SOP-GEN-032 500 Meter Zone and SIMOPS

1.0 Entering a Restricted Area

Based on the nature of work TDI-Brooks' vessels conduct, it is highly possible that it will need to enter an oil field, come within 500 m of a fixed structure or other restricted area. Basic guidelines include notifying the appropriate authorities (e.g., rig supervisor, offshore installation manager, marine operations manager etc.) to report vessel identification, estimated time of arrival, scope of work and proximity to restricted areas.

Do not enter a restricted area without permission and notification to all vessels or structures potentially impacted by this vessel's operations. It is imperative to maintain communications with all other vessels in vicinity, structures and points of notification to avoid any adverse impacts.

2.0 500 M Entry Zone Protocol

Prior to entering the 500-meter (m) zone of any offshore installation or floating structure, the Master will contact the structure for permission and preferred approach protocols. At least **two qualified personnel** will be on the bridge during operations within the 500m Zone. Our basic protocol is described below but will be modified as required by structure/ installation.

Some clients prefer that we use their form.

- The vessel establishes contact with the installation, provides an ETA.
- The vessel must ensure that they are familiar with the working practices of the installation, particularly the following: VHF/UHF working channels, communication contact points, physical layout of the installation, confirm with the installation vessel mooring requirements and method of mooring.
- Prior to arrival at the installation the vessel should confirm the satisfactory operation of all propulsion and maneuvering control equipment, steering control equipment, internal and external communication equipment, notify the installation of any cargo movement or needed assistance.

- Any problems need to be reported to the installation immediately.
- If conditions are acceptable, then the Master needs to request permission to come alongside the installation.
- Once permission has been granted by the installation for approach, the Master needs to establish and maintain contact with the installation, the vessel will be placed in the proper position that has been agreed to by the installation.
- At the installation, the following items need to be monitored: weather, wind, currents, VHF channel 16 and designated channel determined by both parties, distance to installation, condition and position of mooring lines, condition and position of any bulk hoses that may be connected to the vessel.
- Prior to departure, request permission from the installation, remove mooring lines, maintain contact with the installation until the vessel is outside of the 500 m zone.

Vessel is to confirm that all standby generators are online / running / available in the event of a black out. This will include having a manned engine room while inside the 500m Zone.

3.0 Simultaneous Operations (SIMOPS)

Should there be an occasion that more than one operation is being conducted off the vessel or an interaction between this vessel and another vessel or fixed platform structure, a SIMOPS plan will be developed to examine procedures, risks, mitigating factors and communication structure prior to commencing the activity. All concerned parties must stop and develop a SIMOPS to consider the issues prior to beginning work effort.

The vessel Master or Chief Mate of this vessel will be located on the vessel during all operations. The primary responsibility of the Master is for the safety of the vessel and crew and pollution prevention. The Master will be responsible for coordinating the activities of the vessel with any other vessels, seismic vessel, platforms and other facilities within the proposed work area.

Potential hazards to be considered in SIMOPS include:

- Collision of vessels with fixed structures (including platforms) and other vessels, including seismic vessel.
- Entanglement of over-the-side equipment with fixed structures, other vessels and pipelines.
- Loss of over-the-side equipment.

- At sea transfers of supplies, personnel and fuel.
- Environmental impacts.