

W2W OPERATIONAL SAFETY



SOV SEMINAR – OFFSHORE NORGE
Quality Hotel Ulstein, 22.10.2024

Trond Skodjevåg Bø
Island Offshore Management AS

SAFETY IS ABOVE ALL

The screenshot displays the UniSea QA mobile application interface. At the top, there is a dark blue header with an 'Exit' button, a menu icon, and the text 'UniSea QA'. On the right side of the header, it shows 'Trond Skodjevåg Bø/Island Offshore' and the date and time '18.10.2024 09:06 (+02:00)'. Below the header, there are two tabs: 'Approved' and 'Document Change Requests'. A search bar is present with the text 'Search documents'. A filter dropdown is set to 'Job Description Export'. Below the filter, there are two filter buttons: 'Chapter' and 'Sub chapter'. The main content area is a table with the following columns: 'Type', 'Limit', 'Name', 'Status', 'Owner', 'Document no.', and 'Applies to'. The table lists several document types with their respective limits:

Type	Limit	Name	Status	Owner	Document no.	Applies to
COMPANY MAIN MANUAL	(63)					
SHIPBOARD OPERATION MANUAL	(312)					
OFFICE OPERATIONS MANUAL	(59)					
FORMS AND CHECKLISTS	(538)					
EMERGENCY RESPONSE MANUAL	(147)					
CLEAN CLASS/DESIGN	(40)					

On the left side of the screen, there is a sidebar menu with the following options: 'By manual name', 'Document type', 'Approved owner', 'Revision date', 'Locations', 'References', and 'Retired'. On the right side, there are vertical labels for 'Columns' and 'Filters'.

Our Safety Management System (SMS) is foundation for all activity in Island Offshore. This is also our basis for License to Operate as Ship Managers from flag state (our vessels fly Norwegian flag).

REQUIREMENT TO VESSEL

The following certifications and regulatory requirements are applicable. The vessel shall:

- Be certified as a Special Purpose Ship (SPS) – Category A ship
- Comply with management regulation §18 – “Working environment analysis” and its guidelines related to “petroleum activities on simpler facilities with use of vessels for accommodation”.
- Comply with other relevant applicable PSA requirements such as:
 - o Facilities regulations §§1, 13, 56, 62, 69 and 72 with guidelines
 - o Framework regulations §4 with guidelines
- Follow the technical and operational requirements of the Norwegian Maritime Authorities RSV 10-2022 (previously 17-2016 as referenced in PSA regulations) - Requirements regarding transport and accommodation of industrial personnel
- Follow DNV W2W JIP – “Gangway Access To Offshore Facilities (W2W) – Document 18T2TWB-619 and gangways shall be certified to DNV-ST-0358 Offshore Gangways or equivalent standard

All our vessels are classified with DNV, and the notations set baseline for technical safety level of vessel. SPS is vital for this operation.

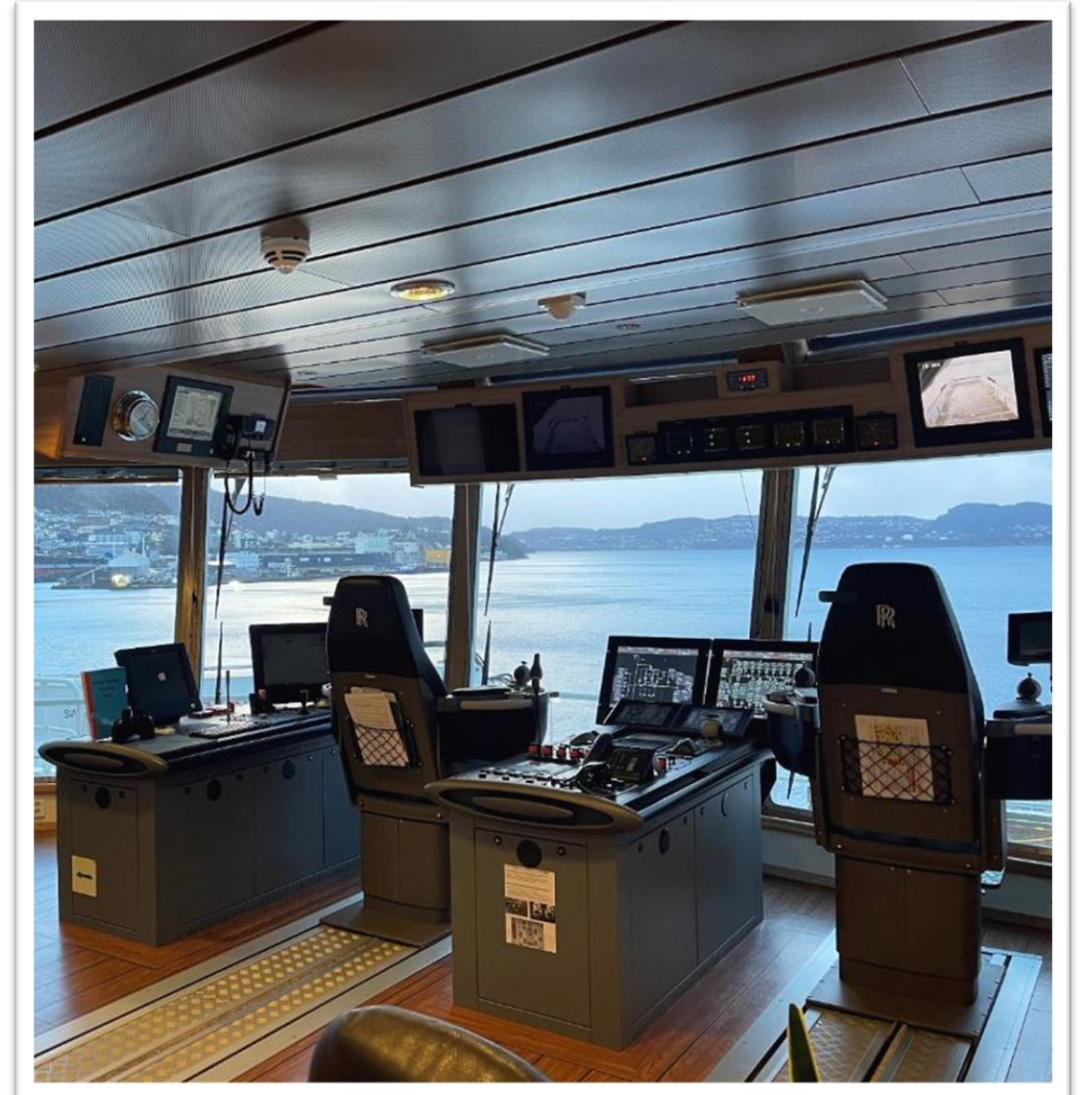


Arrival Onboard

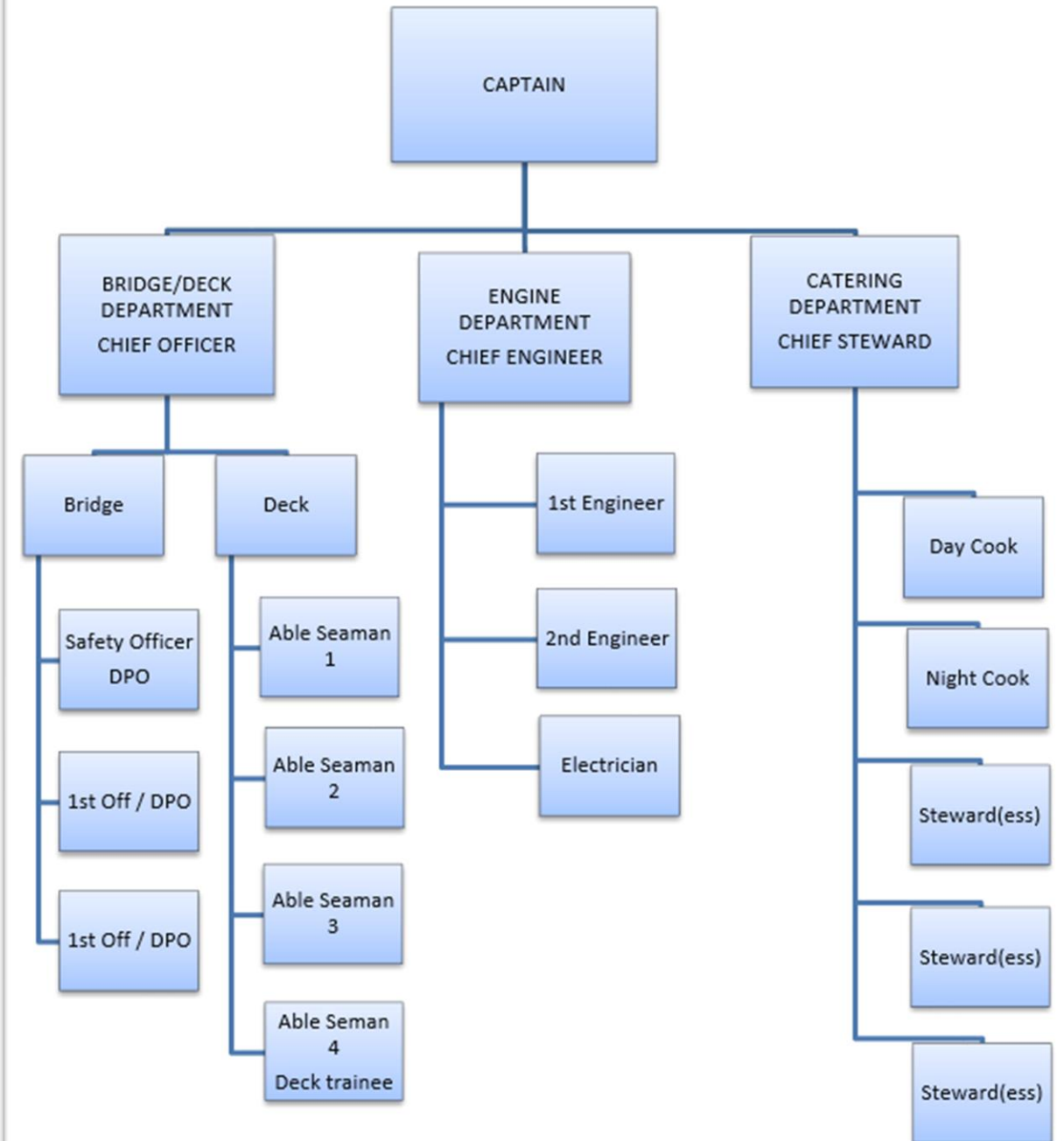
Passengers arriving on board will be given induction and information from the Master or his nominated. All passengers shall provide details on:

- **Passport / Approved identification**
- **Next of Kin**

Induction meeting and/or tour of vessel to be held for all passengers.



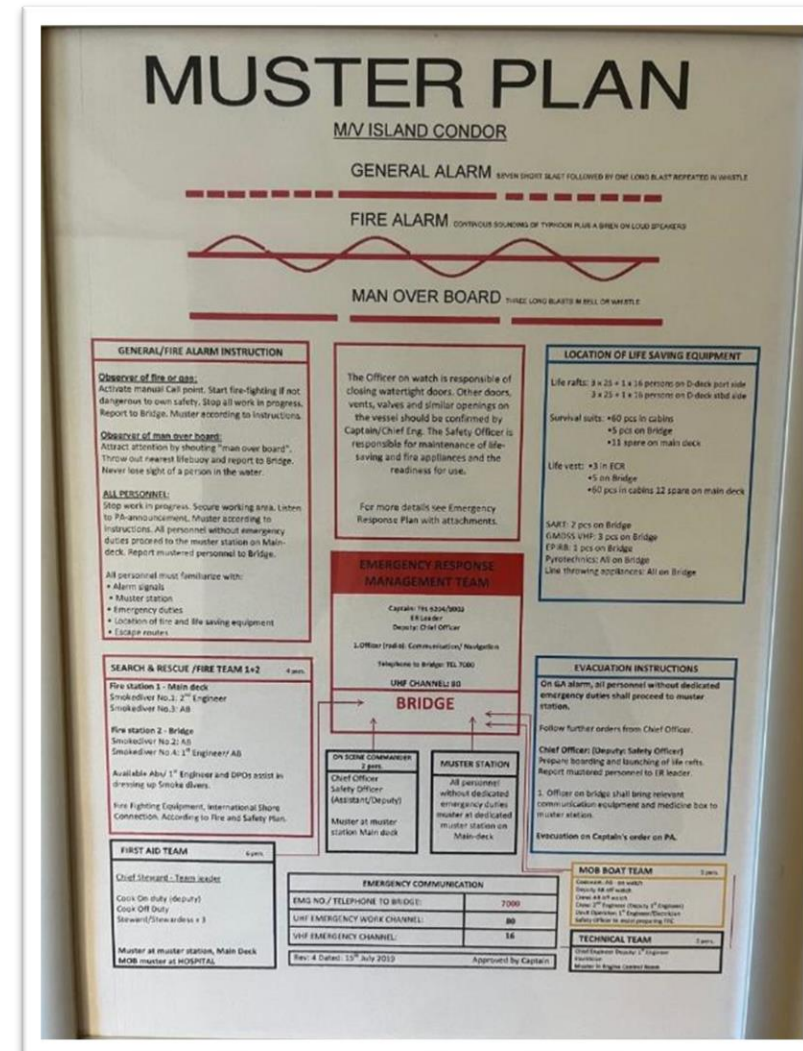
Organization On Board



Emergency Drills and Safety Training

The vessel holds regularly drills to train and prepare the crew for handling shipboard emergencies. The following drills are held aboard:

- Firefighting drills
- Abandon ship – Evacuation drills
- Collision / Grounding drills
- Black Out drills
- Medical / Hospital drills
- Oil Spill Response drills according to SOPEP
- Man over Board drills
- ISPS drills regarding security of the ship



Safety Observation Card System

The main purpose of the Safety Observation Card System is to identify and correct incidents before any accident occur and to take necessary actions to avoid it happening again.

The Safety Observation Card system should also be used to promote safer act, safer condition, and good practice procedure. It can also be used as a positive card after observing a positive action in order to highlight this to all on board.

This system is promoted for all to use.

Safety Observation Card
The main purpose is to identify and correct incidents before any accidents can occur.

Location of Incident:
 Accommodation
 Engine
 Bridge
 Galley
 Deck
 ROV Area

Event / Operation:
 Anchor/Towing
 Crane/Lifts
 Off Duty Acc.
 Steaming
 MHT Opr.
 Bulk Transfer
 Dpt/Manoeuvre
 Port Yard Stay
 Submarine Opr.
 Maintenance
 Cargo Transfer
 Mobilisation
 Safety Drill
 ROV Opr.
 Intervention

Unwanted Event:
 Unsafe Act
 Unsafe Condition
 Unsafe Procedure

Witness Safe Act / Good Practice
 Safer Action:
 Safer Act
 Safer Condition
 Good Practice Procedure

Observation: (What did you see?)

Immediate action taken: (What did you do?)
Only for unsafe situations.

Recommendation from your observation:
(What can we do to improve?)

Name: _____ Date: _____
(Optional)

ISLAND OFFSHORE

SAFETY CONVERSATION
The main purpose is to perform a person to person Safety Conversation in order to improve the personal safety involvement with special focus on communication, attitude and engagement.

Description of conversation:
(Start with: why, what, who, which, where, how...)

Outcome of conversation:

Name: _____ Date: _____
(Optional)

Thank You For Your Participation



Personal Protective Equipment (PPE)

Your employer will have issued you with personal protective equipment (PPE) and you should wear it in **all the required areas**. The areas where PPE is required to be worn are **clearly signed**.

PPE is always required on all locations aft of the Muster station.

PPE is not required around the accommodation, unless required by your work.



Always use full PPE when inside a 500m zone.

Your Supervisor will advise you on the care, use, maintenance and storage of the different types of PPE that you are required to use.




DOCUMENTATION BEFORE PROJECT STARTS

DocuSign Envelope ID: 589C582F-62EF-4D4B-6041-1024C6494402

Valhall, Hod and Ula/Tambar
**Emergency Response
 Bridging Document**


Bridging of the emergency preparedness procedures of Aker BP and Island Offshore for Island Condor at Valhall, Hod and Ula/Tambar



Date: 2023 - 05 - 23
 Rev. no.: Rev 01


Doc.no W2W-ABP-Z-KA-0001

DocuSign Envelope ID: 7DF8BD62-52D7-48E7-AB4B-1042C806822



Valhall, Hod and Tambar
Operational Bridging Document


Operational bridging between Aker BP and Island Condor



Date: 2023-07-10
 Rev. no.: 01
 Doc. no.: W2W-ABP-Z-RA-0019

Securing full clarity in the project scope, roles, responsibilities, operation models, communication lines and other relevant information is vital before project execution. Examples above are from project with AkerBP in 2023. Emergency preparedness on both sides (vessel and installation) is key in this preparation.

DP OPERATION MANUAL / CAMO / ASOG



ISLAND OFFSHORE

DP OPERATION MANUAL – VESSEL SPECIFIC

ISLAND DILIGENCE


Original Date: 09.03.2021
Revision No: 05.03.2022
Prepared by: IK
Approved by: MSA

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Rev.	Date	Reason for issue	Prep.	Checked	Checked	Approved
06						
05						
04						
03						
02						
01	01.03.2022	Initial revision	IK	Diligence Chief Officer	Diligence Captain	MSA
00	05.03.2021	Major revision	LEJ/AM	LEJ	AM	MSA

Doc. Title: **DP OPERATION MANUAL – VESSEL SPECIFIC ISLAND DILIGENCE**



ISLAND OFFSHORE

ISLAND DILIGENCE Activity Specific Operating Guidelines (ASOG) SOM 09-150


Original Date: 22.12.2014
Revision No: 08
Revision Date: 17.04.2024
Prepared by: VS
Approved by: MSA

Activity Specific Operating Guidelines – Island Diligence – Hivolt Scotland

This setup applies when carrying out DP operations and W2W gangway operations.

Condition	Green	Advisory	Yellow	Red
Notify master, chief engineer, client rep and rig/platform	NO	NO, SOPD to decide	YES	YES
Action required	Continue normal operation	Informative/consultative status (risk assessment)	Leave operation and be ready to move off. Vessel to safe position and on joystick or manual if applicable	Leave operation and be ready to disconnect W2W gangway
DP position footprint: Vessel offset deviation from start point	< 2 meters	2 – 4 meters	> 4 meters	Exceeding operational limits.
DP heading footprint	< 2°	2 – 4°	> 4°	Exceeding operational limits.
Total power consumption	< 45 %	45 - 50%	> 50 %	Exceeding operational limits.
Thrust consumption (With Azimuth Lowered)	< 45% (30%) (Verify capability plots)	45 - 50% (30 - 33%) (Verify capability plots)	> 50% (33%)	Exceeding operational limits.
Auxiliary machinery systems	No alarm.	Alarm, Redundancy available	No redundancy available	Supply blockage of any other system failure
Position reference system available	3 independent	Any failure/ loss of performance in system	2	1
DP control system, DCS, controllers, network	2	Any failure/ loss of performance in system	1	0
Wind sensors	3	2	1	0
Roll sensors (MRU)	3	Any failure/ loss of performance in system	1	0
Heading sensors (Gyro)	3	Any failure/ loss of performance in system	1	0
DP-LPS	2	Any failure/ loss of performance in system	1	Loss of position
IAS System (SVC)	No controller/ network alarm	Loss of one network or one of redundant controllers/ servers in any system	Loss of 2 redundant controllers/ servers in any system	If threat to position
Communications (ECC/Deck platform)	3	2	1	If all comm. system fails

Page 1 of 2



ISLAND OFFSHORE

ISLAND DILIGENCE Activity Specific Operating Guidelines (ASOG) SOM 09-150

Original Date: 22.12.2014
Revision No: 08
Revision Date: 17.04.2024
Prepared by: VS
Approved by: MSA

Retaining environmental forces direction. Decided by consequence analysis	Drift off, drift operations.	Weather changing towards asset.	Consequence analysis triggered.	Environmental forces exceeding limits.
Roll/Pitch	W2W Gangway within operating limits.	Increase in unfavorable movements.	Approaching W2W Gangway operating limits.	Exceeding W2W Gangway operating limits.
Heave	< 1,5 m	1,5 – 2 m	> 2 m	Exceeding limits for W2W Gangway.
Wind speed – windward	< 15 kn	15 – 20 kn	> 20 kn	Situation Specific
Wind speed – leeward	< 25 kn	25 – 32 kn	> 32 kn	Exceeding operational limits.
Sign. Wave height	0 – 1,9m	2-2,2m	2,2 – 2,5 m	> 2,5 m
Current	0 – 1,4 kn	> 1,4 kn	Approaching operating limits. (Verify capability plots)	Exceeding operational limits.
W2W-Gangway-Operations	Continue normal operation	Informative/consultative status (risk assessment)	Leave operation and be ready to disconnect W2W gangway	Exceeding W2W Gangway operating limits.
W2W-Motions-Telescope	W2W gangway within operating limits. No alarms.	Increase in unfavorable movements. > 2m	Approaching W2W Gangway operating limits. Pre-warning alarm. < 3m	Exceeding W2W Gangway operating limits. > 4m
W2W-Motions-Luffing	W2W Gangway within operating limits. Luffing Angle < 5° Down and < 10° Up	No alarms.	Luffing Angle reaching 5 – 7° Down, 10 – 12° Up	Exceeding W2W Gangway operating limits.
W2W-Power-Availability	2 x Main power supply and 2 x Auxiliary power supply available. No alarms.	Alarm on any power supply.	Loss of 1 x Main and 1x Auxiliary power supply.	Loss of all power supply.
W2W-Hydraulic-Availability	2 x Main power supply and 2 x Auxiliary power supply available. No alarms.	Alarm on HPU system.	Alarm. HPU failure.	Loss of HPU.

Page 2 of 2

The vessel follows detailed DP Operations Manual for all DP operations, including a highly defined **CAMO** (Critical Activity Mode of Operations) and a specific **ASOG** (Activity Specific Operations Guidelines) for Walk-to-Work operation. These are including specific frames for i.e. DP footprint deviation, and compensation limitations for the gangway. This is specifically and detailed defined for the actual vessel and gangway operating.

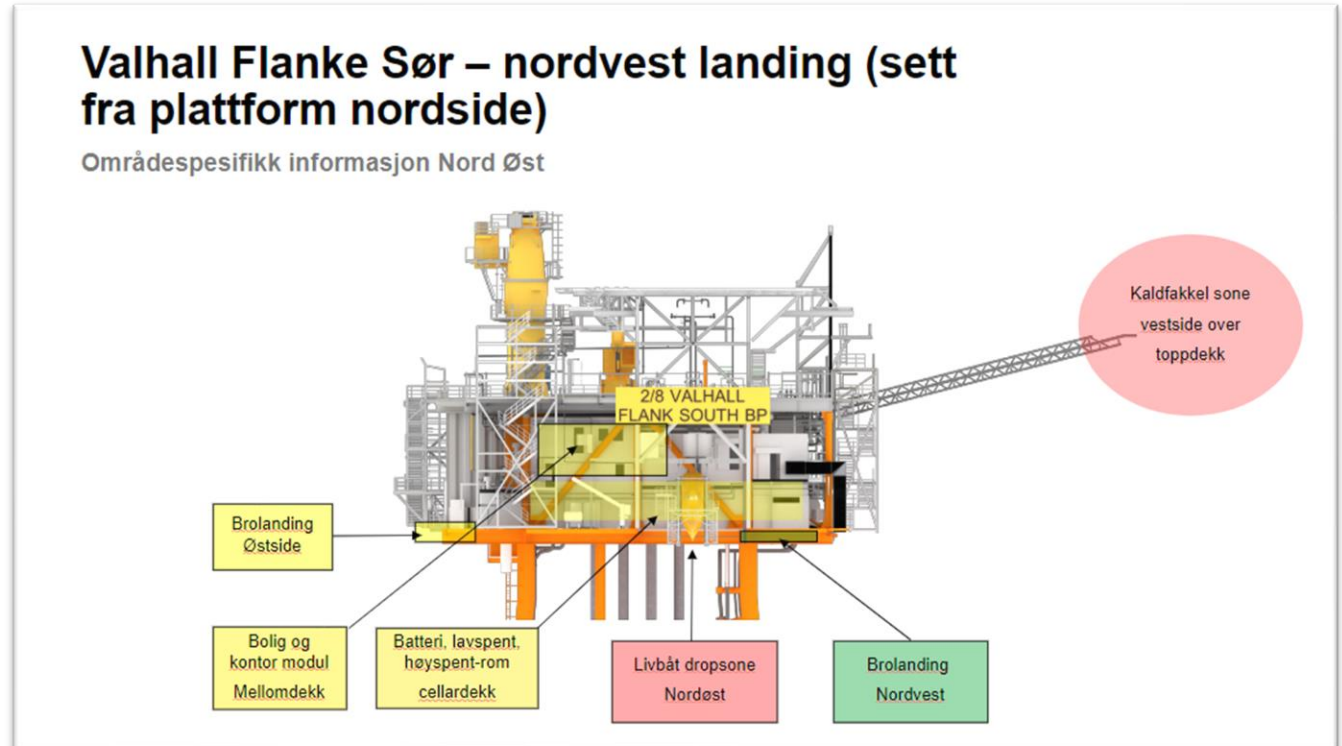
The vessel systems also contains defined safety barriers as per class notification DYNPOS-AUTR (“DP2”) or DYNPOS-AUTRO (“DP3”).



PREPARATIONS BEFORE CONNECTING

Island Condor		Risk Assessment		Island Offshore Management	
Revision 00 - 21.08.2023		Safe Job Analysis		Approved	
2023-0028					
General			Attendees		
Title:	Uptime Gangway tuning and verification of AMC performance at Flanke Nord		Name	Role	Position
Description	DP operations inside safety zone performing gangway tuning and landing at the Installation Valhall Flanke Nord		Morten Veberstad	Leader	Captain
Risk eval. activity:	Testing		Alexander Collander	Attendee	Chief Officer
Ship operation:	Other		Jan Stale Hagen	Attendee	Able Bodied Seaman Crane
Location of activity:	Bridge				
Geographical region:	North Sea				

No. 2	Responsible person DPO	Risk level 4D	Revised risk level 1D
Task/activity	DP operations		
Hazard	Contact, Motion		
Hazard desc.	Not enough power to keep position, drifting on to installation.		
Exposed	Vessel, installation		
Corrective actions	Follow bridging document from AkerBP and instruction to Master Look at the weather forecast and tidal predictions for the whole operation-time and plan the operations accordingly. Use platform data card for the installation and confirm any hazards Vessel to be set up on DP, outside the safety zone in a safe drift off position. Make sure vessel stays in a drift off position. Emergency escape plan in place. Vessel to be conducting the gangway tuning in a drift off position		



All operations and tasks are well prepared in advance, gathering relevant data from site, including job-descriptions, site-specific information, weather forecasts and more. Based on this, a specific SJA/Risk Assessment and Toolbox Talk for the individual landing is performed. All involved parties are present during this process and handles risk in all specific tasks to be performed in this operation.

Example above from Valhall in 2023-operations for AkerBP.

GANGWAY OPERATIONS

— Printed copy. For the latest revisions, check UniSea QA. —

Island Offshore Management
SOM 28-01
Approved: Revision 12 / 21.11.2022

QA PROCEDURE • SHIPBOARD OPERATION MANUAL • SECTION 2.8 - WALK TO WORK GANGWAY OPERATION
Gangway operation procedure

Index

1 Introduction
2 Responsibilities
3 Gangway Operation
3.1 Training and familiarization requirement
3.2 Communication
3.3 Operational limits for personnel transfer operations.
3.4 Gangway operation
4 SIMOPS

1 Introduction
The purpose of this procedure is to describe how to perform personnel transfer operation using gangway.

2 Responsibilities

Master	<ul style="list-style-type: none"> Ensure that operations are carried out in accordance with the procedure. Ensure that personnel are qualified to carry out personnel transfer operations Perform assessment of Gangway Operators
Chief Engineer	<ul style="list-style-type: none"> Ensure that the necessary maintenance program is established, implemented, completed and maintained with this type of equipment.
Officer on watch (OOV)	<ul style="list-style-type: none"> In charge of the gangway operation Ensure that necessary communication is established between all personnel involved in the operation.
Gangway Operator	<ul style="list-style-type: none"> Ensure that operational use of gangway is carried out in a safe manner
Gangway flagman	<ul style="list-style-type: none"> Keep control of access to gangway from vessel during operation. On command from OOV, guide personnel in a safe manner into the gangway for transfer POB Control

3 Gangway Operation

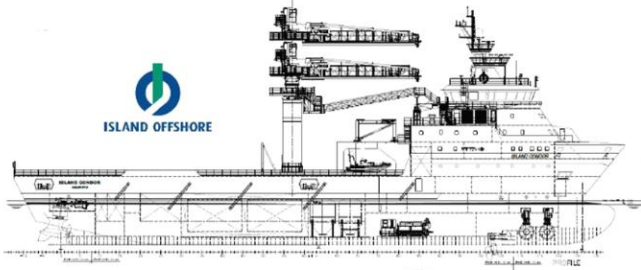
3.1 Training and familiarization requirement

Gangway Operator (GO)

Certified as Gangway Operator according to vessel specific competency matrix in OCS.
Competence of Gangway operators is assessed by Captain every 30 months by use of attached evaluation form and followed up in OCS/Management Self Service.

Personnel/clients in use of Gangway
Vessel and gangway safety induction program (FAC 12-15), including risk assessment, received prior to use or crossing of gangway after every leave period.

GWO Training Description
Island Condor



06						
05						
04						
03						
02	17.02.23	Update with details on procedures	VNS	LEJ	TSB	VNS
01	16.02.23	Update with UPTIME documentation	VNS	LEJ	TSB	VNS
00	25.10.22	Initial version	SMT	LEJ	TSB	SMT
Rev	Date	Reason for issue	Prep.	Check	Checked	Approved

Doc. Title:
GWO Training Description- Island Condor

Gangway operators are trained according to requirements from supplier of gangway.

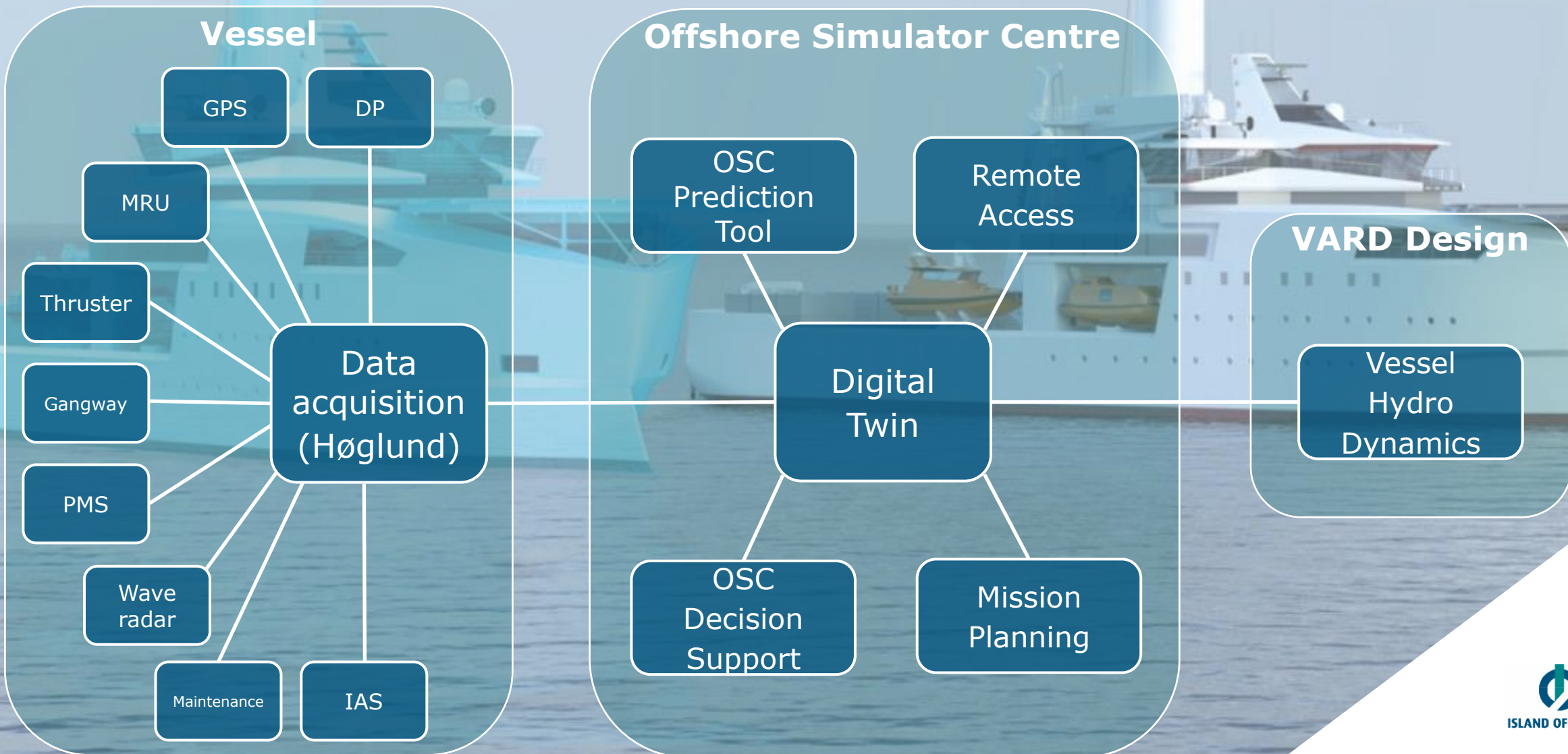
Our procedures includes theoretical and practical requirements before an operator can handle the gangway, plus an extensive follow-up with onboard training and verification of landings etc.

Gangway operator is positioned in chair on bridge, right next to DP-operator for better communication and cooperation. We always keep operator in chair during operations, both in cone and bumper mode. Shift rotation to avoid fatigue.

Gangway operations are strictly controlled by our Gangway Operations Procedure, which also includes training requirements for the operators of the system. This is specific to the vessel and equipment onboard.



Digital Twin for increased safety and operability



ISLAND OFFSHORE
WELCOMES YOU
ONBOARD OUR
W2W VESSELS
WE WILL TAKE
GOOD CARE OF YOU!

