Tow Approval Survey

Incomplete

Score	0 / 5 (0%)	Flagged items	0	Actions	0

General Information of towed vessel 0 / 1 (0%)

Type of Report:

Vessel Name:

IMO Number:

Business Group

Date survey completed:

Location:

Surveyor's Name:

Survey Company Name:

Surveyor's Ref. No.:

Order Club: American Club

Club Ref. No.:

Name and Position of the vessel representative:

Tug

Name of the tug

Survey attendees

Names and positions/titles

Report 0 / 4 (0%)

1. PARTICULARS OF THE VOYAGE

Please copy and paste the below sample text to your write your response

= = = = Sample text:
We were advised that " XXX" was to be towed by tug " XXX" whilst manned by a minimum crew from XXX, XXX to XXX, XXX covering a total distance of XXX nautical miles. The voyage will take approximately XXX days at an average speed of XXX knots.

1.1 The particulars are as follows:

1.2 Upload photo or drawing of the route

2. EXECUTIVE SUMMARY

Please copy and paste the below sample text to your write your response

= = = = Sample text:
Being satisfied at the time of the survey that our recommendations carried out in preparation of the tow have been complied with, our Insurance Survey Certificate was issued on DATE together with the above voyage recommendations which must be complied with throughout the voyage in order to retain the validity of the certificate.

A copy of our Insurance Survey Certificate and standard recommendations for the voyage were left with the tugboat skipper and a copy of which is appended to this report.

2.1 The executive summary:

Please copy and paste the below sample text to your write your response

= = = = Sample text:
At XXX h of DATE the main tow wire was connected to the tow and the tug and tow reported to have departed XXX, XXX on the same day at XXX h.

2.2 Surveyors' notes:

3. VOYAGE DOCUMENTATION REVIEW

3.1 Basis Design Information and General Suitability

3.1.1 Voyage routing details

3.1.2 Voyage season defined

3.1.3 Design environmental criteria for tow and associated motions criteria for sea fastening design

3.1.4 Class approved operational design limits for Vessel (If

applicable)

3.1.5 Manned or Un-manned tow clearly defined

3.2 Structural, Naval and Operations Design and Analysis

3.2.1 Tow Motions response analysis/Motions criteria

3.2.2 Bollard pull calculations

3.2.3 Tow behavior/fish-tailing assessment or mitigations

3.2.4 Tow Ballast plan

3.2.5 Vessel longitudinal bending and global strength check

3.2.6 Intact and damaged stability

3.2.7 Topsides Module(s) Structural design checks for tow motions

3.2.8 Leg bending/Jack-house loads assessment (Jack-ups only)

3.2.9 Fatigue analyses, critical structures for long duration voyages

3.2.10 Loaded Unit -Internal sea fastening calculations -critical equipment

3.2.11 Tow Point and Fairlead Capacity check calculations (Unless certified)

4. TOWED VESSEL OVERVIEW 0 / 3 (0%)

4.1 Towed Vessel Description

Describe vessel, place, country and year built:

4.2 Principal Particulars and Dimensions

Principal Particulars

Owner:

Manager:

IMO Number:

Class:

Port of Registry:

Flag State:

Principal Dimensions

Length (OA):

Length (BP):

Choose Breadth:

Choose Depth:

Gross Tonnage:

Net Tonnage:

Deadweight:

Delivery (built) Date:

Propulsion Machinery

Describe propulsion machinery:

Make:

Type:

MCR (RPM):

NCR (RPM):

Fuel Type:

Electrical Power - Diesel Generators

Describe how the electrical power is provided:

Make:

Type:

MCR (RPM):

Fuel Type:

Specific Fuel Consumption (MCR):

4.3 Documentation 0 / 3 (0%)

The vessel remains classed with Class

There were no relevant conditions of Class at the time of the survey

Compliance documents

Issue date:

Valid date:

Safety Management Certificate

Issue date

Valid date

Statutory Certificates 0 / 1 (0%)

Certificates are valid and copies retained on file

Any other certificates

4.4 Manning

Please copy and paste the below sample text to your write your response

= = = = Sample text:
“XXX” is manned by XXX crew members including the Master in compliance with the Minimum Manning Certificate issued by the Flag. All certificates and Flag endorsements of the crew were reviewed and found valid and in order

The manning details are as follows:

4.5 Fuel Remaining on Board

4.5.1 FO in Tons:

4.5.2 DO in Tons:

4.5.3 Estimated daily consumption FO (in Tons):

4.5.4 Estimated daily consumption DO (in Tons):

4.6 Emergency Towing Arrangement (ETA)

Please copy and paste the below sample text to your write your response

= = = = Sample text:
The vessel is fitted with an Emergency Towing Arrangement (ETA) permanently fixed on the centreline of the vessel's aft main deck. Details for the aft ETA are as follows:

4.6.1 Location of the ETA on the vessel

4.6.2 Pick-up gear

4.6.3 Messenger rope

4.6.4 Pick-up rope

4.6.5 Towing Pennant

4.6.6 Fairlead/Strongpoint

4.6.7 Storage drum

4.6.8 Limitation SWL

4.7 Vessels and Towing Equipment

4.7.1 Towed Unit specification and trading certificates

4.7.2 Tow & escort tug(s) specification and trading certificates

4.7.3 Tug(s) crew certifications and experience

4.7.4 Tow gear specifications, arrangement

4.7.5 Tow gear certification

4.8 Procedures

4.8.1 HAZID report (findings closed out before operation)

4.8.2 Description of operation

4.8.3 Organisation, communication description

4.8.4 Reporting procedures and templates and list of contacts/distribution for daily reports and emergency actions

4.8.5 Daily report format to include:
Position, Course, Speed, Ave Speed, Dist. Run, Dist. to Go, ROB, RPM, Engine Power %, Towline length & remaining wire on drum, Catenary, tow-line tension, recording of towline freshening, tow vessel motion, towed unit tow behavior, towed unit roll, pitch motions, Notification of any other un-planned events (engine issues, tow-line breakages, intended changes in course etc.)

4.8.6 Schedule for routine inspections and Recording procedures

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4.8.7 Weather forecasting arrangements and forecast template defined and weather routing arrangements provided

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4.8.8 Structural Weather/motions limits

4.8.9 Severe weather avoidance procedures and limits to be defined

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4.8.10 Passage plan berth to berth including:
- **tow route**
- **ports of refuge**
- **water depths**
- **obstacles and restrictions**
- **fuel, water and provisions requirements and replenishment**

4.8.11 Site information for port/site of departure and arrival:
- **horizontal, clearances**
- **under keel**
- **overhead/Air draft clearances**
- **tidal ranges and tide charts (If draft restricted)**

4.8.12 Departure, voyage and arrival procedures

4.8.13 Emergency, safety and contingency plans including:
- **Broken towline**
- **Grounding**
- **Collision**
- **Medical emergency**
- **etc.**

4.8.14 Time schedules and expected tow speeds (Realistic?)

4.8.15 Internal seafastening drawings

4.8.16 Towing and tow line handling procedures (including towline and emergency bridle recovery/replacement)

4.8.17 Tow line handling procedures during re-fueling hand-over vessel to vessel

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4.8.18 Tow arrangement drawing including emergency tow arrangements

4.8.19 List of specific equipment and procedures for hook-up & commissioning equipment to be carried (If required)

4.8.20 If manned tow – suitable requirements and provisions have been allowed for (safety, hotel facilities, firefighting and personnel evacuation etc.)

4.8.21 If Manned tow, and Unit facilities will be operated or commissioned on route, – suitable risk assessments and provisions for PTW, fire controls and safety etc. included within procedures

4.9 Additional Information

Any additional items/ comments – doc review

5. INSPECTION OF THE TOW

Please copy and paste the below sample text to your write your response

= = = = Sample text:
1. Auxiliary engine No.1 was tested and found operational.
2. The emergency generator was tested and found operational.
3. The emergency fire pump was tested and found operational.
4. The aft emergency towing arrangement was setup ready for use.
5. The navigation lights were tested and found operational.
6. Communication system to be used between the vessel and the tug were tested. Portable VHF walkie-talkies will be used for communication.
7. The hydraulic powered anchor windlasses were tested and found operational
8. The hydraulic powered mooring winches were tested and found operational.

5.1 An inspection of the vessel was carried out and the following were found:

5.2 The current stability condition of the vessel as advised by the Owner's representative is as follows:

6. PRE-OPERATION SITE CHECKS

6.1 Documentation & Planning:

6.1.1 All outstanding comments from documentation reviews, meetings, HAZOPs, etc. closed out. Contingency plans in place

6.1.2 Hook-Up Installation Procedure approved (If towing direct to field)

6.1.3 In-field Safety Case approved (So as no delay to Hook-up on arrival in-field)

6.1.4 Fab Yard Release Certificate issued

6.1.5 Field pre-laid moorings in place and tested (If towing direct to field)

6.2 Towed Unit Condition and Suitability:

6,2,1 Suitability or readiness condition survey performed and recommendations addressed. No changes in condition since inspection

6,2,2 The following documentation should have been checked during Condition and Suitability Survey or provided to attending surveyor:

- **Certification of Registry**
- **Load-line Certificate**
- **Tonnage Certificate**
- **Certificate of Class Hull (And Machinery if fitted)**
- **Safety Construction & Safety Equipment**
- **Stability book**
- **Fire-fighting Apparatus Certificate (as applicable)**
- **Stability Booklet**

6,2,3 Towing bridle and emergency tow gear certificates checked

6,2,4 Tow point certification/NDT reports provided

6,2,5 Fabrication Punch list checked to confirm vessel is seaworthy for tow and hook up – (If new build)

6,3 Seafastening:

6,3.1 Internal sea fastenings checked as per design. (Loose items in accommodation, Stores/spares, gantry and pedestal cranes, Hook-up and commission equipment, pipe spools etc.)

6.3.2 Temporary Vertical supports and welded seafastening shimmed and tack-welded together. (Shims block must be tack-welded to grillage/seafastening)

6.3.3 For any lashed items - Visually inspect deck connections i.e. D-rings and padeyes (If used)

6.3.4 Check that all seafastening NDT reports (MPI, UT, visual etc.) acceptable as per below:

a) 100% visual

b) All welds to barge/vessel deck - 100% MPI with 100% UT for penetration welds

c) Other penetration welds - 40% UT and 20% MPI of critical welds

d) Other fillet and partial penetration welds - 50% MPI

of critical welds
e) In any case, the extent of NDT should be not less than the Project specification requirements or those specified by the designer.
For critical areas for primary load transfer or where poor welding quality is suspected, then 100% inspection may be required. In these cases inspection shall include visual and MPI for all welds and for butt welds UT shall also be required

6.3.5 All scaffold, temporary stairs etc. removed or secured

6.3.6 Module tanks, vessels, pipework etc. confirmed empty of liquids unless designed otherwise

6.3.7 Sensitive equipment protected for voyage

7. TUG OVERVIEW

7.1 Tug description

Please copy and paste the below sample text to your write your response

= = = = Sample text:

The towing Vessel is an ocean-going tug. It was built during XXX in XXX and has a free service speed of XXX knots.

Tug description:

7.2 Principal Particulars and Dimensions

Principal Particulars

Owner:

Manager:

IMO Number:

Class:

Port of Registry:

Flag State:

Principal Dimensions

Length (OA):

Length (BP):

Choose Breadth:

Choose Depth:

Gross Tonnage:

Net Tonnage:

Deadweight:

7.3 Documentation

Certificate of Registry

Issue date:

Validity:

Issued by:

International Tonnage Certificate

Issue date:

Validity:

Issued by:

International Load Line Certificate

Issue date:

Validity:

Issued by:

Minimum Safe Manning Document

Issue date:

Validity:

Issued by:

Document of Compliance

Issue date:

Validity:

Issued by:

Safety Management Certificate

Issue date:

Validity:

Issued by:

International Ship Security Certificate

Issue date:

Validity:

Issued by:

Certificate of Classification

Issue date:

Validity:

Issued by;

Safety Construction Certificate

Issue date:

Validity:

Issued by

Safety Equipment Certificate

Issue date:

Validity:

Issued by:

Radio Station Licence

Issue date

Validity

Issued by

Int'l Oil Pollution Prevention Certificate

Issue date:

Validity:

Issued by:

Int'l Air Pollution Prevention Certificate

Issue date:

Validity

Issued by:

Life saving Apparatus Certificate

Issue date:

Validity:

Issued by:

Fire-fighting Apparatus Certificate

Issue date:

Validity:

Issued by:

Certificates of all Tow Wires, Pennants and Shackles

Issue date:

Validity:

Issued by:

Stability Booklet

Issue date:

Validity:

Issued by:

Bollard Pull Certificate

Issue date:

Validity:

Issued by:

7.4 Manning

Please copy and paste the below sample text to your write your response

= = = = Sample text:
“XXX” is manned by XXX crew members including the Master in compliance with the Minimum Manning Certificate issued by the Flag. All certificates and Flag endorsements of the crew were reviewed and found valid and in order.

Manning:

8. TOWING/ANCHOR HANDLING EQUIPMENT 0 / 1 (0%)

Is this section applicable?

9. INSPECTION OF THE TUG

9.1 Items found

Please copy and paste the below sample text to your write your response

= = = = Sample text:
1. All the navigation and communication equipment of the tug were tested and found operational.
2 . All necessary charts and nautical publications were reviewed and found updated and in order.
3. The fire fighting and lifesaving equipment were inspected and found in satisfactory condition. All relevant certifications were found valid.
4 . The towing winch was tested and found operational.
5 . The machinery space was inspected and found clean and tidy. The main engine and auxiliary machinery appeared to be in satisfactory condition.
6. The towing lines, bridles and connecting shackles were inspected and appeared to be in satisfactory condition.
7. The general structural condition of the tug appeared to be in satisfactory condition.
8. Anchor holding capacity, and condition, including latest tests.
9. De-watering (salvage) pump(s) & hoses for emergency.
10. The copies of tug’s Master, first mate and Chief Engineer professional certification and proof of experience for similar voyages.

An inspection of the tug boat was carried out and the following were found:

9.2 Fuel Remaining on Board

9.2.1 FO in Tons:

9.2.2 DO in Tons:

9.2.3 Estimated daily consumption FO:

9.2.4 Estimated daily consumption DO:

10. TOWING ARRANGEMENT

Please copy and paste the below sample text to your write your response

= = = = Sample text:
The main tow line will be connected to a XXX m XXX mt BL towing pennant using a bow shackle (XXX tonnes) which will be connected a XXX m XXX mm pendant chain then to the two mm chaffing chains. These chaffing chains are fixed to the existing T SWL bow chain stoppers on the on each side of the forecastle deck.

10.1 The towing arrangement is as follows:

10.2 Upload a photo or drawing of the towing arrangement

11. PRE-SAILING CHECKS

11.1 Tugs & Tow

11.1.1 Main tow tug(s)/ Escort Tug(s) ready for sea: Bunkered, Watered, Stored as per passage plan

11.1.2 Pre-tow briefing: Barge Master, Tow Master and Masters of Escort Tugs performed

11.1.3 Check Tow Master and Master of the Escort Tug are in receipt of all FPSO Certificates

11.1.4 Tug crew fully briefed & Manual(s) on-board at approved revision for:

- **Transportation**
- **Severe Weather Avoidance**
- **Contingency**
- **Bunkering**
- **Reporting etc.**

11.1.5 Check all certification for All tow rigging is onboard Lead tug

11.1.6 Obtain crew list and check safe manning level of tug

11.1.7 Tow master reminded of required minimum reporting requirements and frequency and requirement to advice MWS office of any significant events or intended departure from agree tow route or procedure

11.1.8 Tow master/ Tug crew familiar with towed item ballast arrangement and copy of Stability book for towed unit on-board lead tug

11.1.9 Witness navigation lights operating correctly

11.1.10 Check that a full set of spare navigation lights are carried on the tug or tow

11.1.11 Diamond shape fitted on mast

11.1.12 Check ballast distribution and trim, heel, free surfaces etc. as per plan

11.1.13 Record ballast condition (tank ullage, draft fwd, aft and midship)

11.1.14 Tow equipped with ballast pump or possible to transfer pump from towing vessel

11.1.15 Watertight opening checked; manholes, pump room, hatches etc.

11.1.16 Emergency anchor fitted and deployable (non-redundant tows)

11.1.17 Required Unit fire fighting equipment and LSA fitted and operational as per plan

11.1.18 Unit propellers/Thrusters tested and operational (Thruster assisted tows only) or locked/ disengaged

11.1.19 Unit Rudder centered and secured (If fitted)

11.1.20 Towing gear visually inspected and satisfactory

11.1.21 Emergency access to unit available and satisfactory (personnel ladders or other agreed access means)

11.1.22 Tug/barge tow connection made and satisfactory in accordance with drawings

11.1.23 Emergency tow gear rigged correctly (including Float Buoy and Norwegian Buoy)

11.1.24 Hook-up/Installation equipment installed, function tested and secured/preserved for voyage
11.1.25 Hook-up/Installation equipment list (ITP) received and signed off
11.2 Navigation/Voyage Planning:
11.2.1 Obtain copy of voyage route/plan
11.2.2 Check tug fuel, water, stores, etc. (re quantity)
11.2.3 Check for no new navigational hazards including water depths and air drafts etc at departure location and confirm OK
11.2.4 Re-confirm with Master, port(s) of refuge and contingency plans for adverse weather
11.2.5 Check pilotage / assisting vessel requirements and availability
11.2.6 Ensure Unit manned for departure to stream emergency pick-up buoy and stow mooring ropes
11.3 Weather:
11.3.1 Are weather conditions, forecast and window acceptable for tow leaving. Obtain copy of forecast
11.3.2 Tide, current, sea state/river state acceptable
11.3.3 Regular weather forecasts for tug/vessel arranged and operating
11.3.4 For long tows - weather routing arrangements made and operating
11.4 Other
Any express Warranties from Underwriters relating to tow received and complied with
Additional Items/Comments
12. DOCUMENTS RETAINED ON FILE
Copies of the following documents are retained on file:
13. DOCUMENTS REQUESTED

Copies of the following documents have been requested from the Owner:

PHOTOGRAPHS

Upload photographs

SIGNATURES

Master's signature: (For receipt only)

Surveyor's signature