

ROV

ROV Operations - Daily oversight

BA-ROV-002

Purpose: Completed each operational day to verify that the controls remain in place and are understood by the team on shift.

Frequency: Each operational day | **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	Was a task brief held before the day's dive, covering the work scope, hazards and abort criteria?	Ask a pilot what would make them abort today. A vague answer means the brief did not land. Ref: IMCA R004; IMCA M220	
2	Have the pre-dive checks been completed and recorded for the vehicle and the handling system?	Look at the completed sheet for today, not the procedure that says one exists. Ref: IMCA R004; IMCA R009	
3	Are the deck crew clear of the launch path, with the danger area understood during launch and recovery?	Observe an actual launch. The umbilical and the vehicle swing are the hazards. Ref: IMCA R011; IOGP line of fire guidance	
4	Is communication between the ROV control cabin, the bridge and the worksite established and tested?	Test at the start of the shift. Confirm the bridge can stop the operation directly. Ref: IMCA M205; IMCA R004	
5	Is the vessel's station keeping status known to the ROV supervisor, and the ROV status known to the bridge?	Both directions. A DP alert that the cabin does not hear is a lost vehicle waiting to happen. Ref: IMCA M103; IMCA R004	
6	Are the umbilical and tether management arrangements being monitored for wear, tension and entanglement risk?	Ask what the tether limit is and how it is being tracked. Ref: IMCA R004; IMCA R021	
7	Have any faults, failures or near misses in the last 24 hours been recorded and assessed?	Including thruster or camera failures that were worked around rather than reported. Ref: IMCA R006; IMCA R004	
8	Is the work being carried out inside the assessed operating limits?	Compare the current conditions against the limits set at mobilisation. Ref: IMCA R004; IMCA M220	
9	Where the ROV is working near a diver, are the separation and control arrangements being applied?	The ROV must not be a hazard to the diver, and must be recoverable without endangering them. Ref: IMCA R020 (ROV intervention during diving operations)	