



# SAFETY MANAGEMENT MANUAL

## 1.5 SYSTEM DESCRIPTION

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### 1. Purpose

The purpose of this procedure is to set forth a description of the Safety Management System at Woods Hole Oceanographic Institution.

### 2. Scope

The Safety Management System is the management system as it exists in the Ship Operations Group at Woods Hole Oceanographic Institution. This system is documented in the Safety Management Manual. This system covers the operation of the Ship Operations Group and the operation of the vessels that it manages and operates.

### 3. General

The Safety Management System at Woods Hole Oceanographic Institution is set forth in the Safety Management Manual. The manual is not the system, but is an attempt to document the system as required by the ISM Code. The safety management system is complex and, in order to provide organization to this documentation, the manual has been divided into various sections. No one section stands by itself, but is dependent on the remaining sections for consistency and complete meaning.

The basic manual is laid out trying to address each section of the ISM Code. This is done in an attempt to document compliance with the various requirements of the ISM Code. The manual is broken down into further defined sections to compile procedures that have system-wide applicability and applicability only to an individual vessel. If the procedure applies to more than one ship it would be contained in the system-wide section.

The Safety Management System is a vibrant, constantly changing system responding to the pressures of operating vessels in a changing environment. As such it is to be used as reference to provide guidance. When it no longer applies, it can and must be changed to reflect how things are being done. Recognition to change the system can be initiated at the shipboard or the shore side level. Completion of the change occurs once these changes have been incorporated into the manual.

The need for change can also be recognized after an accident or some other occurrence that has happened on the vessel. These incidences may have or may not have resulted in personnel injury or damage to the vessel. Change must occur and be documented in the system and not stifled by the documentation.