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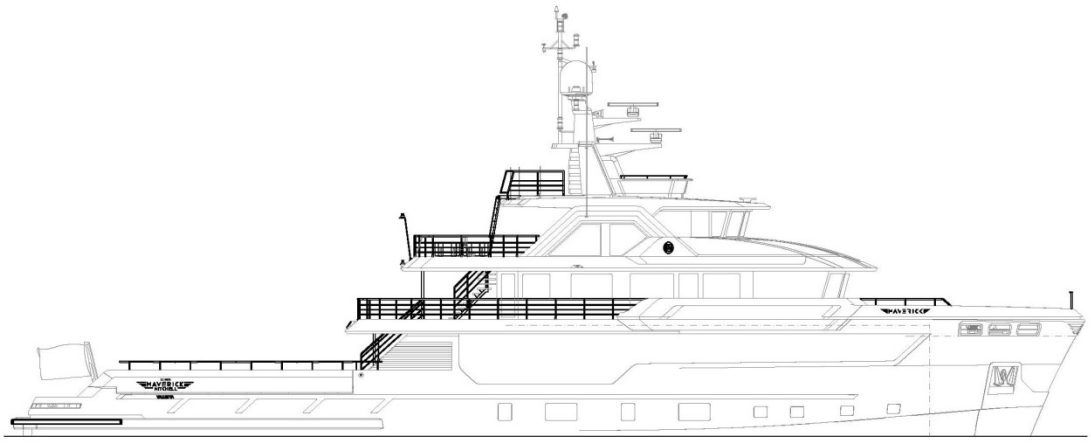
CANTIERE DELLA MARCHE - ITALY					1

SHIPBOARD OIL POLLUTION EMERGENCY PLAN

for

M/Y LT. PETE MAVERICK MITCHELL (Hull n°146.30 CdM)

in compliance with Reg. 37of Annex I of MARPOL 73/78 as amended



SHIP DATA

IMO Number	1014943
Service notations	MOTORYACHT – CHARTER
Navigation	UNRESTRICTED
Gross Tonnage	499GT
Date of build	DECEMBER 2023
RINA number	RI 100835
Flag	MALTA
Port of Registry	VALLETTA

We wish to remind you that the Owner is responsible for ensuring that the information and details contained in the Plan and Appendices are correct and kept up-to-date. In particular the Owner is responsible for updating the list of coastal states contacts, port contacts and ship's interest contacts.

Approval only covers checking that the requirements of Annex 1 Reg. 37 have been complied with.

RINA
Approved
In compliance with Reg. 37 Annex I of the 73/78 MARPOL Convention on behalf of the Administration of MALTA
DIP/0000125422
11 Mar 2024
SERENA SALVATORI

RECORD OF CHANGES

Page	Revision no.	Revision date

EMERGENCY CONTACTS

Shoreside Spill Response Co-ordinator: Maverick Explorer Yachting LTD.
Address: 183, Office 17 Wine Pressers Wharf MRS1912 Marsa - Malta - Tax ID: IT00332879998
Primary contact Calvin Barnard
Office phone:
Fax/ e-mail calvin_maverick@fil-bros.com,
Mobile phone: +34 640 909 199
Alternate contact
Office phone:
Mobile phone:
Fax/ e-mail

TECHNICAL ADVISOR: RINA SERVICES S.p.A
Address: Via Corsica 12 – 16128 GENOVA
Primary contact
Office phone: +39 010 5385 444
Mobile phone: +39 335 6324470
Fax: +39 010 5385547 or +39 010 5385587 e-mail: TechnicalAdvisor@rina.org
Alternate contact
Office phone: +39 010 5385 444
Mobile phone: +39 335 6324476
Fax: +39 010 5385547 or +39 010 5385587 e-mail: TechnicalAdvisor@rina.org

SHIPBOARD OIL POLLUTION EMERGENCY PLAN
for
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TABLE OF CONTENTS

GENERAL POLICY

This Plan is written in accordance with the requirements of Regulation 37 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.

The purpose of the Plan is to provide guidance to the master and officers on board the ship with respect to the steps to be taken when a pollution incident has occurred or is likely to occur.

The Plan contains all information and operational instructions required by the Guidelines issued by the International Maritime Organization (IMO). The Appendices contain names, telephone, telefax and telex numbers of all contacts referenced in the plan, as well as other reference material.

This Plan has been approved by RINA on behalf of the Administration and, except as provided below, no alteration or revision shall be made to any part of it without the prior approval of RINA

Changes to Section 5 and the Appendices will not be required to be approved by the Administration

The Appendices should be maintained up to date by the owners, operators and managers

1. Preamble

This Plan is available to assist personnel in dealing with an unexpected discharge of oil. Its primary purpose is to set in motion the necessary actions to stop or minimize the discharge and to mitigate its effects. It includes guidance to assist the master in meeting the demands of both an operational spill and a catastrophic discharge, should the ship become involved in one. Effective planning ensures that the necessary actions are taken in a structured, logical, safe and timely manner.

The Plan goes beyond providing for operational spills. The need for a predetermined and properly structured Plan is clear when one considers the pressures and multiple tasks facing personnel confronted with an emergency situation In the heat of the moment, lack of planning will often result in confusion, mistakes and failure to advise key people. Delays will be incurred and time will be wasted; time during which the situation may well worsen. As a consequence, the ship and its personnel may be exposed to increasing hazards and greater environmental damage may occur.

For the Plan to accomplish its purpose, it must be:

realistic, practical and easy to use;

understood by ship management personnel, both on board and ashore;

evaluated, reviewed and updated regularly.

The Plan envisioned by Regulation 37 of Annex I to the Convention is intended to be a simple document. Use of summarising flow charts or checklists to guide the master through the various actions and decisions required during an incident response is highly encouraged. These can provide a quickly visible and logically sequenced form of information which can reduce error and oversight during emergency situations. Inclusion of extensive background information on the ship, cargo, etc., should be avoided as this is generally available elsewhere. If such information is relevant, it should be kept to annexes where it will not dilute the ability of ship's personnel to locate operative parts of the Plan.

The Plan is likely to be a document used on board by the master and officers of the ship. It must therefore be available in a working language or languages understood by the Master and officers. A change in the Master and Officers which brings about an attendant change in their working language or languages understood would require the issuance of the Plan in the new languages.

This Plan consists of:

(i) the list of authorities or persons to be contacted in the event of an oil pollution incident (see Section 2);

(ii) the procedure to be followed by the master of other persons having charge of the ship to report an oil pollution incident (see Section 2);

(iii) a detailed description of the action to be taken immediately by persons on board after a spill has occurred (see Section 3);

(iv) the procedures and point of contact on the ship for co-ordinating shipboard activities with national and local authorities in combating the pollution (see Section 4).

2. Reporting requirements

2.1 When to report

This section provides guidance to enable the master to determine when a report to the Coastal State and to those individuals/organizations specified in Section 2.3 is required. In order to expedite response and minimize damage from a pollution incident, it is essential that appropriate Coastal States should be notified without delay[1]. Without interfering with shipowners' liability, some Coastal States consider that it is their responsibility to define techniques and means to be taken against an oil pollution incident and approve such operations which might cause further pollution, i.e. lightening. States are in general entitled to so under the International Convention relating to intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (Intervention Convention).. Other coastal States, in general different from the ones that signed the Intervention Convention, require ships to have contracts with "response contractors" when ships enter into such States' ports. It is therefore recommended that, when the ship sails toward such States, response resources (personnel and equipment) and capabilities are identified in advance for each potential State's port.

2.1.1 Actual discharge

A report to the Coastal State and to those individuals/organizations specified in Section 2.3 is required whenever there is:

- a discharge of oil above the permitted level for whatever reason, including those for the purpose of securing the safety of the ship or saving life at sea; or
- a discharge during the operation of the ship of oil in excess of the quantity or instantaneous rate permitted under the present MARPOL Convention[2] [3].

2.1.2 Probable discharge

A report to the Coastal State and to those individuals/organizations specified in Section 2.3, may be required if there is a situation which, though not involving an actual discharge, would qualify as a substantial threat of a discharge. In judging whether there is such a probability and whether the report should be made, the following factors, as a minimum, should be taken into account:

- the nature of the damage;
- ship location and proximity to land or other navigational hazards;
- weather, tide, current and sea state; and
- traffic density.

As a general guideline, the master should report in cases of:

- damage, failure or breakdown which affects the safety of ships; examples of such situations are collision, grounding, explosion, structural failure, flooding, cargo shifting, etc.; and
- failure or breakdown of machinery or equipment which results in the impairment of the safety of navigation; examples of such incidents are failure or breakdown of steering gear, propulsion, electrical generating system, essential shipborne navigational aids, etc.

2.2 Required information

In case of an actual discharge or a probable discharge which requires a report according to the provisions of Section 2.1.2, Format 1 "Initial notification" shall be sent to the Coastal State and the individuals/organizations of Section 2.3 according to the notification flowchart of Section 2.3.4.

In case of an actual discharge which requires information be provided according to the provisions of Section 3.3.2 so that damage stability and damaged longitudinal strength assessment may be made ,

---

1 Refer to Article 8 and to Protocol I of the MARPOL 73 Convention.
2 "Present MARPOL Convention" means the MARPOL 73/78 Convention as amended and in force at the time this Plan is approved
3 No discharge is permitted under the Italian law.

Format 2 “Stability and strength assessment notification” shall be sent to the Technical Advisor of the Owner according to the notification flowchart of Section 2.3.4.

The initial notification shall be followed by supplementary and/or follow-up reports according to Format 3

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in compliance with Reg. 37of Annex I of MARPOL 73/78 as amended

Format 1

Initial notification - page 1

AA (ship name, call sign, flag)

BB (date and time of event, UTC)

D D H H M M

CC (position, latitude, longitude) *or* **DD** (bearing, distance from landmark)

d d m m N S

d d d m m E W

d d d N miles

EE (course)

d d d

FF (speed, knots)

km km 1/10

LL (intended track)

MM (radio station(s) guarded)

NN (date and time of next report, UTC)

D D H H M M

PP (type and quantity [tons] of cargo/bunkers on board)

QQ (brief details of defects/deficiencies/damages; ability to transfer cargo/ballast/fuel)

RR (brief details of pollution, including estimate [tons] of quantity lost, extent and movement of the pollution, whether the oil floated or sank

Format 1

Initial Notification - page 2

SS (brief detail of weather and sea conditions)

WIND { DIRECTION [ ][ ][ ]
SPEED (Beaufort)

SWELL { DIRECTION
HEIGHT (m)

RAIN [Y/N] [ ]

CLOUD [Y/N] [ ]

AIR TEMPERATURE [degrees] [ ][ ]

CURRENT [knots] [ ][ ][ ] km km 1/10

VISIBILITY [m] [ ][ ]

TT (contact details of ship's owner/operator/agent)

UU (ship size and type)

LENGTH: [m] BREADTH: [m] DRAUGHT: [m] TYPE:

XX (additional information)

Brief details of incident:

Assistance: requested or provided

Actions being taken:

Number of crew and details of any injuries:

Details of P&I Club and local correspondent:

Other:

YY (Request to relay report to another system e.g. AMVER,AUSREP, JASREP, MAREP etc., if any)

ZZ (End of report)

The alphabetical reference letters in the above format are from "General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants" adopted by the International Maritime Organization by resolution A.851(20).
The letters do not follow the complete alphabetical sequence as certain letters are used to designate information required for other standard reporting formats, e.g., those used to transmit route information.

Format 2

Stability and Strength Assessment Notification - page 1

M/V:	_____
TRIP:	from _____ to _____
DATE:	departure _____ arrival (estimate) _____

DRAFTS AFTER ACCIDENT		
FWD	P	[m]
	S	[m]
AFT	P	[m]
	S	[m]
MIDSHIP	P	[m]
	S	[m]
TRIM	P	[cm]
	S	[cm]
LIST	P	[dg][°]
	S	[dg][°]

WATER GRAVITY	.....	[t/m^3]

ADVICE REQUIRED FOR THE FOLLOWING ACTIONS	1 .... 2 .... 3 .... 4 ....

DAMAGE DESCRIPTION	Damage location and extension are to be sketched at the last page of this Format

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Format 2

Stability and Strength Assessment Notification - page 2

M/V:	_____
TRIP:	from _____ to _____
DATE:	departure _____ arrival (estimate) _____

	TANK/SPACE DESCRIPTION	frames	100% VOLUME [m^3]	QUANTITY[4] departure check [t]	QUANTITY [4] after accident check [t]	CARGO[4] GRAVITY [t/m^3]	DAMAGED[5] [Y/N]
1	FUEL OIL TANK	13.5-18.5	16.95				
2	FUEL OIL TANK	13.5-18.5	16.95				
3	FUEL OIL TANK	18.5-22	11.61				
4	FUEL OIL TANK	18.5-22	11.61				
5	DAILY FUEL OIL TANK	6.5-9	3.81				
6	DAILY FUEL OIL TANK	6.5-9	3.81				
7	FRESH WATER PORT	2.5-6	5				
8	FRESH WATER STBD	2.5-6	5				
9	BILGE TANK	6.5-7.5	1.67				
10	BLACK WATER	5-6.5	3.01				
11	CLEAN LUBE OIL	7.5-8.5	0.61				
12	DIRTY LUBE OIL	7.5-8.5	0.61				
13	GREY WATER PORT	22-23.5	4.1				
14	GREY WATER STBD	22-23.5	4.1				
15	POOL TANK	2.5-5	4.28				
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							

4 This column shall be filled by the Master before each voyage when cargo loading operations are finished
5 See the sketches in the following pages of Format 2

Format 2

Stability and Strength Assessment Notification - page 3

M/V:	_____
TRIP:	from _____ to _____
DATE:	departure _____ arrival (estimate) _____

	TANK/SPACE DESCRIPTION [5]	frames	100% VOLUME [m^3]	QUANTITY [4] departure check [t]	QUANTITY [4] after accident check [t]	CARGO GRAVITY [4] [t/m^3]	DAMAGED [5] [Y/N]
31							
32							
33							
34							
35							
36							
37							
38							
39							
40							
41							
42							
43							
44							
45							
46							
47							
48							
49							
50							
51							
52							
53							
54							
55							
56							
57							
58							
59							
60							

[4] This column shall be filled by the Master before each voyage when cargo loading operations are finished
[5] See the sketches in the following pages of Format 2

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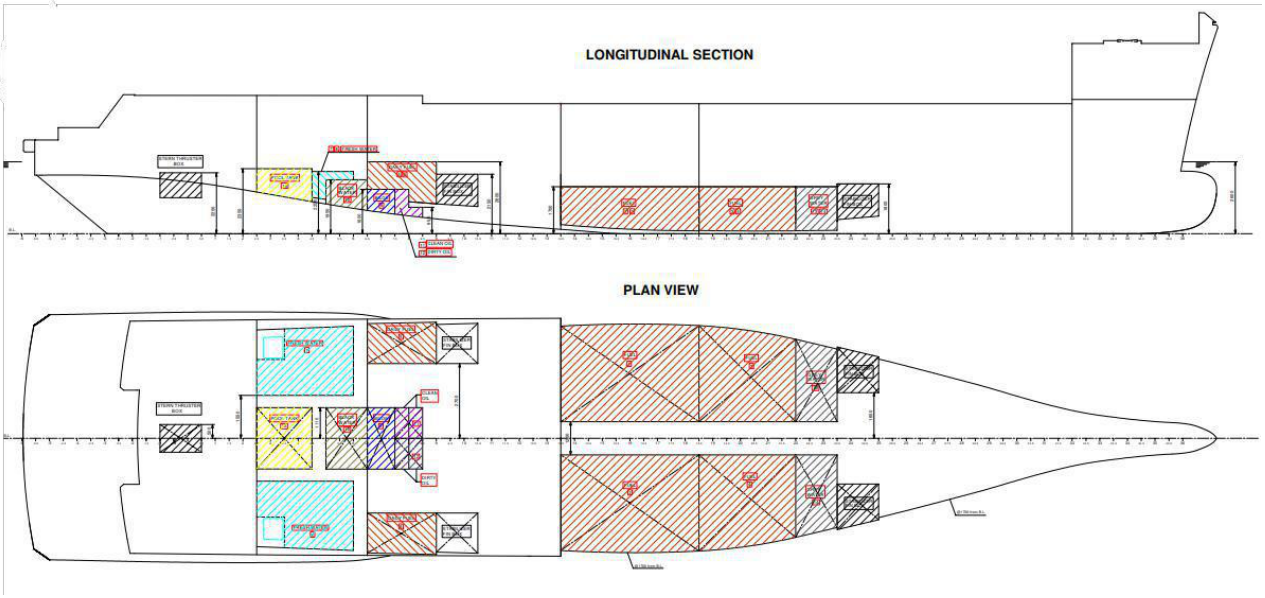
Stability and Strength Assessment Notification - page 4



FUEL TANKS (100% filling values)

POS.	FRAME	TANK DESCRIPTION	V [lts]	P [kg]	X [m]	Y* [m]	Z [m]
01	Fr. 13.5 - 18.5	Storage Fuel Oil Tank	16953	14156	16.054	-1.975	1.134
02	Fr. 13.5 - 18.5	Storage Fuel Oil Tank	16953	14156	16.054	1.975	1.134
03	Fr. 18.5 - 22	Storage Fuel Oil Tank	11610	9694	20.197	-1.874	1.101
04	Fr. 18.5 - 22	Storage Fuel Oil Tank	11610	9694	20.197	1.874	1.101
05	Fr. 6.5 - 9	Daily Fuel Oil Tank	3813	3184	7.789	-3.318	2,022
06	Fr. 6.5 - 9	Daily Fuel Oil Tank	3813	3184	7.789	3.318	2,022
		TOTAL CAPACITY:	64752				

* Positive Y values at starboard side

FRESH WATER TANKS (100% filling values)

POS.	FRAME	TANK DESCRIPTION	V [lts]	P [kg]	X [m]	Y* [m]	Z [m]
07	Fr. 2.5 - 6	Fresh Water Tank Port	4998	4998	4.54	-2.50	1.872
08	Fr. 2.5 - 6	Fresh Water Tank Stbd	4998	4998	4.54	2.50	1.872
		TOTAL CAPACITY:	9996				

* Positive Y values at starboard side

OTHERS TANKS (100% filling values)

POS.	FRAME	TANK DESCRIPTION	V [lts]	P [kg]	X [m]	Y* [m]	Z [m]
09	Fr. 6.5 - 7.5	Bilge Tank	1671	1671	7.013	0.000	1.214
10	Fr. 5 - 6.5	Black Water Tank	3094	3094	5.780	0.000	1.473
11	Fr. 7.5 - 8.5	Clean lube oil tank	614	553	7.873	-0.534	1,073
12	Fr. 7.5 - 8.5	Dirty lube oil tank	614	553	7.873	0.534	1.085
13	Fr. 22 - 23.5	Grey Water Port	4104	4104	22.730	-1.658	1.108
14	Fr. 22 - 23.5	Grey Water Stbd	4104	4104	22.730	-1.658	1.108
15	Fr. 2.5 - 5	Pool tank	4284	4284	3.558	0.000	1.853

* Positive Y values at starboard side

Format 3

Follow-up Notification - page 1

M/V: _____
TRIP: from _____ to _____
DATE INITIAL NOTIFICATION: _____
FOLLOW-UP NOTIFICATION NO.: _____ DATED _____ UTC _____

PP Additional details on the type of cargo on board	
QQ Additional details on the condition of the vessel and ability of transfer cargo, ballast and fuel	
RR Additional details on the quantity, extent and movement of the pollution, whether the discharge is continuing and the oil floated or sank	
SS Any change in the on-scene weather or sea conditions	
XX Actions being taken with regard to the discharge and the movement of the ship	

Format 3

Follow-up Notification - page 2

Additional information concerning stability and hull strength assessment	

2.3 Whom to contact

The ship involved in an actual discharge or a probable discharge which requires a report according to the provisions of Section 2.1.2 shall have to communicate with both Coastal State (or port contacts if the ship is in port) and ship interests contacts according to the notification flowchart given in Section 2.3.4.

2.3.1 Coastal State contacts

In Appendix 1 of this Plan the list of agencies or officials of administrations responsible for receiving and processing reports and updated by the Organization is given. Should any undue delay be experienced in contacting the responsible authority by direct means, the master shall contact the nearest coastal radio station, designated ship movement reporting station or rescue co-ordination centre (RCC) by the quickest available means.

2.3.2 Port contacts

For ships in port, local agencies shall be notified according to Section 2.3.4. Information on regularly visited ports is included in Appendix 2 to this Plan. When the next port of call is a port which is not included in the list, the Master shall obtain details concerning its local reporting procedure before departure and update Appendix 2 accordingly.

2.3.3 Ship interests contacts

The complete list of all parties with an interest in the ship who are to be notified according to Section 2.3.4, is given in Appendix 3. The contacts of the Shoreside Spill Response Coordinator and of the Technical Advisor are reported on page 3. The list shall be updated when necessary.

2.3.4 Notification flowchart

Priority	Who	Action	Format	Who to inform	Where in the Plan
1	Master	Send the Initial notification	1	Coastal State (ship at sea)	Appendix 1
			1	Port contact (ship in port)	Appendix 2
			1	Operator (Qualified Individual)	Page 3
			1	Technical Advisor	Page 3
2	Master	Send the stability and strength assessment notification	2	Technical Advisor	Page 3
3	Master	Send follow-up notifications	3	Coastal State (ship at sea) or port contact (ship in port) Operator (Qualified Individual) Technical Advisor	Appendix 1 Appendix 2 Page 3
4	Operator	Send the Initial notification	1	Owner	Appendix3
5	Owner	Activate clean-up resources (if necessary)	1	Oil Spill Removal Organization	
6	Owner	Send the Initial notification	1	Insurer representative	
7	Owner	Send the Initial notification	1	P&I Club representative	
8	Owner	Send the follow-up notifications	3	Oil Spill Removal Organization Insurer representative P&I Club representative	

2.3.5 Shore Side Spill Response Coordinator

The "Shore side Spill Response Coordinator" or "Qualified Individual" is a shore based person of the Owner/ Operator or appointed by the Owner/ Operator to be a guidance for the Master for requesting and coordinating initial response personnel and equipment.
For this ship the Shore Side Spill Response Coordinator is **Calvin Barnard** of **Maverick Explorer Yachting LTD.**
See Page 3 for details

2.4 Communication methods

In case of actual discharge or a probable discharge which requires a report according to the provisions of Section 2.1.2, the primary communication method (see Table 2.1) shall be used.

In case notification by the primary communication method is not available on board, fails or should any undue delay be experienced, then a secondary communication method with the priority indicated in Table 2.1 shall be used.

In case both primary and secondary communication methods fail, then emergency notification method shall be used.

In case of an actual discharge which requires information be provided to the Technical Advisor, then notification by primary communication method shall be preceded by a verbal communication via SATCOM phone.

COMMUNICATION METHOD	PRIORITY	DETAILS
Primary	1	Written report transmitted by mail over the vessel's Satellite Communication (STARLINK)
Secondary	2	Verbal communication via STARLINK - internet
	3	Message via STARLINK - internet
Emergency	4	Verbal report via HF or VHF coast radio station

Table 2.1

3. Steps to control discharge

Ship's personnel will almost always be in the best position to take quick action to mitigate or control the discharge of oil from the ship.

In this Section guidance is given to the Master on how to accomplish operational spills and spills resulting from casualties.

Actions to be taken by onboard personnel for each spill scenario are outlined in checklists at the end of this Section, according to the following Table 3.1.

SPILL CATEGORY	CHECKLIST	SPILL DUE TO	WHERE IN THE PLAN
Operational	0	Bunkering/oil transfer check	Parag. 3.4.0
	1	Pipe leakage	Parag. 3.4.1
	2	Tank overflow	Parag. 3.4.2
	3	Hull leakage	Parag. 3.4.3
Resulting from a casualty	4	Collision with a fixed or moving object	Parag. 3.4.4
	5	Grounding/Stranding	Parag. 3.4.5
	6	Fire/explosion	Parag. 3.4.6
	7	Hull failure	Parag. 3.4.7
	8	Excessive list	Parag. 3.4.8
	9	Containment system failure	Parag. 3.4.9
	10	Submerged/foundered	Parag. 3.4.10
	11	Wrecked/stranded	Parag. 3.4.11
	12	Hazardous vapour release	Parag. 3.4.12

Table 3.1

3.1 On-board response team

An on-board response team shall be established according to the following Fig. 3.1 to take quick action to mitigate or control a discharge.

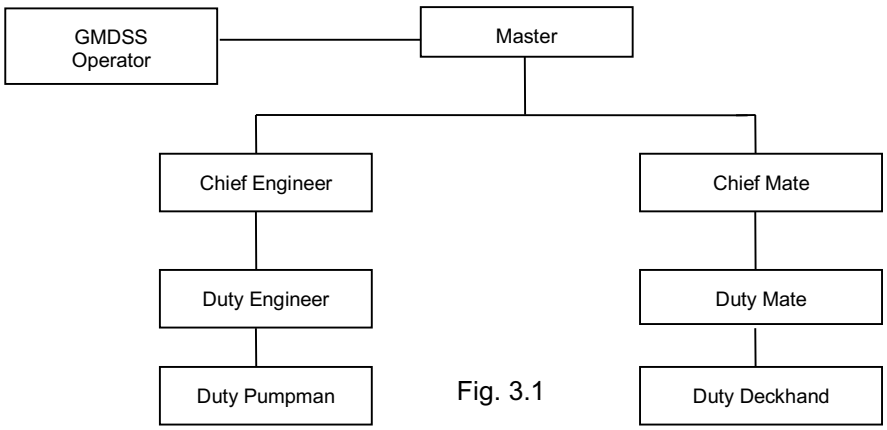


Fig. 3.1

3.2 Operational spills

Actions to be taken by and duties and responsibilities of onboard personnel for safe removal of oil spilled and contained on deck in case of pipe leakage, tank overflow and hull leakage are outlined in Checklists number 1, 2 and 3 respectively. In addition to the checklists and personnel duty assignment, the Plan provides the Master with guidance concerning priority actions, stability and stress considerations, lightening and mitigating activities.

3.3 Spill resulting from casualties

3.3.1 Priority actions

In responding to a casualty, the master's priority will be to ensure the safety of personnel and the ship and to take action to prevent escalation of the incident. In casualties involving spills, immediate consideration should be given to measures aiming at preventing fire, personnel exposure to toxic vapours and explosion, such as altering course so that the ship is upwind of the spilled oil, shutting down non-essential air intakes, etc. If the ship is aground, and cannot therefore manoeuvre, all possible sources of ignition should be eliminated and actions taken to prevent toxic vapours or flammable vapours entering accommodation and engine-room spaces. When it is possible to manoeuvre, the master, in conjunction with the appropriate shore authorities, may consider moving his ship to a more suitable location, in order, for example, to facilitate emergency repair work or lightering operations, or to reduce the threat posed to any particularly sensitive shoreline areas. Such manoeuvring may be subject to Coastal State jurisdiction.

Prior to considering remedial action, the Master will need to obtain detailed information on the damage sustained by his ship. A visual inspection should be carried out and all bunker tanks and other compartments should be sounded. Due regard should be paid to the indiscriminate opening of ullage plugs or sighting ports, especially when the ship is aground, or loss of buoyancy could result.

Having assessed the damage sustained by the ship, the master will be in a position to decide what action should be taken to prevent or minimize further spillage. When bottom damage is sustained, hydrostatic balance will be achieved fairly rapidly especially if the damage is severe, in which case the time available for preventive action will often be limited. When significant side damage is sustained in the way of oil tanks, oil or bunkers will be released fairly rapidly until hydrostatic balance is achieved and the rate of release will reduce and be governed by the rate at which oil is displaced by water flowing in under the oil. When the damage is fairly limited and restricted, for example, to one or two compartments, consideration may be given to transferring oil internally from damaged to intact tanks.

3.3.2 Stability and stress considerations

Great care in casualty response must be taken to consider stability and strength when taking actions to mitigate the spillage of oil or to free the ship if aground.

Internal transfers should be undertaken only with a full appreciation of the likely impact on the ship's overall longitudinal strength and stability.

The Master shall duly compile and send Format 2 "Stability and strength assessment notification " (see Section 2) so that damage stability and damaged longitudinal strength assessment may be made by the Technical Advisor in the following cases:

- an actual discharge resulting from a casualty
- a probable discharge which requires a report to the Coastal State according to the provisions of Section 2.1.2.

Format 2 shall be sent to the Technical Advisor according to the notification flow chart given in Section 2.3.4 .

.

3.3.3 Technical Advisor

For this ship the technical organization in charge for the damage stability and longitudinal stress assessment is RINA SERVICES S.p.A

(relevant contacts are given on Page 3).

3.3.4 Lightening

Should the ship sustain extensive structural damage, then it may be necessary to transfer all or part of the cargo to another ship.

Any ship-to-ship transfer of bunkers shall be carried out, as far as applicable, in compliance with the "Ship to Ship Transfer Guide (Petroleum)" issued jointly by the International Chamber of Shipping and the Oil Companies International Marine Forum, to be taken enclosed to this Plan, and also taking into consideration the right of Coastal States to approve such operation, which is a potential cause of further pollution (see section 2.1).

3.3.5 Mitigating activities

When the safety of both the ship and personnel has been addressed, the Master can initiate mitigating activities according to the guidance given by the Plan, addressing such aspects as:

.1 assessment and monitoring requirements;
.2 personnel protection issues:
.2.1 protective equipment; and
.2.2 threats to health and safety
.3 containment and other response techniques (e.g. dispersing, absorbing, etc.)
.4 isolation procedures;
.5 decontamination of personnel; and
.6 disposal of removed oil and clean-up materials.

3.3.6 Plans and drawings

In order to allow damage stability and damaged longitudinal strength assessment be made by the Technical Advisor, the following plans and drawings shall be available at the Technical Advisor's office:

- Lines and body plan
- General arrangement plan
- Capacity plan
- Hydrostatic curves of form
- Cross curves of stability
- Midship sections and typical transversal sections
- Construction profiles and deck plans
- Shell expansion
- Transverse bulkheads
- Vent overflows
- Bilge and ballast piping
- Lightship weight vertical centre of gravity
- Gaugings
- Ballast and bilge pump curves
- Loading manual
- Trim and stability booklet
- Tanks ullage tables with any ship's heeling and trimming
- Loadline marks position relevant to the perpendiculars

3.4.0

Checklist n. 0

Operational discharge mitigation checklist

BUNKERING/ OIL TRANSFER CHECK

No.	Action	Responsible	Done	When
1	Bunkering/Oil transfer procedures are to be understood by the personnel engaged.	Chief Mate * Chief Engineer **		
2	Communication and alarms test.	Chief Mate		
3	International bunkering signal applied by day or night.	Chief Mate		
4	Overboard scuppers plugged.	Chief Mate		
5	Hoses secured accordingly.	Chief Mate * Chief Engineer **		
6	Adequate lighting during light operations.	Chief Mate * Chief Engineer **		
7	Overflow tanks contents lowered prior commencement of operations.	Chief Mate * Chief Engineer **		
8	Suitable containments fitted.	Chief Mate * Chief Engineer **		
9	Fire-fighting equipment made ready at appropriate positions.	Chief Mate		
10	Overflow control and shut down procedures to be observed.	Chief Mate* Chief Engineer **		

* Leak on deck
** Leak in engine room

Checklist n. 1

Operational discharge mitigation checklist

TRANSFER SYSTEM LEAK

No.	Action	Responsible	Done	When
1	Secure all transfer pumps and close all valves in order to stop the flow of product	Chief Mate * Chief Engineer **		
2	Notify shore terminal	Chief Mate* Chief Engineer **		
3	Notify Master	Chief Mate* Chief Engineer **		
4	Activate the on-board response team	Master		
5	Compile Format 1 “Initial notification”	Master		
6	Send Format 1 according the notification flowchart given in Section 2.3.4	Master		
7	Individuate the pipe stretch where leakage occurred	On-board response team		
8	Operate the containment, dispersion and recovery of polluted oil	On-board response team		
9	Take the appropriate steps to prevent petroleum from entering in engine room intake	Chief Mate* Chief Engineer **		
10	Compile this checklist	Chief Mate* Chief Engineer **		
11	Send supplementary and/or follow-up Notification (Format 3) information.	Master		

* Leak on deck
** Leak in engine room

3.4.2

Checklist n. 2

Operational discharge mitigation checklist

TANK OVERFLOW

No.	Action	Responsible	Done	When
1	Secure all transfer pumps and close all valves in order to stop the flow of product	Chief Mate * Chief Engineer **		
2	Notify shore terminal	Chief Mate* Chief Engineer **		
3	Notify Master	Chief Mate* Chief Engineer **		
4	Activate the on-board response team	Master		
5	Compile Format 1 “Initial notification”	Master		
6	Send Format 1 according the notification flowchart given in Section 2.3.4	Master		
7	Transfer the bunker from the affected zone to an available empty or slack tank	Chief Mate* Chief Engineer **		
8	Operate the containment, dispersion and recovery of polluted oil	On-board response team		
9	Take the appropriate steps to prevent petroleum from entering in engine room intake	Chief Mate* Chief Engineer **		
10	Compile this checklist	Chief Mate* Chief Engineer **		
11	Send supplementary and/or follow-up Notification (Format 3) information.	Master		

* Cargo overflow
** Fuel overflow

3.4.3

Checklist n. 3

Operational discharge mitigation checklist

SUSPECTED HULL LEAKAGE

No.	Action	Responsible	Done	When
1	Notify master	Chief Mate* Chief Engineer **		
2	Activate the on-board response team	Chief Mate* Chief Engineer **		
3	Compile Format 1 “Initial notification”	Master		
4	Send Format 1 according to the notification flowchart given in Section 2.3.4	Master		
5	Individuate the specific tank from which leakage is occurring	On-board response team		
6	In the event the source of the leakage cannot be located from onboard, employ a diver to investigate possible bottom leakage	On-board response team		
7	Carry out appropriate actions taking into account the effect corrective actions may have on hull stress and stability	Master		
8	Reduce the head of oil in the tank involved by draining oil to an available empty or slack tank	Chief Mate* Chief Engineer **		
9	Repair the leak, if possible	Oil Spill Response Team		
10	Operate the containment, dispersion and recovery of polluted oil	Oil Spill Response Team		
11	Compile this Checklist	Chief Mate* Chief Engineer **		
12	Send supplementary and/or follow-up Notification (Format 3) information	Master		

* Leak in the hull
** Leak in the engine room

3.4.4

Checklist n. 4

Mitigation of spill resulting from casualty checklist

COLLISION WITH A FIXED OR MOVING OBJECT

No.	Action	Responsible	Done	When
1	Activate the on-board response team	Master		
2	Obtain detailed information on the damage sustained by the ship	Master		
3	Compile Format 1 “Initial notification”	Master		
4	Send Format 1 according to the notification flowchart given in Section 2.3.4	Master		
5	Sound all bunker tanks and other compartments which are part of or close to the damaged area	Oil Spill Response Team		
6	Compile the Format 2 “Stability and strength assessment notification”	Master		
7	Send Format 2 according to the notification flowchart given in Section 2.3.4	Master		
8	Avoid indiscriminate opening of ullage plugs or sighting ports	Oil Spill Response Team		
9	Take appropriate steps to prevent petroleum gas entering in engine room intake	Chief Mate		
10	Compile this checklist	Master		
11	Send supplementary information to Format 2 and/or follow-up Notification (Format 3)	Master		

3.4.5

Checklist n. 5

Mitigation of spill resulting from casualty checklist

GROUNDING/STRANDING

No.	Action	Responsible	Done	When
1	Activate the on-board response team	Master		
2	Obtain detailed information on the damage sustained by the ship	Master		
3	Compile Format 1 “Initial notification”	Master		
4	Send Format 1 according to the notification flowchart given in Section 2.3.4	Master		
5	In the event the source of the leakage cannot be located from onboard, employ a diver to investigate bottom leakage	On-board response team		
6	Sound all bunker tanks and other compartments which are part of or close to the damaged area	Chief Mate		
7	Direct the sounding around the vessels to establish the vessel’s position on the bottom	Chief Mate		
8	Compile Format 2 “Stability and strength assessment notification”	Master		
9	Send Format 2 according to the notification flowchart given in Section 2.3.4	Master		
10	Reduce fire risk by removing all ignition sources	Chief Mate		
11	Evaluate the necessity of transferring oil to barge or internally	Master		
12	Compile this checklist	Master		
13	Send supplementary information to Format 2 and/or follow-up Notification (Format 3)	Master		

3.4.6

Checklist n. 6

Mitigation of spill resulting from casualty checklist

FIRE/EXPLOSION

No.	Action	Responsible	Done	When
1	Find out immediately where the fire/explosion has taken place	Chief Mate* Chief Engineer **		
2	Sound the fire alarm	Deck Duty Officer		
3	Activate the Fire-Fighting Team	Master		
4	Activate the on-board response team	Master		
5	Determine the extension of damage	Master		
6	Compile Format 1 “Initial notification” and Format 2 “Stability and strength assessment notification”	Master		
7	Send Format 1 and Format 2 according to the flowchart given in Section 2.3.4	Master		
8	Deploy the members of the vessel’s damage control team to the positions deemed best for fighting the fire	Chief Mate		
9	Use all available means to fight the fire	Chief Mate		
10	Try to contain the fire and prevent it from spreading to other part of the vessel	Chief Mate		
11	Compile this checklist	Master		
12	Send supplementary information to Format 2 and/or follow-up Notification (Format 3)	Master		

* Deck
** Engine room

3.4.7

Checklist n. 7

Mitigation of spill resulting from casualty checklist

HULL FAILURE

No.	Action	Responsible	Done	When
In case of immediate danger of sinking or capsizing:				
1	Immediately evacuate the vessel	Master		
2	Send the distress message	Radio Operator		
3	Compile Format 1 “Initial notification”, if possible	Master		
4	Send Format 1 according to the notification flowchart given in Section 2.3.4, if possible	Master		
In case of no immediate danger of sinking or capsizing:				
1	Determine the extent of damage	Master		
2	Activate the on-board response team	Master		
3	Compile Format 1 “Initial notification”	Master		
4	Send Format 1 according to the notification flowchart given in Section 2.3.4	Master		
5	Direct sounding on all tanks to determine the extent of flooding and number of tanks breached	Chief Mate		
6	Compile Format 2 “Stability and strength assessment notification”	Master		
7	Send Format 2 according to the notification flowchart given in Section 2.3.4	Master		
8	Compile this checklist	Master		
9	Send supplementary information to Format 2 and/or follow-up Notification (Format 3)	Master		

3.4.8

Checklist n. 8

Mitigation of spill resulting from casualty checklist

EXCESSIVE LIST

No.	Action	Responsible	Done	When
1	Determine the reason for excessive list	Chief Mate		
2	Notify Master	Chief Mate		
3	Compile Format 1 “Initial notification”	Master		
4	Send Format 1 according to the notification flowchart given in Section 2.3.4	Master		
5	Change to corrective tanks to rectify the situation if in loading/unloading/ballasting operation	Master		
6	Activate the on-board response team	Master		
7	Consider corrective actions	Master		
8	Compile Format 2 “Stability and strength assessment notification”	Master		
9	Send Format 2 according to the notification flowchart given in Section 2.3.4	Master		
10	Compile this checklist	Master		
11	Send supplementary information to Format 2 and/or follow-up Notification (Format 3)	Master		

3.4.9

Checklist n. 9

Mitigation of spill resulting from casualty checklist

CONTAINMENT SYSTEM FAILURE

In the event of oil containment system failure the following actions have a highest degree of priority:

- safety of life;

- control of damage to the vessel;

- prevention of environmental pollution.

The behaviour of the personnel has to be as such as no risks may arise, endangering their own lives or the lives of any other crew members.

Following precautions have to be observed:

1. Personnel mustered and briefed on situation and potential dangers.
2. All accommodation access doors shut and all ventilation (except closed circuit system) shut down.
3. All unused valves, hatches, etc., on deck shut down.
4. Smoking and naked lights prohibited everywhere on the ship and electrical switches used as little as possible.
5. Fire hoses and water sprays ready for immediate action.
6. Fire-fighting equipment and breathing apparatus assembled for immediate use.
7. The Company informed.
8. Technical assistance to be sought for recovery of oil containment system.

3.4.10 Checklist **n. 10** - Mitigation of spill resulting from casualty

SUBMERGED/FOUNDERED

In the event of a flooding, if the Master, after taking over command and assumed full control of the situation and having ordered to:

- check all watertight doors are closed;
- take soundings of all tanks, holds and bilges;
- locate the source, if any, of ingress of water;
- inform the Owner Company;
- notify the nearest State's Authority,

realises that the situation is no more recoverable, notwithstanding all attempts, and it is no more safe for the crew to remain on board, GIVES ORDER TO ABANDON THE SHIP.

The behaviour of the personnel has to be as such as no risks may arise, endangering their own lives or the lives of any other crewmembers.

Following emergency actions and duties have to be taken and followed:

Master	Duty Officer	Crew-members
1. Assesses the situation and takes the decision to abandon the ship.	1. Sounds the life saving appliances station alarms.	1. Put on lifejackets, safety helmets and warm dresses and proceed to muster stations.
2. Gives the order to transmit the distress signal.		
3. Gives verbal order to abandon the ship.		

Master and Bridge party	Emergency and stand-by parties	Technical party
1. Ensure Muster check has been completed, all personnel accounted for and details of missing persons (if any) passed to lifeboat commanders.	1. On hearing life saving appliances station alarm proceed to abandon ship stations.	1. Maintains power supplies for lighting.
2. Record events and collect log books.	2. Carry out muster check and ensure lifejackets donned properly.	2. Ensures manoeuvring of the Main Engine whilst launching life saving appliances
3. Monitor preparation and launch of life saving appliances	3. Advise the Master of missing persons (if any) and arrange search.	3. On instruction from the Master stops the Main Engine, secures Engine Room and proceeds to assigned life saving appliances stations.
4. Advise to all ships: VHF CH16, DSC CH70, GDMSS areas frequencies relevant to the sea area where the ship is engaged.	4. Prepare lifeboats - liferafts lower top embarkation deck and make ready for rapid boarding.	
5. Advice by satphone/telex, etc.	5. Time permitting, arrange for extra blankets, water, provisions, torches, etc.	

continued Checklist **n. 10** - Mitigation of spill resulting from casualty

SUBMERGED/FOUNDERED

Master and Bridge party	Emergency and stand-by parties	Technical party
6. Reduce way of the vessel as far as possible, time allowing.	6. Advise the Master that life saving appliances are prepared and crew ready for abandoning ship.	
7. Switch on deck floodlighting.	7. When Master's order to abandon ship is received, embark life saving appliances	
8. Time allowing, instruct Emergency and Stand-by parties to gather: extra blankets, water, provisions, torches, hand held radios, etc.	8. Lower life saving appliances	
9. Put on lifejackets and proceed to boat embarkation points bringing to the boats: EPIRB, SART's, portable VHF's, extra pyrotechnics, emergency radio, log books, sextant, almanac, calculator, pens, paper, etc.	9. On hitting water, release from falls and stand-by to pick up Master and launch crew.	

3.4.11

Checklist **n. 11** - Mitigation of spill resulting from casualty

WRECKED/STRANDED

In the event of a stranding, with the vessel resting on the bottom, the following priorities have to be observed: safety of life; control of damage to the vessel and cargo; prevention of environmental pollution. If the Master, after taking over command and assumed full control of the situation and having ordered to:

- check all watertight doors are closed;
- take soundings of all tanks, holds and bilges;
- locate the source, if any, of ingress of water;
- inform the Owner Company;
- notify the nearest State's Authority,

realises that the situation is no more recoverable, notwithstanding all attempts, and it is no more safe for the crew to remain on board, GIVES ORDER TO ABANDON THE SHIP.

The behaviour of the personnel has to be as such as no risks may arise, endangering their own lives or the lives of any other crew members.

The emergency actions and duties have to be taken and followed according to **checklist 10**

3.4.12

Checklist **n. 12** - Mitigation of spill resulting from casualty

HAZARDOUS VAPOUR RELEASE

In the event of an uncontrolled vapour release, even if the source of the spill is outside the ship, the following priorities have to be observed: safety of life; control of damage to the vessel and cargo; prevention of environmental pollution. If the Master, after taking over command and assumed full control of the situation and having ordered to:

- stop all cargo or bunkering operations (if the ship is at a terminal);
- sound the emergency alarm;
- close all valves in the liquid line;
- avoid smoking and all naked lights;
- if time and situation allow, check the Material Safety Data Sheet, in order to know the hazards of the
- product emitting vapours;
- stop the leak, if possible;
- start water spray and fire pumps , in order to disperse liquid spill and vapour emissions;
- make ready for an immediate use breathing apparatus and fire fighting equipment;
- check all watertight doors are closed;
- if possible, head the ship, if at sea, so that the she is free from the gas cloud;
- inform the Owner Company;
- notify the nearest State's Authority,
- send a radio warning to all ships present in the area;

realises that the situation is no more recoverable, notwithstanding all attempts, and it is no more safe for the crew to remain on board, GIVES ORDER TO ABANDON THE SHIP.

The behaviour of the personnel has to be as such as no risks may arise, endangering their own lives or the lives of any other crewmembers.

The emergency actions and duties have to be taken and followed according to **checklist 10**

4. National and local co-ordination

Quick and efficient co-ordination between the ship and other Coastal State or other involved parties becomes vital in mitigating the effects of a pollution incident.

After immediate actions to control discharge and minimize the escape of oil have been taken by the on-board personnel (see Section 3), the intervention of on-shore resources to combat the spill may be necessary.

As a general rule, Coastal State shall be contacted for authorization prior undertaking mitigation action.

However, the identities and roles of various national and local authorities in this respect may vary widely from State to State and even from port to port:

(i) some Coastal States have agencies that take charge of response immediately and subsequently bill the owner for the cost;

(ii) in other Coastal States, responsibility for mitigating response is placed on the shipowner.

Prior commencing a voyage, the Master shall obtain details concerning the procedures followed by the national and local authorities of the next port of call in case of a pollution incident and shall duly compile the following Format 4, the content of which shall be used in case a spill occurs during that voyage under the jurisdiction of the Coastal State.

Format 4

National and local co-ordination

M/V: _____
TRIP: from _____ to _____
DATE: departure _____ arrival (estimate) _____
RESPONSIBLE ON BOARD COORDINATOR: _____
TRANSITED COASTAL STATES: 1. _____ 2. _____ .....

COASTAL STATE: 1. _____
Does the local authority of the next port of call take charge of response activities? [Y/N] _____
If the answer is Y, indicate the procedure to be followed to activate and co-ordinate the response resources: 1. _____ 2. _____ .....
Is responsibility for initiating response placed on the shipowner? [Y/N] _____
If the answer is Y, indicate the procedure to be followed to activate and co-ordinate the response resources: 1. _____ 2. _____ .....

COASTAL STATE: 2. _____
Does the local authority of the next port of call take charge of response activities? [Y/N] _____
If the answer is Y, indicate the procedure to be followed to activate and co-ordinate the response resources: 1. _____ 2. _____ .....
Is responsibility for initiating response placed on the shipowner? [Y/N] _____
If the answer is Y, indicate the procedure to be followed to activate and co-ordinate the response resources: 1. _____ 2. _____ .....

5. Additional information

5.1 Plans and diagrams

Plans and diagrams specified in Table 5.1 are appended to the Plan or their location identified.

	Location	Where

Table 5.1

5.2 Response equipment available on board

In Table 5.2 the Master should report the equipment carried on board to assist in pollution response, together with personnel responsibilities for its deployment, oversight and maintenance.

No chemical agent should be used for response to pollution on the sea without authorization of the appropriate Coastal State.

Equipment	Location on board	Deployment responsible	Oversight responsible	Maintenance responsible

Table 5.2

5.3 Record keeping

The Master is responsible for keeping record of events whenever there is an actual discharge or a probable discharge.

Apart from detailing all actions taken on board, records shall include communications with outside authorities, owner and other parties, as well as a brief summary of decision and information passed and received.

All spilt oil should be sampled, safety permitting. Any oil observed on the water, while the vessel is at anchor or berth, should be sampled if possible. Samples should be properly marked, with date and location, and sealed, and always be made in duplicate. Samples will be most valuable if the sampling is authenticated by someone not part of the crew.

5.4 Plan review

The Plan can only be changed and/or updated with the written authority of the Company's in-charge person, with the approval of the Administration.

All comments, corrections and suggestions shall be directed to the above named individual. All users of the Plan have the responsibility of pointing out changes that effect the validity and/or use of the Plan.

Any changes or updates shall be accompanied with a new Record of Changes .

5.4.1 annual review

Annual review of the plan shall be conducted to ensure compliance with current law, regulations and compatibility with vessel operations. Any changes made to the Plan shall be according to Section 5.4.

5.4.2 Event review

Whenever the Plan has been put in use, either for a drill or actual incident, all parties directly involved shall comment on the effectiveness of the Plan and its content. Such comments shall be forwarded to the responsible person named in Section 5.4.

5.5 Plan testing

Exercises on a Regular basis shall be carried out to assure that the Plan functions as expected and that the contacts and communications specified are accurate.

APPENDIX 1

Coastal State Contacts

This Appendix should contain the most current edition of the circular MSC-MEPC.6/Circ.....Annex 2, issued by IMO. The present issue can be downloaded and printed from the Internet under the following address:

http://www.imo.org (select ***'Circulars/Contact Points'* or *'National Contacts/Contact Points'*** on the left hand side of the IMO homepage)

This Appendix contains the most current edition of the circular MSC-MEPC.6/Circ.....Annex 2,, issued by IMO.

THE CIRCULAR IS ATTACHED TO THE PLAN

APPENDIX 2

Port Contacts

[This Appendix must contain information on frequently visited ports]

This Appendix contains information on frequently visited ports

Port	Local agency	Telephone	Telefax	Telex

APPENDIX 3

Ship's Interest Contacts

OWNER / OPERATOR
Address: Calle Rossello 4 – 07024 Palma de Mallorca – Islas Baleares, Spain
Phone: +34661321085
Fax/ E mail: captain_maverick@fil-bros.com
Primary contact Captain Oliver Michels
Office phone:
Mobile phone:
E -mail:
Alternate contact
Office phone:
Mobile phone:
E -mail:

SHORESIDE SPILL RESPONSE CO-ORDINATOR **Maverick Explorer Yachting LTD**
Relevant contacts on page 3

TECHNICAL ADVISOR **RINA SERVICES S.p.A**
Relevant contacts on page 3