
THE AUSTRALIAN

OFFSHORE SUPPORT

VESSEL

CODE OF SAFE WORKING

PRACTICE

© Australian Maritime Safety Authority

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FOREWORD

The Offshore Industry is one where danger lurks at every turn, where, in addition to the normal hazards of the sea, operations are carried out which would not be contemplated on the normal merchant ship.

I thank those in the industry who have played some part in preparing this Code, and believe that their hopes and expectations of reduced injury to persons and vessels, through the adoption and diligent compliance with the requirements of this code, will be fully justified.

P M McGRATH
Chief Executive
Australian Maritime Safety Authority

ACKNOWLEDGEMENTS AND INTRODUCTION

This Code of Practice (hereinafter referred to as the 'Code') was developed initially by Australian Offshore Services. This development was undertaken after approaches from the Australian Maritime Safety Authority (AMSA), which had identified a need for such a Code to consider and address the hazards and risks associated with offshore support vessel operations, and to identify those areas where additional guidance would help to secure improvements in safety.

Responses were sought from other operators and interested parties to improve the coverage and effectiveness of the final document.

This Code is issued to provide guidance to operators, managers/superintendents of offshore installations, Masters and owners of offshore support vessels, so as to avoid or reduce to a minimum the hazards which affect offshore vessels in their daily interface with both offshore and onshore installations.

This document is not intended to conflict with or replace any existing legislation, contractual obligations or guidance notes issued by regulatory bodies or trade associations. Where installation operators issue their own safety or operating procedures, it is recommended that this Code be incorporated.

This Code will be kept under review and it is intended to issue amendments from time to time as circumstances dictate.

Various overseas codes of safe management and practice have been used as a guide in the compilation of this Code. This Code reflects the particular requirements of the Australian offshore industry.

DISCLAIMER

The use of this Code does not affect the responsibility of the ship operator to operate safely and to observe statutory requirements, or of any person to exercise the normal duty of care.

INTERPRETATION

The term "Offshore Manager" or "Offshore Installation Manager" (OIM) should be read as Manager, Superintendent, Person In Charge, Master or other title given to the person in charge of the offshore installation or rig.

The term "Operator" should be read as the representative of the Oil Company which holds the permit area or operates the field where the work is taking place.

Where Masters and/or Managers/Superintendents are specified, this includes their nominated representatives.

The term "Owner" should be read as the company that owns, manages or operates the support vessel concerned.

Where an Act is referred to, it is to be read as a Commonwealth Act unless specifically expressed to be a 'State' Act.

The term 'State' as used herein includes the Northern Territory, and other Commonwealth Territories as may be appropriate.

Unless expressed otherwise, the term Act includes the relevant regulations and orders made under the Act.

AMSA means the Australian Maritime Safety Authority.

OIM means Offshore Installation Manager.

PIC means Person In Charge.

SWL means Safe Working Load.

'must' means that the requirement is mandatory.

'should' means that the requirement is recommended.

'may' means that the requirement is optional.

Where a requirement is to comply with Marine Orders, it is to be understood that for vessels subject only to State jurisdiction, the reference is to the corresponding State requirements.

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