

March 9, 2022

Canada-Newfoundland and Labrador Offshore Petroleum Board  
240 Waterford Bridge Road  
The Tower Corporate Campus – West Campus Hall, Suite 7100  
St. John's, NL  
A1E 1E2

**Doc. No.: CVA-CPB-WR-LTR-00004**

**Attention: Paul Alexander, Chief Safety Officer (CSO)**

Dear Mr. Alexander:

**Subject: Acceptance of Alternate Means of lifeboat Testing in Lieu Lifeboat Launching**

As of December 31, 2021, the requirement to launch lifeboats and rescue boats on a periodic basis for the purpose of drills or maintenance is called out in the Canada-Newfoundland and Labrador Offshore Occupational Health and Safety regulations, specifically Section 30 (2) (d) (ii) which states *“if feasible, a lifeboat launching drill is conducted annually to test the integrity and operation of the lifeboats and launching equipment”* .

Alternatively, Section 30 (3) of the same regulation states *“If compliance with subparagraph (2)(d)(ii) is not feasible, the employer must ensure that additional inspections and testing of all components that would otherwise be tested by the launching drill are carried out in consultation with the lifeboat manufacturer and with the prior approval of the Chief Safety Officer”*

Based on Section 30 (3), Cenovus has outlined the following to demonstrate the continued integrity of the lifeboat launch systems and lifeboats themselves by alternative means. This information is in alignment with the already approved and accepted MTRB M14601 from Transport Canada. Included in this package is endorsement from the Certifying Authority, Transport Canada (via approved MTRB M14601) and OEM, as well as concurrence from the Offshore workforce who supports the current practices utilized to verify the integrity of the lifesaving appliances.

**Integrity/Maintenance:**

The planned maintenance system demonstrates the continued ability of the lifeboats to provide a safe and controlled means for all POB to escape from an escalating incident. The following summarizes the routines that ensure the continued integrity/availability of all critical components (i.e. components that would be proven by an in-water trial).

- Each lifeboat has weekly routine checks to verify condition of each boat. These checks include but are not limited to testing of engine start system (two independent means), gear change and steering (hydraulic and manual), and inspection of tank levels (coolant, oil and fuel). Air Cylinder pressures are checked, verification of no leaks from exhaust or other sources inside boats, and communications systems checked;

<a href="http://CENOVUS.COM">CENOVUS.COM</a>	P 709.724.3900	107, 351 WATER STREET	ST. JOHN'S, NL A1C 1C2
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- Each lifeboat is partially lowered on a monthly basis to confirm operation of the falls, brakes and winches;
- On a three-monthly cycle, with the lifeboats suspended on the maintenance pennants, the off-load simultaneous release of the hooks is tested. This includes examination and lubrication of davit structure, wire falls, control wires and sheaves, confirmation and functioning of limit switch (over hoist protection) with retrieval of boat, as well as winch brake confirmation;
- Continued watertight integrity is confirmed by monthly hatch seal inspection and inspection of gel coats for evidence of cracking.
- Integrity of propulsion system is confirmed by weekly engine starts, monthly inspection of fuel level, specification of winter grade fuel and annual engine maintenance including fuel replacement.
- Engine is ran under load with custom dynamometer on an annual basis which ensures engine can be run satisfactorily at normal operating temperatures.
- Sprinkler system is inspected monthly and tested every six months with a freshwater supply to the sprinkler pump.
- Continued integrity of all falls is ensured through periodic inspection and lubrication and through renewal every 5 years (reference RQF 144).
- Annually the winch brakes on all boats are tested at maximum lowering speed and subsequently inspected by the manufacturer’s representative.
- The on load simultaneous release of the lifeboat hooks is tested on a 5-yearly cycle.
- A winch overhaul followed by a dynamic load test (1.1 x winch SWL) of all davits is scheduled on a 5-yearly cycle in line with IMO requirements. Winch brakes are inspected following the load test.

Safety Critical Element (SCE) 34 - Evacuation Systems Performance Standard (AR-M-99-O-ST-00034-001) summarizes all integrity routines and the maintenance texts for these routines up to and including the 5-year overhaul.

**Witness, Assurance and Verification:**

Annual routines witnessed by DNV as Certifying Authority, TCMS delegate and Classification Society. Some routines may be completed more often than annually, however may only be witnessed by the CA annually as part of their verification scheme.

**Training:**

Familiarization and certification with the SeaRose lifeboats and davit launch systems is achieved by weekly drills and coxswain training, simulation training for lifeboat launching and operation, planned maintenance routines conducted by the coxswains and through orientation for all personnel by the coxswains on quarterly and refresher training every 3 years.

**Conclusion:**

CENOVUS.COM	P 709.724.3900	107, 351 WATER STREET	ST. JOHN’S, NL A1C 1C2
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Considering the maintenance and integrity management routines outlined above, Cenovus is confident that measures are in place to ensure the ability to safely evacuate all POB and believes that these measures meet the intent of the referenced regulations without exposing crew to unnecessary risk. This is in alignment with Section 30 (3) of the OHS regulations, as well as MRTB 14601. Cenovus requests acceptance of this approach by the Chief Safety Officer to continue to verify the integrity of the lifeboats and davits systems using alternate means rather than launching the lifeboats.

Sincerely

Cenovus Energy

[REDACTED],  
Director, Atlantic Region Offshore Operations

cc:

[REDACTED]  
OIM SeaRose, MarineSuper SeaRose, HSEQ Advisor SeaRose – Husky  
[REDACTED] – CNLOPB, [REDACTED] - DNV

**Attachments:**

1. DGL-CVA-WR-LTR-00001 - Acceptance Letter - DNV - Alternate Means of Testing in Lieu of Launching Lifeboats.
2. TCA-HUS-WR-LTR-00110 – MTRB M14601 (Approved)
3. EXT-CVA-WR-LTR-00001 - Palfinger – Operational Readiness of LSA Equipment Onboard SeaRose FPSO
4. CVA-MUL-WR-MOM-00002 - SeaRose FPSO Departmental Safety Meeting – JOSHC - February 5, 2022 (redacted)
5. CVA-MUL-WR-MOM-00008 - SeaRose FPSO Departmental Safety Meeting – JOSHC - February 26, 2022 (redacted)

**CREATING THE SAFEST WORK ENVIRONMENT POSSIBLE THROUGH  
 EDUCATION AND COMMUNICATION**

<b>Time: 16:30</b>	<b>Date: Feb 5, 2022</b>
<b>Chair: [REDACTED]</b>	<b>Co-Chair: [REDACTED]</b>

**01. STATUS OF JOHSC REQUIRED TRAINING**

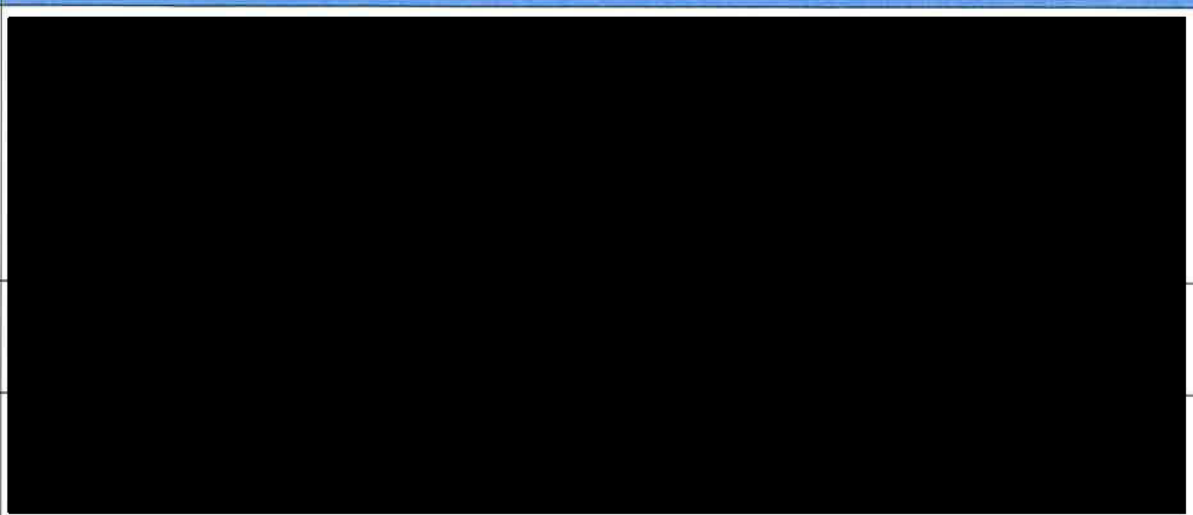
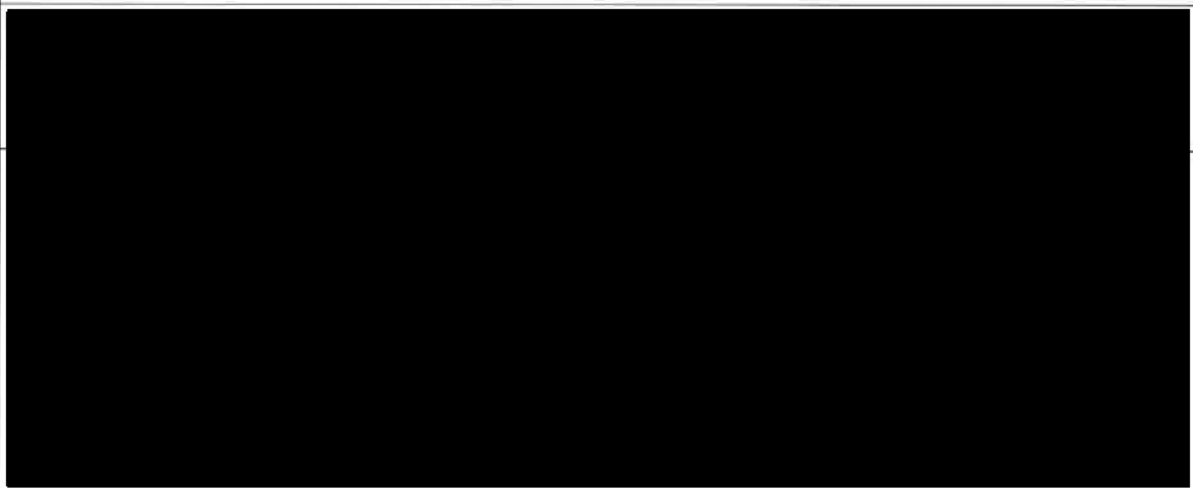
OHS Committee	Taproot
2	2

**02. ATTENDANCE**


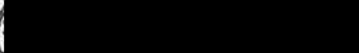
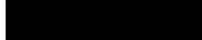
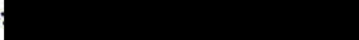

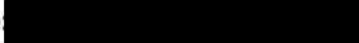
Name	Company	Position	Name	Company	Position
[REDACTED]	Cenovus	OIM	[REDACTED]	Cenovus	Maintenance Supervisor
[REDACTED]	Cenovus	HSE Advisor	[REDACTED]	Cenovus	Marine Supervisor
[REDACTED]	Cenovus	Instrumentation Technician	[REDACTED]	Cenovus	Production Supervisor
[REDACTED]	Cenovus	Marine Tech	[REDACTED]	ECC	Night Steward
[REDACTED]	Cenovus	Production Engineer			

**03. MEETING AGENDA**

No	Meeting Items
1.	[REDACTED]
2.	[REDACTED]
3.	[REDACTED]
4.	C-NLOPB Updates  Review of Letter to CNLOPB – Acceptance of Alternate Means of Lifeboat Testing in Lieu of Lifeboat Launching
5.	[REDACTED]
6.	New Business

No.	Summary of Discussion
1.	
2.	
3.	
4.	<p>D. Dwyer reviewed of Letter to CNLOPB – Acceptance of Alternate Means of Lifeboat Testing in Lieu of Lifeboat Launching</p> <ul style="list-style-type: none"> <li>• Copy of Letter was provided to JOHSC representatives for review prior to the meeting</li> <li>• No concerns raised by JOHSC representatives</li> </ul>
5.	
6.	

The meeting adjourned at 17:00 hrs.

<b>Minutes Prepared By</b>	<b>Name :</b> 	<b>Signature</b> 
<b>Meeting Chair</b>	<b>Name :</b> 	<b>Signature</b> 
<b>Co-Chair</b>	<b>Name :</b> 	<b>Signature</b> 
<b>Distribution:</b>	<input type="checkbox"/> Safety Bulletin Board (copy) <input type="checkbox"/> Offshore HSEQ Advisor (copy)	<input type="checkbox"/> CNLOPB <input type="checkbox"/> OIM (copy)



SeaRose FPSO  
Group Meeting Attendance Sheet

<b>Work Group:</b> JOHSC	<b>Shift:</b> Days
<b>Time:</b> 16:30	<b>Date:</b> Feb 5, 2022
<b>Meeting Chair:</b>	<b>Location:</b> D-Deck and Conference Call

**ATTENDEES**

	Name	Company	Position	Signature
1		Cenovus	OIM	
2		"	Prod. Tech	
3		"	HSE	
4		ECC	Steward	
5		Cenovus	INST Tech	
6		Cenovus	Maint Super	
7		Cenovus	Marine Tech	
8		Cenovus	Marine Super	
9		Cenovus	Prod Super	
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**CREATING THE SAFEST WORK ENVIRONMENT POSSIBLE THROUGH  
EDUCATION AND COMMUNICATION**

<b>Time: 16:30</b>	<b>Date: Feb 26, 2022</b>
<b>Chair:</b> [REDACTED]	<b>Co-Chair:</b> [REDACTED]

**01. STATUS OF JOHSC REQUIRED TRAINING**

OHS Committee	Taproot
2	2

**02. ATTENDANCE**

Name	Company	Position	Name	Company	Position
[REDACTED]	Cenovus	OIM	[REDACTED]	Cenovus	Maintenance Supervisor
[REDACTED]	Cenovus	H&S Advisor	[REDACTED]	Cenovus	Marine Supervisor
[REDACTED]	Cenovus	Mechanical Technician	[REDACTED]	Cenovus	Production Supervisor
[REDACTED]	Cenovus	Marine Tech	[REDACTED]	ECC	Day Cook
[REDACTED]	Cenovus	Process Operator			

**03. MEETING AGENDA**

No	Meeting Items
1.	[REDACTED]
2.	[REDACTED]
3.	[REDACTED]
4.	C-NLOPB Updates  Review of Letter to CNLOPB – Acceptance of Alternate Means of Lifeboat Testing in Lieu of Lifeboat Launching
5.	[REDACTED]
6.	[REDACTED]

No	Summary of Discussion
1.	[Redacted]
2.	
3.	
4.	
5.	J. Currie reviewed of Letter to CNLOPB – Acceptance of Alternate Means of Lifeboat Testing in Lieu of Lifeboat Launching
6.	[Redacted]
7.	

The meeting adjourned at 17:10 hrs.

<b>Minutes Prepared By</b>	<b>Name :</b> [Redacted]	<b>Signature</b> [Redacted]
<b>Meeting Chair</b>	<b>Name :</b> [Redacted]	<b>Signature</b> [Redacted]
<b>Co-Chair</b>	<b>Name :</b> [Redacted]	<b>Signature</b> [Redacted]
<b>Distribution:</b>	<input type="checkbox"/> Safety Bulletin Board (copy) <input type="checkbox"/> Offshore H&S Advisor (copy)	<input type="checkbox"/> CNLOPB <input type="checkbox"/> OIM (copy)



<b>Work Group:</b> JOHSC	<b>Shift:</b> Days
<b>Time:</b> 16:30	<b>Date:</b> Feb 26, 2022
<b>Meeting Chair:</b> [REDACTED]	<b>Location:</b> D-Deck and Conference Call

**ATTENDEES**

#	Name	Company	Position	Signature
1	[REDACTED]	Cenovus	OIM	[REDACTED]
2	[REDACTED]	Cenovus	H&S Advisor	[REDACTED]
3	[REDACTED]	Cenovus	Marine Tech	[REDACTED]
4	[REDACTED]	Cenovus	Production	[REDACTED]
5	[REDACTED]	Cenovus	Mech Tech	[REDACTED]
6	[REDACTED]	Ecc	Day cook	[REDACTED]
7	[REDACTED]	Cenovus	maint Super	[REDACTED]
8	[REDACTED]	Cenovus	Prod Super	[REDACTED]
9	[REDACTED]	Cenovus	Marine Super	[REDACTED]
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Cenovus Energy Inc.  
Att: CentralFiles@huskyenergy.com  
351 Water St Suite 105  
ST. JOHN'S NL A1C 1C2

DNV Canada Ltd. Region Americas  
Station St. Johns  
121 Kelsey Drive  
Suite 200  
ST. JOHN'S NL A1B 0L2  
Canada  
Tel: +1 709 733 3131

<b>Date:</b>	<b>Our reference:</b>	<b>Your reference:</b>
2022-01-28	M-AG-FJ/KEOS/ 24492-J-14265	<b>HEC-IFI-52153</b>

**SEAROSE FPSO, ID 24492**  
**Acceptance Letter - DNV - Alternate Means of Testing in Lieu of Launching Lifeboats - ISSUED FOR INFORMATION - HEC-IFI-52153**

Reference is made to your email dated 2022-01-28.

DNV, As Certifying Authority, support the proposal of alternate means of testing in lieu of launching the lifeboats onboard SeaRose FPSO as an equivalent level of safety. This has been accepted by DNV and Flag state under MTRB 14601. All required assurance activities and verification elements have been included in SCE 34 Evacuation Systems Performance Standard (AR-M-99-O-ST-00034-001).

Sincerely  
for DNV Canada Ltd.

[REDACTED]  
Principal Surveyor/Station Manager

[REDACTED]  
Senior Surveyor

Enclosure: Yes



Palfinger Marine USA Inc. | 912 Highway 90 East | New Iberia | LA 70560 | USA

28 Feb 2022

Cenovus Energy  
225 6 Avenue, SW  
PO Box 766  
Calgary, AB T2P 0M5  
Canada

Attention: [REDACTED]

Subject: Operational Readiness of LSA Equipment Onboard SeaRose FPSO

Dear Mr. [REDACTED]

I have read the document Cenovus prepared that details the "Integrity/Maintenance" routine put in place onboard Husky Energy's SeaRose FPSO for the lifesaving equipment that is used for personnel evacuation, a copy forms a part of this letter. I agree the document thoroughly illustrates the planned maintenance and checks carried out will sufficiently demonstrate the operational readiness of the LSE with only two comments.

1. The release gear hydrostat interlock membranes are renewed annually according to operations personnel onboard. This is acceptable provided the personnel that renew the membranes demonstrate there are no leaks in or around the membrane after installation. This is typically done when the lifeboat is waterborne after service. In this case we recommend pulling and holding a vacuum on the membrane housing which will ensure no leaks provided the vacuum holds with little to no leakage.
2. Palfinger Marine service personnel should be in attendance for all LSE annual and five yearly inspections.

If you have any further questions or comments, please don't hesitate to reach out to any of our Palfinger Marine service team.

V/R,  
For Palfinger Marine Canada, Inc.

[REDACTED]

Technical Support – Americas Region

From: [REDACTED]@cenovus.com>

Sent: Friday, February 11, 2022 9:51 AM

To: [REDACTED]@palfingermarine.com>

Cc: [REDACTED]@cenovus.com>

Subject: [EXT]:Letter: Acceptance of Alternate Means of Lifeboat Testing in Lieu Lifeboat Launching

[REDACTED]

As of December 31, 2021, the requirement to launch lifeboats and rescue boats on a periodic basis for the purpose of drills or maintenance is called out in the Canada-Newfoundland and Labrador Offshore Occupational Health and Safety regulations, specifically Section 30 (2) (d) (ii) which states "if feasible, a lifeboat launching drill is conducted annually to test the integrity and operation of the lifeboats and launching equipment" .

Alternatively, Section 30 (3) of the same regulation states "If compliance with subparagraph (2)(d)(ii) is not feasible, the employer must ensure that additional inspections and testing of all components that would otherwise be tested by the launching drill are carried out in consultation with the lifeboat manufacturer and with the prior approval of the Chief Safety Officer"

Based on Section 30 (3), Cenovus has outlined the following to demonstrate the continued integrity of the lifeboat launch systems and lifeboats themselves by alternative means. This information is in alignment with the already approved and accepted MTRB M14601 from Transport Canada.

We are requesting a letter from Palfinger that supports the acceptance of the maintenance and inspection activities of our Integrity Management system as indicated below in lieu of launching the boat as previously accepted from Casper in the email attachment:

Integrity/Maintenance:

The planned maintenance system demonstrates the continued ability of the lifeboats to provide a safe and controlled means for all POB to escape from an escalating incident. The following summarizes the routines that ensure the continued integrity/availability of all critical components (i.e. components that would be proven by an in-water trial).

- Each lifeboat has weekly routine checks to verify condition of each boat. These checks include but are not limited to testing of engine start system (two independent means), gear change and steering (hydraulic and manual), and inspection of tank levels (coolant, oil and fuel). Air Cylinder pressures are checked, verification of no leaks from exhaust or other sources inside boats, and communications systems checked;
- Each lifeboat is partially lowered on a monthly basis to confirm operation of the falls, brakes and winches;
- On a three-monthly cycle, with the lifeboats suspended on the maintenance pennants, the off-load simultaneous release of the hooks is tested. This includes examination and lubrication of davit structure, wire falls, control wires and sheaves, confirmation and functioning of limit switch (over hoist protection) with retrieval of boat, as well as winch brake confirmation;
- Continued watertight integrity is confirmed by monthly hatch seal inspection and inspection of gel coats for evidence of cracking.
- Integrity of propulsion system is confirmed by weekly engine starts, monthly inspection of fuel level, specification of winter grade fuel and annual engine maintenance including fuel replacement.
- Engine is ran under load with custom dynamometer on an annual basis which ensures engine can be run satisfactorily at normal operating temperatures.
- Sprinkler system is inspected monthly and tested every six months with a freshwater supply to the sprinkler pump.
- Continued integrity of all falls is ensured through periodic inspection and lubrication and through renewal every 5 years (reference RQF 144).
- Annually the winch brakes on all boats are tested at maximum lowering speed and subsequently inspected by the manufacturer's representative.
- The on load simultaneous release of the lifeboat hooks is tested on a 5-yearly cycle.
- A winch overhaul followed by a dynamic load test (1.1 x winch SWL) of all davits is scheduled on a 5-yearly cycle in line with IMO requirements. Winch brakes are inspected following the load test.

Safety Critical Element (SCE) 34 - Evacuation Systems Performance Standard (AR-M-99-O-ST-00034-001) summarizes all integrity routines and the maintenance texts for these routines up to and including the 5-year overhaul. The above approach was developed in consultation with Schat Harding(now Palfinger) and incorporated into Cenovus's Maintenance Management System.

Witness, Assurance and Verification:

Annual routines are witnessed by DNV as Certifying Authority, TCMS delegate and Classification Society. Some routines may be completed more often than annually, however may only be witnessed by the CA annually as part of their verification scheme.

Training:

Familiarization and certification with the SeaRose lifeboats and davit launch systems is achieved by weekly drills and coxswain training, simulation training for lifeboat launching and operation, planned maintenance routines conducted by the coxswains and through orientation for all personnel by the coxswains on quarterly and refresher training every 3 years.

Conclusion:

Considering the maintenance and integrity management routines outlined above, Cenovus is confident that measures are in place to ensure the ability to safely evacuate all POB and believes that these measures meet the intent of the referenced regulations without exposing crew to unnecessary risk. This is in alignment with Section 30 (3) of the OHS regulations, as well as MRTB 14601. Cenovus requests formal acceptance of this approach by the OEM, Palfinger to continue to verify the integrity of the lifeboats and davits systems using alternate means rather than launching the lifeboats.

If you have any concerns, please contact myself or [REDACTED]

Regards,

[REDACTED]  
Sr Staff Marine Technologist (Onshore)  
Marine Services & Logistics  
Upstream – Thermal, Major Projects & Offshore



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*On January 1, 2021, Husky and Cenovus combined to form a resilient integrated energy leader. Husky is now part of the Cenovus group of companies.*

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<http://www.cenovus.com>



Transport Canada  
Safety and Security

Transports Canada  
Sécurité et sûreté

TCA-HUS-WR-LTR-00110

Tower C, Place de Ville  
11<sup>th</sup> Floor  
330 Sparks Street  
Ottawa, Ontario  
K1A 0N8

Tour C, Place de Ville  
11<sup>e</sup> étage  
330, rue Sparks  
Ottawa (Ontario)  
K1A 0N8

DEC 12 2019

Your file      Votre référence

Our file      Notre référence

8562-13996

HUSKY OIL OPERATIONS LIMITED  
ATT: MARINE SUPERINTENDENT  
351 WATER STREET  
ST. JOHN'S, NL  
A1C 1C2

**SUBJECT: SEAROSE FPSO  
MARINE TECHNICAL REVIEW BOARD  
DECISION NO. M14601**

**OBJET : SEAROSE FPSO  
DÉCISION N° M14601 DU BUREAU  
D'EXAMEN TECHNIQUE EN MATIÈRE  
MARITIME**

Further to your request to the Marine Technical Review Board (MTRB) regarding the application of subsection 27(1) & paragraph (2)(b) of *Fire and Boat Drills Regulations* for SEAROSE FPSO, please be advised that the MTRB has granted your request subject to the conditions outlined in the enclosed record of decision.

Comme suite à votre demande adressée au Bureau d'examen technique en matière maritime (BETMM) concernant l'application du paragraphe 27(1) et l'alinéa (2)(b) du *Règlement sur les exercices d'incendie et d'embarcation* pour SEAROSE FPSO, nous vous avisons que le BETMM a accepté votre demande sous réserve des conditions énoncées dans le rapport de décision ci-joint.

Please keep a copy of this record of decision on board of the vessel and for future reference. This record of decision will also be made available to the public in a manner that the Chair of the MTRB considers appropriate.

Veillez conserver une copie du rapport de décision à bord du navire pour consultation ultérieure. Le rapport sera aussi rendu public de la manière que le président du BETMM jugera appropriée.

Sincerely,

Cordialement,



Marine Technical Review Board Secretariat |  
Secrétariat du Bureau d'examen technique en matière maritime



Transport  
Canada  
Marine Safety and Security  
330 Sparks Street  
Ottawa, Ontario K1A 0N8

Transports  
Canada  
Sécurité et sûreté maritime  
330, rue Sparks  
Ottawa (Ontario) K1A 0N8

TCA-HUS-WR-LTR-00110

## Marine Technical Review Board Decision / Décision du Bureau d'examen technique en matière maritime

**Applicant:** HUSKY OIL OPERATIONS LIMITED  
**Demandeur :**

**Board Decision No.:** M14601  
**N° de la décision du Bureau :**

**Vessel Name:** SEAROSE FPSO  
**Nom du bâtiment :**

**Official Number:** 824325  
**N° matricule :**

**Effective Date:** DEC 1 2 2019  
**Date d'effet :**

**Expiry Date:** Valid for life of vessel  
**Date d'expiration :** Durée de vie du bâtiment

This Marine Technical Review Board Decision authorizes HUSKY OIL OPERATIONS LIMITED as the authorized representative of the SEAROSE FPSO, to fulfill its obligations under paragraph 106(1)(a) of the *Canada Shipping Act, 2001*, in a manner that does not comply with subsection 27(1) & paragraph (2)(b) of *Fire and Boat Drills Regulations*, if:

Cette décision du Bureau d'examen technique en matière maritime autorise HUSKY OIL OPERATIONS LIMITED en sa capacité de représentant autorisé du SEAROSE FPSO à exécuter ses obligations en vertu de l'alinéa 106(1)(a) de la *Loi de 2001 sur la marine marchande du Canada* d'une façon non conforme au paragraphe 27(1) et l'alinéa (2)(b) du *Règlement sur les exercices d'incendie et d'embarcation*, si:



## CONDITIONS

- |  |   |
|--|---|
| <p>a. Operators of the vessel must provide records under certifying authority approved procedures indicating that required maintenance and simulated launches have been conducted at required intervals;</p>   | <p>a. Les opérateurs du bâtiment doivent présenter, en vertu des procédures approuvées par l'autorité de certification, des preuves écrites indiquant que l'entretien et les simulations de mise à l'eau nécessaires ont été effectués aux intervalles requis;</p>  |
| <p>b. A simulated launch and drill for each lifeboat is to be conducted at each inspection in accordance with Transport Canada Marine Safety and Security (TCMSS) regulations and certifying authority's approved procedures;</p>  | <p>b. Une simulation de mise à l'eau et un exercice doivent être effectués pour chacun des canots de sauvetage lors de chaque inspection, conformément aux règlements de la Sécurité et sûreté maritime - Transports Canada (SSMTC) et aux procédures approuvées par l'autorité de certification;</p>   |
| <p>c. Lifeboat equipment fittings and content, launching and embarkation appliances and other survival craft and equipment are inspected and surveys are conducted in all other respects in complete compliance with applicable regulations and standards to the satisfaction of the attending surveyor;</p> | <p>c. Les dispositifs de fixation et le contenu de l'équipement des canots de sauvetage, les appareils de mise à l'eau et d'embarquement, ainsi que les autres engins et pièces d'équipement de sauvetage doivent être inspectés et des études doivent être menées à tous autres égards conformément aux règlements et aux normes, à la satisfaction de l'expert présent;</p> |
| <p>d. Records of maintenance, drills, training of certified coxswains and crew be maintained and made available for the attending surveyors consideration at each inspection;</p>  | <p>d. Les preuves écrites de l'entretien, des exercices et de la formation du patron d'embarcation et de l'équipage doivent être maintenues à jour et être mises à la disposition des experts présents lors de chaque inspection;</p>   |
| <p>e. If the vessel proceeds to dock or sheltered waters, all boats must be launched;</p>  | <p>e. Si le bâtiment se trouve à quai ou en eaux abritées, toutes les embarcations doivent être mises à l'eau;</p>  |
| <p>f. The vessel must comply with the test and inspection requirements of SOLAS, Chapter III, Regulation 21;</p>   | <p>f. Le bâtiment doit satisfaire aux exigences en matière d'essai et d'inspection de la Convention SOLAS, chapitre III, Règle 21;</p>  |
| <p>g. The vessel must comply with SOLAS associated guidelines, such as, MSC/Circ. 1206 and MSC/Circ. 1136;</p>   | <p>g. Le bâtiment doit satisfaire aux directives associées à la Convention SOLAS, comme la circulaire MSC/Circ. 1206 et la circulaire MSC/Circ. 1136;</p>   |
| <p>h. All members of the crew are required to undergo boat specific training;</p>  | <p>h. Tous les membres de l'équipage doivent recevoir une formation spécifique au bâtiment;</p>   |
| <p>i. Periodical testing of the stern tube stuffing box seals must be inspected and proven effective on a periodic basis;</p>  | <p>i. Les joints de type boîte à garniture du tube d'étambot doivent être inspectés pour en vérifier l'efficacité de façon périodique;</p>  |

CONDITIONS

j. On every rescue and life boat, the engine full operating temperature is attained and subsequently checked for any gas leaks;

j. Sur chaque embarcation de sauvetage, il faut faire atteindre la température de fonctionnement normale au moteur, puis vérifier qu'il ne comporte aucune fuite de gaz;

k. Certified coxswains to receive annual training by participation in at least one lifeboat launch each year, at the installation, at a shore based facility or by completion of scenarios of the lifeboat simulator fitted onboard the SEAROSE FPSO.

k. Les marins qualifiés reçoivent une formation annuelle en participant à au moins un déploiement de canot de sauvetage chaque année, à l'installation même, dans une installation à terre ou en complétant des scénarios du simulateur de canot de sauvetage installé à bord du SEAROSE FPSO.

Note: This Marine Technical Review Board Decision in no way reduces the vessel's, the applicant's or any other person's responsibility to comply with any other requirements of the *Canada Shipping Act, 2001* and regulations made under it that are not specifically addressed in this decision.

Note : La présente décision du Bureau d'examen technique en matière maritime n'exempte en aucune façon le bâtiment, le demandeur ou toute autre personne de l'observation des autres exigences de la *Loi de 2001 sur la marine marchande du Canada* et de ses règlements qui ne sont pas cités explicitement dans cette décision.

  
  
Chair of the MTRB | Président du BETMM

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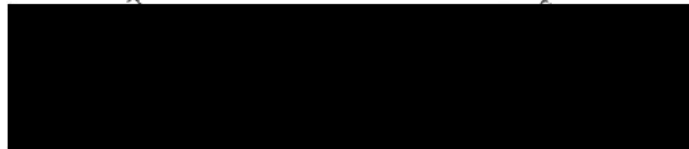
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