Προς

ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΛΙΑΣ ΚΑΙ ΝΗΣΙΩΤΙΚΗΣ ΠΟΛΙΤΙΚΗΣ
ΓΕΝΙΚΗ ΓΡΑΜΜΑΤΕΙΑ ΝΑΥΤΙΛΙΑΣ ΚΑΙ ΛΙΜΕΝΩΝ
ΑΡΧΗΓΕΙΟ ΛΙΜΕΝΙΚΟΥ ΣΩΜΑΤΟΣ – ΕΛΛΗΝΙΚΗΣ ΑΚΤΟΦΥΛΑΚΗΣ
ΚΛΑΔΟΣ ΑΣΦΑΛΕΙΑΣ ΚΑΙ ΑΣΤΥΝΟΜΕΥΣΗΣ
ΔΙΕΥΘΥΝΣΗ ΛΙΜΕΝΙΚΗΣ ΑΣΤΥΝΟΜΙΑΣ
Ακτή Βασιλειάδη, Πύλες Ε1 – Ε2, Πειραιάς
ΤΚ 18150, Πειραιάς
ΤΗΛ: +30 213 1374274
Email: dla@hcg.gr
Υπόψιν: Υποπλοίαρχου Λ.Σ. Μιχαήλ Χατζηκωνσταντίνου

Α.Π.: M_ATE-2109/25

Ημερομηνία: Θεσσαλονίκη, 01 Οκτωβρίου 2025

Θέμα: ΟΡΓΑΝΙΣΜΟΣ ΛΙΜΕΝΑ ΘΕΣΣΑΛΟΝΙΚΗΣ - 6ος Προβλήτας, Επέκταση Λιμενικής Υποδομής / Λιμενικές Εργασίες

ΕΚΤΕΛΕΣΗ ΕΡΕΥΝΩΝ UXO

Σε συνέχεια της υπ' αριθ. 3122.1-Τ06/45999/2025 (ΑΔΑ: 9ΥΜΘ4653ΠΩ-6ΔΦ) απόφασης της Διεύθυνσης Λιμενικών και Κτιριακών Υποδομών (Τμήμα Β) του Υπουργείου Ναυτιλίας και Νησιωτικής Πολιτικής με θέμα: "Εκτέλεση του έργου (Υ.Ε. 01) «6ος Προβλήτας, επέκταση λιμενικής υποδομής» σας ενημερώνουμε ότι η εταιρία μας «ΜΥΤΙΛΗΝΑΙΟΣ ΤΕΧΝΙΚΩΝ ΚΑΤΑΣΚΕΥΩΝ ΑΤΕ ΜΟΝΟΠΡΟΣΩΠΗ ΑΝΩΝΥΜΗ ΕΤΑΙΡΕΙΑ» (ΜΕΤΚΑ ΑΤΕ) ως ανάδοχος του Έργου και σύμφωνα με τη σχετική σύμβαση εργασιών με τον Κύριο του Έργου «ΟΛΘ Α.Ε.», καλείται να εκτελέσει έρευνες του πυθμένα θαλάσσης για τυχόν ύπαρξη μη-εκρηχθέντων πυρομαχικών (UXO survey – Unexploded Ordnance survey).

Για τις εργασίες αυτές θα κινητοποιηθεί εξειδικευμένο συνεργείο με μικρό σκάφος (λέμβος), αγγλικού νηογνώμονα, εξοπλισμένο με ειδικό γεωφυσικό εξοπλισμό, με τον οποίο και θα σαρωθεί ο πυθμένας θαλάσσης στον περίτυπο της υπό των πλαισίων του Έργου επέκτασης του 6ου Προβλήτα για πιθανόν εντοπισμό προαναφερθέντων UXO.

Η λέμβος φέρει την ονομασία VALIDUS, τα έγγραφα της οποίας και επισυνάπτονται, ως παρακάτω:
1. Certificate of registry
2. Πιστοποιητικό νηογνώμονα YDSA
3. Πιστοποιητικό επιθεώρησης IMCA
4. Πιστοποιητικό κατασκευαστή
5. Τεχνικό φυλλάδιο

Πέραν αυτών, σας ενημερώνουμε πως για την διεξαγωγή των εν λόγω ερευνών, η λέμβος θα είναι εξοπλισμένη με τα παρακάτω όργανα μετρήσεων:
1. Skyling
2. AIS
3. Raymaster 3D Chirp Imagery
4. Simrad Precise Nav System
5. Raymarine Radar and Chart plotter & Radar
6. Primary Vessel Navigation: SBG Navsight Apogee INS, integrated in the Pyxis USBL

7. Multibeam Echosounder: Edgetech 6205s2 with integrated SBG Ekinox 3 INS
8. SIdescan sonar: Klein 4900 Sidescan Sonar 455/900 kHz
9. Transverse Gradiometer: 2 x Geometrics G-882 Magnetometers with Digital Altimeters in 1.5m wide STR gradiometer frame
10. Subbottom profiler: Edgetech 3400 OTS
11. Sub-sea Positioning: Applied Acoustics Pyxis USBL system with integrated SBG Navsight Apogee INS
12. Sound Velocity Profiler: Valeport Swift Sound Velocity Profiler

Οι εν λόγω έρευνες προβλέπεται να διαρκέσουν περί των 10 ημερών, καιρού επιτρέποντος.

Λόγω της κρισιμότητας των προαναφερθέντων ερευνών για την ομαλή και ανεμπόδιστη εξέλιξη των εργασιών του τόσο σημαντικού και εθνικού ενδιαφέροντος έργου, παρακαλούμε για τις άμεσες ενέργειές σας για την έκδοση της σχετικής άδειας.

Στη διάθεση σας.

Με εκτίμηση,

Για τη ΜΕΤΚΑ ΑΤΕ

ΜΕΤΚΑ ΑΤΕ
ΜΥΤΙΛΗΝΑΙΟΣ ΤΕΧΝΙΚΩΝ ΚΑΤΑΣΚΕΥΩΝ
ΜΟΝΟΠΡΟΣΩΠΗ ΑΝΩΝΥΜΗ ΕΤΑΙΡΕΙΑ
ΠΑΤΡΟΚΛΟΥ 5-7 ΤΗΛ.: 210 3693200
ΑΦΜ: 998382725 - ΚΕ.ΦΟ.Δ.Ε. ΑΤΤΙΚΗΣ
ΑΡ.ΓΕΜΗ.: 008504301000

Αλέξανδρος Δήμκου
Πολ. Μηχανικός / Επικεφαλής Λιμενικών Έργων

Τηλ. Επικοινωνίας: 210 -2784055, 6948-250973

* Συνημμένα:
1. Certificate of registry
2. Πιστοποιητικό νηογνώμονα YDSA
3. Πιστοποιητικό επιθεώρησης IMCA
4. Πιστοποιητικό κατασκευαστή
5. Τεχνικό φυλλάδιο

United Kingdom Certificate of Registry

Maritime & Coastguard Agency

The Merchant Shipping Act 1995
The Merchant Shipping (Registration of Ships) Regulations 1993, as amended
Part 1 Registry

Name and Official Number of Ship

VALIDUS - 302947

Particulars of Ship

Type of Ship
Commercial Vessel

Method of Propulsion
Motor

Date of Expiry
19th May 2030

IMO Number
-

HIN
-

Radio Call Sign
MHOU4

Port
Wisbech

Registered Length
7.30 m

Overall Length
7.30 m

Depth
0.76 m

Breadth
2.40 m

Gross Tonnage
1.98

Net Tonnage
1.98

Registered Tonnage
-

Year of Build
2021

Engine Make and Model
Mercury F100 EFI ELPT
Mercury F100 EFI ELPT

Engine Power
75 kW
75 kW

Signed for and on behalf of the Registrar General of Shipping and Seamen

by the Maritime and Coastguard Agency, an Executive Agency of the Government of the United Kingdom. UK Ship Register, Anchor Court, Keen Road, Cardiff, CF24 5JW, United Kingdom.

This document is signed electronically in accordance with IMO FAL.5/Circ.39/Rev.2.
Validation and authentication can be obtained from the unique tracking number (UTN)

https://public.service.mcga.gov.uk/certificate/5NkUUzi

Issued on **20th May 2025** at **08:41 BST**

Owners

For the purposes of registration there are 64 shares in a ship.

Names and addresses of owners	No of shares
RGES SERVICES Fir Tree Farm, Guanockgate, Spalding, PE120LU , United Kingdom	64

Important information

- A Certificate of Registry is not proof of ownership
- Details of registered mortgages are not shown
- The Registry must be informed immediately:
    - of any changes to the ship's particulars or ownership;
    - if the vessel is lost.
- The certificate must be surrendered to the Registry if the ship ceases to be a British registered ship.
- A duplicate must be obtained if the certificate is lost or becomes illegible.

For further information contact:

Registry of Shipping and Seamen
Anchor Court, Keen Road
Cardiff CF24 5JW
United Kingdom

Monday to Friday, 7:30am to 6pm
Saturday to Sunday, 9:30am to 4pm
Tel: +44 (0)20 3908 5200
email: uksr@mcga.gov.uk

YDSA Certifying Authority

The Glass Works, Penns Road, Petersfield, Hants GU32 2EW
Tel: 01730 710490 Fax: 01730 710423
www.ydsa.co.uk

Certifying Authority authorised by the MCA

WORKBOAT CERTIFICATE

Issued under the authority of the Maritime & Coastguard Agency, an Executive Agency of the United Kingdom Department for Transport

Name of Vessel:	**VALIDUS**	Vessel Unique No.:	**Y20WB0076845**
Owner/Managing Agent:	**Mr Andrew Faulkner**	Certificate No.:	**Y23WB0076845**
Address:	**RGES Services**	Port of Registry:	
	Fir Tree Farm	Base Port:	**Wisbech**
	Guanockgate Road	Official Number:	
	Sutton St Edmund	Overall Length:	**7.88m**
	Lincolnshire	Load Line Length:	
	PE12 0LU, UK	Date Built:	**2020**
Builder:	**Pegasus Marine (EA) Ltd**	Activity:	**Workboat**
Design Class (HIN/CIN):	**PMCat 740 (PM CAT 702 H020)**	Code:	**Workboat (Edition 2)**

This is to certify that the above named vessel was examined by:

Yacht Designers and Surveyors Association Approved Examiner Mr Richard Thomas at Pegasus Marine (EA) Ltd, Colkirk, Norfolk NR21 7JG from 29 June 2023 to

and found to be in accordance with the requirements of the 2nd Edition of The Safety of Small Workboats and Pilot Boats – A Code of Practice, published by the Maritime and Coastguard Agency of the Department for Transport.

The cycle of annual examinations started with the Compliance Examination on **29 June 2023** and ends on **28 June 2028**, at which time a Renewal Examination is reqired. Within this period, endorsements will be issued annually subject to the conditions outlined below.

This annual certificate was issued on: **22 April 2025**

This annual certificate will remain valid until: **28 June 2026**

subject to the vessel, its machinery and systems and equipment being efficiently maintained, with examinations and manning as required by the Code of Practice and that any modifications or damage to the vessel is reported to the Certifying Authority and any repair is approved as required and considered rectified by the Certifying Authority as required by the relevant part of the Code, and to the following Operating Conditions:

Not to remain at sea for periods in excess of 24 hours.
Vessel to operate only in areas where sea temperatures are >10 degrees Celsius.

Towing limit = 2x boat's displacement

When a vessel is operating in waters of sea surface temperature of 10ºC or less, each person on board should have either an approved immersion suit, a dry suit or other efficient garment to reduce the likelihood of hypothermia should the wearer enter.

Permitted area of operation:	**Category 3: up to 20 miles from a safe haven**
Maximum number of persons to be carried:	**7**
Maximum loading condition - Total loading of persons and equipment must not to exceed:	**1327 kg**

Further annual certificates will be issued up to the 5 year cycle expiry subject to the appropriate annual examinations and the vessel being found to comply under the Code of Practice, along with any restrictions applied at the time.

Issued at: Petersfield, Hampshire, UK on 22 April 2025

For & on behalf of the Committee of the Yacht Designers & Surveyors Association Certifying Authority

Signed by James Brown, Certifying Authority Technical Lead

This certificate is only valid for commercial operation on international voyages or voyages of more than 60 miles from a UK safe haven with seafarers on board if (a) The vessel is certificated for category 0, 1 or 2; and (b) The certificate is accompanied by a valid MLC inspection report demonstrating compliance.
This certificate remains the property of the YDSA Certifying Authority and supersedes any previous Certificate issued by us.
An extension of 3 months may be granted on agreement with the YDSA CA. A change of Owner/Managing Agent invalidates certification.
This Certificate is the equivalent to a UK Loadline Exemption Certificate for a Vessel under 24m Loadline Length.

YDSA Certifying Authority

The Glassworks, 3B Penns Road, Petersfield, Hampshire GU32 2EW
Tel: 01730 710490 https://ydsa.co.uk/coding/

Maritime & Coastguard Agency

Certifying Authority authorised by the MCA

Vessel: VALIDUS

Unique No.: Y20WB0076845

Remove disc before sending form

eCMID Small Vessel Inspection (<500gt)

IMCA M189 Issue 7
February 2025

Richardson Marine Services

Vessel:	**Validus**
IMO number:	**N/A**
Date inspected:	**10 Apr 2025**
Date uploaded:	**05 May 2025**

The International Marine Contractors Association (IMCA) is the international trade association representing offshore marine contractors, service companies, and the industry's supply chain.

IMCA's mission is to improve performance in the marine contracting industry. Our value proposition is to influence our industry in key technical, contractual, policy and regulatory matters that are in the collective best interest of the marine contracting industry.

For over 25 years IMCA has maintained an important body of knowledge to assist our industry in the form of published guidance documents promoting good practice across a wide range of technical and professional disciplines. Documents have a self-explanatory title and are catalogued using a code containing letters and numbers. The letter indicates the discipline, and the number is simply sequential within that discipline.

Members are expected to adopt as a minimum standard the technical guidelines (published documents, information notes and other materials) produced by the Association appropriate to the technical division(s) and region(s) to which the relevant Member belongs.

Legal Notice

eCMID Small Vessel Inspection (<500gt)

IMCA M189 Issue 7 - February 2025

Explanatory notes and guidance on completion of this document can be found in the latest issue of IMCA M 167

Report Overview

Inspection Details

Vessel	Validus		
Inspection start date	10 Apr 2025	**Start time**	18:30
Inspection end date	10 Apr 2025	**End time**	21:30
Place of inspection	Norfolk	**Country**	United Kingdom
Vessel operation at time of inspection	The vessel was not on contract at the time of the inspection		
The vessel is very well equiped for a small boat. All equipment was in good working order.			

Inspection company	Richardson Marine Services ltd		
Client	RGES Services		
Inspector	Mr Stuart Richardson	**Accreditation ID**	00456
Company disclaimer	This report has been prepared by Richardson Marine Services Ltd for the sole purpose of reporting to RGES Services (jointly known as 'the parties') the findings of an IMCA M 189 audit on the vessel Validus. It is a statement of fact relating to the findings on the day of the audit only and is not intended, nor should it be taken as providing, any warranty as to the safety of either the vessel or its procedures. Whilst every effort has been made to ensure the accuracy of this report, Richardson Marine Services Ltd, will not be held liable for the content and/or the consequences of its use. This report is provided for use by the company on whose behalf the inspection is carried out only. No liability of whatever nature is assumed towards any other party and nothing in our terms, or the relationship between these parties, shall confer or purport to confer on any third party a benefit or the right to enforce any provision of these terms. The provisions of the Contracts (Rights of Third Parties) Act 1999 shall not apply and any person who is not a party shall have no right under that Act.		

Inspection Summary

The vessel is very well equiped for a small boat. All equipment was in good working order.		
Summary seen and discussed with	Andy	Master

Inspection Additional Comments

Section No	Section / Question
5	Weather-tight integrity Additional Section 5 comments
	The vessel has a sealed deck and there is no access below the deck due to the size.
	Operator's Comment: 16 May 2025 - Andy Faulkner - Deck is fully sealed

Closing Meeting

A closing meeting must be held to present the inspection findings and conclusions.

The closing meeting should be chaired by the inspector and attended by the vessel master and the appropriate heads of department, in addition to other interested parties as determined by the master, e.g. Chief Officer, Chief Engineer, Chief Steward etc.

The closing meeting should be formal and minutes, including records of attendance, should be completed and submitted with the final inspection report. This can be entered in the eCMID Inspection App, Summary section, as text. Alternatively, a template is available in the same location which can be downloaded, completed then uploaded as an image file.

As appropriate, the following should be explained to the closing meeting attendees:

1. advising that the inspection evidence collected was based on a sample of the information available and is not necessarily fully representative of the overall effectiveness of the vessel's processes;

2. the method in which the report will become available, i.e. eCMID database;

3. presentation of the inspection findings and conclusions in such a manner that they are understood and acknowledged by the vessel's management;

Any diverging opinions regarding the inspection findings or conclusions between the inspector and the vessel management team should be discussed and, if possible, resolved. If not resolved, this should be recorded in the closing meeting minutes. All such information must be documented factually with no subjectivity.

The inspector should note that the closing meeting is not a forum to accept or agree on any corrective actions or responses to the findings. The inspector should advise the vessel master that the responses or corrective actions to inspection findings are to be managed as per the vessel's safety management system. The vessel operator should provide responses on the eCMID database as appropriate.

For further information on closing meetings refer to ISO 19011.

Distribution list for reports

A written copy summarising the findings should be left on the vessel.

The final report, when uploaded to the eCMID database provides access to the report for the following:

1. Vessel owner;
The party who commissioned the inspection, if not the vessel owner, such as an oil company client, charterer;
Any other eCMID database user who has been assigned access by the vessel operator.

Further information on the eCMID processes can be found in IMCA M167 - *Guidance on the IMCA eCMID system* - available via www.ecmid.com together with user guides to the eCMID website and software.

Closing Meeting

A closing meeting was held following the inspection, but no report was uploaded.

1. Vessel particulars

	Requested Information
Name of vessel	Validus
Type of vessel	Validus, 7m Aluminum Catamaran
Detail of engines, berths and any special features	Validus Length – 7.4m Carrying Capacity – 1,000kgs Plus 6 crew Beam – 2.5m Coded – Cat 3, Weight – 2,000kg Hull Material – Aluminum OBM's – Twin 115HP 4 Strokes. Speed- 20 – 25 Knots Winch – 4,000kg, A Frame 500kg Toilet Survey – 2 x tables, Electrics, Generator, AIS, Raymarine 3D Chirp, 2 x Survey Swing Arm.
Length overall (LOA) - in metres	7.4
Gross tonnage	2
Previous name(s)	
Vessel owner/operator - name	RGES Services ltd
Vessel owner/operator - address	www.ribsservices.co.uk
Vessel owner/operator - tel	+44 (0) 7706 849910
Vessel owner/operator - email	andy.faulkner@ribsservices.co.uk
Date current vessel operator assumed responsibility for vessel	29/05/20
Manning agent - name	Identified as not being applicable to this vessel
Manning agent - address	Identified as not being applicable to this vessel
Manning agent - tel	Identified as not being applicable to this vessel
Manning agent - email	Identified as not being applicable to this vessel
Flag	United Kingdom of Great Britain and Northern Ireland
If the vessel has changed flag within the past six months, report date of change	Identified as not being applicable to this vessel
If the vessel has changed flag within the past six months, report previous flag, otherwise select 'Not applicable'	Not applicable
Port of registry	Wizbeach
Classification society (if applicable)	Other
If the vessel has changed class within the past six months, report date of change	Identified as not being applicable to this vessel
If the vessel has changed class within the past six months, report previous classification society	Not applicable
Class ID number	TBC
Category	Cat 4
Vessel certificate (details of operating code eg. MCA Vessel Code - include max. distance from shore, day trips only, etc.)	20 miles daylight only
Issued (on date)	2022-09-30
Valid until	2027-09-29
Issued by	YDSA
Last annual inspection	2025-08-12
Total allowance number of persons on board (PoB)	7

2. Certificates and publications

2.1	Is the vessel clear of conditions of class, port/flag state and any safety related memoranda?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- The class notation of the vessel and any limitations or conditions noted in the certificate.
- If not in Class, then the alternative arrangements and/or Flag State certification and survey regime in place.

2.2	Is the vessel free from any pending conditions of class or pending class memoranda?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify the nature of the conditions of class and/or class memoranda (if any).

2.3	Are all statutory certificates issued by RO or flag state valid and in date?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify, as applicable, e.g.: Passenger ship safety certificate, International Oil Pollution Prevention Certificate, International Air Pollution Prevention Certificate, International Sewage Pollution Prevention certificate, Load Line/exemption certificate, Maritime Labour Convention compliance statement, Radio Station licence, Ship Sanitation exemption certificate, Minimum safe manning document, Flag State Safety Certificate.

2.4	Does the vessel carry valid certificates of insurance?	Yes *	No	NA	NS
Inspector	The vessel has full insurance and it will starts in the 1/05.25				
Operator					

When answering the above the AVI will verify:

- The P&I Certificate of Entry is current
- Whether the vessel carries a Certificate of insurance for wreck removal (Compulsory for vessels >= 300GRT)
- Employer Liability Insurance.
- Hull and Machinery Insurance.
- Any limitations noted with respect to cover

2.5	If the vessel is required to carry IMDG cargo, is a valid document of compliance for carriage of dangerous goods onboard?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- That IMDG segregation is complied with.
- The crew are suitably trained and relevant documentation is available (e.g., IMDG Code, Manifest(s), DG Emergency and First aid schedule)

2.6	Additional Section 2 comments?	Yes	No *	NA	NS
Inspector					
Operator					

3. Inspection

3.1	Has the vessel a copy of the latest port state inspection onboard?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- Where and when the inspection was carried out
- If vessel was detained, or significant deficiencies were listed, the reason for detention or nature of those deficiencies.
- Date of last port state inspection and if over 12 months the reason why.

3.2	Has the vessel a copy of the latest eCMID Small Vessel inspection (formerly eMISW) onboard?	Yes *	No	NA	NS
Inspector	No outstanding findings				
Operator					

When answering the above the AVI will verify:

- Date of last inspection
- Company
- Relevant findings (if any).
- If over 12 months the reason why.

3.3	Additional Section 3 comments	Yes	No *	NA	NS
Inspector					
Operator					

4. Logbooks

4.1	Does the vessel have appropriate logbook(s) (e.g. official/deck/radio/engine)?	Yes *	No	NA	NS
Inspector	The vessel keeps a daily log for the days afloat.				
Operator					

When answering the above the AVI will verify that appropriate entries have been made in the logbooks.

4.2	Additional Section 4 comments	Yes	No *	NA	NS
Inspector					
Operator					

5. Weather-tight integrity

5.1	Is it possible to secure all openings to prevent the ingress of water whilst at sea?	Yes *	No	NA	NS
Inspector	The doors close and are in good condition. 				
Operator					

5.2	Are doors located on or above the weather deck, which give access to spaces below, weather-tight and able to be operated from either side?	Yes *	No	NA	NS
Inspector	There doors can be opened from both sides.				
Operator					

When answering the above the AVI will verify the state and condition of seals, fastening and securing fittings.

5.3	If there are any opening skylights fitted, can they be effectively secured from either side?	Yes	No	NA *	NS
Inspector					
Operator					

Note: In a new vessel, a skylight which is provided as a means of escape should be capable of being opened from both sides.

When answering the above the AVI will verify the condition of fastening and securing fittings for the skylights.

5.4	Are blanks available for securing in place, in the event of breakage of a skylight?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify the stowage for the blanks and their ease of access in an emergency.

5.5	Can all opening port-lights be effectively secured?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- The condition of securing arrangements and fittings.
- If any opening or port-lights are below the weather deck, whether there are dead-lights or blanks available to be secured in place

5.6	Are all weathertight closures to ventilators in full working order?	Yes	No	NA *	NS
Inspector					
Operator					

5.7	Does the hull and structure of the vessel appear in a good state of repair?	Yes *	No	NA	NS
Inspector	The vessel looks in very good condition 				
Operator					

5.8	When a deck is fitted with bulwarks such that water may be trapped, are there effective draining ports?	Yes *	No	NA	NS
Inspector	The vessel has freeing ports down both sides. 				
Operator					

5.9	Are sea inlets and discharges below the waterline fitted with a seacock or other effective means of closure?	Yes	No	NA *	NS
Inspector					
Operator					

5.10	Is the vessel clear of any evidence of water leaking into the below decks?	Yes	No	NA *	NS
Inspector					
Operator					

Note:

- This should not be confused with water brought down from the upper deck during wet conditions.
- Leaking from internal fresh water supplies should be reported in machinery or accommodation sections.

5.11	If the vessel has a self-righting capability are all safety criteria being met?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- That correct means of crew, passenger and cargo securing arrangements are fitted and serviceable.
- That appropriate services for recovery from inversion are fitted and serviceable.

5.12	Additional Section 5 comments	Yes *	No	NA	NS
Inspector	The vessel has a sealed deck and there is no access below the deck due to the size.				
Operator	16 May 2025 - Andy Faulkner - Deck is fully sealed				

6. Machinery and electrical

6.1	Are engine/generator machinery and spaces clean and well maintained?	Yes *	No	NA	NS
Inspector	The engines are outboards and all maintenance is in date. 				
Operator					

6.2	Are vent pipes for fuel tanks protected against water ingress by a goose neck or other efficient means?	Yes *	No	NA	NS
Inspector	The vent has a small gauze and is 400mm above the deck.				
Operator					

6.3	Are vent pipes for fuel and lube oil tanks fitted with a flame or spark arrestor?	Yes *	No	NA	NS
Inspector					
Operator					

6.4	Are there means available to effectively control fuel spillages or leaks from permanent or temporary equipment?	Yes	No	NA *	NS
Inspector					
Operator					

6.5	Is there a safe means of isolating the fuel supply in the event of an emergency?	Yes *	No	NA	NS
Inspector	There is a fuel isolation valve next to the outboards. 				
Operator					

When answering the above the AVI will verify the ease of access to/operation of isolation method and whether it is accessible from outside the machinery space.

6.6	Are the machinery spaces free from fuel or oil leaks?	Yes	No	NA *	NS
Inspector					
Operator					

Note:

- The inspector will be aware of hazard/risk of fire depending on circumstances.
- A photograph should only be taken if it is safe to do so.

6.7	Are the bilges empty and free from oil residue?	Yes	No	NA *	NS
Inspector					
Operator					

6.8	When batteries are the sole means of starting the propulsion engine, are there at least two sets of batteries available?	Yes *	No	NA	NS
Inspector	The vessel has two starting batteries. They can be linked if requierd				
Operator					

When answering the above the AVI will verify the state and condition of battery arrangements.

6.9	Are there safe means of isolating electrical supplies?	Yes *	No	NA	NS
Inspector	The batteries can be isolated from the bridge.				
Operator					

6.10	Are electrical systems protected from water?	Yes *	No	NA	NS
Inspector	The systems and all made for the marine enviorment. The connection are in IP rated boxes.				
Operator					

When answering the above the AVI will verify the state and effectiveness of protection.

6.11	Are battery spaces adequately ventilated?	Yes *	No	NA	NS
Inspector	The batteries are in the cancel in the wheelhouse and are vented.				
Operator					

6.12	Are all batteries secured firmly to prevent movement?	Yes *	No	NA	NS
Inspector	They are strapped down to prevent movment.				
Operator					

6.13	Is there adequate and appropriate PPE for personnel checking/maintaining the batteries (e.g. face shields, rubber gloves)?	Yes	No	NA *	NS
Inspector					
Operator					

6.14	Is effective emergency lighting provided to allow escape from below/under-deck/after deck to allow essential activities to be conducted?	Yes	No	NA *	NS
Inspector					
Operator					

6.15	If steering by remote control, are there effective means of emergency steering?	Yes *	No	NA	NS
Inspector	The vessel has two independent outboards that can be used to steer.				
Operator					

6.16	Are there two fully working bilge pumps?	Yes *	No	NA	NS
Inspector	The vessel has more than two pumps 				
Operator					

When answering the above the AVI will verify the condition of bilge pumps and pumping arrangements.

6.17	Is at least one bilge pump available for duty in an emergency?	Yes *	No	NA	NS
Inspector	The vessel has two emergency pumps 				
Operator					

Note: The pumps and sources of power, if power driven, should be in widely separated spaces so that any single event does not disable all the pumping systems.

6.18	Is an operating bilge alarm fitted in watertight spaces containing machinery or in cargo holds?	Yes *	No	NA	NS
Inspector	The vessel has two bilge alarm with a light and a buzzer.				
Operator					

6.19	Are operating manuals available for the machinery?	Yes *	No	NA	NS
Inspector	The vessel has manuals for all equipment on board.				
Operator					

When answering the above the AVI will verify that the manuals are in a language that can be understood by the crew.

6.20	Are adequate tools and the manufacturers' recommended emergency spares available for the machinery?	Yes *	No	NA	NS
Inspector	The vessel has a small tool kit that is used to change service components whilst out to sea.				
Operator					

When answering the above the AVI will verify that emergency spares are as per manufacturers' recommendations (if known).

6.21	Are maintenance records available for the onboard equipment?	Yes *	No	NA	NS
Inspector	The owner has a record of all maintenance completed.				
Operator					

6.22	Is the engine room free from untreated hazards?	Yes	No	NA *	NS
Inspector					
Operator					

Note: SOLAS: All surfaces above 220°C are to be insulated or equivalent protected in order to avoid ignition of flammable fluids.

Typical hot surfaces on engine 'body' are as follows: indicator valves (if fitted), cylinder covers, exhaust pipe from each cylinder, tie into exhaust manifold, exhaust manifold in particular overlaps between steel sheets and laggings, foundation and lifting lugs on exhaust ducts, turbochargers, in particular flanges to such, cut-outs for pressure/temperature sensors, etc.; housing surfaces of floodlights.

Comment on any hazards that appear to have been overlooked or remain a hazard due to inadequate mitigation, e.g. missing or damaged lagging on hot surfaces, loose floor plates, unguarded rotating machinery etc.

(Ref. MSC.1/Circ.1321, 11 June 2009 - Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms.)

6.23	Does the vessel have a planned maintenance system in place covering critical equipment and spares?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify that critical equipment spares are defined onboard the vessel and that a current list is available.

(Ref. ISM 10.3 and flag state requirements.)

6.24	Is the external fuel transfer system in a well maintained and operational condition?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- A risk assessment has been made for the transfer process
- Formal fuel transfer procedures and checklists are in place
- A scheduled pressure test of the system is carried out and recorded
- The condition of system connections (signs of leaks, corrosion, etc.)
- The maintenance and condition of the dry-break coupling

6.25	Additional Section 6 comments	Yes	No *	NA	NS
Inspector					
Operator					

7. Stability

7.1	If required does the vessel have an approved stability information booklet onboard?	Yes *	No	NA	NS
Inspector	The vessel has a MCA stability booklet onboard.				
Operator					

7.2	If the vessel is required to carry an approved stability booklet, is there a competent person and appropriate system available to calculate the vessel's stability?	Yes *	No	NA	NS
Inspector	The master has knowledge of stability.				
Operator					

Note: Competence should be based on requirements of operating area whether by international, national or industry standards as applicable.

7.3	Are any stability records available to show the effects of adding or removing loads on the vessel?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify the date of the most recent review of records by company management.

7.4	Are the crew familiar with the stability issues with regards to winches and lifting operations?	Yes	No	NA *	NS
Inspector					
Operator					

7.5	Additional Section 7 comments	Yes	No *	NA	NS
Inspector					
Operator					

8. Freeboard

8.1	If required by flag state, is the vessel marked with a deck line and freeboard mark?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify the markings are clearly visible.

8.2	If the vessel is not marked with a deck line and freeboard mark, has the safe maximum draught been determined?	Yes *	No	NA	NS
Inspector	The master has a navigation policy with the draft on it.				
Operator					

8.3	Additional Section 8 comments	Yes	No *	NA	NS
Inspector					
Operator					

9. Escape

9.1	Are there at least two means of escape from any occupied space?	Yes *	No	NA	NS
Inspector	The vessel has one cabin door. They have a break glass hammer for an emergency 				
Operator					

Note: 'No' will appear in the Findings section.

When answering the above the AVI will verify the ease of access to escape routes.

9.2	Are means of escape clearly marked and the escape route adequately illuminated?	Yes *	No	NA	NS
Inspector	The wheel house is very small with only one exit. 				
Operator					

9.3	If there are not at least two means of escape, are there fire detectors fitted in the space?	Yes *	No	NA	NS
Inspector	The detectors were checked and were sounding				
Operator					

9.4	Additional Section 9 comments?	Yes	No *	NA	NS
Inspector					
Operator					

10. Fire

10.1	Are fire detectors and fire call points, where fitted, in working order?	Yes *	No	NA	NS
Inspector	The alarms were checked and working.				
Operator					

When answering the above the AVI will verify there is a procedure for testing fire detectors and if it is complied with.

10.2	If no fire detectors are fitted, are adequate procedures in place to detect smoke or fire?	Yes	No	NA *	NS
Inspector					
Operator					

10.3	Is/are the vessel's fire pump(s) working and available?	Yes	No	NA *	NS
Inspector					
Operator					

Note: This may be a manual or power-driven pump.

10.4	Is a working emergency fire pump available outside the machinery space?	Yes	No	NA *	NS
Inspector					
Operator					

10.5	If fitted, can fire hose(s) deliver a jet of water to any part of the vessel?	Yes	No	NA *	NS
Inspector					
Operator					

10.6	If available, does the jet/spray nozzle work properly on the fire hose?	Yes	No	NA *	NS
Inspector					
Operator					

10.7	Are the required number and correct type of portable fire extinguishers available on the vessel as defined in the safety plan and with valid service certificates?	Yes *	No	NA	NS
Inspector	The vessel has the correct amount of fire extinguishers fitted 				
Operator					

When answering the above the AVI will verify:

- The number and type of fire extinguishers as required by the vessel's safety plan.
- The condition of the extinguishers
- The system for maintaining them.

10.8	Is there a fixed firefighting system for the engine room?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify the type of firefighting system fitted and method of operation.

10.9	Is there a fire blanket in the galley/pantry/cooking area?	Yes	No	NA *	NS
Inspector					
Operator					

10.10	Do crew members know how to operate firefighting equipment?	Yes *	No	NA	NS
Inspector	The crew are all trained to STCW fire fighting standard.				
Operator					

10.11	Additional Section 10 comments?	Yes	No *	NA	NS
Inspector					
Operator					

11. Radio

11.1	Is the radio equipment in good working order?	Yes *	No	NA	NS
Inspector	The radios were operated and all working correctly. 				
Operator					

When answering the above the AVI will verify:

- The radio installation and vessel's radio licence are in accordance with each other.
- Safety radio equipment is tested at regular intervals, e.g. prior to sailing, weekly or monthly.

11.2	Has the vessel had a recent Class radio survey, or radio verification report, or annual UK Code survey which physically tested the equipment?	Yes	No	NA *	NS
Inspector					
Operator					

Note: Not all small vessels are required to carry a radio logbook, however a standard exists for testing radio equipment, vessels are recommended to follow standard SOLAS GMDSS requirements for daily, weekly and monthly checks of battery voltage, back-up supply, DSC self-test, DSC external test etc. Operators who have their own customised deck logbooks may have incorporated these tests into the logbook daily pages, so they have a record.

11.3	Is the crew familiar with the correct operation of the radio equipment?	Yes *	No	NA	NS
Inspector	The crew demonstrated the correct use of the radios.				
Operator					

11.4	Is an emergency position indicating radio beacon (EPIRB) fitted and is the hydrostatic release unit (HRU) fitted correctly?	Yes *	No	NA	NS
Inspector	The vessel has a EPIRB fitted The battery was in date. 				
Operator					

Note: Vessels trading exclusively in sea area A1 may fit a VHF DSC EPIRB in lieu of a 406 MHz EPIRB.

When answering the above the AVI will verify that the EPIRB battery and HRU are within valid dates.

11.5	Is a search and rescue transponder (SART) fitted?	Yes	No	NA *	NS
Inspector					
Operator					

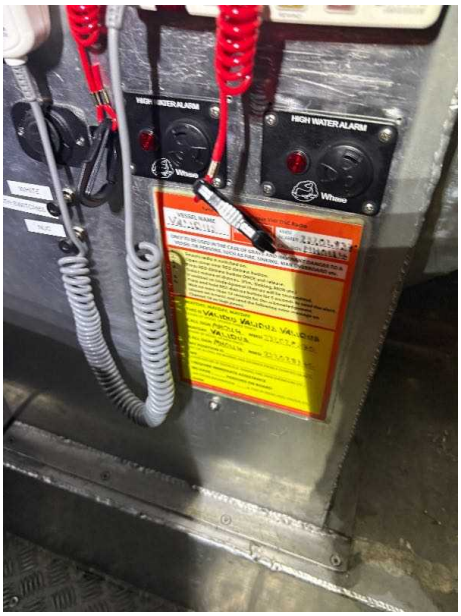
Note: The fitting of a SART may be a recommendation or a requirement depending upon the local maritime administration.

11.6	Is a NAVTEX receiver fitted?	Yes	No	NA *	NS
Inspector					
Operator					

Note: NAVTEX is a system used for the broadcast of localised marine safety information (MSI) by radio TELEX.

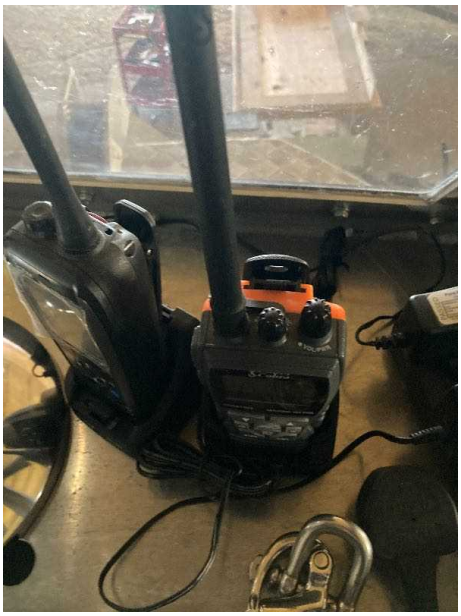
When answering the above the AVI will verify how the crew monitor, utilise and keep control of the NAVTEX messages.

11.7	Are the required crew members with an approved certificate for operation of the radio equipment onboard?	Yes *	No	NA	NS
Inspector	The master has a ROC				
Operator					

11.8	Are cards available giving a clear summary of the radio telephone distress, urgency and safety procedures?	Yes *	No	NA	NS
Inspector	They are displayed in the wheel house. 				
Operator					

When answering the above the AVI will verify these are available in languages appropriate to the national content of the crew.

11.9	Are there clear instructions for the operation of the hand held VHF radios?	Yes *	No	NA	NS
Inspector	The instruction are in the wheel house.				
Operator					

11.10	Are the batteries for the radio station in good working condition and securely stowed?	Yes *	No	NA	NS
Inspector	They are on Vermont float charge. 				
Operator					

11.11	Are sealed spare batteries for the handheld VHF radio(s) available and charged?	Yes *	No	NA	NS
Inspector	The vessel has a sealed spare battery that was in date.				
Operator					

When answering the above the AVI will verify the number of spare batteries and the routine for checking battery life.

11.12	Is the vessel's call sign and Maritime Mobile Service Identity (MMSI) clearly displayed?	Yes *	No	NA	NS
Inspector	Displayed next to the radio 				
Operator					

11.13	Additional Section 11 comments?	Yes	No *	NA	NS
Inspector					
Operator					

12. Navigation equipment

12.1	Are navigation lights in good working order?	Yes *	No	NA	NS
Inspector	The lights were working at the time of the inspection 				
Operator					

Note: Including secondary system if fitted.

12.2	Is there a means of making an efficient sound signal?	Yes *	No	NA	NS
Inspector	The vesel has a ships horn 				
Operator					

12.3	Are navigational day shapes available?	Yes *	No	NA	NS

Inspector

Operator

12.4	Is the magnetic compass in working order?	Yes *	No	NA	NS
Inspector	The compass was in good condition and had a in date deviation card. 				
Operator					

Note: A fluxgate compass is an acceptable alternative only if provided with an independent back up power supply.

When answering the above the AVI will verify:

- The light works on the magnetic compass
- The magnetic compass has a valid deviation card
- That the recorded deviation corresponds with the actual deviation.
- If no deviation record is maintained, if the last adjustment was within the past two years.

12.5	Is a global navigation satellite system or a terrestrial radio navigation system available?	Yes *	No	NA	NS
Inspector	The vessel has aGPS system for navigation 				
Operator					

Note: 'No' does not generate a finding.

12.6	Is there means of measuring the speed through the water and/or distance covered?	Yes *	No	NA	NS
Inspector	The vessel uses GPS				
Operator					

Note: This is separate from a global navigation system, such as a speed log.

12.7	If an echo sounder is fitted is it in working order?	Yes *	No	NA	NS
Inspector	The vessel uses a combined char plotter with an echo sounder feed. 				
Operator					

Note: Other means to measure the depth of water may be used.

12.8	Are approved, current, corrected charts available?	Yes *	No	NA	NS
Inspector	The vessel uses new charts at the start of each contract depending on the location.				
Operator					

Note: An electronic chart plotting system complying with appropriate maritime administration requirements may be fitted in place of a chart outfit.

12.9	Are relevant publications onboard? Are current tide tables available?	Yes *	No	NA	NS
Inspector	The vessel has an almanac for publications.				
Operator					

When answering the above the AVI will verify:

- Current tide tables are available
- There is a tidal stream atlas available for the area of operation
- A copy of the list of radio signals is available for the area of operation
- A copy of the International Code of Signals is available

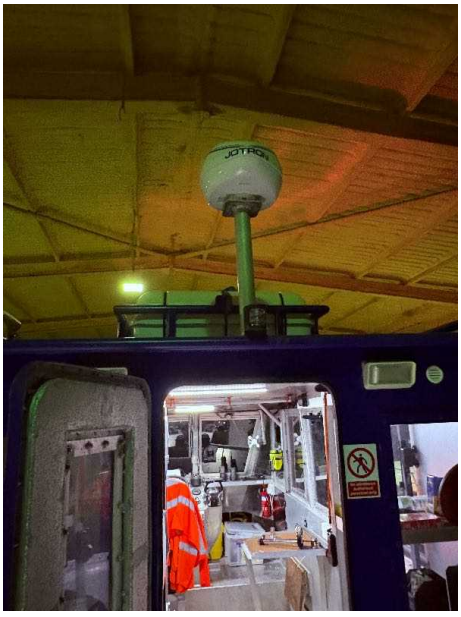
12.10	Is an efficient waterproof signalling lamp suitable for Morse signalling provided?	Yes *	No	NA	NS

Inspector

Operator

12.11	Is an efficient radar reflector fitted?	Yes *	No	NA	NS

Inspector



Operator

12.12	Is there a working fixed or portable searchlight for a vessel that may operate in darkness?	Yes *	No	NA	NS
Inspector	The vessel has a small wheel house mounted search light. 				
Operator					

12.13	Does the vessel have an anchor as required by relevant regulations and sufficient anchor cable for the proposed area of operation?	Yes *	No	NA	NS
Inspector					
Operator					

12.14	Additional Section 12 comments?	Yes	No *	NA	NS
Inspector					
Operator					

13. Navigation

13.1	Is the vessel provided with operator policy statements, instructions and procedures with regard to safe navigation?	Yes *	No	NA	NS
Inspector	This is within the company's safety management policy.				
Operator					

13.2	Is a comprehensive passage plan available for the current voyage and does it cover the full voyage from berth to berth?	Yes	No	NA *	NS
Inspector					
Operator					

Note: IMO A.893 states, '1.2 The need for voyage and passage planning applies to all vessels.'

When answering the above the AVI will verify:

- That the passage plan is prepared by an appropriate officer and verified by the master
- That passage plan information is readily available for watchkeepers' use
- How the passage plan is produced, whether this is manually or by computer.

SOLAS Chapter V, Regulation 34 applies to all vessels.

13.3	Does the vessel have written procedures for entry into a 500-metre zone?	Yes	No	NA *	NS
Inspector					
Operator					

13.4	Are up-to-date navigation warnings and weather forecasts available?	Yes	No	NA *	NS
Inspector					
Operator					

13.5	Additional Section 13 comments?	Yes	No *	NA	NS
Inspector					
Operator					

14. Accommodation

14.1	Is all heavy equipment in the accommodation secured?	Yes	No	NA *	NS
Inspector					
Operator					

14.2	Is there an efficient working ventilation system for confined spaces that may be entered by personnel?	Yes	No	NA *	NS
Inspector					
Operator					

14.3	Are there adequate stowage facilities for personal effects/luggage for the passengers when embarked?	Yes *	No	NA	NS
Inspector	The vessel has a small cabin for personal effects. 				
Operator					

14.4	If a pantry or tea and coffee making facilities are provided, is/are the area(s) clean and appropriate for safe use?	Yes *	No	NA	NS

Inspector

There is a same galley for tea and coffee.

Operator

14.5	Are there adequate toilet facilities for the proposed passengers?	Yes *	No	NA	NS

Inspector

Operator

14.6	Is the vessel to be at sea for more than 24 hours?	Yes	No *	NA	NS
Inspector					
Operator					

If yes, questions 14.7 to 14.13 should be answered.

'No' does not generate a finding.

14.7	Is there a galley/pantry/cooking area with adequate means for preparing food, a stove for cooking and a sink?	Yes	No	NA *	NS
Inspector					
Operator					

14.8	Are there adequate means for the safe storage and handling of food supplies, including frozen and chilled where required?	Yes	No	NA *	NS
Inspector					
Operator					

14.9	Is there adequate ventilation to all accommodation spaces including air conditioning and/or sufficient means of heating if appropriate?	Yes	No	NA *	NS
Inspector					
Operator					

14.10	Is there adequate electric lighting?	Yes	No	NA *	NS
Inspector					
Operator					

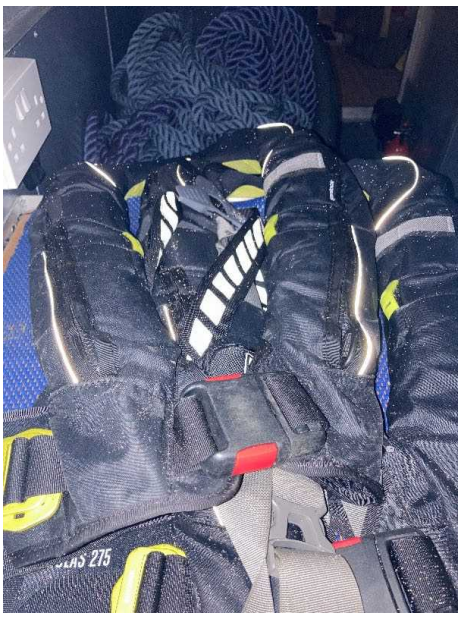
14.11	Is there an adequate supply of fresh drinking water?	Yes *	No	NA	NS
Inspector	The vessel carries bottled water.				
Operator					

14.12	Are there potable water testing routines that include legionella testing?	Yes	No	NA *	NS
Inspector					
Operator					

14.13	Is there a bunk or cot for all those that will be onboard?	Yes	No	NA *	NS
Inspector					
Operator					

14.14	Additional Section 14 comments?	Yes	No *	NA	NS
Inspector					
Operator					

15. Safety of personnel

15.1	Does the crew have access to and use appropriate personal protective safety equipment?	Yes *	No	NA	NS
Inspector	All crew are issued PPE 				
Operator					

When answering the above, the AVI will verify the availability of safety equipment.

15.2	Is there a safe means of access to and from the vessel?	Yes *	No	NA	NS
Inspector	The vessel has low gun walls and an open stern.				
Operator					

When answering the above, the AVI will verify:

- The vessel's gangway is certified
- The gangway is marked with maximum POB/SWL
- The vessel has a certificate for the pilot ladder(s)
- Maintenance and inspection routines for the gangway.
- Procedures are in place for the briefing of passengers on the safe methods of transferring to and from the vessel when in port.

15.3	Is there a procedure for the transfer of personnel to and from an offshore structure and other vessels?	Yes	No	NA *	NS
Inspector					
Operator					

(Ref. IMCA HSS025/IMCA M202 - Guidance on the transfer of personnel to and from offshore vessels and structures.)

15.4	Is there evidence of compliance with the company's HSE management system?	Yes *	No	NA	NS
Inspector	The vessel has SMS and it has procedure for compliance.				
Operator					

15.5	Are risk assessments conducted onboard where necessary?	Yes *	No	NA	NS
Inspector	This is within the company's safety management policy.				
Operator					

15.6	Does the safety management system address regulatory requirements and industry guidance?	Yes *	No	NA	NS
Inspector	This is part of the SMS and includes HOR etc.				
Operator					

15.7	Is there a formal management of change policy in place?	Yes	No	NA *	NS
Inspector					
Operator					

Note: 'No' does not generate a finding.

When answering the above, the AVI will verify:

- The apparent level of use.
- The level of risk assessment required by the process.

15.8	Is a permit to work (PTW) system in use onboard?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above, the AVI will verify:

- Whether personnel have received formal training in the PTW system
- The types of tasks covered by permits.
- How risk assessments are linked to the permit system.

15.9	Are enclosed spaces and controls for entry defined onboard?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above, the AVI will verify:

- that the entry permit system in use includes testing of atmosphere for oxygen and toxic gases with records sighted.
- that the PTW details all the safety equipment and procedures required.
- that records are fully completed and signed off when work completed.
- that enclosed spaces are identified and labelled with procedures in place for entry
- vent fans are available and operated in extraction mode when in use
- what type of breathing apparatus is available and if there are limitations on its use, confirm there is a process for ensuring staff are aware of these limitations
- the date of last enclosed space rescue drill

15.10	Are procedures used for carrying out hot work on the vessel?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above, the AVI will verify:

- The required PPE is available for use.
- All records are fully completed and signed off when work completed.
- There is a requirement for a fire sentry system to monitor adjacent spaces and compartments included in the procedure.

15.11	Are there adequate guardrails around the deck?	Yes *	No	NA	NS
Inspector	The vessel has rails around the vessel. 				
Operator					

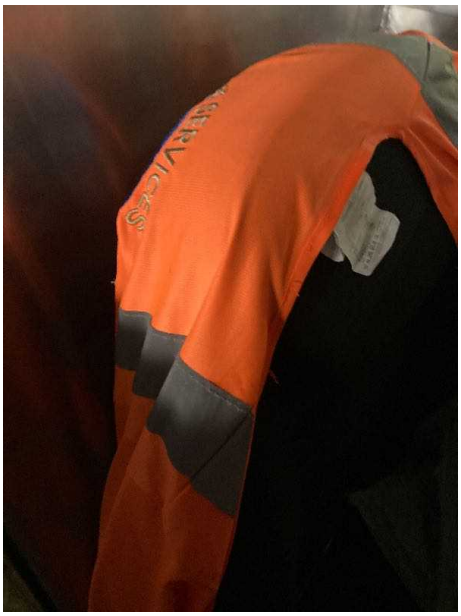
Note: The use of temporary guardrail arrangements may be in place and where these are used suitable provisions and additional safety measures should be complementary to these temporary arrangements.

When answering the above the AVI will verify that guardrails are in accordance with the International Convention on Load Lines, 1966, as amended, Regulations 25 or national regulations as applicable.

15.12	Are there at least two safety harnesses onboard and additional harnesses for all those required to work on deck?	Yes *	No	NA	NS
Inspector	The vessel has two harnesses. They were last inspected 0n the 1/04/25				
Operator					

When answering the above the AVI will verify the routine in use for maintenance and the replacement of harnesses.

15.13	Is the surface of the working deck non-slip?	Yes *	No	NA	NS
Inspector	The deck has a checker plate. 				
Operator					

15.14	Are personnel provided with protective clothing appropriate to the prevailing air and sea temperatures?	Yes *	No	NA	NS
Inspector	There crew are issued fowl weather clothing. 				
Operator					

15.15	If the mean seawater temperature is 15°C or less, is there an approved survival suit for each person onboard?	Yes	No	NA *	NS
Inspector					
Operator					

Note: Survival suit may include an approved immersion suit, dry suit, transfer suit or floatation suit to ISO 15027-1. Immersion suits can be supplied by the passengers themselves.

15.16	Have measures been taken to prevent personnel being exposed to noise levels that exceed 80dB (A)?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify that noise-warning signs are posted as appropriate and the provision of ear defenders for areas greater than 80dB (A).

(Ref. IMO Resolution A.468(XII) (1981) - Code on noise levels on-board ships, which became mandatory for new ships on 1 July 2014.)

15.17	Is a safety briefing/induction given to all personnel who embark on a voyage covering such items as use of life jackets and procedures to be followed in the case of an emergency?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- Evidence of crew and contractor inductions.
- The induction is appropriate to the vessel, operation and structure.
- It includes a safety tour process for new personnel.

15.18	Are personnel visiting the vessel given an appropriate safety briefing?	Yes *	No	NA	NS
Inspector	All visitors are escorted by a crew person.				
Operator					

When answering the above the AVI will verify the arrangements for briefing/managing the safety of visitors.

15.19	Is there a bridging document or equivalent between vessel owners and external companies for contractors' employees working onboard to ensure responsibilities for health and safety are clearly defined and safety management systems aligned?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify on the arrangements in place for briefing/managing the safety of contractors.

15.20	Are formal written emergency procedures provided for man-overboard, collision, emergency towing, grounding, fire, explosion, gas or toxic vapour release?	Yes *	No	NA	NS
Inspector	This is within the company's safety management policy.				
Operator					

When answering the above the AVI will verify the suitability and crew awareness of the procedures available.

15.21	Is a record of emergency training drills and exercises maintained?	Yes *	No	NA	NS
Inspector	A copy of the drills are kept at the office.				
Operator					

Note: Some national authorities require that emergency exercises and drills are recorded showing who participated and when the exercise or drill took place. Inspectors should have knowledge of the requirements applicable to the vessel.

15.22	Is there an up to-date onshore/offshore emergency response plan/manual?	Yes	No	NA *	NS
Inspector					
Operator					

Note: This should be in place as part of the company's safety management system.

When answering the above the AVI will verify that there is a plan for the response by onshore personnel to an emergency occurring on the vessel at sea.

15.23	Are adequate and valid medical stores provided?	Yes *	No	NA	NS
Inspector	The vessel has a cat two first aid kit onboard. 				
Operator					

Note: Consider using company standards or the information given in local maritime administration guidance or regulation e.g. MSN 1768 (UK), Maritime Rules Part 50 (New Zealand).

15.24	Are procedures for control, stowage and handling of chemicals and flammable/combustible materials in place and being consistently applied?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- There is evidence of appropriate Control of Substances Hazardous to Health (COSHH) or equivalent procedures.
- Copies of material safety data sheets are available.
- Specialist advice is available.
- Chemicals are stowed away from ropes or other materials that might be contaminated in the event of spillage.
- Procedures exist for the management of chemicals/oils brought onboard by third parties - material safety data sheets etc.

15.25	Is there an asbestos management system?	Yes	No	NA *	NS
Inspector					
Operator					

Note: If there is no plan, an 'asbestos free' certificate, where applicable, should be available.

If there is a requirement for an asbestos management plan the AVI will verify

- The basic details and availability of general arrangement plans.
- Whether warning signs are displayed, and an asbestos log maintained

15.26	Does the safety management system address hazards associated with slips, trips and falls as well as other risks?	Yes *	No	NA	NS
Inspector	This is within the company's safety management policy.				
Operator					

15.27	Additional Section 15 comments?	Yes	No *	NA	NS
Inspector					
Operator					

16. Crane

16.1	Is there a valid test certificate for the crane if fitted?	Yes	No	NA *	NS
Inspector					
Operator					

(Ref IMCA LR006/M187 - Guidelines for lifting operations)

16.2	Is the crane wire appropriately rated for the crane's safe working load (SWL) rating plate?	Yes	No	NA *	NS
Inspector					
Operator					

16.3	Is there a competent crane operator onboard?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify the crew associated with handling loads are competent in slinger & signaller techniques and the crew responsible for handling loads hold a slinger & signaller qualification.

(Ref. IMCA LR 006/M 187 - Guidelines for lifting operations.)

16.4	Does the company have a lifting equipment management system in place?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- The chain register/lifting appliance register is up to date
- Items such as cranes, derricks and pad eyes are clearly marked with their SWL.
- Test certificates are onboard for all items of lifting equipment including chain blocks, strops, ropes, shackles (NB: may have a batch certificate for small shackles).
- The system in use and system for quarantining equipment.
- Whether a colour-coding or alternative system is in use to identify inspected lifting equipment and confirm it is being adhered to, i.e. no evidence of wrong colour/non-coded equipment in use, that non-coded/wrong colour equipment is segregated and access to same denied.
- The programme for routine testing, i.e. start-up, daily, weekly and monthly checks
- How fixed lifting equipment is maintained.

(Ref. ILO Con No 152 1979 Art 25(2).)

16.5	Additional Section 16 comments?	Yes	No *	NA	NS
Inspector					
Operator					

17. Manning

17.1	Does the crew have valid certificates of competency as required, including flag state endorsements if applicable?	Yes *	No	NA	NS
Inspector	The master has a powerboat two advanced				
Operator					

Note: For example, certificate issued by the flag or coastal state, a certificate as a yachtmaster offshore (motor) or a boatman's licence for the appropriate area.

(Ref. IMCA C017 - Guidance on competence assurance and assessment: Marine roles for small vessels.)

17.2	Is the manning in compliance with vessel's Minimum Safe Manning Certificate or otherwise as required as per flag state requirements?	Yes	No	NA *	NS
Inspector					
Operator					

Note: If operating exclusively within the territorial waters of another coastal state, the crew manning complement and the crew's certificates of competency should have been accepted by the coastal state authorities.

17.3	Is there a person onboard familiar with the operation and maintenance of the main propulsion machinery?	Yes *	No	NA	NS
Inspector	The master has experience in outboard.				
Operator					

17.4	Is there at least one person onboard who holds an approved medical first aid certificate?	Yes *	No	NA	NS
Inspector	All crew hold STCW in first aid.				
Operator					

17.5	Has the person in command and any member of the crew who is liable to use the radar/electronic navigations systems/electronic chart plotters undertaken appropriate training in its use?	Yes	No	NA *	NS
Inspector					
Operator					

Note: This may not be a requirement of flag or coastal state authorities.

17.6	Are the crew members able to satisfactorily demonstrate operation of life saving appliances and fire-fighting equipment?	Yes *	No	NA	NS
Inspector	The crew hold STCW in first aid.				
Operator					

17.7	Do critical personnel (e.g. captain, chief officer and chief engineer) complete a handover period including familiarisation appropriate to their position?	Yes *	No	NA	NS
Inspector	The master completes a hand over for the oncoming skipper.				
Operator					

17.8	Are periods of crew hours of work and rest recorded?	Yes *	No	NA	NS
Inspector	They record HOR				
Operator					

Note: Under MLC and STCW requirements ship-owners are required to individually record crew hours of work and rest. (MLC Regulation 2.3 and STCW A viii/1 refer)

17.9	Is there a maximum contract duration for officers/crew?	Yes *	No	NA	NS
Inspector	The vessel has short contracts and they try to keep the same crew on if possible.				
Operator					

When answering the above the AVI will verify the maximum duration.

17.10	Additional Section 17 comments?	Yes	No *	NA	NS
Inspector					
Operator					

18. Reporting

18.1	Are accidents and incidents investigated and reported in accordance with relevant flag state and/or coastal state and operator's requirements?	Yes *	No	NA	NS
Inspector	The vessel reports any incidents to the owner who decides.				
Operator					

18.2	Is there evidence of near misses being reported, investigated and followed up?	Yes *	No	NA	NS
Inspector	The master said they are sent out lessons learnt documents.				
Operator					

18.3	Additional Section 18 comments?	Yes	No *	NA	NS
Inspector					
Operator					

19. Clean seas

19.1	Are adequate arrangements in place to prevent the discharge of sewage in prohibited areas?	Yes *	No	NA	NS
Inspector	The vessel has a small holding tank 				
Operator					

Note: MARPOL IV only applies to ships engaged in international voyages of 400GT and above.

When answering the above the AVI will verify that prohibited areas for sewage discharge are identified.

19.2	Are arrangements in place for the retention of garbage onboard?	Yes *	No	NA	NS
Inspector	The vessel has a small bin onboard.				
Operator					

19.3	Is a garbage management plan in place and is an associated garbage record book maintained?	Yes	No	NA *	NS
Inspector					
Operator					

Note: MARPOL requirement for vessels >100 GT or certified to carry 15 persons or more.

19.4	Are arrangements in place for the handling and recording of oily wastes?	Yes	No	NA *	NS
Inspector					
Operator					

Note: Every vessel of 400 gross tons and above other than an oil tanker, and manned fixed or floating drilling rig or other platform shall maintain an Oil Record Book Part I (Machinery Space Operations).

19.5	Are arrangements in place for the prevention of discharge of oil/oil-contaminated water overboard?	Yes	No	NA *	NS
Inspector					
Operator					

Note: Vessels may be fitted with automatic bilge pump arrangements and procedures should be in place to prevent the accidental discharge of oil via such systems.

When answering the above the AVI will verify the suitability and effectiveness of arrangements.

(Ref MARPOL Annex I Reg. 15 < 400GT)

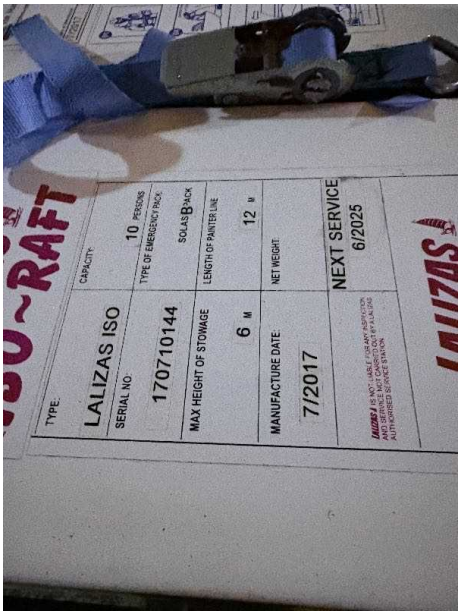
19.6	If applicable, is the Oil Record Logbook being properly maintained both at sea and in port?	Yes	No	NA *	NS
Inspector					
Operator					

Note: Every vessel of 400 gross tons and above other than an oil tanker, and manned fixed or floating drilling rig or other platform shall maintain an Oil Record Book Part I (Machinery Space Operations).

19.7	Additional Section 19 comments?	Yes	No *	NA	NS
Inspector					
Operator					

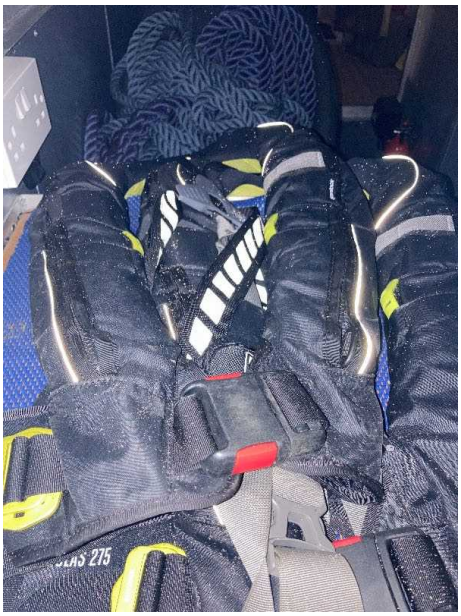
20. Life saving appliances

20.1	Is/are there a life raft(s) onboard sufficient for the proposed maximum POB?	Yes *	No	NA	NS
Inspector	The life raft is mounted on the roof and is due to be serviced before 06/27				
Operator					

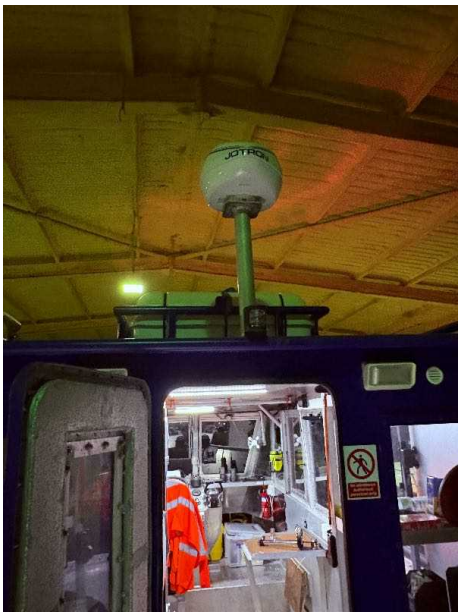


20.2	Are the number and type of life buoys as required and are they in satisfactory condition?	Yes *	No	NA	NS
Inspector	The vessel has the correct amount of life rings.				
Operator					

When answering the above the AVI will verify against the vessel's fire and safety plan.

20.3	Is there an approved life jacket for every person carried on the vessel?	Yes *	No	NA	NS
Inspector	Each crew has there own lifejacket 				
Operator					

20.4	Are there the required number and type of pyrotechnic distress signals onboard the workboat?	Yes *	No	NA	NS
Inspector	The vessel has the correct amount of flares onboard and all are in date. 				
Operator					

20.5	Is effective emergency lighting provided to illuminate survival craft launching and embarkation areas?	Yes *	No	NA	NS
Inspector	The vessel has flood lighting that covers the launching area. 				
Operator					

20.6	Is effective emergency lighting provided to illuminate man-overboard (MOB) rescue equipment and recovery area?	Yes *	No	NA	NS
Inspector	The vessel has flood lighting over the mob davit. 				
Operator					

When answering the above the AVI will verify:

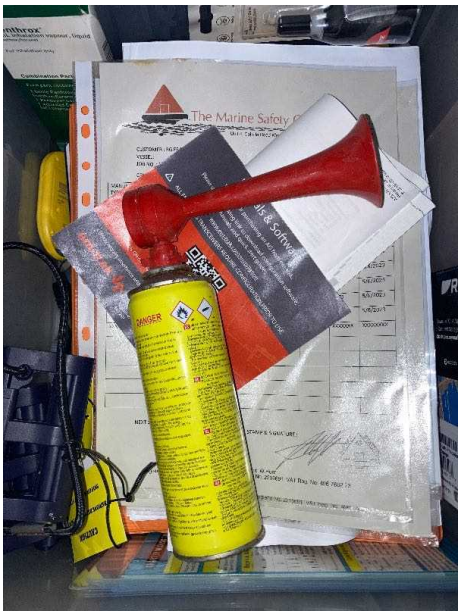
- The condition, effectiveness and ease of operation
- Provision of emergency lighting for man-overboard rescue.

20.7	Is there a thermal protective aid for every person carried on the workboat?	Yes *	No	NA	NS
Inspector	The vessel a TPA for all.				
Operator					

20.8	Are there effective means to recover a person from the water?	Yes *	No	NA	NS
Inspector	The vessel has MOB davit on port side.				
Operator					

20.9	Are life-saving signal tables available?	Yes *	No	NA	NS
Inspector	The vessel has tables 1 and 2 displayed.				
Operator					

Note: Requirement for SOLAS No.1 poster and/or No.2 card or similar.

20.10	Is there a means of sounding a general alarm in the event of an emergency?	Yes *	No	NA	NS
Inspector	The vessel has a gas horn but the vessel is small. 				
Operator					

Note:

- The alarm should be audible in all spaces personnel may be located.
- Some national authorities require an alarm to be fitted - inspectors should have knowledge of current applicable regulations.

When answering the above the AVI will verify the suitability and effectiveness of the alarm if fitted.

20.11	Is there a training manual for use of life saving appliances (LSAs)?	Yes *	No	NA	NS
Inspector	The vessel has a LSA manual.				
Operator					

When answering the above the AVI will verify whether the training manual includes ship-specific equipment and is in the appropriate language.

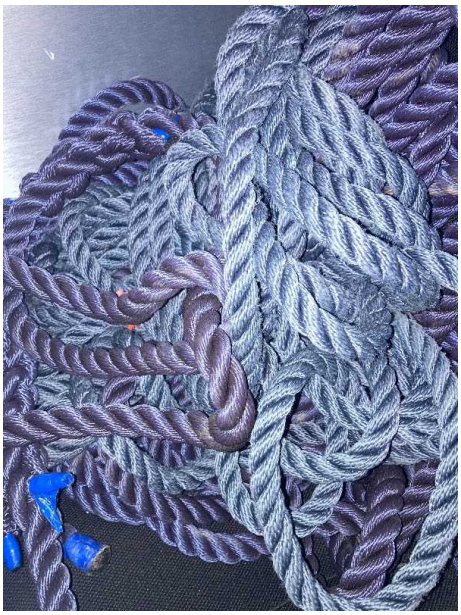
20.12	Are there instructions for onboard maintenance of the LSA?	Yes *	No	NA	NS
Inspector	They are in the LSA manual				
Operator					

Note: These may be contained in a dedicated manual or the builders' supplied vessel operation manual.

20.13	Additional Section 20 comments?	Yes	No *	NA	NS
Inspector					
Operator					

21. Mooring and berthing

21.1	Are there adequate mooring points on the vessel?	Yes *	No	NA	NS
Inspector	The vessel has six bollards. 				
Operator					

21.2	Is there a sufficient number of mooring lines in good condition?	Yes *	No	NA	NS
Inspector	The vessel has plenty of lines. 				
Operator					

21.3	Are mooring winches and fairleads in good condition?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- The condition of winches and fairleads
- Evidence of maintenance.

21.4	Is adequate fendering available?	Yes	No	NA *	NS
Inspector					
Operator					

Note: The provision of suitable and sufficient fenders is often overlooked on small vessels.

21.5	Additional Section 21 comments?	Yes	No *	NA	NS
Inspector					
Operator					

22. Vessel and cyber security

22.1	Is the vessel required to have an approved ship security plan that meets (ISPS) code requirements?	Yes	No	NA *	NS
Inspector					
Operator					

Note: Not mandatory for vessels under 500GT.

22.2	If the vessel is not required to have an approved ship security plan because of tonnage or trading area, are there any security procedures in place?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify that security procedures cover:

- company security obligations
- company security officer or representative
- vessel security obligations
- vessel security officer
- responding to a security incident
- reporting and follow up of security incidents
- port and vessel operations
- visitor management
- restricted or controlled areas
- training, drills and exercises.

(Ref. MSC/Circ.1097, MSC/Circ. 1111, ISPS Code Part B - Chapter 3, Chapter 4 Para 4.20, SOLAS XI-2 Reg 11.)

22.3	Does the vessel have specific port security procedures covering visitors, storing and vessel gangway watchkeeping requirements?	Yes	No	NA *	NS
Inspector					
Operator					

When answering the above the AVI will verify:

- A visitors' log is maintained
- Where the visitor log is located when the vessel is in port
- Security badges are issued to all visitors while the vessel is in port.
- A gangway watch is maintained.
- Random searches of visitors' baggage are conducted.
- There is relevant signage at the gangway.

(Ref. ISPS Code Part A Chapter 7)

22.4	Does the vessel have a cyber security management system and/or a cyber security plan?	Yes *	No	NA	NS
Inspector	The vessel has a security plan.				
Operator					

Note: If none, this is recorded as 'No' to include as a finding, the AVI will verify any other arrangements with respect to cyber security.

When answering the above the AVI will verify:

- The cyber security management system/plan. Whilst the ISPS Code only requires the SSP to be reviewed every five years, given the rapid evolution of cyber security threats it is good practice to review the plan more frequently.
- How often the plan is reviewed
- Any associated procedures in the SMS.
- Whether cyber security issues are included as part of internal audits
- If there is a designated cyber security officer or if this is combined with the CSO duties.
- Whether the cyber security officer has undertaken specific training on cyber security.

(Ref. IMO MSC-FAL.1/Circ 3 5th July 2017, IET Code of Practice - Cyber Security for Ships Chapter 6, 7.)

22.5	Is connection of personal IT devices such as phones, tablets and laptops to the ships network controlled?	Yes *	No	NA	NS
Inspector	The devices are network controlled and password protected.				
Operator					

When answering the above the AVI will verify:

- Measures are more than just a password entry.
- There is a requirement to sign on a portal, sign up process
- Devices are covered by the company firewall/ protective software
- Download restrictions exist for type of files, running applications, etc.
- Information on number, type and application owners information is readily available
- Information on internet access is logged, including browsing history
- The system prevents web browsers and email clients from executing malicious scripts.

(Ref. IET Code of Practice - Cyber Security for Ships App F.)

22.6	Are there formal interfacing procedures and protocols in place for visitors, technicians, port officials, etc. to use their equipment onboard?	Yes *	No	NA	NS
Inspector	The master has to giver permission to connect any devices.				
Operator					

When answering the above the AVI will verify:

- Access to certain networks for maintenance reasons is approved and coordinated following appropriate procedures as outlined by the company/ship operator.
- Procedures exist that require a clean anti-malware scan of all equipment before connection to any vessel system or network.
- If a visitor requires computer and printer access, an independent computer, which is air-gapped from all controlled networks, is available and used.

(Ref. IET Code of Practice - Cyber Security for Ships.)

22.7	Are there formal controls and procedures in place for handling data using portable media devices such as USB memory sticks, CD/DVDs, and portable computers?	Yes *	No	NA	NS
Inspector	The master has to give permision				
Operator					

Note: Transferring data from uncontrolled systems to controlled systems represents a major risk of introducing malware. Removable media or computers can be used to bypass layers of defences and can be used to attack systems that are otherwise not connected to the internet. A clear policy for the use of such media devices is essential; it must ensure that media devices are not normally used to transfer information between un-controlled and controlled systems.

Policies and procedures relating to the use of removable media should include a requirement to scan any removable media device prior to connecting to any vessel network or systems, using a computer /scanning station that is not connected to the ship's controlled networks.

(Ref. IET Code of Practice - Cyber Security for Ships App F.)

22.8	Are there measures to ensure the integrity of electronic chart display systems if fitted?	Yes	No	NA *	NS
Inspector					
Operator					

Note: The measures should be more than just password entry.

When answering the above the AVI will verify:

- Measures are in place to protect the data integrity of the system
- There are dedicated portable devices for updates.
- Administrative privileges are controlled with differing levels of access.
- Periodic service is conducted by service engineer.
- OS updates.
- There is a record of software issues and events investigated

22.9	Additional Section 24 comments?	Yes	No *	NA	NS
Inspector					
Operator					

Disclaimer

This report has been prepared by Richardson Marine Services Ltd for the sole purpose of reporting to RGES Services (jointly known as 'the parties') the findings of an IMCA M 189 audit on the vessel Validus. It is a statement of fact relating to the findings on the day of the audit only and is not intended, nor should it be taken as providing, any warranty as to the safety of either the vessel or its procedures.

Whilst every effort has been made to ensure the accuracy of this report, Richardson Marine Services Ltd, will not be held liable for the content and/or the consequences of its use.

This report is provided for use by the company on whose behalf the inspection is carried out only. No liability of whatever nature is assumed towards any other party and nothing in our terms, or the relationship between these parties, shall confer or purport to confer on any third party a benefit or the right to enforce any provision of these terms. The provisions of the Contracts (Rights of Third Parties) Act 1999 shall not apply and any person who is not a party shall have no right under that Act.

Builders Certificate and Declaration of Conformity

As the authorised signatory for Pegasus Marine (East Anglia) Ltd, The Manufacturer under its own responsibility hereby declares that the craft:

Aluminium Catamaran Workboat - PMCAT702H020

Complies with all the relevant requirements of ISO12215 as set out in the relevant standards (3.1.2) for Design Category ‘C’ (Inshore)

Craft considered suitable to operate in seas with significant wave heights up to 2 metres and a typical steady wind force of Beaufort Force 6 or less.

The following standards have been applied:

ISO 12215-3: *Aluminium materials*
ISO 12215-4: *Workshop and manufacturing*
ISO 12215-5: *Design pressures, stresses and scantlings*
ISO 12215-6: *Structural arrangements*
ISO 12215-7: *Determination of loads for multihulls*
ISO 3506-1: *Corrosion resistant fasteners*
ISO 8666: *Principal data*
ISO 12217-2: *Small craft stability and buoyancy assessment*
ISO 10042:2005: *Electric welding of aluminium alloys*
MGN 280: *Small vessels in commercial use*
MSN1781/COLREGS: *Light signals and collision prevention*

Signature: 

Name: Daniel George Ross

Position: Director

For and on behalf of Pegasus Marine (East Anglia) Ltd

Date: …12/08/2020…

RGES Services Ltd
Inland / Inshore / Off Shore / UK / Internationally

Validus, 7.8m Aluminum Catamaran



Name – Validus
Length – 7.8m
Beam – 2.5m
Weight – 2050kg
OBM's – Twin 115hp, Mercury 4 stroke
Winch – 4,000kg, A Frame 250kg
Carrying Capacity – 1000kg, Plus 6 crew
Coded – Cat 3
Hull Material – Aluminum
Speed – 12 Cruise – 20 knots Top speed
Toilet, 2 x Survey Tables, 3 chairs, Electrics, Generator, Diesel heater,
Electronics – Skylink, AIS, Raymarine 3D Chirp imagery, Simrad Precise Nav system, Raymarine Radar, Chart plotter& Radar, 2 x Survey Swing Arm, Remote search light.

Fortis, 7m Aluminum Landing Craft

Name – Fortis
Length – 7m
Beam – 2.6m
Draft – 0.4m
Coded – Cat 4 3R
Material – Aluminum
2 x Side Scan Arms
OBM's – Twin 40hp Mercury 4 strokes, Prop Guards.
Carrying capacity – 1000kg, Plus 6 crew
Speed 14-20 knots
Weight – 1050kg
Electronics – AIS, Chart plotter,
Dive ladder, Survey desk, Toilet.

24 Hour Support - +44 (0) 7706 849910,
Email – andy.faulkner@ribsservices.co.uk
Web Site – www.ribsservices.co.uk

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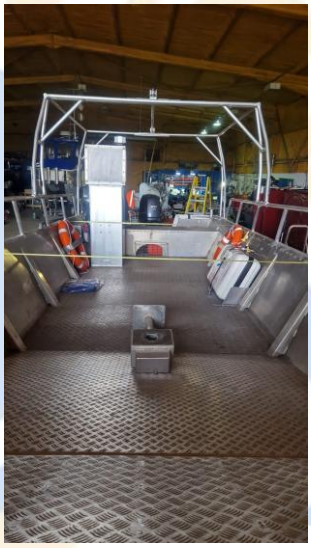
Virtus 7m Aluminium Landing Craft

Name – Virtus
Length – 7m
Beam – 2.6m .
Draft – 0.4m
Weight – 1,050kg
Hull Material – Aluminum

OBM – 1 x 80HP Yamaha 4 Stroke, Prop guard.
Carrying Capacity – 1,000kgs Plus 4 crew.
Speed- 14 - 20 Knots.
Coded – Cat 4, 20 miles Off shore Daylight.
Electronics – Garmin chart plotter/fish finder, AIS, VHF DSC Radio Fixed & Handheld.

Polaris Ranger

Engine – 1000cc
Drive – 4x4

Seats - 2
Electrics – to work survey equipment.

24 Hour Support - +44 (0) 7706 849910,
Email – andy.faulkner@ribsservices.co.uk
Web Site – www.ribsservices.co.uk

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Supa Cat 6x6 and Trailer

MANUFACTURER	Alvis	MAXIMUM LOAD	1,800 kg
ENGINE	volkswagen 1.6 litre diesel	ELECTRICS	12 volts
GEARBOX	automatic	STEERING	skid/slew
BRAKES		TYRES	31 x 15.5 x 15
L x W x H	3.49 Metres x 1.99 metres x 2.0 Metres	Winch – 3500kg	
GROSS WEIGHT	4,000 Kg		

24 Hour Support - +44 (0) 7706 849910,
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Modular Pontoons





Modular pontoons cost effective, easily road transportable and built to size on site. To give a range of various sizes and rigged to suit clients needed. Can also be doubled up to increase deck load. Moonpools, Winches, scaffolding, Dive spreads, etc A great work platform.

Small Safety boats

We have a variety of other boats, Welfare vehicle/units and ROV's to supply.

RGES Services provide Aluminium Boats, Pontoons, Salvage, Recovery, refloating services etc.

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