of confined/enclosed spaces, do not present an atmospheric hazard. Therefore a permit is not required to enter these spaces. However, prior to entry to perform any task, the bridge should be notified of the entry. ~~and an attendant should be posted outside the space to monitor the entrant.~~

If the work to be performed in the confined/enclosed space alters the

atmosphere (i.e. painting, welding, grinding), then a confined space entry permit and integrated JSA must be filled out, and all steps outlined in Section 5.2.2 of this SOP must be followed.

6.0 Required Training

All persons participating in confined space entry/ rescue and in the required monthly drills must have completed the computer based training course “Confined Space Entry” as a general familiarization of the hazards of confined space. **confined space training required by the TDI Training Matrix.**

In addition, they must have completed the **TDI Core Safety Confined Space training**. This training is based on the more stringent OSHA requirements for Confined Space and focuses on TDI specific policies and procedures.

. . . Ellipses indicate unchanged material has been skipped for the sake of brevity.

**NOC # 375
Management of Change Form**

Revision #	Section(s)
Rev: July 2019	See attached completely revised form

**NOC # 376
Weekly Report Form**

Revision #	Section(s)
Rev: July 2019	See attached completely revised form