

ISM Audit Checklist/Auditor's Notes

Facility/Vessel: SEACOR MARINE LLC WCN/Class # 837841  
Report No: 4694026

PART A

1.2 OBJECTIVES

1.2.1 The objectives of the Code are to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment, in particular, to the marine environment, and to property.

LOCATIONS MORGAN CITY LA  
- COMPANY ISO CERTIFIED -

1.2.2 Safety management objectives of the Company should, inter alia:

\* M I + USA FURG  
VBSSEBIS

1.2.2.1 provide for safe practices in ship operation and a safe working environment;

RENEWAL AUDIT (S)

1.2.2.2 assess all identified risks to its ships, personnel and the environment and establish appropriate safeguards; and

2 BRANCH OFFICES  
\* ASU DASHI / AUDITED  
LUMI DASHI / REMOTE  
UNIQUE SUBJECTS ->  
NOTIFIED

1.2.3 The safety management system should ensure:

→ GUYANA - OFFICER (X)

1.2.3.1 compliance with mandatory rules and regulations; and

1.2.3.2 that applicable codes, guidelines, and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account.

ALL CODES } POLICES  
TWO }  
MINIOL }  
CAN }

1.3 APPLICATION

The requirements of this Code may be applied to all ships.

USARFED transition  
ON THIS COMPANY  
ACTION ->

ALL FURG PER. PASSENGER  
FOR AGENTS

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1.4 FUNCTIONAL REQUIREMENTS FOR A SAFETY MANAGEMENT SYSTEM (SMS)

Every company should develop, implement and maintain a Safety Management System (SMS) which includes the following functional requirements:

1.4.1 safety and environmental protection policy;

1.4.2 instructions and procedures to ensure safe operations of ships and protection of the environment in compliance with relevant international and flag State legislation;

1.4.3 defined levels of authority and lines of communication between, and amongst, shore and shipboard personnel;

1.4.4 procedures for reporting accidents and nonconformities with the provisions of this Code;

1.4.5 procedures to prepare for and respond to emergency situations; and

1.4.6 procedures for internal audits and management reviews.

2 SAFETY AND ENVIRONMENTAL PROTECTION POLICY

2.1 The Company should establish a safety and environmental protection policy which describes how the objectives, given in paragraph 1.2, will be achieved.

2.2 The Company should ensure that the policy is implemented and maintained at all levels of the organization both ship-based as well as shore-based.

documented on vessel  
COAST GUARD

POSITIONS → COMPLIANCE

PART OF SMS MANUAL

ONE COMMUNICATIONS (CONTACT)

PART OF SMS MANUAL

→ POSITIONS ON VESSELS ESTABLISHED

AUDITS & NO NON-CONFORMITIES

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3 COMPANY RESPONSIBILITIES AND AUTHORITY

3.1 If the entity responsible for the operation of the ship is other than the owner, then the owner must report the full name and details of such entity to the Administration.

3.2 The Company should define and document the responsibility, authority and interrelation of all personnel who manage, perform and verify work relating to and affecting safety and pollution prevention.

3.3 The Company is responsible for ensuring that adequate resources and shore-based support are provided to enable the designated person or persons to carry out their functions.

COMPY CAPAINS &  
OPERATES NOT  
THEIR  
OWN VESSELS

4 DESIGNATED PERSON(S)

To ensure the safe operation of each ship and to provide a link between the company and those on board, every Company, as appropriate, should designate a person or persons ashore having direct access to the highest level of management. The responsibility and authority of the designated person or persons should include monitoring the safety and pollution prevention aspects of the operation of each ship and to ensure that adequate resources and shore based support are applied, as required.

MR. MICHAEL CHANE IS  
- LOAA -  
POSTED AT STATION

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5 MASTER'S RESPONSIBILITY AND AUTHORITY

5. The Company should clearly define and document the Master's responsibility with regard to:

STARTED / NOTES

5.1.1 implementing the safety and environmental protection policy of the Company;

PROVIDES STAFFING: INTERFILLS

5.1.2 motivating the crew in the observation of that policy;

EMERGENCY AVAILABLE

5.1.3 issuing appropriate orders and instructions in a clear and simple manner;

5.1.4 verifying that specified requirements are observed; and

OVER-SEEN

5.1.5 periodically reviewing the SMS and reporting its deficiencies to the shore based management.

5.2 The Company should ensure that the SMS operating on board the ship contains a clear statement emphasizing the Master's authority. The Company should establish in the SMS that the Master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company's assistance as may be necessary.

PART OF SMS

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6 RESOURCES AND PERSONNEL

6.1 The Company should ensure that the Master is:

6.1.1 properly qualified for command;

6.1.2 fully conversant with the Company's SMS; and

6.1.3 given the necessary support so that the Master's duties can be safely performed.

6.2 The Company should ensure that each ship is:

6.2.1 manned with qualified, certificated and medically fit seafarers in accordance with national and international requirements; and

6.2.2 appropriately manned in order to encompass all aspects of maintaining safe operations on board.

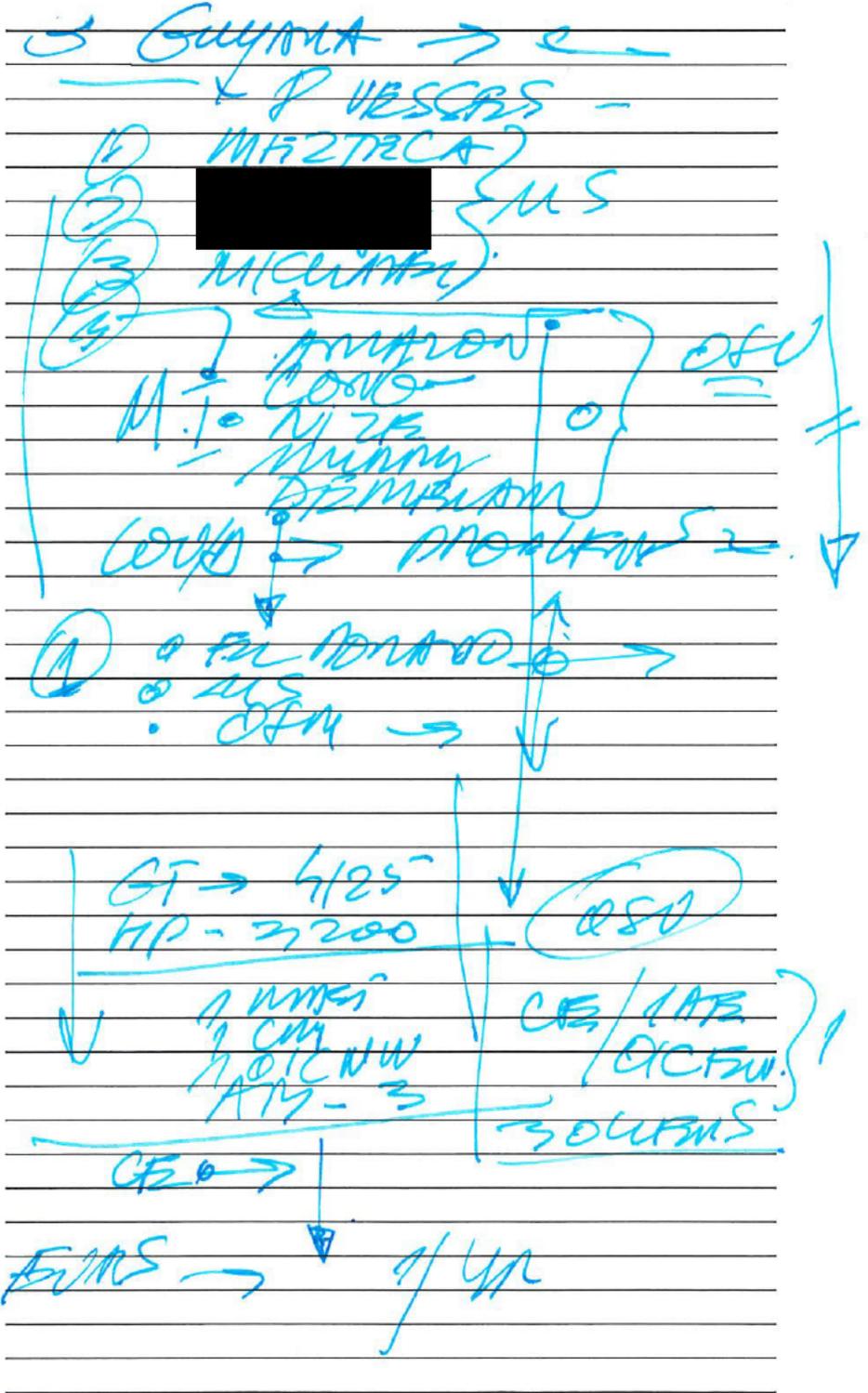
6.3 The Company should establish procedures to ensure that new personnel and personnel transferred to new assignments related to safety and protection of the environment are given proper familiarization with their duties. Instructions that are essential to be provided prior to sailing should be identified, documented and given.

6.4 The Company should ensure that all personnel involved in the Company's SMS have an adequate understanding of relevant rules, regulations, codes and guidelines.

6.5 The Company should establish and maintain procedures for identifying any training that may be required in support of the SMS and ensure that such training is provided for all personnel concerned.

6.6 The Company should establish procedures by which the ship's personnel receive relevant information on the SMS in a working language or languages understood by them.

6.7 The Company should ensure that the ship's personnel are able to communicate effectively in the execution of their duties related to the SMS.





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**8 EMERGENCY PREPAREDNESS**

8.1 The Company should identify potential emergency shipboard situations, and establish procedures to respond to them.

*SE* *W/FR* *DRILLS*  
*PE*

8.2 The Company should establish programs for drills and exercises to prepare for emergency actions.

*DRILLS*  
*PE* *W/FR*

8.3 The SMS should provide for measures ensuring that the Company's organization can respond at any time to hazards, accidents and emergency situations involving its ships.

*W/FR*

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9 REPORTS AND ANALYSIS OF NONCONFORMITIES, ACCIDENTS AND HAZARDOUS OCCURRENCES

9.1 The SMS should include procedures ensuring that nonconformities, accidents and hazardous situations are reported to the Company, investigated and analyzed with the objective of improving safety and pollution prevention.

9.2 The Company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence.

① →  
② →  
③ →

① SEACOR PPAVES - USA  
- 03 JUN 2020 -

② 1 NC →  
NAJLA MC CALL.  
10 OCT 2020  
3 OPS → (NONCONFORMITY)

③ SEACOR PUNA -  
25 NOV 2020  
CLOSED

④ SEACOR PPA - ASU DAM.  
CLOSED 10 SEPT 2020

⑤ (crossed out)  
NC → 14 MAR 21  
CLOSED → 27 MAR 2021

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10 MAINTENANCE OF THE SHIP AND EQUIPMENT

10.1 The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements, which may be established by the Company.

HELM IS MP -  
FOR FUTURE

10.2. In meeting these requirements the Company should ensure that:

PART OF SMS MANUAL

10.2.1 inspections are held at appropriate intervals;

NO SUPER/OVERVIEW  
STATE

10.2.2 any nonconformity is reported with its possible cause, if known;

10.2.3 appropriate corrective action is taken; and

10.2.4 records of these activities are maintained.

10.3 The Company should identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The SMS should provide for specific measures aimed at promoting the reliability of such equipment or system. These measures should include the regular testing of stand-by arrangements and equipment or technical systems that are not in continuous use.

- PART OF SMS MANUAL -  
NO OVERVIEW STATE  
CRUCIAL STATE ) NOISE

10.4 The inspections mentioned in 10.2 as well as the measures referred to 10.3 should be integrated in the ship's operational maintenance routine.

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11 DOCUMENTATION

11.1 The Company should establish and maintain procedures to control all documents and data, which are relevant to the SMS.

11.2 The Company should ensure that:

11.2.1 valid documents are available at all relevant locations;

11.2.2 changes to documents are reviewed and approved by authorized personnel; and

11.2.3 obsolete documents are promptly removed.

11.3. The documents used to describe and implement the SMS may be referred to as the "Safety Management Manual". Documentation should be kept in a form that the Company considers most effective. Each ship should carry on board all documentation relevant to that ship.

NO ON BOARD POLICY  
NOTES  
INTERNAL AUDIT  
PROFESSOR KENTON  
ON VESSEL BOARD

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12 COMPANY VERIFICATION, REVIEW AND EVALUATION

12.1 The Company should carry out internal safety audits on board and ashore at intervals not exceeding twelve months to verify whether safety and pollution-prevention activities comply with the safety management system. In exceptional circumstances, this interval may be exceeded by not more than three months.

12.2 The Company should periodically verify whether all those undertaking delegated ISM-related tasks are acting in conformity with the company's responsibility under the Code.

12.3 The Company should periodically evaluate the effectiveness of the SMS in accordance with procedures established by the Company.

12.4 The audits and possible corrective actions should be carried out in accordance with documented procedures.

12.5 Personnel carrying out audits should be independent of the areas being audited unless this is impracticable due to the size and the nature of the Company.

12.6 The results of the audits and reviews should be brought to the attention of all personnel having responsibility in the area involved.

12.7 The management personnel responsible for the area involved should take timely corrective action on deficiencies found.

VESSEL INTERIM AUDIT -  
INTERNAL AUDITS ->  
DISAPPOINTED IN  
PIRQ WINDOW -  
(FFW WITC EXCEEDED)