

Caley Oils Operations Manual – list of contents



MT ERIN WOOD

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Erin Wood – Non-convention sized ship safety certificate

COPY



NON-CONVENTION SIZED SHIPS SAFETY CERTIFICATE

This Certificate shall be supplemented by Record of Equipment (Form NCV)

Under the provisions of

Safety Regulations for Non-Convention sized ships¹

Under the authority of the Government of

ST. KITTS & NEVIS



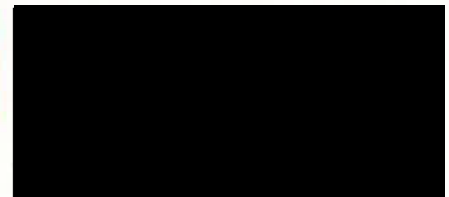
By INTERNATIONAL REGISTER OF SHIPPING
PARTICULARS OF SHIP

Name of Ship : ERIN WOOD
Distinctive Number or Letters : V4GE3
Port of Registry : BASSETERRE
Gross Tonnage : 70
Length of Ship² (m) : 25.30
IMO Number : --
Type of Ship : OIL BUNKER BARGE
Date on which keel was laid³ : 1964

1. This is to certify that the ship has been surveyed in accordance with the requirements of the Regulation 2 of Chapter 2 of the Regulations, and authorized for voyages proceeding no further than -- miles from shore.
2. That the survey showed that:
 - 2.1 the ship complied with the requirements of the Regulations as regards fire safety systems and appliances and fire control plans;
 - 2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Regulations;
 - 2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Regulations;
 - 2.4 the ship complied with the requirements of the Regulations as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
 - 2.5 the ship was provided with lights, shapes, means of making sound signals and distress signals in accordance with the requirements of the Regulations, Convention and the COLREG in force;
 - 2.6 in all other respects, the ship complied with the relevant requirements of the Regulations.
3. That an Exemption Certificate has not been issued.

This certificate is valid until **9TH AUGUST 2017**

Issued at **PANAMA** on **6TH MAY 2015**



AUTHORIZED SIGNATORY

It is agreed that International Register of Shipping (hereafter referred as the society), its subsidiaries, bodies, officers, directors, employees and agents shall have no liability for any loss, damage or expense allegedly caused directly or indirectly by their mistake or negligence, breach of warranty, or any other act, omission or error by them including gross negligence or Willful misconduct by any such person with the exception of gross negligence or Willful misconduct by the governing bodies or senior executive officers of the society. If any person used the services of the Society or its subsidiaries or relies on any decision made or information given by or on behalf of them and in consequence suffers a loss, damage or expense proved to be due to their negligence, omission or default, then the Society will pay by way of compensation to such person a sum limited to the value of fees paid to the Society. Under no circumstances whatsoever shall the individual or individuals who have personally caused the loss, damage or expense is held liable.

¹ Annex B of IMO Final Report on the Seminars on Safety and Load Line Regulations (Realized Under Project RAS/93/034).

² Length as defined in Article 2(8) of Load Line Convention, 1966.

³ Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for an alteration or modification of a major character was commenced.

ENDORSEMENTS FOR ANNUAL/INTERMEDIATE SURVEYS

ANNUAL SURVEY

Date:
Place:
Assignment No:

**Surveyor to International Register of
Shipping**

ANNUAL/ INTERMEDIATE SURVEY*

Date:
Place:
Assignment No:

**Surveyor to International Register of
Shipping**

ANNUAL/ INTERMEDIATE SURVEY*

Date:
Place:
Assignment No:

**Surveyor to International Register of
Shipping**

ANNUAL SURVEY

Date:
Place:
Assignment No:

**Surveyor to International Register of
Shipping**

* Delete as applicable



RECORD OF EQUIPMENT FOR THE NON-CONVENTION SIZED SHIPS SAFETY CERTIFICATE (FORM NCV)

This Record shall be permanently attached to the Safety Certificate for Non-Convention Sized Ships

1 PARTICULARS OF SHIP

Name of Ship : **ERIN WOOD**
 Distinctive Number or Letters : **V4GE3**
 Minimum Number of persons with required
 Qualification to operate the radio installations : **ONE (RESTRICTED)**

2 DETAILS OF LIFE-SAVING APPLIANCES

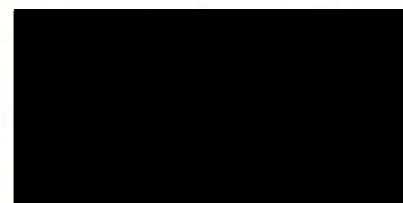
1	Total Number of Persons for which life-saving appliances are provided	4	
		Port Side	Starboard Side
2	Number of lifeboats	--	--
2.1	Total number of persons accommodated by them	--	--
3	Number of Liferafts	1	1
3.1	Number of persons accommodated by them	4	4
4	Number of rigid rescue boats	--	
4.1	Number of rescue boats which included in the total lifeboats shown above	--	
5	Number of lifebuoys	5	
6	Number of lifejackets	4	
7	Number of Immersion suits	4	
8	Number of thermal protective aids	--	
9	Radio installations used in life-saving appliances	--	
9.1	Number of radar transponders	1	
9.2	Number of two-way VHF radiotelephone apparatus	2	

3 DETAILS OF NAVIGATIONAL SYSTEM AND EQUIPMENT

Item	Actual provision
1.1 Standard magnetic compass	NO
1.2.1 Spare magnetic compass	NO
1.2.2 Steering magnetic compass	In Wheelhouse
1.2.3 Gyro-compass	Robertson A45 Autopilot
1.3 Pelorus or compass bearing device, or other means for taking bearings over an arc of the horizon of 360°	NO
1.4 Means of correcting heading and bearings	Manual
1.5 Transmitting heading device (THD)	NO
2 Nautical charts and publications	YES
3 A receiver for a global navigation satellite system	Furuno G.P.S. Navigator
4.1 9 GHz radar	Furuno RDP-118
4.2 Electronic plotting aid	NO
5 Automatic identification system (AIS)	NO
6 Long-rang Identification and Tracking System (LIRT)	NO
7 Speed and distance measuring devices (through the water)	NO
8 Echo-sounding device	NO
9 Telephone to emergency steering position	N/A
10 Daylight signaling lamp	NO
11 Radar reflector	YES
12 International Code of Signals	YES

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at: **PANAMA** Date: **6TH MAY 2015**



AUTHORIZED SIGNATORY



Erin Wood – Minimum Safe Manning Certificate



**ST KITTS & NEVIS
INTERNATIONAL SHIP REGISTRY**



Minimum Safe Manning Certificate

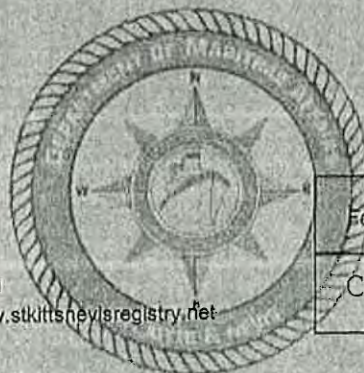
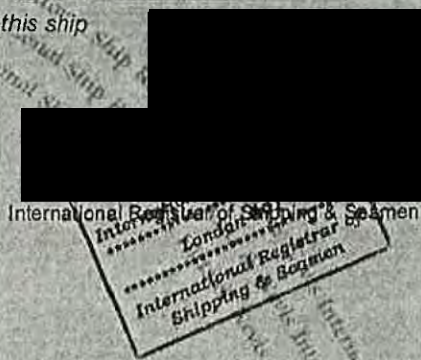
Issued under the provisions of regulation V/14 of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA 1974 as amended

*The Saint Christopher & Nevis Merchant Shipping Act, Cap. 7:05
Department of Maritime Affairs*

Name of Vessel			Port of Registry		
ERIN WOOD			BASSETERRE		
CaribShip Number		Official Number	Call Sign		MMSI Number
SK 075279		SKN 1002876	V4GE3		341 963 000
Gross Tonnage	Measurement Method	Length (m)	Total Main Engine Power Kw	Type of Vessel	
70.00	ITC	25.30	400	OIL BUNKER BARGE	
Unmanned Machinery Space		Trading Area		GMDSS Area(s)	
YES		COASTAL WATERS		GMDSS A1	
Operating Company	NORTHERN OILS INDULF HOUSE, LINTMILL, AB56 4XQ SCOTLAND, UNITED KINGDOM				
MINIMUM SAFE MANNING COMPLEMENT					
The ship named in this document is considered to be safely manned if, when it proceeds to sea, it carries not less than the number and grades of personnel specified in the table(s) below, subject to any special conditions stated herein					
The grades and numbers of personnel listed reflect the minimum number of persons considered necessary for the safety of navigation and operation.					
Additional personnel as may be considered necessary for ship security, cargo handling and control, maintenance or watch keeping and as needed for required rest periods are the responsibility of the Owner and the Master.					
Grade/Capacity	STCW	No.	Grade/Capacity	STCW	No.
Master	II/3	1	Chief Engineer	III/1	1
Special Conditions	1. Vessel less than 300 GT operating in the following trading areas shall carry the following number of certified Radio Personnel, who may be the Master or other Deck Officer. Up to 20NM from Shore - at least one Restricted Operator (VHF). Over 20NM from Shore - at least one Radiotelephone General Operator (VHF/HF/MF).				

Being duly authorised, I hereby issue this Minimum Safe Manning Certificate for this ship

Date of First Registration	Date of Issue (for this certificate)	Place of Issue (for this certificate)	Date of Expiry (for this certificate)
12 FEBRUARY 2015	12 FEBRUARY 2015	LONDON, UK	11 FEBRUARY 2016



St Kitts and Nevis International Ship Registry
Tel: +44 (0)1708 380400 • Fax: +44 (0)1708 380401
Email: mail@stkittsnevisregistry.net • Website: www.stkittsnevisregistry.net

Form Code	Controlled Certificate Number
CT006	72438

Paris MoU Performance Tables for Flag States and Recognised Organisations for the period 2012 - 2014

White list

RANK	FLAG	INSPECTIONS 2012-2014	DETENTIONS 2012-2014	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
WHITE LIST						
1	France	278	0	27	12	-1.92
2	Hong Kong, China	1,709	20	137	102	-1.77
3	Bahamas	2,308	31	182	141	-1.74
4	Norway	1,472	19	120	86	-1.71
5	Sweden	405	3	37	19	-1.69
6	Isle of Man, UK	731	8	63	39	-1.68
7	Denmark	1,082	14	90	61	-1.67
8	United Kingdom	1,369	19	112	80	-1.66
9	United States of America	235	1	23	10	-1.64
10	Italy	1,210	17	100	70	-1.64
11	Singapore	1,517	23	123	89	-1.63
12	Marshall Islands	2,807	51	219	174	-1.58
13	China	212	1	21	8	-1.56
14	Greece	913	15	77	51	-1.50
15	Germany	754	12	65	41	-1.48
16	Finland	401	5	37	19	-1.46
17	Liberia	4,215	95	323	267	-1.45
18	Belgium	228	2	23	9	-1.39
19	Netherlands	3,170	79	246	198	-1.34
20	Bermuda, UK	252	3	25	10	-1.29
21	Malta	4,369	126	334	278	-1.22
22	Cayman Islands, UK	357	6	33	17	-1.22
23	Gibraltar, UK	848	20	72	47	-1.19
24	Croatia	140	1	15	4	-1.12
25	Cyprus	1,976	69	157	119	-0.91
26	Faroe Islands, DK	252	5	25	10	-0.91
27	India	81	0	10	1	-0.90
28	Iran, Islamic Republic of	81	0	10	1	-0.90
29	Saudi Arabia	81	0	10	1	-0.90
30	Kazakhstan	75	0	9	1	-0.79
31	Barbados	363	10	34	17	-0.77
32	Turkey	1,494	61	121	88	-0.65
33	Estonia	67	0	9	1	-0.62
34	Japan	66	0	9	1	-0.60
35	Antigua and Barbuda	3,623	174	279	228	-0.52
36	Latvia	63	0	8	1	-0.52
37	Russian Federation	1,386	62	113	81	-0.50
38	Ireland	91	1	11	2	-0.48
39	Panama	6,098	315	460	394	-0.45
40	Philippines	161	4	17	5	-0.40
41	Switzerland	107	2	12	3	-0.29
42	Luxembourg	210	7	21	8	-0.23
43	Korea, Republic of	103	2	12	2	-0.21

Grey list

RANK	FLAG	INSPECTIONS 2012-2014	DETENTIONS 2012-2014	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
GREY LIST						
44	Portugal	376	18	35	18	0.02
45	Ukraine	202	9	21	8	0.10
46	Malaysia	52	1	7	0	0.13
47	Spain	196	9	20	7	0.13
48	Lithuania	160	7	17	5	0.14
49	Lebanon	77	3	10	1	0.21
50	Bulgaria	40	1	6	0	0.21
51	Poland	157	8	17	5	0.24
52	Libya	44	2	6	0	0.34
53	Thailand	62	4	8	1	0.46
54	Egypt	61	4	8	0	0.46
55	Tunisia	46	3	7	0	0.47
56	Curacao	216	15	22	8	0.49
57	Morocco	41	3	6	0	0.52
58	Vanuatu	265	19	26	11	0.53
59	Albania	92	7	11	2	0.56
60	Saint Kitts and Nevis	313	25	30	14	0.69
61	Algeria	73	7	9	1	0.73
62	Tuvalu	34	4	5	0	0.77

Black list

RANK	FLAG	INSPECTIONS 2012-2014	DETENTIONS 2012-2014	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR	
BLACK LIST							
63	Sierra Leone	316	32	30	Medium Risk	1.18	
64	Cambodia	442	43	40		1.18	
65	Saint Vincent and the Grenadines	861	79	73		1.21	
66	Belize	591	59	52		1.35	
67	Comoros	280	34	27		1.71	
68	Dominica	70	11	9		1.77	
69	Cook Islands	310	39	30		1.89	
70	Togo	353	45	33		1.99	
71	Moldova, Republic of	593	80	52		Medium to High Risk	2.43
72	Tanzania United Rep.	313	51	30		High Risk	3.00

Recognized Organization performance table 2012-2014

Recognized Organization		Inspections	Detentions	Low/medium limit	Medium / high limit	Excess Factor	Performance level
DNV GL AS	DNVGL	1718	0	44	24	-1.95	HIGH
Det Norske Veritas	DNV	10,219	7	228	181	-1.91	
Lloyd's Register	LR	11,485	10	255	205	-1.89	
American Bureau of Shipping	ABS	5,327	4	124	89	-1.89	
China Classification Society	CCS	769	0	22	8	-1.84	
Registro Italiano Navale	RINA	3,072	6	75	48	-1.70	
Korean Register of Shipping	KRS	936	1	26	11	-1.66	
Bureau Veritas	BV	11,239	37	250	200	-1.61	
Germanischer Lloyd	GL	12,674	47	280	227	-1.56	
Nippon Kaiji Kyokai	NKK	6,894	24	158	118	-1.56	
Turkish Lloyd	TL	776	2	22	9	-1.22	
Russian Maritime Register of Shipping	RMRS	4,011	23	95	65	-1.21	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	471	3	15	4	-0.28	
Croatian Register of Shipping	CRS	169	0	7	0	0.02	
Indian Register of Shipping	IRS	73	0	4	0	0.20	
Hellenic Register of Shipping	HRS	61	0	4	0	0.23	
Other	OTHER	437	7	14	3	0.34	
Register of Shipping (Albania)	RSA	93	1	5	0	0.34	
Isthmus Bureau of Shipping, S.A.	IBS	186	3	7	0	0.40	
Macosnar Corporation	MC	73	1	4	0	0.41	
Shipping Register of Ukraine	SRU	594	12	18	6	0.51	
Dromon Bureau of Shipping	DBS	484	10	15	4	0.53	
International Naval Surveys Bureau	INSB	667	14	20	7	0.55	
Intermaritime Certification Services, ICS Class	ICS	79	2	4	0	0.58	MEDIUM
Maritime Lloyd - Georgia	MLG	164	4	7	0	0.60	
Panama Register Corporation	PRC	111	3	5	0	0.63	
Maritime Bureau of Shipping	MBS	101	3	5	0	0.67	
Venezuelan Register of Shipping	VRS	175	5	7	0	0.71	
Global Marine Bureau Inc.	GMB	125	4	6	0	0.74	
Panama Maritime Documentation Services	PMDS	81	3	4	0	0.77	
Overseas Marine Certification Services	OMCS	98	4	5	0	0.87	
Phoenix Register of Shipping	PHRS	171	6	7	0	0.87	
Universal Shipping Bureau Inc.	USB	129	5	6	0	0.89	
Global Shipping Bureau Inc	GSB	78	4	4	0	0.98	
Bulgarian Register of Shipping	BRS	256	10	9	1	1.21	LOW
International Register of Shipping	IS	390	16	13	3	1.64	
Inspeccion y Clasificacion Maritima (INCLAMAR)	INCLAMAR	65	7	4	0	4.40	VERY LOW

In this table only Recognized Organizations that had 60 or more inspections in a 3-year period are taken into account.

The formula is identical to the one used for the White, Grey and Black list. However, the values for P and Q are adjusted to $P=0.02$ and $Q=0.01$.

Extract of relevant International Regulations for the Prevention of Collisions at Sea

Rule 5: Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Rule 7: Risk of collision

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
 - (i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;
 - (ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range

Rule 15: Crossing situation

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel

Rule 16: Action by give-way vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

Rule 17: Action by stand-on vessel

(a) (i) Where one of two vessels is to keep out of the way the other shall keep her course and speed.

(ii) The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(c) A power-driven vessel which takes action in a crossing situation in accordance with sub-paragraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way