



WASHINGTON STATE

**Department of Ecology**

Spill Prevention, Preparedness, and Response Program

Prevention Section

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## VBAP-ECOPRO Inspection Checklist for Tank Barges and ATBs

Name of Tank Barge or ATB:

Date of Inspection:

Tank barge or ATB (circle one)

Length of barge or ATB (barge only):

IMO Number or Official Number:

Name of Inspector(s):

Name of Company:

VBAP or ECOPRO (Circle one):

Primary Point of Contact:

No.	Standard	Meets VBAP Standard	Meets ECOPRO Standard	Remarks/ Reason(s) for not meeting the standard
1.	<p><b>Navigation Watch Composition</b></p> <p><b>VBAP 1.c:</b> If log deck log book is available, check log entries specifying the date and time restricted visibility began and ended.  <b>VBAP 1.d:</b> If log deck log book is available, check log entries specifying the name of each navigation watch member and the time each navigation watch member assumed duties.</p>			If deck log books are not available on board tank barges or ATBs, then <b>VBAP 1.c</b> and <b>VBAP 1.d</b> will be discussed during the company office audit.
2.	<p><b>Security Rounds</b></p> <p><b>VBAP 2.c:</b> A security round checklist posted or readily available.  <b>VBAP 2.d:</b> If barge has automated fire and flood detection systems a security round is every four hours vs. two hours.  <b>VBAP 2.e:</b> Log entry in deck log, made by the officer in charge, after each security round.  <b>VBAP 2.f.2: (ATBs only):</b> Safe access from the tow boat to the barge available while underway, when possible.  <b>ECOPRO:</b> Security rounds conducted every two hours, even if barge has an automated fire and flooding detection system.</p>			
3.	<p><b>Voyage Planning</b></p> <p>A written voyage plan meeting requirements 3.a – 3.k on board the tow vessel.</p>			
5.	<p><b>Pre-arrival and Pre-departure Tests and Inspections and Compass Checks</b></p> <p><b>VBAP 5.b:</b> Magnetic headings and gyro headings are posted for the helmsman.  <b>VBAP 5.d:</b> Compass errors logged in the deck log.  <b>ECOPRO:</b> Deviation table, not more than one year old, is posted in the tow vessel pilot house.</p>			

No.	Standard	Meets VBAP Standard	Meets ECOPRO Standard	Remarks/ Reason(s) for not meeting the standard
6.	<p><b>Emergency Procedures</b></p> <p><b>VBAP 6.a .1–4:</b> Station bill posted specifying crew assignments and duties for emergencies 6a.1 – 4.</p> <p><b>VBAP 6.b .1–9:</b> Written procedures and checklists or both for emergencies 6b.1 – 9 kept on the bridge in a separate folder.</p> <p><b>ECOPRO:</b> Emergency squad organization is in place.</p>			
8.	<p><b>Tank Barge and Tow Vessel Crewing</b></p> <p>Two tankermen are not required on board the tank barge or ATB (cargo deck) during <u>all</u> cargo transfers if:</p> <ol style="list-style-type: none"> <li>1. Barge/ATB control room has an unrestricted view of entire cargo deck; and</li> <li>2. Barge/ATB is equipped with a redundant high level alarm system; and</li> <li>3. Barge &gt; 300 feet (91 meters).</li> </ol>			<p>ECOPRO standard same as VBAP standard.</p> <p>For ATBs, length of barge is used</p>
9.	<p><b>Familiarization (Orientation) Training</b></p> <p><b>ECOPRO:</b> A formal orientation checklist on board the tow vessel</p>			
12.	<p><b>Emergency Drills</b></p> <p><b>VBAP 12.a. and 12b:</b> All required drills in deck log.</p> <p><b>ECOPRO:</b> Additional annual drills AND items requiring follow-up corrective action in deck log.</p>			
16.	<p><b>Vessel Visitation</b></p> <p><b>VBAP:</b> Time, date, and findings of quarterly visits in deck log.</p> <p><b>ECOPRO:</b> Time, date, and findings of more frequent vessel visits in deck log.</p>			
19.	<p><b>Preventive Maintenance Documentation</b></p> <p><b>ECOPRO:</b> Explicit documentation and maintenance instructions posted or readily available on board.</p>			
20.	<p><b>Technology – Navigation Equipment</b></p> <p><b>VBAP 20.a:</b> Tow vessel has two functioning radars</p> <p><b>VBAP 20.b:</b> Tow vessel has a GPS receiver</p> <p><b>VBAP 20.c:</b> Tow vessel has two VHF radios.</p> <p><b>ECOPRO:</b> One of two radars has ARPA AND vessel is equipped with an ECS OR ECDIS</p>			
21.	<p><b>Technology – Tank level sensing equipment and emergency shut-down system</b></p> <p><b>VBAP:</b> All cargo tanks equipped with audible and visible high level and high-high level alarms.</p> <p><b>ECOPRO:</b> Tank barge equipped with a remote cargo pump shut-down device that is given to the receiving facility or vessel during cargo discharge.</p>			

No.	Standard	Meets VBAP Standard	Meets ECOPRO Standard	Remarks/ Reason(s) for not meeting the standard
22.	<p><b>Technology – Towing Equipment</b></p> <p><b>VBAP 22.a.2 (Coastal tow wire):</b> Wire tow ropes two inches or greater (diameter) have an independent wire rope core.</p> <p><b>VBAP 22.a.5 (Coastal tow wire):</b> Wire tow ropes are 6 X 19 construction or larger.</p> <p><b>VBAP 22.a.6. a. (Coastal tow wire):</b> Wire tow ropes terminate in a spelter or thermo-set resin socket</p> <p><b>VBAP 22.a.6. b. (Coastal tow wire):</b> There are no swaged eyes or wire rope clips on primary tow lines.</p> <p><b>VBAP 22.b.1 (Inland tow wire):</b> The primary tow line may be synthetic fiber</p> <p><b>VBAP 22.b.2 (Inland tow wire):</b> Swaged eyes and wire rope clips are not used on the primary tow line.</p> <p><b>VBAP 22.c.c (Bridles and surge chains):</b> For coastal towing, surge chain may have an end link or one studless link.</p> <p><b>VBAP 22.c.2 (Bridles and surge chains):</b> For inland hawser towing, tow bridles may be chain or synthetic fiber.</p> <p><b>VBAP 22.e.2 (Shackles):</b> All shackles are either round pin anchor shackles or chain safety shackles with a locking nut secured by a nut and bolt or a cotter pin.</p> <p><b>VBAP 22.e.4 (Shackles):</b> All shackles are marked with the shackle’s safe working load and rated or minimum breaking strength.</p> <p><b>VBAP 22.f.1 (Shackle and flounder plates):</b> Whole plates with no welding other than on assembly gussets and reinforcing ring.</p> <p><b>VBAP 22.f.2 (Shackle and flounder plates):</b> Must be triangular with all corners rounded</p> <p><b>VBAP 22.i.6 (Tow winches):</b> Tow winch control stations are located where emergency release of tow line does not endanger operating personnel.</p> <p><b>ECOPRO (Tow vessel):</b> Tow winch braking system is configured to allow the tow winch brake to be released and reset from each steering station on the tow vessel <b>AND</b> this system is tested monthly and the monthly test is logged in the deck log book.</p>			<p>Note: VBAP and ECOPRO towing equipment (towing astern) requirements 22.a - 22. i are not applicable to ATBs.</p>
23.	<p><b>Technology – Emergency Reconnection Equipment</b></p> <p><b>VBAP 23 (Emergency tow line):</b> Has an emergency tow line.</p> <p><b>VBAP 23.b (Emergency tow line):</b> Tow line secured to the deck of the barge from bow to stern with break-away clips or ties.</p> <p><b>VBAP 23.c (Emergency tow line):</b> The towing end of the tow line attached to a trailing buoy with a floating line.</p> <p><b>VBAP 23 (Hook retrieval device):</b> A hooked retrieval device maintained on the tow vessel able to hook the barge’s towing bridle for reconnection to the tow vessel’s tow line.</p>			<p>ECOPRO standard same as VBAP standard.</p> <p>Note: Applicable to ATBs and barges towed astern</p> <p>Note: May or may not apply to ATBs, depending on configuration.</p>
24.	<p><b>Technology – Fenders</b></p> <p>The tow vessel has a fender system capable of absorbing the impact of the tow vessel coming alongside the tank barge and protecting the all parts of the tow vessel’s bow and stern during normal operations.</p>			

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25.	<b>Technology – Navigation Lights</b> The tank barge is fitted with a redundant navigation light system, for example automatic lamp changers or LED lights for coastal towing.			ECOPRO standard same as VBAP standard.
26.	<b>Technology – Tug-Tow Match</b> <b>VBAP:</b> Tow vessel used for coastal towing has twin screws. <b>ECOPRO:</b> All tow vessels, regardless of operating area, have twin screws			
27.	<b>Ballast Water Management, if applicable</b> Ballast water management procedures and policies are on the tow vessel or barge in SMS manuals.			ECOPRO standard same as VBAP standard.
28.	<b>Waste Oil and Oily Water Management System</b>  <b>VBAP 28.a</b> Waste oil management procedures are on board the tow vessel or tank barge in SMS manuals. <b>VBAP 28.b</b> Written waste oil management procedures or checklists for waste oil and oily water management maintained on board the tow vessel or tank barge and are readily available. <b>ECOPRO:</b> Barge and tow vessel have a seal system to monitor overboard valves.			
29.	<b>Automated Identification System (AIS)</b> A record shows dates and descriptions of AIS calibration, testing, maintenance, and operation. The pre-departure and pre-arrival checklists include checking the AIS for operation and inputs.			ECOPRO standard same as VBAP standard.
30.	<b>Spill Preparedness Forms and Checklists</b> Emergency oil spill response procedures and checklists are posted or readily available on board all tank barges.			

Conducted Notification Drill ECY 050-50	Sat/ Unsat	
Conducted Bunker Inspection ( <b>ATBs only</b> ) ECY 050-29	Sat/ Unsat	

**Comments/Recommendations:**

\_\_\_ Vessel meets or exceeds all standards – see reasons above

\_\_\_ Vessel does not meet all standards – see reasons above

Inspector(s) Signature \_\_\_\_\_