



Preface

Plan Purpose and Scope

This Vessel Security Plan (VSP) has been developed for this vessel whose owner/operator is a member of the Offshore Marine Services Association (OMSA). Vessel and company-specific information is provided in *Appendix A*.

The VSP is intended to ensure that there are measures on board the vessel that are designed to protect persons, the environment, the cargo and the vessel itself from the risks of a security incident.

The VSP has been prepared in accordance with:

- Chapter XI-2 of Safety of Life at Sea (SOLAS) and the International Ship and Port Facility (ISPS) Code Part A and B; and
- U.S. Coast Guard Regulations, 33 CFR Part 104.

The Company has established this VSP to assist the Company Security Officer (CSO), the Master, the Vessel Security Officer (VSO) and the crew to ensure the safety and security of the vessel, cargo and crew.

The purpose of the VSP is to provide guidelines and procedures to prevent the following:

- Unauthorized access to the vessel and restricted areas on board;
- Introduction of unauthorized weapons or other dangerous devices on board;
- Introduction of illegal drugs or other contraband on board;
- Pilferage of cargo while in the care, custody and control of the vessel.

The Master is ultimately responsible for the safety and security of the vessel. The Master has the overriding authority and responsibility to make decisions with respect to the security of the vessel and to request assistance from the Company and national or local authorities. This authority is further explained in *Section 1.2* of this VSP.



Figure 1 Record of Changes

Revision No.	Date	Description	Authorized By
1	12/31/04	Minor edits to Sections 5.1.6, 10.2.3, & 11.1.2	USCG MSC
2	05/05/05	Revised SSAS info in Section 9.2, updated Appendix D, Appendix G, and Table of Contents	USCG MSC
3	6/01/06	Revised Section 15 IAW MARSEC Directive 104-6. Updated Table of Contents	USCG MSC
4	9/25/07	Revised Preface & Sections 1, 2 & 10 to reflect upcoming TWIC requirements. Revised Section 16 to reflect new MSC address and update procedures. Updated Table of Contents.	USCG MSC
5	11/4/08	Minor TWIC related edits to Sections 1 & 10	USCG MSC
6	4/1/09	Updated TOC, Preface, Figure 2-1, Sections 1,2, 3, 4, 6, 9, 10, 12, 13, 14, and Implemented all TWIC requirements	USCG MSC
7	1/28/10	Revised Sections 3.2, 3.3, 10.1.1, 10.1.6 & Table 15-2 as a result of comments from plan holders at annual exercise.	USCG MSC
8	5/1/10	Revised Sections 1.3.3, 3.1, 5.1, 9.5, 15.1, 16.1, added Figure 11-1 & updated Table of Contents as a result of MSC Comment Sheet of 4/19/2010	USCG MSC
9	5/12/11	Removed Contents of Appendix C & D. Revised Sections 6.2.2.1, 6.2.2.2 & 6.2.5. Added TSI to list of definitions in Preface. Updated TOC.	USCG MSC



Security Assessment

The VSP has been developed based upon a threat assessment, risk analysis, the Vessel Security Assessment (VSA) and On-Scene Survey conducted for this vessel and other vessels enrolled in the Offshore Marine Services, Inc (OMSA) Alternative Security Program, approved under 33 CFR 104.140. The VSA was conducted in accordance with the IMO ISPS Code and U.S. Coast Guard regulations, and is specially tailored for Offshore Supply, Towing, and/or Research Vessels certificated by the United States Coast Guard for support services in the exploration, exploitation, and production of mineral resources in connection with offshore oilfield operations. This VSP is valid so long as the basic conditions under which the VSA was performed remain consistent, such as vessel's cargo and trading ports.

This VSP addresses all the vulnerabilities identified for this vessel during the VSA as described in Section 17 of this plan.

Information Provided to the Master

The following information should be provided to the Master by the Company:

- Parties responsible for appointing vessel personnel, such as vessel management companies, manning agents, contractors, concessionaries (for example, retail sales outlets, casinos, etc.);
- Parties responsible for deciding the employment of the vessel, including the time or bareboat charterer(s) or any other entity acting in such capacity; and
- In cases when the vessel is employed under the terms of a charter party, the contract details of those parties, including time or voyage charterers.

Particulars of the above referenced information can be found in *Appendix A*.

Definitions

Company Security Officer (CSO) means the person designated by the Company for ensuring that a Vessel Security Assessment is carried out, that a Vessel Security Plan is developed, submitted for approval, and thereafter implemented and maintained and for liaison with Port Facility Security Officers and the Vessel Security Officer.

Competent Authority means the individual designated by the Administration in accordance with SOLAS XI-2 Reg. 6.2.1, which for this vessel is the Company Security Officer.

Declaration of Security (DOS) means an agreement reached between a vessel and either a port facility or another vessel with which it interfaces specifying the security measures each will implement.



Designated Authority means the organization(s) or the administration(s) identified, within a Contracting Government, as responsible for ensuring the implementation of the provisions of the ISPS Code relating to port facility security and the vessel/port interface from the point of view of the port facility.

Facility is a location, as determined by the Contracting Government or by a Designated Authority, where the “vessel-port interface” takes place. This includes areas such as anchorages, waiting berths and approaches from seaward, as appropriate.

Facility Security Officer (FSO) means the person designated as responsible for the development, implementation, revision and maintenance of the Facility Security Plan and for liaison with the Vessel Security Officers and Company Security Officers.

MARSEC Level 1 means the level for which minimum appropriate protective security measures shall be maintained at all times.

MARSEC Level 2 means the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.

MARSEC Level 3 means the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Security Logbook is the record book placed on board by the Company for the recording of items and activities required by this plan.

Secure Area means the area on board the vessel over which the owner/operator has implemented security measures for access control in accordance with this Coast Guard approved security plan.

Security Survey means an inspection, check and/or audit to control and improve the mitigation strategy, protective measures and actions in the Vessel Security Plan.

Transportation Security Incident (TSI) means a security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area.

TWIC means a valid, non-revoked transportation worker identification credential, as defined and explained in 49 CFR part 1572.

TWIC Program means those procedures and systems that the vessel must implement in order to assess and validate TWICs when maintaining access control.

Vessel Security Alert System (VSAS) is an alarm system installed on the vessel, which, when activated, initiates and transmits a vessel-to-shore alert to a competent authority



designated by the Administration, which in these circumstances may include the Company, identifying the vessel, its location and indicating that the security of the vessel is under threat or has been compromised. The alert system required by SOLAS XI-2 Reg. 6 must comply with the performance standards stated in IMO Resolution MSC.136 (76).

Vessel Security Assessment (VSA) is a systematic and analytical risk-assessment process to consider the possibility that a security breach will affect personnel, the vessel, or her cargo. Based on this assessment, actions are identified to reduce the likelihood and effects of a security breach. The Vessel Security Plan is based on the results of the Vessel's Security Assessment.

Vessel Security Officer (VSO) is the person on board the vessel, accountable to the Master, unless the SSO is the Master, designated by the Company as responsible for the security of the vessel, including implementation and maintenance of the Vessel Security Plan and for liaison with the Company Security Officer and Port Facility Security Officers.

Vessel Security Plan (VSP) means a plan developed to ensure the application of measures on board the vessel designed to protect persons on board, cargo, cargo transport units, vessel's stores or the vessel from the risks of a security incident.

Vessel/Port Interface means the interactions that occur when a vessel is directly and immediately affected by actions involving the movement of persons, goods or the provisions of port services to or from the vessel.

Unaccompanied Baggage means baggage or parcels not arriving on board at the same time as their owner. This designation also includes packages carried on a "per-favor" basis, and baggage belonging to a crewmember that arrives on board at a different time from the crewmember; i.e. after being lost by an airline. Note: This does not include cargo with suitable documentation.



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Section 6 – Procedures for Interfacing with Facilities and Other Vessels

6.1 Communications with the Port and Facility

Prior to a vessel's arrival at a port facility, the Company Security Officer (CSO) will:

- Maintain communications with the Facility Security Officer (FSO) in order to ensure maximum benefit from the security assets and procedures at the facility,
- Verify that the assets and procedures are in place; and
- Coordinate the vessel /port interface based upon the Maritime Security (MARSEC) Level set.

During the vessel's port call, the Vessel Security Officer (VSO) will maintain communications with the FSO. Contact information will be shared between the VSO and the FSO upon the vessel's arrival at the facility. Reference is made to the relevant form in *Appendix B*, Vessel and Port Facility Contact Information. Records will be kept and maintained in accordance with *Section 4* of this Plan.

Communications with the FSO will be maintained with preference given to VHF radio and or telephone throughout the time the vessel is moored at the facility. The VSO will ensure that necessary communications equipment is available and that Duty Officers and gangway watch understand any special requirements for the port and/or facility. A Port Specific Communication Plan will be established between the FSO and the VSO. Reference is made to *Appendix B* for standard form.

6.2 Security Incident Reporting and Required Notifications

6.2.1 Reporting to Government Contact Points

Upon arrival at a port, the VSO will confirm, through the agent, any security-reporting requirements in place for the port. During the port call, the VSO will ensure that all required reports are made.

6.2.2 Communicating With the Coast Guard

6.2.2.1 National Response Center

The Coast Guard National Response Center (NRC) is the central reporting location for the Coast Guard (800-424-8802), and shall be the method used to report any/all Transportation Security Incidents, see Section 6.2.5 for additional reporting details. Vessel operators may be most familiar with the NRC as the single official reporting location to the Coast Guard for oil spills or chemical releases.



6.2.2.2 Coast Guard Sector Command

Coast Guard field units combine Group Commands (law enforcement, search and rescue, aids to navigation) with Marine Safety Offices into Coast Guard Sector Commands. All reports concerning attainment of MARSEC Levels should be directed to the Sector Command, whose current contact number can be accessed via the USCG Homeport web site at: <http://homeport.uscg.mil>. Vessels without internet capabilities should in concert with the CSO, complete a *Form-B-2, Port Communications Plan located in Appendix B* whenever operating in areas or locations where local USCG COTP numbers are not known, or readily available.

6.2.2.3 Maritime Security (MARSEC) Directives

From time to time the Coast Guard may need to provide secure written communications with companies and vessels providing mandatory security measures. The Coast Guard will accomplish this through the use of MARSEC Directives.

When a MARSEC Directive is issued affected owners and operators need to go to their local Coast Guard Sector Command or cognizant District Commander to acquire a copy of the MARSEC Directive. Sectors and District Commanders will require owners or operators to prove that they are a person required by 49 CFR 1520.5(a) to restrict disclosure of and access to sensitive security information, and that under 49 CFR 1520.5(b), they have a need to know sensitive security information.

Each owner or operator of a vessel or facility to whom a MARSEC Directive applies is required to comply with the relevant instructions contained in a MARSEC Directive issued under this section within the time prescribed by that MARSEC Directive.

6.2.3 Reporting Changes in MARSEC Levels

Whenever MARSEC Level 2 or 3 is set by the Administration, the vessel shall acknowledge receipt of the instructions on change of the MARSEC Level.

Prior to entering a port or whilst in a port within the territory of a Contracting Government that has set MARSEC Levels 2 or 3, the vessel shall acknowledge receipt of this instruction and shall confirm to the FSO the initiation of the appropriate measures and procedures as detailed in the *Appendix F* of this plan, and in the case of MARSEC Level 3, the instructions issued by the Contracting Government which has set the MARSEC Level 3. The vessel shall report any difficulties in



implementation. In such cases, the FSO and the VSO shall liaise and coordinate the appropriate actions.

6.2.4 Reporting Different MARSEC Levels

If the vessel is required by the Administration to set, or is already at, a higher MARSEC level than that set for the port it intends to enter or in which it is already located, the vessel shall advise, without delay, the competent authority of the Contracting Government within whose territory the port facility is located and the FSO of the situation.

6.2.5 Reporting Security Incidents

Each breach of security, unlawful act or threat of an unlawful act against the vessel or persons aboard should be reported to the Contracting Government within whose territory the port facility is located as soon as possible with a copy to the CSO. Incidents that occur within the jurisdiction of the United States should be reported to the National Response Center (800-424-8802, as per 33CFR101.305), the Coast Guard Sector Command and the local Law Enforcement Authorities by the vessel operator or the CSO. Initial reports should be made as quickly as possible. Incidents that occur under the jurisdiction of a foreign government shall be immediately reported to that entity. Current and up-to-date listings of all foreign points of contact can be accessed via the IMO MSC MEP.6 (series) 'National Contact Points for Safety and Pollution Prevention and Response' which can be access via the IMO web-site at:

http://www5.imo.org/SharePoint/mainframe.asp?topic_id=337

Vessels without internet capabilities should work closely with the CSO to develop a listing of potential foreign contact point as part of the normal voyage preparation planning process *prior* to entry into any jurisdiction of a foreign government.

After the vessel has transmitted an initial report, follow-up reports to appropriate entities should be submitted as the incidents develop/terminates to keep them apprised of current events and developments. An Incident Reporting Worksheet is contained in *Appendix B*. After an incident, Company management, the CSO, VSO and the Master will evaluate the effectiveness of the plan in accordance with *Section 16* of this plan. Reports must include, to the extent known:

- Vessel Name;
- Flag;
- IMO Number;
- Master's Name;



- Name of Facility/Terminal (if moored);
- Incident Date, Time and Place;
- Incident Description;
- Number of Alleged Offenders;
- Description of any prohibited weapon, incendiary or explosive involved;
- Description of the way in which any prohibited weapon, incendiary device or explosive involved was concealed and used;
- Method used to introduce any prohibited weapon, incendiary device or explosive into or onto the vessel;
- Description of how security was breached;
- Statement of measures taken or to be taken to prevent similar incidents.

6.2.6 Provisions to Maintain Critical Operations

The Master and VSO should identify any operations critical to the vessel that may be affected by security measures. These operations should be brought to the attention of the FSO. For example:

- Door to the Emergency Generator Room is locked;
- Gangway is raised when not in use.

6.2.7 Vessel Personnel

Any time the vessel's MARSEC Level is changed, the VSO will ensure that the entire crew is made aware of this change.

6.2.8 Coordination of Visitors Crew Changes and Shore Leave

Prior to the vessel's arrival at a port, the CSO should coordinate all expected visitors, crew changes and shore leave with the FSO. Upon the vessel's arrival at the port facility, the VSO should confirm all visitors, crew changes and shore leave with the FSO.

6.3 Other Vessels

Any interaction with other vessels that affect the vessel's security should be coordinated between the VSO and the other vessel's VSO. The two VSOs should exchange contact information, their vessel's current MARSEC Level, and any ongoing or planned critical operations.



6.4 Interfacing with Ports, Facilities, or Other Vessels

6.4.1 Interfacing with Ports, a Facility (Shore and Offshore Based) or Another Vessel to which the Code Does Not Apply

Should the vessel be required to interface with a facility, another vessel, or call at a port not subject to the ISPS Code, the CSO should be contacted and the CSO will, together with the Master and VSO, assess any effect this may have on the vessel's security and, if required, what additional security measures will have to be enforced.

6.5 Interfacing with fixed or floating platforms or a mobile drilling unit on location

Any interaction with fixed or floating platforms or a mobile drilling unit on location should be coordinated between the VSO and the Outer Continental Shelf (OCS) FSO or VSO, as appropriate. The VSO and FSO or drill ship VSO should exchange contact information, the current MARSEC Level each is operating under, and any ongoing or planned critical operations.

If the offshore facility is not subject to the Code and/or does not have a FSO, the CSO should be contacted, and the CSO will, together with the Master and VSO, assess any effect this may have on the vessel's security, and, if required, what additional security measures will have to be enforced.



Appendix C - Worldwide Coastal State Contact List

This Appendix has been deleted.

Previous editions are now obsolete.



Appendix D - Coastal State Contacts List (U.S.)

This Appendix has been deleted.

Previous editions are now obsolete.