CHAPTER 2

MV BLUEFIN
SHIPBOARD CONTINGENCY PLAN

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# Shipboard Contingency Plans

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1.0 PURPOSE

1.1 To provide guidance and advice to enable the Master and ship's company to deal with accidents or emergency situations.

1.2 It is not possible to cover every eventuality. This document is intended to provide a framework on which the Master can build to cope with the situation at hand.

1.3 Where an oil pollution incident has occurred, reference should be made to the Shipboard Oil Pollution Emergency Plan (SOPEP) Manual (Appendix 8.4).
2.0 EMERGENCY PROCEDURES

2.1 If a ship is involved in an accident or emergency situation whereby the safety of life, the ship, cargo or the marine environment is threatened, the Master has the responsibility to take whatever action he sees fit to minimise the risks and to save life.

2.2 In deciding if assistance is required, the Master should always assume that the conditions will worsen and take whatever action is necessary as soon as possible.

2.3 Masters must summon assistance in good time in the event that the ship is in danger. The Australian Search and Rescue authorities and other ships can be alerted using the "safety" or "urgency" signal depending upon the seriousness of the situation.

2.4 If immediate tug assistance is required, the Master has the right to make his own terms with whoever is able to assist him. This will usually be agreement to a Lloyd's Open Form Contract (LOF 90). There is no need to sign anything initially but merely to make a verbal agreement. The fact that an agreement has been made and with whom should be recorded in the Deck Log Book and in the Official Log Book. AMC should be informed at the first available opportunity.

2.5 If tug assistance is required when the ship is in no immediate danger, the Master should contact AMC. AMC will endeavour to arrange a tow on the best terms available. The Master must keep the situation under review and if it deteriorates he must take any action necessary to maintain the safety of life and of the ship.

2.6 Whatever the emergency, AMC should be informed as soon as is practicable. It is generally in the best interests of AMC and the Master if the first report of any accident or incident comes to AMC directly from the Master and not from a third party. This however, does not detract from the Masters complete authority and duty to take whatever steps he thinks necessary to ensure safety and the prevention of pollution.

2.7 Masters should be guided at all times by their primary responsibilities which are for the safety of those entrusted to their care, the safety of the ship and the protection of the marine environment. All other considerations are secondary to these.

2.8 In a salvage situation, the Master remains in command even when salvors are appointed. While the Master and his crew should make all efforts to assist and co-operate with the salvors the Master may override their advice if he has good cause. A detailed record of any salvage services received should be kept.

2.9 In any casualty situation it is probable that the ship will be contacted in one way or other by radio, television or press representatives to answer questions or make statements. Masters, Officers and crew are to refer all such questions and requests for statements to AMC.
3.0 REPORTING

3.1 If a ship is involved in an accident or emergency situation the Master must report the matter to the Australian Maritime Safety Authority, Harbour Authority or other relevant local authority and to AMC as soon as possible. In order to save valuable time and to transmit the maximum information. A standard form of initial report which follows the IMO Guidelines should be made as follows:

- Name of ship
- Ships position (lat/long, brg, port/berth)
- Ports to and from
- Nature of casualty (collision, grounding, fire, oilspill, etc)
- Nature and extent of damage
- Name of charterer or agent with any contact names and after hours or emergency phone numbers
- Name, nationality, type and situation of any other ship involved
- Any casualties or fatalities
- Nature of any services required (towage, helicopter, lifeboat, medical, fire, etc)
- Services already summoned
- National, local or any other authorities or agencies already informed
- State of weather and sea, present and forecast
- Other relevant comments
- Date and time of report.

In the event of a spillage bunkers the following items should be added:

- Type of fuel – and which tank(s)
- Cause of incident, if known eg. overflow, burst hose, hull damage, etc
- Estimate of quantity spilled
- Estimated current rate of spillage
- Whether clean up has been attempted by ship or a third party.
4.0 **DRILLS**

4.1 Regular fire-fighting and life-saving appliance drills must be carried out in accordance with the requirements of Merchant Shipping Notice. The events at such exercises must be recorded in the Official Deck Log Book and Maintenance Log Book.

4.2 The Master shall ensure that drills are carried out for the identified emergencies. The purpose of these drills is to:

   a. Improve awareness of the potential hazards facing personnel and the ships
   b. Increase the standard and speed of response to identified potential emergency situations.

4.3 The following drills and exercises can be carried out on the vessel or at another suitable location i.e. AMC Fire Training Centre. The drills listed below should be completed in 12 months as per Appendix 4.10.

   - Fire in Accommodation
   - Abandon Ship
   - Grounding
   - Man Overboard
   - Collision
   - Personal Injury/Illness
   - Oil Pollution
   - Power Failure
   - Steering Gear Failure
   - Fire in Cargo
   - Fire in Engine Room
   - Escape from Enclosed Spaces
   - Piracy Attacks.

4.4 Plans for all identified potential emergencies shall be held in each Shipboard Contingency Plan Manual.

   Each Plan includes, as a minimum:

   - The allocation of duties and responsibilities on board
   - Actions to be taken to regain control of a situation
   - Communication methods to be used on board and between ship and shore
   - Procedures for requesting assistance from third parties, if required
   - Procedures for notifying AMC and relevant authorities
   - Checklists to aid in monitoring and reporting.

4.5 All completed drills shall be recorded by entries in the AMSA Official Log Book and included in the AMC Record of Crew Training Drills (Appendix 4.10). This record shall include personnel involved, equipment used and details of any problems encountered, and shall be signed by the Master.
4.6 The effectiveness of these drills shall be formally reviewed at the on board safety meetings. Any suggested improvements arising from these reviews shall be transmitted to AMC for approval as soon as is practicable, and in any event from the next port.
5.0 FLOW CHART

In the event of:

**At Sea**
- Master to Notify
  - Nearest port state
  - Designated Person Ashore
  - Agent of nearest Port
- Communications
  - Sat Telex - Phone
  - Radio Telex - Phone
  - VHF
  - Telephone & Fax
- Take Action
  - Follow up reports
- Complete the following
  - Ship’s log - Official Log
  - Damage report if applicable
  - Safety Officer’s Report

**In Port**
- Master to Notify
  - Harbour Authority
  - Terminal Authority
  - Designated Person Ashore
  - Local Agent
  - Fire Brigade

**At Sea**
- Accident or Emergency Situation

**In Port**
6.0 IDENTIFIED POTENTIAL ACCIDENTS AND EMERGENCY SITUATIONS ARE:

6.1 Critical Plant failures (1 Main Engine, 2 Power Failure and 3 Steering gear)
6.2 Collision (1 at sea and 2 inner waterways)
6.3 Grounding
6.4 Fire
6.5 Abandon Ship
6.6 Man overboard (1 immediate discovery and 2 unknown time)
6.7 Personnel injury or illness
6.8 Cargo shifting
6.9 Piracy
6.10 Salvage of own ship
6.11 Oil Pollution
6.12 Flooding
6.13 Responsibilities
6.14 Weather Monitoring
The following contingency plans detail the action to be taken during each identified accident or emergency situation:

6.1 Critical Plant Failure

6.1.1 Main Engine Failure
Immediate Actions

Bridge
a Call Master
b Exhibit not under command signals
c If in danger of grounding, consider:
   • Anchoring
   • Towage
d Inform AMSA/SAR as appropriate and shipping in the vicinity
e Inform AMC.

Engine Room
a Call Chief Engineer
b If blacked out – restore electrical power
c Check main engine starting interlocks not activated
d Locate fault
e Check main engine systems operational
f Restart main engine
g Proceed on passage.

6.1.2 Power Failure
Immediate Actions

Bridge
a Call Master
b Exhibit "Not Under Command" signals
c If in danger of grounding, consider:
   • Anchoring
   • Towage
d Inform AMSA/SAR as appropriate and shipping in the vicinity
e Inform AMC.

Engine Room
a Locate fault
b Check prime mover is running
c Check reverse power/preference trips rest
d Standby pumps to manual mode
e Restore switchboard power
f Restart all required pumps and auxiliary machinery
g Check appropriate ships side valves open
h Restart ventilation fans
i Restart main engine systems
j Prepare for sea going condition (i.e. all systems operational)
k Restart main engine
i Standby pumps to automatic mode
m Check sewage system
n Inform Bridge that power restored.

6.1.3 **Steering Gear Failure**

**Immediate Actions**

**Bridge**

- Call Master
- Exhibit "Not Under Command" signals
- Main Engine to be stopped
- If in danger of grounding consider:
  - Emergency Steering
  - Anchoring
  - Towage

- Inform AMSA/SAR as appropriate and shipping in the vicinity
- Inform AMC.

**Engine Room**

- Call Chief Engineer
- Locate fault
- Check Electrical Supply
- Check oil levels
- Change over to emergency steering (if required)
- Test steering gear/bridge talkback system
- Proceed on passage.

6.2 **Collision**

6.2.1 **Collision at Sea**

**Immediate Actions**

- Call the Master
- Check for personal injuries, damage to ship and cargo. Check for possible leakages, take soundings of tanks and bilges.
- Crew ‘stand-by’
- Prepare life-rafts and life-saving equipment
- Keep the radio station or ‘stand-by’ – with current and updated position available
- Show applicable signal from the International Code of Signals. (VHF could also be used to indicate distress)
- Fix time for and position of the collision

Then:

- Take necessary actions to minimise further damages to personnel, environment and ships. (SOPEP Manual to be used in case of oil spill)
- Contact the other ship:
  - State your ship’s name, call sign, port of registry
  - Nationality, owners name and your destination
  - Request the same information from the other ship
• If interlocked – agree with the other ship whether you should separate the ships or not, considering the risk (for any of the two ships) of, oil spill, sparks, ignition of fire, fire spread between the ships, sinking and maneuverability
• Maintain contact on VHF as long as needed
j Report to AMC by the fastest and most efficient way. Keep them continuously informed
k Enter continuously any actions taken in ship's log book.

6.2.2 Collision in Inner Waterways (Pilotage Waters) and within Port Areas
Immediate Actions
a Call the Master
b Check for personal injuries, damage to ship and cargo. Check for possible leakages, take soundings of tanks and bilges. (SALVAGE OF OWN SHIP PLAN to be used in case of salvage)
c Crew ‘stand-by’
d Prepare life-boats and life-saving equipment
e Keep the radio station ‘stand-by’ – with current and updated position available
f Show applicable signal from the International code of signals. (VHF could also be used to indicate distress)
g Fix time for and position of the collision
Then:
h Take necessary actions to minimise further damages to personnel, environment and ships. (SOPEP Manual to be used in case of oil spill)
i Contact the other ship or the Owner of the object damaged or any other responsible party (for example Captain of the Port or Lock-master):
• State your ship's name, call sign, port of registry, nationality, Owner's name and your destination
• Request the same information from the other ship
• Offer your help and assistance to the other ship
• Consider danger to other traffic
• Maintain contact on VHF as long as needed
j Report to AMC by the fastest and most efficient way. Keep them continuously informed. Report on VHF to Port Authorities
k Enter continuously any actions taken in the ship's log book.

6.3 Grounding
Immediate Actions
a Call the Master
b Check for personal injuries, damages to ship and cargo. Check for possible leakages, take soundings of tanks and bilges. (SALVAGE OF OWN SHIP PLAN to be used in case of salvage)
c Crew ‘stand-by’
d Prepare life-boats and life-saving equipment
e Keep the radio station ‘stand-by’ - with current and updated position available
f Show applicable signal from the International Code of Signals Manual. (VHF could also be used to indicate distress)
g Lay down the exact position on the sea chart indicating the heading. Fix time
h Take soundings around the ship. Sketch the ship with draft before and after the grounding indicating soundings taken as well as the bottom texture. Record the time soundings taken
i  Check tide table for HW and LW times and range
j  Check weather forecast, wind and current, direction and force
k  Consider the risk of heavy waves, strong current or flood, and if filling of empty
tanks is needed in order to prevent the ship from drifting higher up or off the
grounding spot
l  Judge whether refloat attempts should be made or not based on above
information and trim–and–stability calculations as well as possible damages to
propeller and rudder, which may cause manoeuvring problems once refloated.
Consider the increased risk of oil spill
m  Do not underestimate the risk of oil spill. Therefore, always make preparations
for oil pollution preventions. (Ref: SOPEP Manual). Some state authorities might
require clean-up contractors on stand-by before any refloat attempts are allowed
n  It could be wise to wait with the refloat attempt until the ships position on the
grounding spot, possible damages to the propeller, rudder. main engine,
steering gear and/or lubricating oil tanks are thoroughly examined, as well as the
arrival of the Clean-Up Contractors
o  Take necessary actions to minimise further damages to personnel, environment
and ships. (SOPEP Manual to be used in case of oil spill).
Then:
p  Report to AMC by the fastest and most efficient way. Keep them continuously
informed
q  Enter continuously any actions taken in ship's log book.

6.4 Fire on board

Immediate Actions

a  Call the Master and sound the Muster alarm
b  Shut off fans, dampers, skylights, fire doors, other openings, stairways, ramps
etc
c  Locate the fire
d  Crew ‘stand-by’ – prepare for fire fighting
e  In port – call the fire brigade
f  Prepare life-rafts and life-saving equipment
g  Keep the radio station a ‘stand-by’ - with current and updated position available
h  Show applicable signal from the International Code of Signals. (VHF could also
be used to indicate distress)
i  Check that nobody is missing and trapped (verify at muster stations)
j  Fix time and position.
Then:
k  Seal off (gas-tight) the affected area
l  Search the affected area
m  Decide on the best way to fight the fire based on: all available information and
knowledge of contents of the affected area and its surrounding' information on
hazardous and dangerous goods onboard
n  Fight the fire (together with the fire brigade if required). Pay attention to:
  • risks for explosion and spread of fire – onboard and ashore
  • loss of stability when using water
  • water shall not be used on electrical equipment
- Halon fixed fire fighting system to be used if required, keeping in mind the procedures for using Halon. Keep the area shut off. (Order replacement of Halon for next port of call)
- towage/salvage could be needed. (Plan Salvage of own ship to be used).
  o Report to AMC by the fastest and most efficient way. Keep them continuously informed
  p Continuously watch and measure the temperature in the affected area and its surroundings.

6.5 Abandon ship
Immediate Actions

Bridge
a  The Master will give the verbal order to abandon.
b  Fix ship's position
c  Sound "Mayday" signal with position
d  Main engine stopped and propeller secured
e  Overboard discharges stopped especially IWO craft launch areas.
f  Extra blankets, water, food etc. to craft (if time permits)
g  Check all hands at muster stations with lifejackets and thermal suits if applicable
h  Run out painters from boats if applicable
i  Deploy life rafts.

Then:
  j  Some ship's have been reboarded after abandonment during fire etc. To aid survivability of the ship some additional items are recommended (where time permits):
      •  Shut all watertight doors
      •  Close all fuel at closing valves in Engine Room.

6.6 Man overboard

6.6.1 Man Overboard – Immediate Discovery
Immediate Actions

a  When the officer of the watch is notified that someone has fallen overboard he shall:
   •  Drop one or both light and smoke buoys located on the bridge wings
   •  Sound the Muster signal
   •  Call the Master
   •  Notify the engine room
b  Bring the ship back to the scene of the accident with a suitable manoeuvre, for example 'Williamson turn'. reduce the speed
c  Stop when back at the scene of the accident. Launch work boat if nessesery and safe to do so.
d  Fix time and position
e  Notify ships in surrounding waters, coast radio stations and Search and Rescue Centres
f  Enter continuously any actions taken in ships logbook
g  If the person is found injured, decide if the injuries can be treated onboard or if medical assistance should be requested
h  If the person is found without injuries – resume the voyage.
Then:
i. If the missing person cannot be found immediately, a search operation should be organised in accordance with IAMSAR Search and Rescue Manual
j. If the missing person is not found or is found dead or seriously injured, inform AMSA form 18 and form 19 and complete an AMC Accident Report

6.6.2 Man Overboard – Unknown Point of Time

At Time of Discovery
a. When the officer of the watch finds out that someone is missing and may have fallen overboard he shall:
   • Call the Master
   • Keep the radio station ‘stand-by’
   • Sound the muster signal.
b. Organise a search of the entire ship to make sure that the missing person is not onboard
c. Following facts can, among other things, be of importance:
   • Observations about the missing person; when and where last seen. Condition and other relevant information (family and personality etc). water temperature
   • The course at time of accident
   • Wind and current, direction and force
   • Speed before and at time of accident – according to log reading
   • Bearings and distances to other ships with time stated.
d. Enter continuously any actions taken in ship's logbook
e. Notify ship's in surrounding waters, coast radio station and "SAR" Centres
f. Decide whether to turn or not:
   • The Master is solely responsible to decide whether the ship should turn or not. Even if a long time has passed, since the missing person has fallen overboard, the slightest possibility that the missing person is still alive is reason enough to turn and search.

When Turning

g. Notify the engine room. Fix and synchronise time onboard. Transfer position to a clean chart and keep tracks continuously
h. Notify AMSA & AMC at earliest opportunity.

6.7 Personnel injury and illness

Immediate Actions
a. Call the Master
The Master will make a full apraisal of the situation and desgnate personell to attend the casualty:

b. Where there is no threat to his own life, the person initially at the scene to administer 'First Aid': DRABC
   • Airway kept clear
   • Breathing and heart beat ensured (otherwise CPR required)
   • Bleeding controlled (casualty not to be moved unless imperative)
c In the situation where there could be a threat to a rescuer's life (eg. casualty in a gas or oxygen deficient atmosphere in a confined space), then the resources of the normal on–board emergency team must be called for with safety equipment such as Compressed Air Breathing Apparatus etc

d Portable radio communication means to be set up between on Site Operations and Master

e Method for transporting casualty to a safe area to be formulated and additional equipment and personnel called in the case that a vertical or near vertical lift/hoist will be required

f AMC communication and relevant International Radio Station manuals to be consulted in order to plan for a possible "medivac", with notification to relevant external parties

g If a "medivac" is envisaged, preparations to be made to either:
  - Receive a launch from shore or other ship alongside (fenders, stretcher transfer means, position rendezvous etc)
  - Receive a helicopter (consult ICS Guide to Helicopter/Ship Operations for safety requirements dependent upon whether helicopter will land on deck or winching only possible)
  - Transfer casualty using own rescue or survival craft, to nearby ship with better medical facilities

h Record to be kept of events in the case that an accident report will be required to be completed AMSA form 18 and Form 19 including a AMC incident report.

6.8 Cargo shifting/Equipment shifting

Immediate Actions

a Sound General Alarm and call Master

b If the shift of cargo is suspected due to ship rolling or pitching, then the OOW should immediately alter course in order to reduce the effects

c Crew to ‘stand-by’. Survival craft to be prepared by a designated boat preparation party

d Main Engine to manoeuvring RPM. Depending upon situation, may be necessary to reduce speed to the minimum to retain steerage way. The appropriate navigation signals would need to be given if any future manoeuvring would be restricted

e If night time, the OOW to switch on deck floodlights

f Chief Officer and other chosen members of crew to investigate the cargo shift and report to Master:
  - What has shifted
  - Reasons, if known, for shift
  - Damage sustained (if any)
  - Likelihood of further shift and/or damage
  - Proposed actions

g Chief Engineer to ensure that all possible required deck services are made available (e.g. ballast pumps, deck hydraulics etc)

h If the Master considers that there is any risk to the ship or if any cargo has been lost overside, then notification is to be made to the relevant shore authorities.

i In all cases, AMC must be informed of the situation, with regular updates
Then:

j Where applicable and where there is no risk to life, the Chief Officer in consultation with the Master shall make arrangements to secure the shifted cargo.

k Based on estimations of the weight shifted, stability calculations should be made to assess whether ballast can be safely utilised to correct any resultant list to prevent further shift.

l For shifted deck cargo, consideration may have to be given to jettisoning it if the safety of life or the safety of the ship is in imminent danger. Notification of any jettisoning along with a position report would have to be given to the relevant shore authorities.

m Only when the Master is satisfied that it is safe to do so should the ship ‘resume passage’. AMC, in consultation with the Master, will give consideration to diverting the ship to a nearer port if it is necessary to discharge cargo for reasons of safety.

n Any earlier prepared survival craft should now be restowed.

6.9 Act of piracy

Discovery of Suspicious Craft

a Call the Master.

b Sound the alarm signal "Ship under attack".

c Crew ‘stand-by’. Prepare to defend the ship by barricading all access routes to the ship.

d Keep the radio station on ‘stand-by’ – with current and updated position available.

e Establish VHF communication with signal stations, coast radio stations and other ships in surrounding waters.

f Request assistance from local Port Authority, Police, Coast Guard and Navy.

g If possible, speed up and carry out evasive manoeuvres.

h Water on deck – make fire hoses ready in order to prevent pirates from boarding.

i Fire a parachute flare in the direction of the attacking craft.

j Use the search lights to illuminate and possibly blind the attacking craft.

k Switch on the hull lights and outside accommodation lights.

l Fix time for and position of the attack.

During the actual attack:

m Avoid violence.

n Try to ward off pirates, or delay entry by fire hosing, barricading or similar actions.

o Barricade the whole crew on the bridge and/or in the engine room. Try to bring portable VHF’s.

p Establish communication between the bridge and the engine room.

q Remain barricaded until the danger is over. Notify AMC about the attack as soon as possible.

6.10 Salvage of own ship

*It is always the Master who finally decides if salvage is needed or not.* For normal assistance a fixed price shall always be negotiated and agreed prior to commencement.

*Note:* by connecting a rope, salvage is accepted.
Immediate Actions

a Fix time and position
b Keep the radio station ‘stand-by’ – with current and updated position available
c Enter continuously any actions taken in ship's log book. If possible take photographs (or film/videotape)
d If time permits always consult AMC before ordering salvage assistance
  • If immediate danger is at hand for ship and/or cargo – the Master should order salvage and accept offered help. AMSA & AMC should be notified as soon as possible
  • Do not let negotiations cause unnecessary delay. Agreement of Salvage should be made on enclosed Lloyd's Open Form 'No Cure, No Pay'.
e Salvage can be ordered through: salvage companies, coast radio stations, coast guards, life boat services, customs, towing companies, local Agents etc
f Prepare the salvage operation in co–operation with the Salvor. The Master should assist the Salvor for best possible outcome
g Should the situation so demand: do not forget to use other suitable plans.

6.11 Oil pollution

Immediate Actions

a Call the Master
b Stop all bunkering and ballasting operations. Be aware of the inflammable gases and the risk of fire
c Alert the Oil Pollution Prevention Team
d Identify the source of the oil spill and establish the cause thereof. Should the situation so demand – use other suitable checklist
  i) Make necessary notifications immediately as per the lists and special form (Oil Pollution Report) in the "SOPEP" i.e:
    • AMSA & the National Response Center
    • Local Coast Guard/Port Authority
    • Local Agent
    • AMC
    • Clean-up contractors (in case not able to get in contact with local Agent)
  ii) Act as the On-Scene Co-ordinator (OSC) until AMC appointed OSC arrives at the scene.

e Oil Pollution Prevention Team
  i) Take immediate steps to control the spill, try to prevent the oil from escaping overboard;
    • Shut all valves
    • Inspect and seal off outflows
    • Change oil levels in tanks
    • Transfer oil to empty tanks:(to barge, to shore, to void spaces).
    • Seal off tanks hermetically
  ii) Clean up the oil on deck by using absorbents. Degreasing agents and solvents could be used but only with great care. Spilled oil must never be washed overboard nor shall degreasing agents or solvents be used on oil spilt in the water.
Then:

f  Co-operate with clean-up contractors and/or local authorities to minimise further damage to the environment

g  Enter continuously any actions taken in ship's log book

h  Continuously report to AMC by the fastest and most efficient way.

6.12 Flooding

Immediate Actions

a  Sound appropriate emergency stations signal and call Master

b  Crew to ‘stand-by’

c  Main Engine(s) to Stand-By, ships speed reduced to manoeuvring revs

d  Manoeuvre ship as required to:
  •  Safeguard personnel
  •  Reduce effect of flooding (if cause known)

e  Nominated personnel under direction of Chief Officer (Deck) and Chief Engineer (Machinery Space) to take soundings of tanks and spaces to establish:
  •  Extent of flooding
  •  Approximate rate of water ingress

f  As a precaution, prepare survival craft and other life saving appliances (EPIRBS's etc). In this case, ship to be stopped in water

g  Inform AMSA & AMC.

h  From soundings data obtained:
  •  Calculate present effects of flooding on stability and stress
  •  Calculate effect on stability and stress for any anticipated corrective actions to be taken against the flooding e.g. to correct any resultant list etc
  •  Calculate whether ship has pumping means and capacity to discharge or stem flood water ingress. If the answer to this is no, then what is the probable final effect of the flooding with regards to stability

i  Where possible, pump out flooded spaces using ships fixed pumping system. Otherwise use portable equipment such as eductors

j  Where the possibility exists, make preparation for oil pollution prevention (Ref SOPEP Manual)

k  Use on-board materials where possible to stem flow of water (dunnage, mattresses etc)

l  Damage control timbers are located in the bousuns store

6.13 Responsibilities

6.13.1 The Master shall take total control of the ship during all shipboard accidents and emergency situations.

6.13.2 The Chief Engineer will take control of all machinery spaces during accidents or shipboard emergencies.

6.13.3 The Chief Officer will take control of all deck operations, eg. fire party, clearing away life saving equipment and lifeboats, anchoring, tow lines etc., during accidents or shipboard emergencies.

6.13.4 The Second Officer will assist the Master on the bridge or as otherwise ordered during accidents or shipboard emergencies.
6.13.5 The **Second Engineer** will assist the Chief Engineer or as otherwise directed during accidents or shipboard emergencies including taking soundings of tanks, bilges etc.

### 6.14 Weather Monitoring

Weather conditions will be constantly monitored by the Master and Ships officers, using all available means to give substantial warning of severe weather conditions that may have an effect on OH&S, Vessel Safety and Survey operations.

The bridge team will provide updated weather information and inform the Party Chief and Client representative of expected weather conditions.

Wind direction during the month of July tends to be predominantly from a westerly direction.

Wilson Promontory and Gabo Island provide good anchorages during extreme westerly weather events. AUS pilot vol 2.

West Tuna production well to Sealers cove 105 NM = 12 hrs steaming.
West Tuna production well to Gabo Island 85 NM = 10.5 hrs steaming.

#### 6.14.1 Safe Anchorages

- **Sealers Cove**: Weather direction SW or Westerly Conditions.
- **Gabo Island**: Weather direction Westerly conditions.
- **Ninety Mile Beach**: Weather direction NW.
- **Oberon Bay**: Weather direction SE NE or Easterly.
- **Singapore Flats**: (Corner Inlet) Weather: all aspects, Pilot dependant.

#### 6.14.2 Publications

Australian pilot volume 2.

#### 6.14.3 Local Contacts

- Lakes Entrance and Port Welshpool: local knowledge advisors
  - Dale, April Hammer Skipper ph 0409 176 074
  - Shane Day 1st Mate April Hammer ph 0404 316 922
  - Tim Hungerford-Morgan, Port Welshpool Harbour Master ph 0427 610 025

#### 6.14.4 Weather monitoring: Bass Strait gas field

GMDSS
- SAT C Met area 10 regional forecasts
- MF/HF forecasts
- Schedule forecast times
  - 0130, 0530, 0930, 1330, 1730, 2130 EST.
- Warnings are broadcast every hour starting 0000 EST
- Broadcast frequencies Day Time 0700 to 1800
  - VMC (KHZ) 4426, 8176, 12365, 16546,
- Broadcast frequencies Night Time 1800 to 0700
  - VMC (KHZ) 2201, 6507, 8176, 12365
Internet
Australian Bureau of meteorology
www.bom.gov.au

Telephone Weather services
Bass Strait 1900 969 930
Northern Bass strait 1900 969 931
Southern Bass Strait 1900 969 932
Eastern Bass Strait 1900 969 933
Western Bass Strait 1900 969 934
Vic Coastal waters 1900 969 966
Weather Warnings 1300 659 217