

Logos II - Pilot card

PILOT CARD

Ship's Name: **MV LOGOS II**

Date / Port: ST. HELENA
20.6.2007

Official number: 2076

IMO Number 6806834

Gross Tonnage: 4804
NET TONNAGE: 1441

Call Sign: 9HVE2

Deadweight: 1653 tonnes

Year built: 1968

Draft Aft 5.10 m

For'd 3.90 m

Displacement _____ tonnes

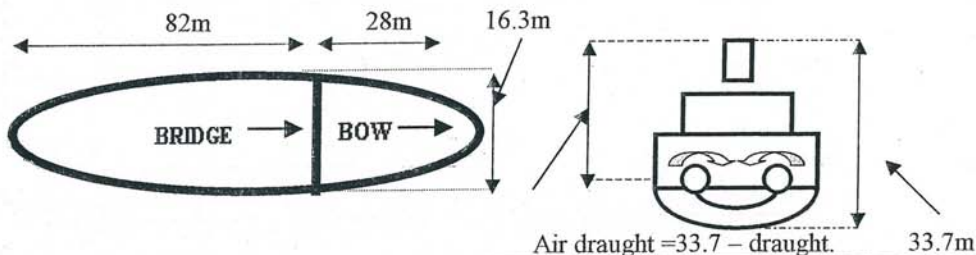
SHIP'S PARTICULARS

Length overall 110m (359')

Breadth 16.3m (54')

Bulbous Bow **NO**

Anchor Chain: Port 8 shackles, Stbd. 8 shackles (1 shackle = 27.4m / 15 fathoms / 90')



Type of Engine: B&W Low Speed Diesel x 2 Maximum Power 4653 kW (6240 BHP)

Maneuvering engine order	RPM / Pitch	Speed in Knots	
		Loaded	Ballast
Full ahead	220 /+6	11	11
Half ahead	165 /+4	7	7
Slow ahead	165 /+2	4	4
Dead slow ahead	165 /+1	2	2
Dead slow astern	165 /-1	Time Limit astern 0 seconds Full ahead to full astern = 3 minutes Max. no of consecutive starts -N/A Minimum RPM --- 165 Astern Power 110 % ahead	
Slow astern	165 /-2		
Half astern	180 /-4		
Full astern	210 /-5		

STEERING PARTICULARS

Type of rudder: Single Balanced

Maximum Angle 35 degrees

Hard over to hard over 40 seconds with 1 power unit.

Hard over to hard over 20 seconds with 2 power units, Rudder Angle for neutral effect 0

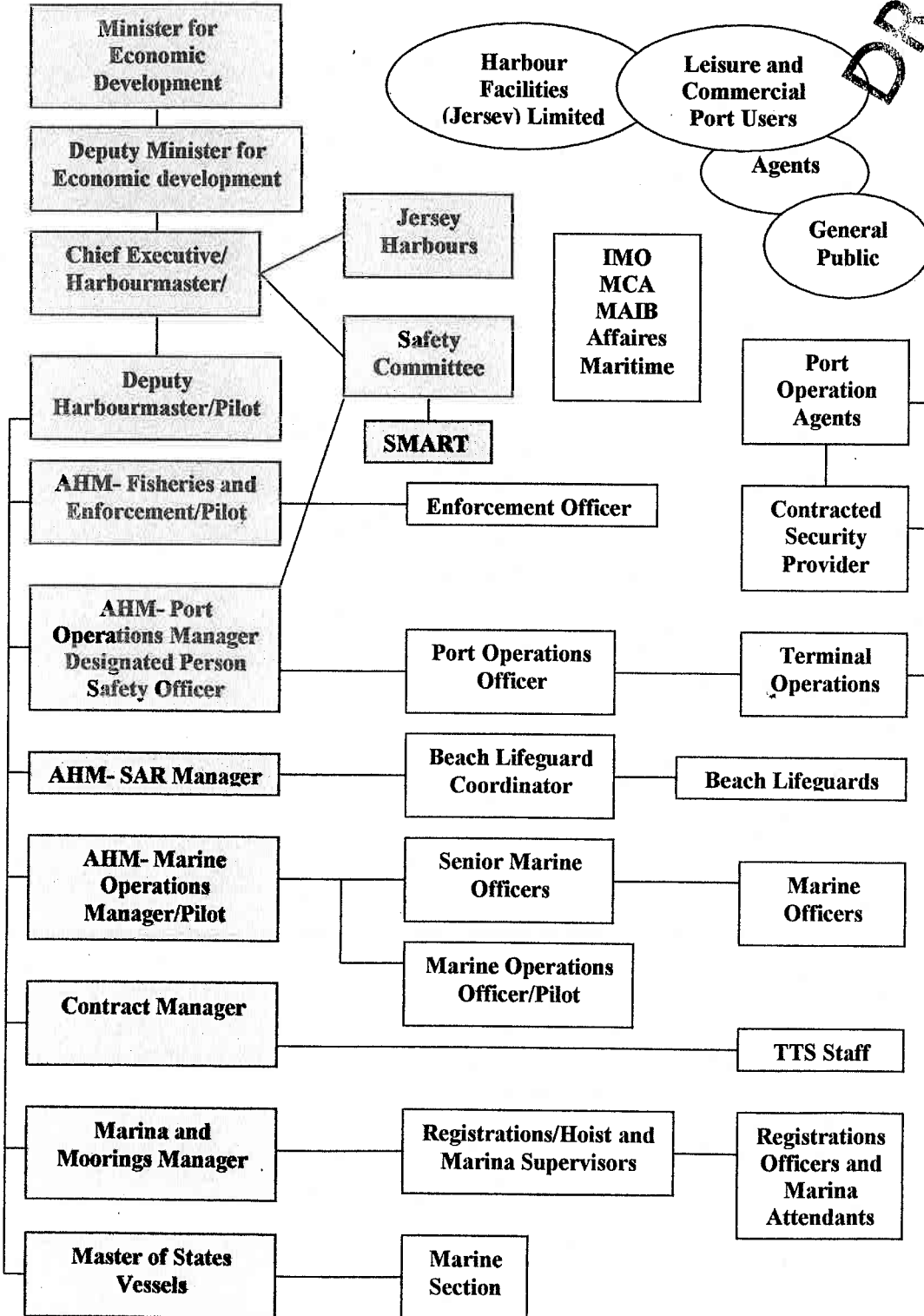
CHECKED AND READY

Anchors Whistle Radar 3cm Radar 10cm
 Steering Gear Units Pitch & Rudder Indicators Compasses
 Gyro Error 0 VHF GPS & other Fixing Systems

Draft copy of organisation roles and
responsibilities within Jersey Harbours

Section:	I ACCOUNTIBILITY FOR MARINE SAFETY	Rev No:	
Title:	Introduction to PMSMS	Issue No:	

Organisational Structure Relating to Marine Safety



DRAFT

Draft of principal roles within Jersey Harbours'
Port Marine Safety Management System

DRAFT

Section:	I	Rev No:	
Title:	Introduction to PMSMS	Issue No:	

The principle roles within the structure are defined as follows:

Minister for Economic Development

As the "Duty Holder" the Economic Development Department is politically and legally accountable for all of the undertakings of Jersey Harbours and ultimately responsible for ensuring that all necessary systems including that of legislation and appropriate funding are in place to support the effective management of marine safety within the territorial waters of the Island. The Minister and his Assistants are jointly and severally accountable for the proper exercise of the Authorities duties.

Assistant Minister for Economic Development

Responsible for providing the political interface between Jersey Harbours and the Minister/Economic Development Department.

Jersey Harbours

The "Statutory Authority" under which the necessary functions for ensuring marine safety within the territorial waters of the Island are vested.

Chief Executive/Harbourmaster/Designated Person

To advise the Economic Development Department (the "Department") on all matters relating to the effective management of marine safety within the territorial waters of the Island and to implement policies and decisions made by the Department.

Has ultimate responsibility to the Economic Development Department for the overall safety of operations and staff and to promote a safety culture within the organisation.

To ensure that adequate staff and resources are deployed in order to meet marine safety requirements.

To ensure that responsibility is properly assigned, accepted and discharged at all levels.

Authorises Pilots and Pilotage Exemption Certificate holders.

To ensure that all matters concerning marine safety are properly promulgated and communicated.

To participate in audits of the PMSMS.

Deputy Harbour Master/Pilot

In charge of the practical aspects of marine operations and as such formulates and modifies operational procedures to ensure the "PRSMS" is functioning.

Liaises with outside organisations, port users and other interested parties in relation to operational and marine safety issues.

The Deputy Harbourmaster heads the Pilotage Board, examines Pilots and Pilotage Exemption Certificate candidates.

Manages the Safety of Navigation and the Ports Vessel Information Service.

Develops and implements the Port Emergency and Oil Pollution Response Plans.

Receives safety reports and ensures that the appropriate level of investigation is undertaken with resulting actions implemented accordingly. (Heads SMART)

Advices the Chief Executive/Harbourmaster and the "Department" on marine safety and conservancy issues.

Date:	24/07/2007	Page:	8
Doc:	Jersey Harbours Port Marine Safety Management System		RDF

Draft extract from Jersey Harbours'
Health and Safety Policy Document

4.8 Deputy Harbourmaster

In addition to the duties in sections 4.1 and 4.3

- 4.8.1. To ensure that all accidents, dangerous occurrences and other safety – related incidents are properly investigated and that remedial measures are identified, implemented and monitored.
- 4.8.2. To present annual report to the CEO/HM on safety performance of the port.
- 4.8.3. To ensure that, so far as is reasonably practicable structures, equipment under JH's control is properly maintained so as not to create a risk to health and safety of JH employees or other persons.
- 4.8.4. To ensure that line managers and others under their direct control carry out their respective duties within the requirements of this policy document.
- 4.8.5. To chair the Port User Group Meetings and weekly operational meetings in which safety must be a topic.
- 4.8.6. To ensure that all staff under their control receives safety training relevant to their role and in accordance with JH and SOJ Training Policy.
- 4.8.7. To ensure that there are adequate measures in place to deal with emergencies.
- 4.8.8. To ensure that risk assessments of all activities are carried out to satisfy the relevant statutory requirements.
- 4.8.9. To ensure that a monitoring system is set up to keep employees informed of the adequacies or deficiencies of the safe system of work.
- 4.8.10. To carry out safety inspections of randomly selected areas or activities with line managers as necessary.
- 4.8.11. To ensure that safety is a major consideration in all projects involving new business, construction and maintenance, and the purchase of new plant or equipment, and to ensure that formal, documented safety reviews take place at the appropriate time when there are significant risks to health and safety risks.
- 4.8.12. To ensure that port/ operation Emergency plans are reviewed on an annual basis and that emergency drills are carried out at least every five [5] years.
- 4.8.13. To ensure that essential safety equipment, as required by the ACoP for H & S for the Port of St Helier and using the UK Dock Regulations as best practice is provided and maintained.
- 4.8.14. To ensure that remedial action arising from safety inspections, audits, walkabouts or following accidents or incidents are completed within an agreed timescale.

4.9 Harbourmaster / Chief Executive Officer

In addition to the duties in sections 4.1 and 4.3

- 4.9.1. To ensure the implementation of Jersey Harbours Health and Safety Policy, safety codes and procedures under JH control and has an effective health and safety management structure.
- 4.9.2. To seek advice and assistance on health and safety matters concerning the Ports and harbours of Jersey from JH appointed Safety Officer and or Safety Consultants.
- 4.9.3. To set measurable health and safety targets for managers within their area of responsibility, and to ensure adequate resources are available to meet these targets.
- 4.9.4. To ensure that health and safety is always on the agenda items at meetings with the line managers.
- 4.9.5. To ensure that the minister is kept fully informed of significant issues arising from accidents, incidents, health and safety audits,
- 4.9.6. To ensure that communications concerning the Health and Safety Inspectorate and proposals for the implementation of new Regulations are maintained as appropriate.
- 4.9.7. To satisfy themselves that key posts are filled by competent individuals and the requirements of these posts are being met.
- 4.9.8. To receive annual report from the DHM on the safety record of the ports and harbours.
- 4.9.9. From time to time, to review the safety performance of the Department with the DHM and "PLT" Team and determine areas of improvement.

4.10 Safety Committee

- 4.10.1 Jersey Harbours has an active safety committee whose membership consists of representatives from each section of the Department which meets on the last Friday of each month [except December] to discuss safety matters.
- 4.10.2 The Safety Committee constitution is found in the appendix.

Disciplinary Procedures

Breach of safe working practices by employees is taken very seriously by Jersey Harbours Management and the relevant disciplinary procedures for failure to observe safety Laws or Regulations, failure to use any safety equipment provided or for irresponsible behaviour likely to affect the safety of others, will follow the terms of disciplinary procedures contained in the terms of employment.

Jersey Harbours' Policy Statement 2001

Section 1 **Policy Statement**

Jersey Harbours is the authority for all marine operations within the Island's harbours and territorial waters.

It retains the statutory powers to enable it to be a competent and accountable authority.

It is committed to complying with the requirements of the "*Port Marine Safety Code*" which was introduced in March 2000 by the UK Department of the Environment, Transport and the Regions.

Jersey Harbours has an obligation to provide an efficient, economic and safe environment for all port operations and in carrying out these duties, will consult with both port users and the wider community in formulating policy.

Jersey Harbours accepts its responsibility to provide and maintain a pilotage service and to prepare and publish safety and emergency response plans, based on comprehensive risk assessments. It has a duty of care in providing and maintaining all maritime services.

It also accepts its general duty to exercise its functions with regard to nature conservation and other environmental considerations.

Jersey Harbours is committed to achieving the standard set by the "*Port Marine Safety Code*", which requires all staff involved with the safety of navigation to be fit for purpose and to meet the accepted level of national qualification required.

Jersey Harbours has in place a Safety Management System which will be regularly reviewed. The system will be independently audited at least every two years.

Deputy Harbourmaster

December 2001

Extract from *A Guide to Good Practice on Port Marine Operations*

FACTORS TO BE CONSIDERED IN DEVELOPING TOWAGE GUIDELINES

- 9.3.6 It is good practice to consider the following factors in developing towage guidelines:
- the geography of the port and its approaches, i.e. its navigational complexity;
 - difficulties associated with particular berths, locks, bridges, etc;
 - environmentally sensitive areas;
 - the applicability of escorting;
 - prevailing tidal stream and weather factors;
 - size, type and manoeuvrability of ships using the port;
 - whether movement of ships in and out of port needs to be facilitated by use of tugs (eg by using tugs for turning before or after berthing rather than own ship manoeuvring).
- Towage Guidelines should specify:
- escorting requirements, active or passive;
 - optimum/minimum numbers and size of tugs for a given size of ship and/or for particular berths;
 - conditions under which it is acceptable not to use tugs;
 - preferred method for securing tugs (if required for particular berths, locks etc);
 - procedures for towage in fog;
 - required levels of cross training between pilots and tugMasters and, where appropriate, PEC holders.

9.4 Workboats

- 9.4.1 Paragraph 2.7.9 of the code says that authorities should ensure that workboats used in their harbours comply with the Merchant Shipping (Small Work Boats and Pilot Boats) Regulations 1998 and the associated *Safety of Small Work Boats and Pilot Boats – a Code of Practice*, and that they are fit for purpose for any use to which they are put. Attention is also drawn to the British Ports Association's Code of Practice entitled *The Boarding and Landing of Pilots by Pilot Boat*.
- 9.4.2 The "fitness for purpose" of small workboats, which do not meet the criteria requiring national certification (see above), should be assessed and certificated by the relevant