



HORIZON EXPLORATION LTD

An Introduction to the



M.V. Labrador Horizon.

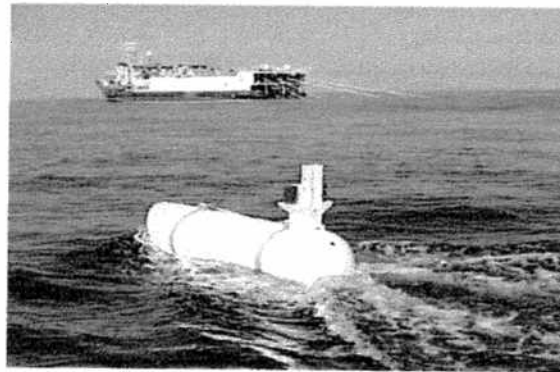
INTRODUCTION TO THE LABRADOR HORIZON.

Welcome to the M.V. Labrador Horizon.

The Labrador Horizon is a seismic survey vessel capable of multi-streamer, multi-source data acquisition.

The purpose of this folder is to inform you of some important information about the vessel and living conditions you will encounter.

Each individual, (if applicable), will be given further information relevant to their particular discipline during initial on the job training.

**VESSEL SPECIFICATIONS**

Registered:	Nassau, Bahamas
Call sign:	C6DQ3
Launched:	March 1983
Conversion:	April 1991
6 Streamer conversion:	March 1998
Gross Registered Tonnage:	3375
Length:	84.5m
Beam:	16.8m
Draft (max.):	5.5m
Accommodation:	50 (Plus single berth hospital)
Helideck:	Super Puma / Bell (214ST/212)

Items supplied by vessel.

Towels	(These will be found in your cabin)
Soap	(These will be found in your cabin)
Bedding	(These will be found in your cabin)
Safety Boots	(These will be issued on shift)
Overalls	(These will be issued on shift)
Hard Hats	(These will be issued on shift)

You should bring clothing, shampoo, toothpaste and brushes, and any personal toiletries you usually need. Please note that aerosol toiletries may be prohibited on certain flights, and that prescription drugs are only permitted within the terms of the company's policies

Please note that there is a Vessel Safety Management System in place on the vessel. A key part of this management system is the vessel Safety Case. Within this is a Hazard Register, which is a useful reference document. It will enable the location of information designed to help you become aware of hazards on board and to minimise risks to yourself and others. Please ask your superior for advice on effective use of the Hazard Register.

Cabin Allocation.

You will be allocated a cabin shortly after arrival by either the Vessel Manager (VM) or your department Co-ordinator. As soon as you know which cabin you are in **it is important to read the muster instructions posted inside the cabin door. These give safety information, vital in an emergency.**

You will probably be sharing a cabin but it will be with someone who is working the opposite shift to you.

Your cabin is cleaned daily, and your bunk made up, by the steward onboard. With this in mind, your cleanliness and tidiness would be much appreciated. **Also ensure that all aerosol cans are discarded directly into the skip, because if these find their way to the incinerator a serious accident could occur.**

The sewage system on board this ship is designed to handle waste produced by the body, and toilet paper only. Any other items such as cigarettes butts, ordinary tissue, hygiene products or most other items do not break down and will block up the sewage system.

Laundry.

Whilst on board, your bed is made for you daily by the Ship's Steward, and bedding is changed once a week.

The laundry room on board is located in the forward module and contains washing machines as well as dryers. The dryers contain filters, which *must* be checked before starting your drying cycle. Blocked filters can cause a dryer to become a fire hazard. You must ensure that all your pockets are empty before clothes go into the washing machine - spares and repairs are a long way ashore!

Please note that greasy overalls become a fire hazard. They must be thoroughly washed on a high temperature, prior to drying. Only one of these machines should be used for working clothes, and this is marked accordingly. Grease and dye from workclothes can linger in machines and damage subsequent loads - You wouldn't like it to happen to your shoreside wear, would you?

Safety.

Safety is taken very seriously on this vessel. This leaflet attempts to give a broad outline of the general practices on board, however this is by no means definitive and further information can be found posted around the vessel and in company and ship safety manuals.

On the seismic crew, the Vessel Manager is the officer in charge of safety, however, a safety representative is periodically elected from the crew to assist.

At least once a trip everyone on the crew will be expected to attend a safety meeting, separately from the meeting of the vessel's safety committee. Safety meetings may be held for everyone or as individual shift safety meetings as operational needs dictate. Any items thought worthy of attention should be passed on to the safety rep or the V.M. for raising at the appropriate meeting*. Minutes of all safety meetings are displayed on safety and general notice boards around the vessel.

Please ensure that all instruction signs are complied with. These are here for your safety. The appropriate safety gear must **always** be worn in work areas. People found not doing so face a warning and then removal from vessel.

* Don't "save up" hazards for the meeting. Deal with them immediately and fill in a report at the time. Tell the meeting later, by all means.

Life jackets are provided for everyone. It is your responsibility to check your own lifejacket before use, and at regular intervals. If you find any defect, or damage the life jacket, the defect must be brought to the safety representative's attention at the earliest opportunity. If a lifejacket inflates automatically whilst in use, it must be handed to the safety rep after use for servicing.

Muster stations and alarms.

In your cabin, mounted on the wall usually by the door, there is a card, this informs you of the different alarms, and action to take in the event of an alarm being sounded. If you are unsure of your muster station, they are listed, by room number on a muster sheet in the changing room. Please make yourself aware of your stations as soon as possible. **All alarms should be treated as real and you should muster accordingly until otherwise directed.**

Also in the cabin is a survival suit. Please try this on as soon as possible and check for damage, especially zips and perished rubber seals. If you have any problems (size of suit wrong etc.) please inform the Chief Officer or the V.M. There are several spare survival suits stored in a locker at the muster point should you not be able to return to your cabin in an emergency.

A boat muster is normally held within 24 hrs of sailing, when correct donning of lifejacket, survival suit size, and muster duties are checked. Any ill-fitting suits can be exchanged at this time.

Check on the notice boards for Man Overboard procedures. The MOB alarm switches are situated either side of the streamer deck, either side of gun deck, in the instrument room and on the bridge, these will be pointed out to you on your safety tour.

If you notice anything unusual or untoward, inform the bridge immediately #14 on the intercom or #202 on the internal phone system

Safety tours.

You will be given two safety tours of the vessel, The first will take place as soon as possible after your arrival will be carried out by the one of the ships' officers, and will contain vessel biased information.

The second will contain information about your work area and the various alarms you will hear on the back deck.

Shifts.

The vessel operates round the clock and this is split into two 12-hour shifts for the seismic crew. The hours worked are from midnight to midday and vice versa. You will be informed, as soon as possible which shift you will be working (if applicable). **Please bear in mind that the main**