

03 Checklist for entering the safety zone

The offshore installation shall never be used as way point. Waypoints shall be placed in such a way that the minimum distance to the installation is outside the safety zone.

No.	Description	Confirmed
1	The operation is planned in accordance with GOMO, including the regional supplements Norwegian guidelines and Neptune Energy company specific, 21-Marine Operations Manual.	
2	Environmental conditions acceptable for a safe operation. (including wind, sea, swell, visibility and current). NB: For operations on the north and south side of the platform in drift-on conditions the following weather restrictions apply: 3m Hs, 25 kts wind.	
3	Operational limitations due to sea / weather condition	
4	Safe approach / exit routes identified. Stand-off location identified	
5	Bridge and Engine room manned in accordance with GOMO	
6	Communication established. (01-Gjøa Platform Information and Communication Details)	
7	No hot work / smoking on deck within safety zone	
8	Confirm whether any simultaneous operations are anticipated whilst vessel is within safety zone	
9	Confirm knowledge to the prohibited zones described in 02-Gjøa Field Layout with Safety Zone Details	
10	Auto Pilot off	
11	All manoeuvring and steering gear systems tested including changeover between control positions and manoeuvring modes	
12	Emergency manoeuvring system confirmed to be operational	
13	Operating location confirmed with facility	
14	Proposed operations confirmed with facility, cargo, bulks, fluids etc.	
15	Facility to confirm readiness for vessel arrival and operation	
16	Vessels shall operate in DP mode when approaching the installation. Vessel specific DP checklist shall be completed. Operations on windward/drift-on side of a Neptune Energy installation shall be carried out with open bus-tie configuration. Vessels with ice class (DNV ICE-C or equivalent) and/or X-bow type bow, shall in addition operate in Critical Activity Mode (CAM).	
17	Vessel operational capability reviewed / confirmed (to include available power, thrust, location, heading etc.) All propulsion and thrusters must be fully operational when alongside the installation and operating on 45% of available power or less.	
18	Available positioning reference systems operative	
19	The platform hull structure can withstand approximately 28MJ of vessel head-on/bow collision. The vessel bow shall under no circumstance be pointing towards the platform structure during operations.	
20	Vessel to be manoeuvred to set-up position before changing mode (1.5 to 2.5 x ship's length depending on whether in drift on or drift off situation). When entering the safety zone, the vessel shall have safe steering speed (maximum 3-4 knots, depending on the vessel's propulsion solution) to a position where DP is established.	