

ROV

ROV Operations - Mobilisation and readiness gate

BA-ROV-001

Purpose: Completed by the Client Representative with the ROV Supervisor before ROV operations commence, to verify that the system, its interfaces with the vessel and the team are ready for the scope.

Frequency: Once per campaign, before ROV operations start | **Applies to:** ROV | **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	Has the ROV system been mobilised in accordance with a documented mobilisation procedure, with the checks signed off?	Mobilisation is where most of the campaign's latent faults are either caught or built in. Look for a completed record, not an intention. Ref: IMCA R009 (ROV mobilisation)	
2	Is a current ROV audit available, and have the findings been closed or formally accepted?	Check the date, the auditing body and the status of each finding. An open finding carried from the last campaign is a live issue. Ref: IMCA R006 (ROV audit guidance)	
3	Has the launch and recovery system been examined, tested and certified within its period?	The LARS is the part of the spread that can injure people on deck. Confirm the certificate covers the system as configured. Ref: IMCA R011 (examination, testing and certification of ROV launch and recovery systems)	
4	Have the ROV and its handling system been load tested and inspected as required?	Lift points, umbilical termination, TMS and any deployment frame. Match certificates to the items in use. Ref: IMCA R021 (ROV load testing and inspection)	
5	Is the ROV team competent for the system and the intended tasks, with records available?	Pilot grades, supervisor experience and any task-specific competence such as tooling or survey. Check the records are on board. Ref: IMCA C001 (competence assurance, assessment and verification); IMCA R002; IMCA R010	
6	Are the vessel interfaces agreed - deck space, power, communications and the launch position?	Confirm what happens if the vessel needs to move while the ROV is deployed, and who decides. Ref: IMCA R004 (safe and efficient operation of remotely operated vehicles); IMCA M203	
7	Have high voltage isolation procedures been established where the system operates above 1 kV?	This is a specific hazard with a specific control. Confirm the procedure, the isolation points and who is authorised. Ref: IMCA R005 (isolation of ROV high voltage equipment above 1 kV)	
8	Are the emergency procedures defined for a trapped, entangled or lost vehicle?	Including the recovery method, who authorises cutting, and the effect on the vessel's station keeping. Ref: IMCA R004; IMCA M203	
9	Have the operating limits been defined - sea state, current, depth and visibility?	The limits should be the system's, not the vessel's. Confirm both are known and that the lower one governs. Ref: IMCA R004; IMCA M220	
10	Is the spares and consumables holding adequate for the campaign duration?	A campaign that runs out of critical spares degrades quietly into single-system operation. Ref: IMCA R009; IMCA R006	
11	Has a simultaneous operations assessment been completed where ROV work overlaps diving, lifting or anchor handling?	Name the controlling authority for each combination, and how the ROV is stood down. Ref: IMCA M203; IMCA R020 (ROV intervention during diving operations)	