

Marine

Marine Operations - Mobilisation and readiness gate

BA-MAR-001

Purpose: Completed by the Client Representative with the vessel's Master before marine operations commence, to verify that the vessel, its crew and its assurance record are fit for the intended scope.

Frequency: Once per campaign, before marine operations start | **Applies to:** Marine | **Response set:** Yes / Partial / No / N/A, with a note and evidence against each item

Basis: publicly available industry guidance, principally IMCA and IOGP. This framework does not replace the diving contractor's safety management system, the client's own risk assessment, or applicable national legislation. | **Complete online at** barrierassurance.com

#	Question	Guidance and reference	Y / P / N / NA
1	Is a current vessel inspection report available, and have its findings been closed or formally accepted?	CMID or eCMID is the common currency. Check the date, the inspecting body and the status of each finding - an open finding with no owner is not closed. Ref: IMCA M149 (common marine inspection document); IMCA M189 (small workboats); IMCA M204 (vessel assurance)	
2	Has the vessel been assured for this scope of work, not merely inspected?	Inspection says the vessel is in good order. Assurance says it suits this task. Confirm the assurance covers the actual scope, water depth and season. Ref: IMCA M204 (vessel assurance)	
3	Are class and statutory certificates valid for the full duration of the campaign?	Check the expiry dates against the planned end date, not today. Note anything falling due mid-campaign and how it will be handled offshore. Ref: IMO SOLAS; flag state requirements; IMCA M149	
4	Is the marine operations manual, or equivalent, approved and on board?	It should cover the intended activity, not generic vessel operations. Confirm the revision on board matches the approved revision. Ref: IMCA M220 (guidance on operational activity planning)	
5	Have the operational limits been defined, briefed and posted?	Sea state, wind, current, visibility and the limiting criteria for each activity. The bridge and the deck must know the same numbers. Ref: IMCA M220; IMCA M203 (simultaneous operations)	
6	Have the marine risk assessments been completed, and are the actions arising closed?	Look for actions with owners and dates. An assessment with open actions at the readiness gate is not complete. Ref: IMCA M220; IOGP risk management guidance	
7	Is the crew competent and certificated for the intended operations, with records available?	Certificates of competency, familiarisation records and any task-specific training. Check the records exist on board, not just at the office. Ref: IMO STCW; IMCA M117 where DP is used; IMCA M204	
8	Have manning levels and hours of rest been confirmed as compliant for the planned work pattern?	A 24-hour operation with a day-work crew is a fatigue problem waiting to happen. Confirm the watch system supports the plan. Ref: Maritime Labour Convention 2006; IMCA M241	
9	Have communications between the vessel, the worksite and the client been established and tested?	Primary and back-up, and who talks to whom. Test them rather than assume them. Ref: IMCA M205 (guidance on operational communications)	
10	Are the emergency response arrangements in place, briefed and exercised?	Muster, man overboard, fire, abandonment, medical evacuation. Confirm the vessel's plan and the project's plan agree on who calls whom. Ref: IMO SOLAS; IMCA M226 (security measures and emergency response guidelines)	
11	Has a simultaneous operations assessment been carried out where activities overlap?	Diving alongside lifting, ROV alongside anchor handling. Confirm the controlling authority for each combination is named. Ref: IMCA M203 (guidance on simultaneous operations)	
12	Have the interfaces with any nearby structure or third-party vessel been agreed in writing?	Safety interface documents, exclusion zones, and the means of establishing contact before approach. Ref: IMCA M125 (safety interface document); COLREGs	