



the Company SMS with the group and emphasized what ISM should mean to them with reference to their specific duties and responsibilities. Usage of JHAs and Near Miss Reporting programs were also emphasized. This meeting was also an opportunity for the crewmembers to meet with their TSI Designated Person and Company Security Officer – this Auditor.

- 7) Auditor also took advantage of the meeting and interviews with the Officers and Crew of the SS El Faro and spoke about the recent loss of a shipmate, 2<sup>nd</sup> Assistant Milton Israel, due to a heart condition while on board the vessel. Auditor commended all those involved for the unselfish and tiring acts of conducting CPR for many hours on their shipmate while the vessel was enroute to obtain emergency medical assistance at a nearby port.
- 8) An audit for the vessel’s VSP plan was conducted during this visit. As all records related to security are considered “Security Sensitive”, a separate report is completed.

**CONCLUSION**

Auditor was able to interview and speak with Officers and Crew from all Departments on board and found all to be knowledgeable of our Management System (SQE) and policies/procedures.

The TSI Safety Management System appears to be fully implemented and working well aboard the SS El Faro.

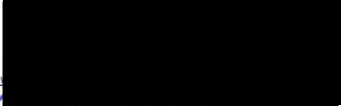
The Auditor would like to thank the Officers and Crew of the SS El Faro for their cooperation and their level of preparedness for this audit. Job well done by all.

**CORRECTIVE ACTION REQUESTS ISSUED / NON CONFORMANCES FOUND**

None

**OBSERVATIONS**

- 1) During the audit it was found that the vessel did not have a number of recent OPSMEMOs, the 1/4ly Safety Newsletter, and a few other miscellaneous communications that had been sent from the office in recent months. It was found that this was due to a mistake in the “group” email addresses that were being utilized. The El Faro had a new email address that was not updated in the Company’s group email database.
- 2) OMV 15.6 was discussed. The ship is to put in place a "Ship Specific" Critical Equipment List.
- 3) The possibility of an online MSDS library and management contract was discussed and will be further considered by Company.
- 4) During the last Office ABS audit it was found that a number of past internal audit CARS for a few ships had not been verified at the subsequent/next ship internal audit. This was also the case with a past internal audit on the El Faro. The reason for this gap was that the El Faro had gone out of service for over a year and was in lay-up.

Lead Auditor:  \_\_\_\_\_

June 4, 2015

Master \_\_\_\_\_  
[PRINT / SIGN]

Date \_\_\_\_\_



TOTE SERVICES INC.  
INTERNAL AUDIT: S.S. EL FARO  
March 3, 2015

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The annual Internal SQE Audit for the *SS El Faro* was scheduled to take place in Jacksonville, Florida while the vessel was berthed at the SSL Terminal in the Port of Jacksonville conducting cargo operations.

The *SS El Faro* holds a full term SMC (Safety Management Certificate) and an ABS SQE Certificate that both expire on July 4, 2019. The vessel is due to undergo an ABS Intermediate Audit no later than July 4, 2017.

The vessel was provided with an advance list of audit check items. This audit complied with ABS rules of performing an internal audit. An entire set of TSI Management System books have been supplied to the vessel and have been maintained since inception. TSI has developed a "reading list" that guides the new user to finding those sections of policy and procedure that will lead them to other pertinent sections.

The auditor boarded the *SS El Faro* in Jacksonville, FL on March 3, 2015. Once onboard, the Captain and the Chief Engineer were consulted in order to prepare an audit schedule that would have a minimum impact on the vessel routine. The audit was opened by doing a senior officer meeting and document review in the Master's office. Recent regulatory issues, ABS implementation of ISM and SQE certificate rules and TSI general policies were discussed. The system and ISM set-up were reviewed by the auditor. The policy postings were reviewed. The binders were found to be in general good order. The FORMS Disc was found to have been loaded on the ship's network and computers. All necessary forms are contained on the disc in PDF format.

A closing meeting was held with the Captain at the conclusion of the day's audit to discuss the results of the audit. In an attempt to prevent disruption in the normal routine, rather than have all senior officers present at the Closing Meeting, results/findings were presented to the senior officers at the conclusion of their individual interviews.

**The Audit Included:**

- 1) The Audit was conducted by John Lawrence (Designated Person and Manager, Safety & Operations).
- 2) A walk-around tour and inspection of the vessel was conducted. A review of the wire/mooring lines found a good and effective pattern of deployment. The bridge set up meets TSI requirements. Required postings were inspected to ensure compliance with Company policies. The engine spaces were clean and in good order. The OWS was inspected and found to be secured. There were no safety inspection deficiencies found.
- 3) Auditor met with the Steward Department and toured the galley and storage areas. The Steward and Cook stated that the galley equipment was in good working order and that there were sufficient quantities of linen, pots and crockery.
- 4) Auditor inspected the various required onboard manuals, log and record books and binders. Required permits records were inspected. It should be noted that this auditor's team is responsible for tracking most of the vessel's reports required by the ISM system. The vessel's Certificate Binder was inspected. The vessel was found to meet Company SMS system reporting and documentation requirements.
- 5) The last Internal Audit was reviewed.
- 6) A meeting with available crewmembers was held in crew mess. Auditor randomly questioned various crewmembers to gauge their knowledge of ISM and the Company's SMS and related Company policies and procedures. Auditor reviewed various specific key requirements and mandatory knowledge areas of ISM and