

California Response Manual

For
**Tai Chong Cheang Steamship Co.
(H.K.) Ltd.**

- Notifications Placard - *While in California waters, a copy of this Placard must be posted in a conspicuous location with access to a telephone or other similar means of communication (Bridge and/or Master's cabin or office).*
- Notification Procedures (Section h. from the California Contingency Plan)
- Response Procedures (Section g. from the California Contingency Plan)



Tai Chong Cheang Steamship Co. (H.K.) Ltd.

KHK EMPRESS (IMO #9830965) - California Response Manual
(RM)

A copy of the California Contingency Plan approval letter and any revision approvals should be placed behind this page.

Vessels should carry onboard a copy of their California Contingency Plan approval letter, as well as any revision approvals issued by CA OSPR.

A copy of the approval letter shall be presented upon request to the operator of a marine facility prior to an oil transfer.



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Rev	11
Date	11 Apr 2019



California Contingency Plan

For
Tai Chong Cheang Steamship Co. (H.K.) Ltd.

Sister Vessel List

CSK ENDEAVOUR CSK VALIANT CSK VANGUARD KWK EXCELSUS	KHK VISION	KHK EMPRESS KHK MAJESTY
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State of California - The Natural Resources Agency
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
Office of Spill Prevention and Response
1700 K Street
Post Office Box 944209
Sacramento, CA 94244-2090
(916) 327-9943
www.wildlife.ca.gov

EDMUND G. BROWN, Jr. Governor
CHARLTON H. BONHAM, Director



July 23, 2018

Via Email

Ms. Andrea Presutti, Plans Department Manager
Gallagher Marine Systems LLC
305 Harper Drive
Moorestown, NJ 08057

Dear Ms. Presutti:

Your California Tank Vessel Oil Spill Contingency Plan resubmittal, dated June 21, 2018, has been reviewed for compliance with the California Code of Regulations Title 14, Chapter 3, Subchapter 3, Sections 815, 816, and 818. Based on this review the following plan is approved:

Tai Chong Cheang Steamship Co., (H.K.) Ltd.

Control # 08-01-2196

A copy of this letter should be kept aboard each vessel covered by this contingency plan and must be presented to a bunkering company prior to transferring oil in California Marine Waters.
This approval expires on July 23, 2023.

Your California Tank Vessel Oil Spill Contingency Plan must be kept current at all times. Promptly send plan revisions to all plan recipients.

The current California regulations regarding Oil Spill Contingency Plans can be located through the internet at:

http://www.dfg.ca.gov/ospr/law/index_ospr_regs.aspx

Printed regulations can be obtained by contacting Barclay's Publishing House at telephone number (800) 888-3600.

We appreciate your efforts to improve the safety of California's marine environment. If you have any questions regarding this approval, please contact the above number.

Sincerely,

Yvonne Najah Addassi
Preparedness Branch Chief

Enclosure: Vessel List

M. L. Tsang

From: Tulsi Condenzio <tcondenzio@chgms.com>
Sent: Tuesday, July 24, 2018 9:44 PM
To: Adolfo P. Gallentes
Cc: K. J. Nair; M. L. Tsang; Suki Szeto
Subject: CCP #08-01-2196 Tai Chong Cheang Steamship Co. (HK) Ltd. - Plan Resubmission Approvals
Attachments: CCPapproval.pdf; CCPapprovedvessels.pdf

Good Day,

CA OSPR has issued the approval for the resubmitted Tai Chong Cheang Steamship Co. (HK) Ltd. California Contingency Plan (CCP). Attached please find the plan approval and approved vessel list.

Please take note of the new five-year expiration date for your CCP (23 July 2023) and the status of ALL VESSELS in your CCP. This status is contingent upon maintaining an active CA COFR. If any of the vessels in your CCP listed as "non-compliant" intend to call California in the near future, please ensure that the CA COFR application is submitted at least 10 calendar days prior to arrival in California waters. Additionally, at least one vessel in your CCP must maintain an active CA COFR.

Please retain copies of both attached files for your office CCP and forward the same to the Masters of ALL VESSELS for inclusion in the vessels' on-board CCP Response Manual binder. Any previously issued approvals (with the exception of any revision approvals whose change date superseded the resubmission date) should be discarded.

Best Regards,

Tulsi Condenzio (Mr.)
Plans Coordinator
Gallagher Marine Systems, LLC
305 Harper Drive
Moorestown, New Jersey USA 08057

+1 856 642 2091 (Telephone)
+1 856 642 3945 (Facsimile)
www.gallaghermarine.com

P Please consider the environment before printing this email.

Tai Chong Cheang Steamship Co., (H.K.) Ltd.
Contingency Plan Control # 08-01-2196
Revision Entry Date: May 7, 2020

The following revision has been entered into the subject contingency plan. OSPR has reviewed the revision. A copy of the original approval letter and this email attachment must be kept aboard all vessels.

<u>OSPR</u>			<u>IMO</u>	<u>Status</u>
<u>Recd Date</u>	<u>Submit Ref</u>	<u>Vessel Name</u>		
11/12/2019	12	CSK VALIANT	9782613	Other - Info Update

Tai Chong Cheang Steamship Co., (H.K.) Ltd.

Contingency Plan Control # 08-01-2196

Revision Entry Date: June 26, 2019

The following revision has been entered into the subject contingency plan. OSPR has reviewed the revision. A copy of the original approval letter and this email attachment must be kept aboard all vessels.

OSPR

<u>Recd Date</u>	<u>Submit Ref</u>	<u>Vessel Name</u>	<u>IMO</u>	<u>Status</u>
4/12/2019	11	KHK MAJESTY	9830977	Vessel Add-Compliant

Tai Chong Cheang Steamship Co., (H.K.) Ltd.

Contingency Plan Control # 08-01-2196

Revision Entry Date: April 11, 2019

The following revision has been entered into the subject contingency plan. OSPR has reviewed the revision. A copy of the original approval letter and this email attachment must be kept aboard all vessels.

<u>OSPR</u>				
<u>Rec'd Date</u>	<u>Submit Ref</u>	<u>Vessel Name</u>	<u>IMO</u>	<u>Status</u>
2/6/2019	10	KHK EMPRESS	9830965	Vessel Add-Compliant

Tai Chong Cheang Steamship Co., (H.K.) Ltd.
Contingency Plan Control # 08-01-2196
Revision Entry Date: December 28, 2018

The following revision has been entered into the subject contingency plan. OSPR has reviewed the revision. A copy of the original approval letter and this email attachment must be kept aboard all vessels.

<u>OSPR</u>	<u>Recd Date</u>	<u>Submit Ref</u>	<u>Vessel Name</u>	<u>IMO</u>	<u>Status</u>
	12/11/2018	9	CSK SHELTON	9289489	Vessel Delete

Tai Chong Cheang Steamship Co., (H.K.) Ltd.
Contingency Plan Control # 08-01-2196
Revision Entry Date: November 28, 2018

The following revision has been entered into the subject contingency plan. OSPR has reviewed the revision. A copy of the original approval letter and this email attachment must be kept aboard all vessels.

<u>OSPR</u>				
<u>Recd Date</u>	<u>Submit Ref</u>	<u>Vessel Name</u>	<u>IMO</u>	<u>Status</u>
11/8/2018	8	CSK VANGUARD	9728423	Other

**Tai Chong Cheang Steamship Co., (H.K.) Ltd.
Contingency Plan Control # 08-01-2196**

Approved Date: July 23, 2018

<u>Vessels</u>	<u>IMO</u>	<u>Status</u>
1. CSK ENDEAVOUR	9810501	Compliant
2. CSK SHELTON	9289489	Compliant
3. CSK VALIANT	9782613	Compliant
4. CSK VANGUARD	9728423	Compliant
5. KHK VISION	9323429	Compliant
6. KWK EXCELSUS	9728411	Compliant

A copy of the vessel's
California Certificate of Financial
Responsibility (CA COFR)
should be placed behind this page.

Vessels entering California State Waters must have a valid CA COFR.

CALIFORNIA CERTIFICATE OF FINANCIAL RESPONSIBILITY (CA COFR)



OWNER OR OPERATOR:

VANGUARD CARRIERS PTE. LTD.

meets the financial responsibility requirements set forth in the Government Code Sections 8670.37.51 and 8670.37.58 as it applies to the operation of

VESSEL NAME: KHK VISION

IMO #: 9323429

CERTIFICATE #:1-0616-003-001

CNTRL #: TO219

ISSUE DATE: March 01, 2019

This certificate is valid for one year from the date of issue. This certificate is valid for a second year from the date of issue only if the insurance is current. You may verify updated insurance and check validity of certificate at the following link:

<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=76424>

The holder of this document named above is subject to the provisions of California Code of Regulations, Title 14, Sections 791-797, implementing the financial responsibility requirements set forth in the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (Act), see California Code Sections 8670.37.51 through 8670.37.58. For the purpose of determining liability pursuant to the Act, this certificate of financial responsibility is conclusive evidence that the person or entity holding the certificate is the party responsible for the specific vessel.

If the applicant or the vessel name is changed a new certificate will be necessary. In addition, if the holder of the certificate ceases to be the owner or operator of the vessel, the holder must notify OSPR immediately.

It is the owner or operator's responsibility to ensure that this certificate number is also included in the owner or operator's marine oil spill contingency plan, which must be submitted to this office for approval, before the vessel can operate in California waters.

If you have any questions, please contact

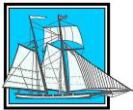
Yasmeen N. Ali
(916) 324-0003

Sincerely,

Yasmeen N. Ali

Financial Analyst
Office of Spill Prevention and Response
cacofr-tank@wildlife.ca.gov





California Contingency Plan

Response Manual - List of Effective Pages

California Response Manual

List of Effective Pages

Item	Page Number(s)	Change Number	Date
Cover Page			
Notifications Placard	Side 1	0	29 Jun 2016
	Side-2	0	29 Jun 2016
CA Approval Letter	-	-	-
CA COFR	-	-	-
List of Effective Pages	RMLOEP-1	0	29 Jun 2016
Section h. - Notification Procedures	h1	0	29 Jun 2016
	h2	0	29 Jun 2016
	h3	0	29 Jun 2016
	h4	0	29 Jun 2016
Initial Notification Form & Checklist	-	-	-
Section g. - Response Procedures	g1 to g37	0	29 Jun 2016

Item	Page Number(s)	Change Number	Date
Correspondence	-	-	-



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REQUIRED INCIDENT NOTIFICATIONS IN CALIFORNIA STATE WATERS

**IN THE EVENT OF AN INCIDENT, EMERGENCY, SPILL, THREAT OF A SPILL,
OR UNANNOUNCED DRILL IN CALIFORNIA STATE WATERS,
THE MASTER MUST NOTIFY THE QI IMMEDIATELY:**

GALLAGHER MARINE SYSTEMS

QI EMERGENCY PHONE

+1 703 683 4700 (24 HRS)

ALTERNATE EMERGENCY PHONE

+1 215 492 5473 (24 HRS)

**IF THE MASTER IS UNABLE TO REACH THE QI FOR ANY REASON,
THE MASTER MUST ENSURE THAT ALL REQUIRED NOTIFICATIONS ARE MADE
*IMMEDIATELY.***

(SEE PLACARD SIDE 2 FOR ALL OTHER REQUIRED NOTIFICATIONS)

While in California waters, a copy of this Placard must be posted in a conspicuous location with access to a telephone or other similar means of communication (Bridge and/or Master's cabin or office). Additional copies should be made, if necessary.



REQUIRED INCIDENT NOTIFICATIONS IN CALIFORNIA STATE WATERS

ATTENTION MASTER: *IF UNABLE TO NOTIFY QI, MAKE THE NOTIFICATIONS BELOW*

1. **National Response Center (NRC) (24 hrs.)**Phone: +1 202 267 2675
If unable to reach National Response Center, contact Local Coast Guard on Channel 16
2. **Oil Spill Removal/Response Organization (OSRO) (24 hrs.)**
National Response Corp. (NARCO)Phone: +1 631 224 9141
3. **Vessel Emergency Services (Salvage/SMFF) Contractor (24 hrs.)**
T&T Salvage, LLCPhone: +1 713 534 0700
4. **United States Coast Guard (USCG) (24 hrs.)**
COTP San FranciscoPhone: +1 415 399 3547
COTP Los Angeles/Long BeachPhone: +1 310 521 3805
5. **California Office of Emergency Services (CA OES) (24 hrs.)**Phone: +1 916 845 8911
6. **California Oiled Wildlife Care Network (24 hrs.)**Phone: +1 877 823 6926
7. **Incident/Spill Management Team (24 hrs.)**
Gallagher Marine SystemsPhone: +1 703 683 4700

Notes:

1. Notifications to the NRC, CA OES, and contracted OSRO are to be initiated immediately, or within 30 minutes of incident discovery at most.
2. Record name of agency, point of contact and report number (if provided) for all notifications including National Response Center and CA OES.
3. Ensure that Owner/Operator, P&I Club Home Office, P&I Club Local Correspondent and Port Agent are notified.
4. If the vessel is disabled for any reason within 12 miles of the California shoreline, the U.S. Coast Guard is to be notified within one hour of the disability. This includes but is not limited to grounding, loss of main propulsion, primary steering, component/control system causing reduced maneuverability, fire, flooding, collision, or situation creating *possibility* of oil spill.

While in California waters, a copy of this Placard must be posted in a conspicuous location with access to a telephone or other similar means of communication (Bridge and/or Master's cabin or office). Additional copies should be made, if necessary.

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h. Notification Procedures

Nothing in this section shall be construed as requiring notification before response.

h1. List of Contacts

A list of contacts to call in the event of a drill, threatened discharge of oil, discharge of oil, other other incident can be found on *page h3*.

h1.A. The Master is responsible for initiating the notification process. However, the Master will delegate required notifications to the Qualified Individual (QI).

Gallagher Marine Systems (GMS)

305 Harper Drive
Moorestown, New Jersey, U.S.A. 08057

Primary QI –David Barry

Alternate QI*–Thomas Wiker

*Additional GMS employees besides those listed above stand QI duty on a rotating basis.

Emergency Contact Information: FOR EMERGENCIES AND DRILLS ONLY**

- Primary QI Telephone: +1 703 683 4700
- Alternate QI Telephone: +1 215 492 5473

**QI Notification Drills should be performed between 11.00 hours (UTC) and 23.30 hours (UTC)

NON-Emergency Contact Information: For regular inquiries

DO NOT USE THIS CONTACT INFORMATION FOR EMERGENCIES OR DRILLS

- Office Telephone: +1 856 642 2091
- Office Facsimile: +1 856 642 3945
- Email: info@chgms.com

The GMS Main office is open 13.00 hours (UTC) to 21.00 hours (UTC) Monday through Friday, excepting U.S. holidays. Emails and faxes will be processed during normal business hours.

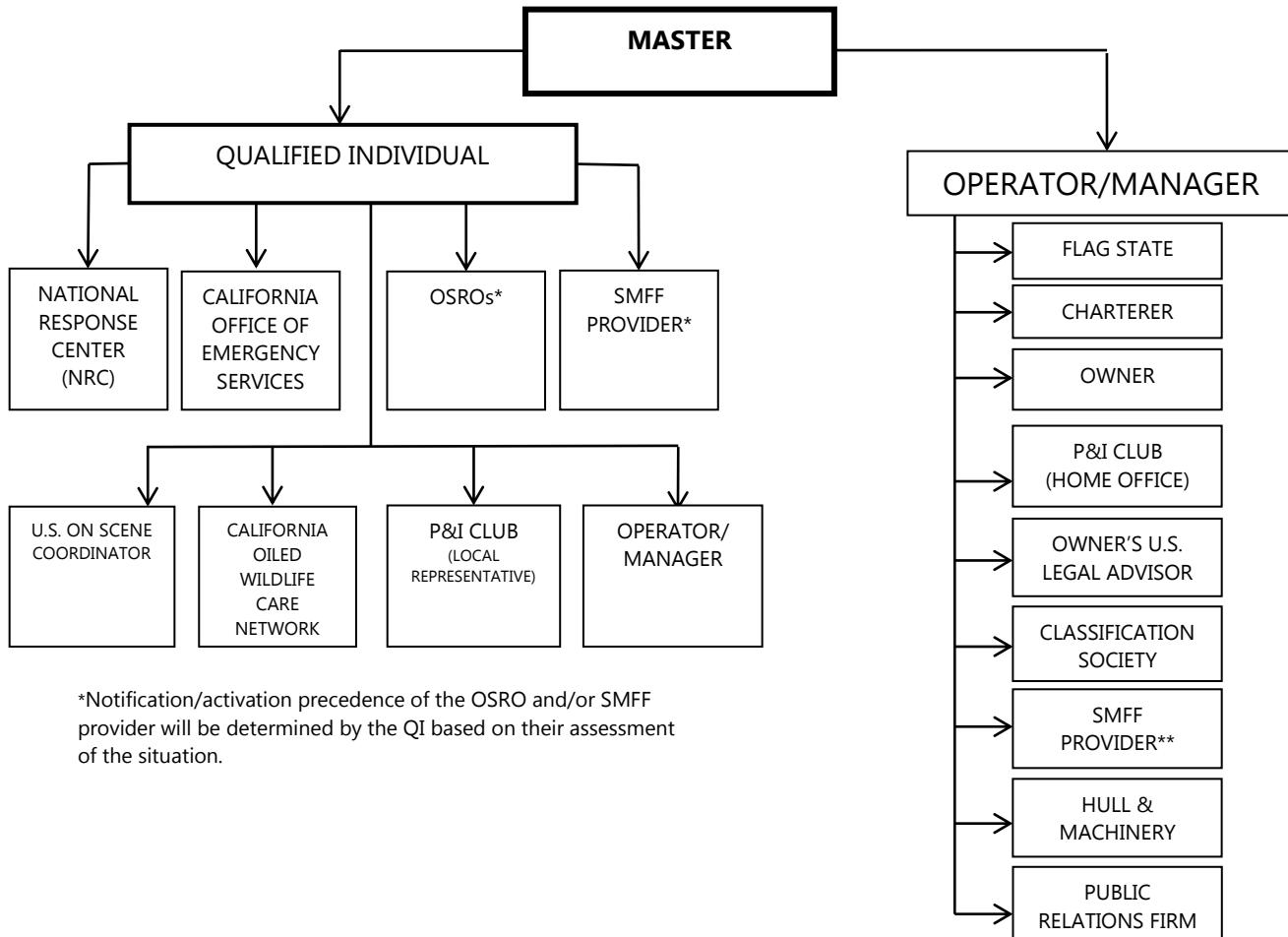
**If the QI cannot be immediately reached,
the Master must ensure that the required notifications are made immediately,
but not later than 30 minutes following discovery of the spill.**

Upon notification by the Master of an incident or oil spill, the QI for this fleet, who is available on a 24 hour basis, initiates the mobilization process.

h1.B. Oil spills / incidents should be reported to all appropriate local, state and federal agencies as detailed on *page h3*.

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h1.C. The following flow charts depict the notifications to be made by shipboard and shore-based personnel for U.S./California casualties. The Master initiates required notifications by notifying the Qualified Individual. The QI in turn makes required notifications in order of priority. *If the Master is unable to reach the QI, the Master shall make the required notifications.* The Master also notifies the operator/manager, who in turn notifies interested parties.



h2. Immediate Notifications

h2.A/B.

The following entities should be notified of oil spills / incidents as per page h3 and the Notifications Placard:

- Oil Spill Removal/Response Organization (OSRO)
- Qualified Individual (QI)
- California Office of Emergency Services
- National Response Center

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h2.C. The telephone numbers necessary to complete the immediate notifications are as follows:

MASTER NOTIFICATION LIST

Qualified Individual	Gallagher Marine Systems	+1 703 683 4700
Owner/Operator via Company Designated Person Ashore (DPA)		

**If the QI cannot be immediately reached,
the Master must ensure that the required QI notifications are made immediately,
but not later than 30 minutes following discovery of the spill.**

QI NOTIFICATION LIST*

National Response Center	+1 202 267 2675 Or Local Coast Guard Channel 16	
OSRO	National Response Corp. (NARCO):	+1 631 224 9141
Tank Vessel Emergency Services (SMFF)	T&T Salvage, LLC:	+1 713 534 0700
US Coast Guard – On-Scene Coordinator / Captain of the Port	COTP San Francisco: COTP Los Angeles / Long Beach:	+1 415 399 3547 +1 310 521 3805
California Office of Emergency Services		+1 916 845 8911
California Oiled Wildlife Care Network		+1 877 823 6926
Incident/Spill Management Team		+1 703 683 4700
Local P&I Club Correspondent		Number maintained by QI

QI REDUNDANT CALLS

Owner/Operator via Company Designated Person Ashore (DPA)

OWNER/OPERATOR NOTIFICATION LIST

Numbers maintained by Planholder	
Flag State	Classification Society
Charterer	SMFF Provider
Owner	Hull & Machinery Insurer
P&I Club Home Office	Public Relations Firm
Owner's U.S. Legal Advisor	

- *Notes:
- Notifications to the NRC, CA OES, and contracted OSRO are to be initiated immediately, or within 30 minutes of incident discovery at most.
 - Record name of agency, point of contact and report number (if provided) for all notifications including National Response Center and CA OES.
 - Ensure that Owner/Operator, P&I Club Home Office, and Port Agent are notified.

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h3. Call-Out Procedure for Additional Response Resources

Equipment and personnel required to recover a spill in excess of the planning volume are supplied by:

National Response Corp. (NARCO)	+1 631 224 9141
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The QI telephones National Response Corp. (NARCO) as soon as the need for additional resources is determined, but not more than 24 hours of the incident. The following information is relayed:

- vessel owner/operator;
- caller's name and title;
- vessel name, call sign, and flag;
- location of the spill including geographic coordinates;
- nature and estimated quantity of the oil spilled;
- approximate time of the spill;
- current and forecasted weather conditions at the spill site;
- vessel condition;
- name of the QI and FOSC; and
- estimate of the response resources necessary for deployment.

h4. Checklist

The following information is included in the notifications. A checklist for use during an oil spill follows this section.

- h4.A.** Vessel name, country of registry, call sign, and official number
- h4.B.** Location of the incident
- h4.C.** Date and time of the incident
- h4.D.** Course, speed, and intended track of the vessel
- h4.E.** The nature of the incident
- h4.F.** The estimated volume of spilled oil and the volume at immediate risk of spillage
- h4.G.** The type of oil spilled and any inhalation hazards or explosive vapor hazards, if known
- h4.H.** The size and appearance of the slick
- h4.I.** Prevailing weather and sea conditions
- h4.J.** Actions taken or planned by personnel on scene
- h4.K.** Current condition of the vessel
- h4.L.** Injuries and fatalities
- h4.M.** Any other information as appropriate

5. Information Gathering Shall Not Delay Reporting

An oil spill report will not be delayed solely to gather information. If the required information is not available, the QI will relay the additional information to the appropriate office(s) once it is obtained.

6. Updates to Volume of Oil Spilled or at Immediate Risk of Spillage

An updated estimate of the volume of oil spilled and the volume at immediate risk of spillage shall be reported to the •California Office of Emergency Services whenever a significant change in the amount reported occurs, but not less than every 12 hours within the first 48 hours of response. The State Incident Commander and/or the Federal On-Scene Coordinator through the Unified Command shall have the option of increasing or decreasing this timeframe, as needed. Updated spill volume information included in the Incident Action Plan developed through the Unified Command will meet the requirements of this subsection.

Vessel Oil Spill Incident Reporting Form

(Authorized for U.S. and non-U.S. Vessels Covered by a VRP/SOPEP/SMPEP)

DRILL: Yes No

Initial Report to USA National Response Center Voice +1 800 424 8802 or +1 202 267 2675							
AA (ship name, call sign, identification number, flag, reporting party/Master's name)							
BB (date & time of event)							UTC (Zulu)
	D	D	H	H	M	M	
CC (position, latitude, longitude)						N	S
	d	d	m	m			
						E	W
	d	d	d	m	m		
-OR-							
DD (bearing, distance from landmark)						°Brg	
	d	d		d			
	Distance		(nm)	From			
EE (true course)						°T	
	d	d		d			
FF (speed in knots)							
LL (intended track)						°	
	d	d		d			
MM (radio stations[s] and frequencies guarded, ship fax number, satellite or mobile phone number)							
NN (date and time of next report to FOSC or COTP)							UTC (Zulu)
	D	D	H	H	M	M	
PP (type and quantity [units] of cargo/bunkers on board)							

**Initial Report to USA National Response Center
Voice +1 800 424 8802 or +1 202 267 2675**

QQ (brief details of defects/damages)

RR (include attachment of brief details of pollution, including estimated amount of loss)

Estimated quantity lost:

Technical Name:

UN/IMDG number, if known:

Still Leaking? (Y/N)

SS (brief details of weather and sea conditions)

Direction:

WIND speed:

(kts)

Direction:

SWELL height:

(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)—**ATTACH ADDITIONAL SHEETS, IF NECESSARY**

Brief details of incident and reporting party:

Need for outside assistance:

Actions taken to correct/mitigate the situation:

Number of crew, injuries, or fatalities:

Crew

Injuries

Fatalities

Other:

Vessel Oil Spill Incident Reporting Form Key

AA (Ship)

The name of the ship, call sign or ship station identity, flag, and reporting party/Master's name are to be entered in this block.

BB (Date & Time of event)

Enter a six (6) digit group giving the day of month (first two digits) and hours and minutes (last four digits). If other than UTC state time zone used.

CC (Position)

Enter a four (4) digit group giving latitude in degrees and minutes suffixed with N (North) or S (South) and a five (5) digit group giving longitude in degrees and minutes suffixed with E (East) or W (West)

DD (Position)

Enter the first three (3) digits of the true bearing. State the distance in nautical miles from a clearly identified landmark. Be sure to state the name of the landmark used.

EE (True Course)

Enter true course using three (3) digits.

FF (Speed in Knots)

Enter the speed of ship in knots. Speed should be described in knots to the nearest tenth, meaning the number entered should be three (3) digits. For example: 09.3 knots or 13.2 knots.

LL (Route Information)

Enter the intended track from last way point.

MM (Radio communications)

State in full the names of radio stations and frequencies guarded, the ship's fax number, and satellite or mobile phone number.

NN (Time of next report)

Provide the date and time of report to the FOSC or COTP by entering a six (6) digit group giving the time and day of month (first two digits) and hours and minutes (last four digits). Be sure to use Zulu time.

PP (Cargo on board)

State the type and quantity (units) of cargo/bunkers on board. Provide brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.

QQ (Defects/Damage/Deficiencies/other Limitations)

Provide brief details of defects, damage, deficiencies, or other details.

RR (Description of pollution or dangerous goods lost overboard)

Provide brief details of the type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard. Be sure to state the chemical's technical name, the UN/IMDG number (if known), the overall impact of the oil spill, and whether or not the chemical is still leaking. The position of vessel is expressed in the same format as Parts C and D of this form. BE SURE TO INCLUDE A SEPARATE ATTACHMENT.

SS (Weather & Sea conditions)

Enter brief details of weather and sea conditions prevailing. Enter the direction and speed (knots) of the wind, and the direction and height of the swell (meters).

TT (Ship's representative and/or owner)

Give contact details of the name and particulars of the ship's representative or owner or both for provision of information.

UU (Ship size and type)

Provide details of the ships overall length, greatest breadth, draft, and type. Enter each of these characteristics in meters (m).

XX (Additional information)

ATTACH ADDITIONAL SHEETS, IF NECESSARY. Provide other information – including, as appropriate, brief details of incident and reporting party, other ships involved either in the incident, assistance, or salvage. Discuss actions to correct/mitigate the situation, give the number of crewmembers, and details of any injuries or fatalities. Also, provide any miscellaneous information not mentioned within the reporting form.

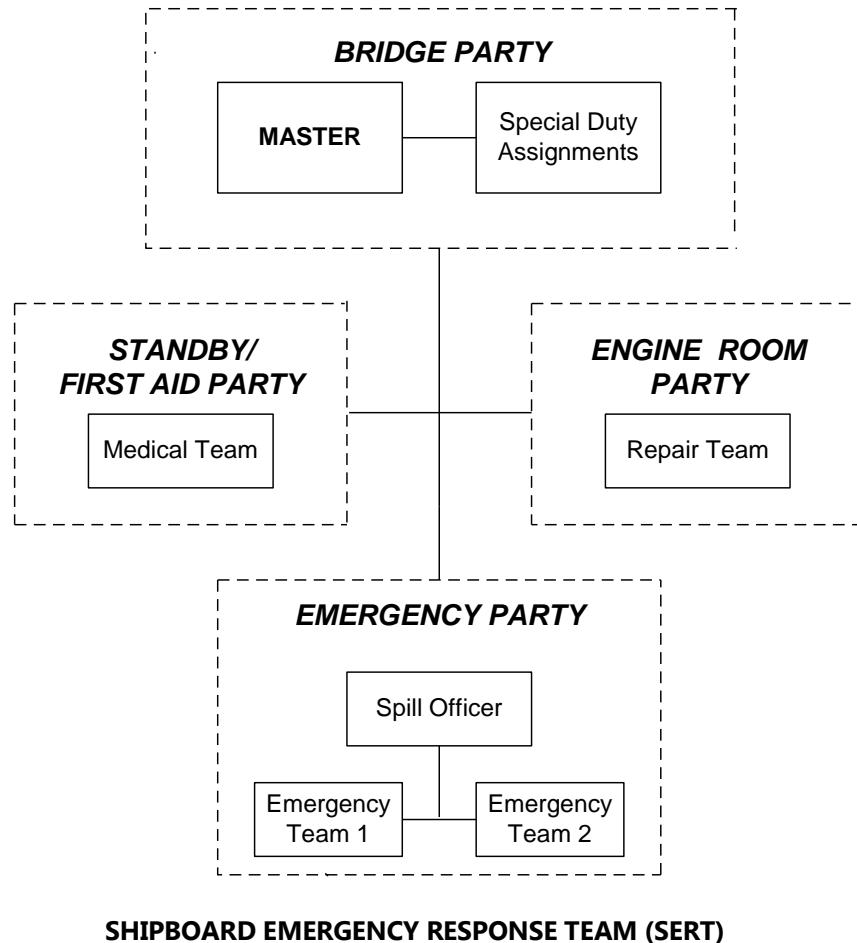
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g. Response Procedures

g1. The Organization of the Incident/Spill Response System and Management Team

Shipboard Emergency Response Organization

For all emergencies the vessel's Shipboard Emergency Response (SER) Team is activated. The SER Team is composed of a Bridge Party, an Emergency Party, an Engine Room Party, and a Stand-By/First-Aid Party. The organization is shown in the following diagram:



Bridge Party

This party will consist of the following personnel:

- Master
- Third Officer
- Radio Officer (if carried)
- Two Abs

Bridge Party Responsibilities:

- Safe navigation of the vessel at all times
- Coordination of the emergency team
- All external communications and notifications from the ship
 - It is recommended that the Master make a single notification to the QI who will then make all

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- required notifications
- Maintaining detailed written log of all events

Emergency Party

In all ships, the Master shall appoint a single Emergency Party. The following personnel are to be members of the Emergency Party:

- Chief Officer
 - Team leader (Spill Officer) for oil spill or emergency on deck, within cargo or accommodation spaces
- Second Engineer Officer
 - Team leader (Spill Officer) if incident is within machinery spaces
- First Assistant Engineer Officer/Bosun
- Three Ratings

Emergency Party Responsibilities:

- Team Leader: Determine the source/cause of the discharge, take steps to mitigate the discharge, and estimate the manpower and equipment needs to deal with the spill
- Emergency Contingency Plans are intended to familiarize the ship's crew with different circumstances and the types of response required for specific emergencies
- For an oil spill situation, the Emergency Party will normally be split into two spill teams, augmented as necessary from the stand-by/first aid party

Engine Room Party

This party will consist of the following personnel:

- Chief Engineer
- 3rd Engineer/2nd Assistant Engineer
- Electrician (if carried)
- Two Ratings
- 4th Engineer/3rd Assistant Engineer--Maintain Watch

Engine Room Party Responsibilities:

- Prior to entering the Engine room personnel are to check with the bridge to ensure that the emergency is not within the Engine Room
- Ensure that the ship's power is maintained with particular emphasis on maintaining positive pressure on the fire main
- On instructions from the Master, the Engine Room Party may be required to stop ventilation and close ventilators

Stand-By/ First Aid Party

This party will consist of the following personnel:

- Second Officer
- All other persons not listed above

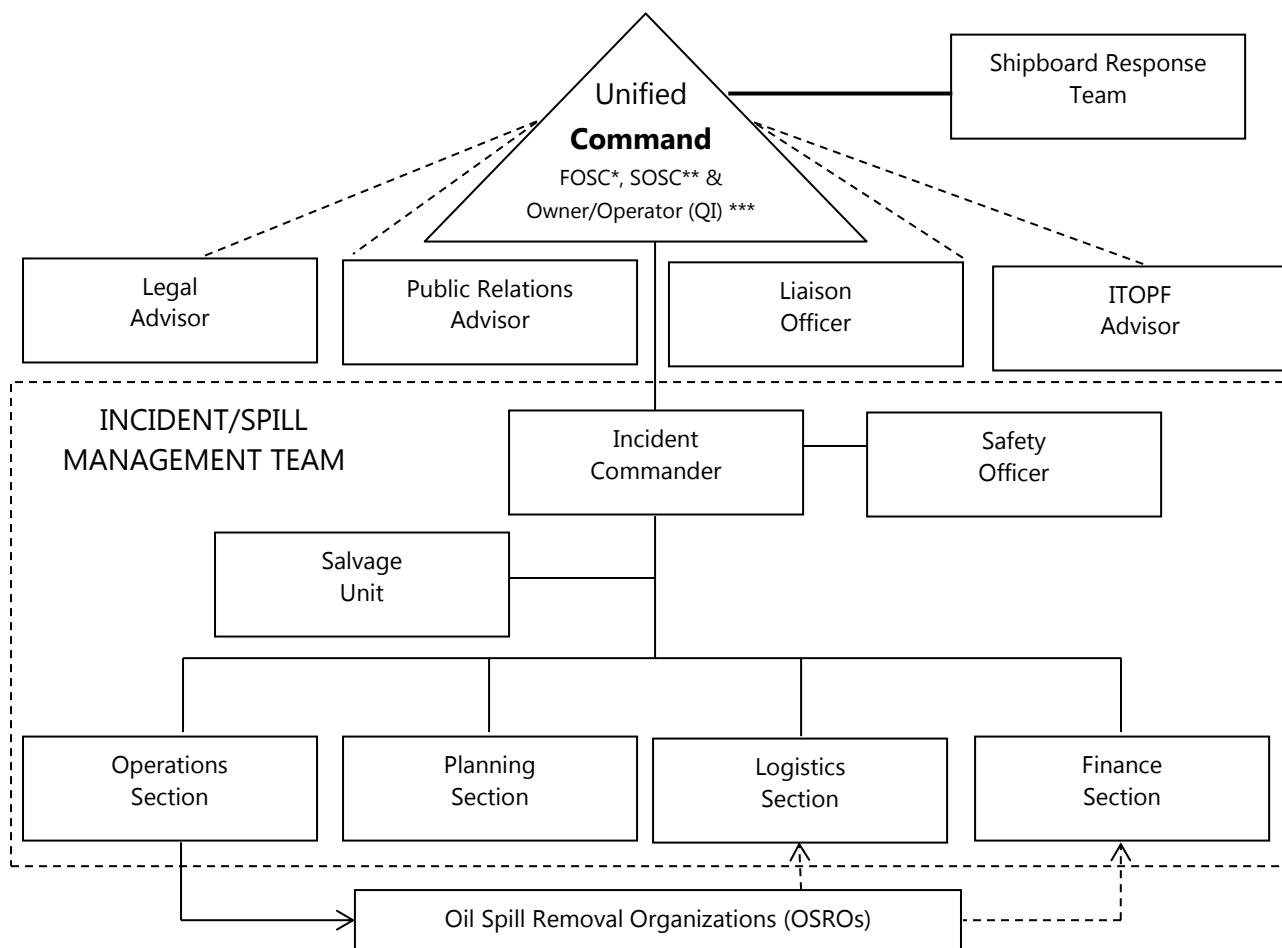
Stand-By/ First Aid Party Responsibilities:

- If the vessel is transferring cargo, the Second Officer should proceed to the Cargo Control Office and begin cargo transfer shutdown
- All persons not listed above will muster in a suitable position under the direction of the Second Officer
- Members of this party may be required to be a back-up party to the Emergency Party, prepare lifeboats for launching, form a stretcher party or carry out any other tasks required by the Master



UNIFIED COMMAND SYSTEM

The vessel(s) under this Plan will utilize a Unified Command System (UCS) in responding to a spill incident. Under the Unified Command approach to Response Management, the Federal On Scene Coordinator (FOSC), representatives of other effected governmental entities (e.g. state and local governments), and the vessel Owner/Operator or their Qualified Individual (QI) share leadership. The intent of the UCS is to bring the concerns and requirements of the federal government, the state(s), and the Owner / Operator (through the Qualified Individual) together in the management of response to a spill incident. The below diagram shows the relationship among federal, state, and private resources in the Unified Command System. The UCS organizational diagram also shows how the vessel's Shipboard Response Team interfaces with the command structure.



UNIFIED COMMAND SYSTEM

*FOSC: Federal On-Scene Coordinator

**SOSC State On-Scene Coordinator

***QI Qualified Individual

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SPILL MANAGEMENT ORGANIZATION

This section describes the incident / spill management organization including the IMT/SMT that is fielded for the required duration of the response. IMT/SMT structure may be modified in an actual incident where specific circumstances dictate activation and extent of specific IMT/SMT roles. The company that will act as the IMT/SMT for the vessels listed in this Plan is listed in Section a., Section h. and on the Notifications Placard. (See IMT/SMT acknowledgement statement in Appendix III of this Plan).

Qualified Individual (QI)

The QI, appointed directly by the owners, serves as the on-scene representative with full authority to commit company resources in response to an incident as required by law. After receiving notice of an incident/spill from the ship, the QI will make a determination of the anticipated manpower and equipment needs, the type and level of response dictated by these needs and ensure that such response is being activated. Tier 1 response resources will be activated within 30 minutes.

The QI, or his alternate, will:

- Report to the site of the incident/spill to serve as the company's on-scene representative;
- Keep the company apprised of:
 - The nature of the incident/spill;
 - The effectiveness of the response to that incident/spill; and,
 - The projected outcome of the response efforts.
- Verify that proper government notifications have been made in accordance with this Plan;
- See that the necessary contacts for coordination with the involved regulatory agencies, environmental groups, media and the public have been set up; and,
- via the IC, oversee the direction of all response activities, monitor costs and establish daily meetings.
- The QI will also
 - keep company management informed of all material facts and provide progress reports;
 - represent the company at governmental meetings and news conferences; and
 - ensure that records of actions taken are kept for documentation purposes.

QI – OSRO & Salvage and Marine Firefighting (SMFF) Provider (when necessary):

- Upon notifying the contracted OSRO(s) and Salvage and Marine Firefighting (SMFF) Provider (if necessary) and after ensuring notifications have been made to the National Response Center and to the appropriate State authorities, the QI will immediately contact the FOSC and make known the intentions of the company with respect to incident/spill/salvage response and assumption of control.
- The QI expects the OSRO and SMFF Provider/Emergency Services Provider to work cohesively in coordinating an effective response where salvage and spill response are involved together. The QI and IC will have overriding authority over these entities if and when a response conflict arises.
 - When an incident involves a collective salvage and spill response effort, the Salvage Unit will be expected to include a representative of both the SMFF Provider/Emergency Services Provider and OSRO in formulating a plan. Members of the UC will determine minimum staffing needs for the Salvage Unit.
- The QI will oversee and report the activities of the IC or Spill Manager with advice from the vessel's Protection and Indemnity (P&I) Club, Public Relations, Legal advisors, and representatives.

Incident/Spill Management Team (IMT/SMT)

The IMT/SMT is comprised of trained and experienced incident/spill responders. The general duties and responsibilities of IMT/SMT elements are summarized below. On a case-by-case basis, and at the option of owners, the Public Relations and Legal Officers can be appointed according to their specific requirements and those of their underwriters.

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The organizational arrangement and delegation of responsibilities that follow are keyed to a full-scale response to a worst case discharge using the elements of the Incident Command System (ICS). The Incident Command System is a flexible management tool where the extent of the actual organization and resulting delegations of responsibilities will be appropriately assigned to the scale of the incident and issues involved.

Legal Advisor

The Legal Advisor is responsible to the QI for providing legal advice respecting all aspects of an incident/spill situation.

The Legal Advisor will:

- Advise on statutory reporting requirements;
- Investigate the incident and the potential liabilities for the incident;
- Advise on-scene management and persons in charge of documentation regarding record keeping requirements; and,
- In conjunction with the Public Relations Advisor, develop and review information to be released to the public and news media;
- Provide the necessary advice for press conferences and public meetings;
- Conduct interviews of witnesses;
- Review cleanup contractors' and equipment suppliers agreements
- Advise on salvage and insurance matters; and,
- Maintain liaison with government officials.

The Legal Advisor may further be called upon to oversee the establishment of 3rd party claims handling procedures and the publication of claims submission procedure advertisements in accordance with the requirements of OPA-90.

Public Relations Officer

The Public Relations Officer manages relations with the news media, environmental and civic groups, politicians and the general public.

It is essential when handling an incident that the Responsible Party demonstrate readiness, willingness, and ability to deal with the crisis effectively. Therefore, it is imperative that all public relations are performed via the Joint Information Center (JIC) rather than from a remote location (i.e. Planholder's office). The Public Relations Advisor should be instructed as follows:

- Provide a representative in the Joint Information Center (JIC) as soon as possible;
- Provide essential, accurate information at frequent intervals;
- Provide open access to JIC members to promptly answer media/public questions;
- Have a single competent spokesperson to deal with the media;
- Combat the spread of rumors and adverse publicity by ensuring ready media access to accurate information;
- Maintain a calm demeanor and thereby build press/public confidence in the response effort.
- Specific tasks may include:
 - Assessing the impact of the incident/spill on the public;
 - Communicating with government regulatory public information personnel;
 - Arranging press conferences;
 - Setting up press facilities;
 - Preparing and reviewing press releases;
 - Briefing and rehearsing spokesmen prior to media interviews and press conferences;
 - Conducting tours and news briefings.

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Liaison Officer

The Liaison Officer is responsible to the Unified Command for establishing outreach within and beyond the ICS. This includes, but is not limited to, liaison with, maintaining and updating the requirements, assessments and position of the following entities:

- The United States FOSC and his representative if an FOSC representative is appointed;
- Other federal agencies having oversight of specific concerns related to an incident/spill and the response activities [i.e. Occupational Safety & Health Administration (OSHA); Environmental Protection Agency (EPA); etc.];
- State authorities having oversight of the environmental concerns of jurisdictions impacted or threatened by a spill;
- Local authorities (county, city, township, etc.) having oversight of the concerns of local jurisdictions (i.e., drinking water, disposal sites, evacuation/safety, etc.) impacted or threatened by an incident/spill; and
- Other external or extra-national entities (i.e., International Maritime Organization, Canadian or Mexican authorities, etc.) which may require liaison due to the locale or nature of the incident/spill.

Incident Commander (IC)

The IC is directly responsible to the QI for management of all aspects of incident/spill response. The IC has specific responsibility for management of containment, removal and cleanup operations, both onshore and offshore. This responsibility includes the establishment of response priorities, deployment of response resources and coordination of efforts between the Company's own resources such as their SMFF and OSRO, private contractors, cooperatives and government resources.

- Upon notification, the IC will mobilize a response management team and call out response resources at a level commensurate with the seriousness of the incident/spill.
- The IC will initiate and develop strategic planning for response and, together with the Operations and Planning Chiefs and, if necessary, the Salvage Unit leader, develop the tactical plan (Incident Action Plan) for specific aspects of the operation.

Safety Officer

The Safety Officer (SO) has staff responsibility to the IC for monitoring and assessing hazardous and unsafe situations for the response operation.

- The Safety Officer is specifically responsible for developing Site Safety Plan(s), liaising with OSHA, if they are represented on-scene, and ensuring that all OSHA safety and training requirements have been and are continuing to be met.
- The SO will identify all potentially hazardous or unsafe situations, alert the IC as to any situations so identified, develop methods for eliminating or minimizing such situations and see that they are implemented.

The SO will ensure that all personnel who may come into contact with these situations have been adequately briefed and prepared to deal with them if they cannot be eliminated entirely.

Salvage Unit Leader

The Salvage Unit (SAU) has staff responsibility to the IC for Salvage, Marine Firefighting, and Lightering (SMFF) operations and the necessary logistical support necessary to support an SMFF incident. The QI/IC will determine whether a SAU is necessary. A qualified representative of the designated SMFF Provider/Emergency Services Provider (listed on the Notifications Placard of this plan), will serve as the Salvage Unit Leader (SAUL). The SAUL will report to the IC. The SAUL will be supported by a Deputy SAUL which will be supplied by the IMT/SMT. Further, an OSRO representative will also be included in the SAU. Collectively, this will ensure clear communications and asset allocation during an SMFF-related incident response.

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- The SAU will work within the NIMS ICS under the IC;
- Where SMFF is a factor, the SAU is the primary unit within the ICS in coordinating response efforts between the SMFF Provider/Emergency Services Provider and other response resources such as municipal and other salvage and firefighting assets and the OSRO.
 - Careful considerations must be given to the overall allocation of OSRO resources in the response to prevent over-extension or misallocation of these assets.
 - The Deputy SAUL will ensure that these assets are properly allocated so as not to compromise the overall response.
- When necessary, the SAU will reference the vessel specific Pre-Fire plan in response to an incident;
- The SMFF Provider/Emergency Services Provider is responsible for fulfilling the Remote Assessment and Consultation standards within one hour of notification of the incident. If necessary, the SAU will coordinate and/or communicate all subsequent requirements such as an assessment of structural stability, on-site salvage assessment, etc. via the Incident Command Post established for the response.
- The SAU will utilize pre-designated towing vessels, if necessary. The SAU will also identify reserve towing assets in the event that the primary assets are not available.
- The SMFF Provider/Emergency Services Provider listed in this Plan maintains protocol for interaction with public service providers that will be the likely first responders to an incident. The SMFF Provider/Emergency Services Provider in this Plan has and can supply proof of this protocol upon request.

Protocol for Interaction with Public Service Providers

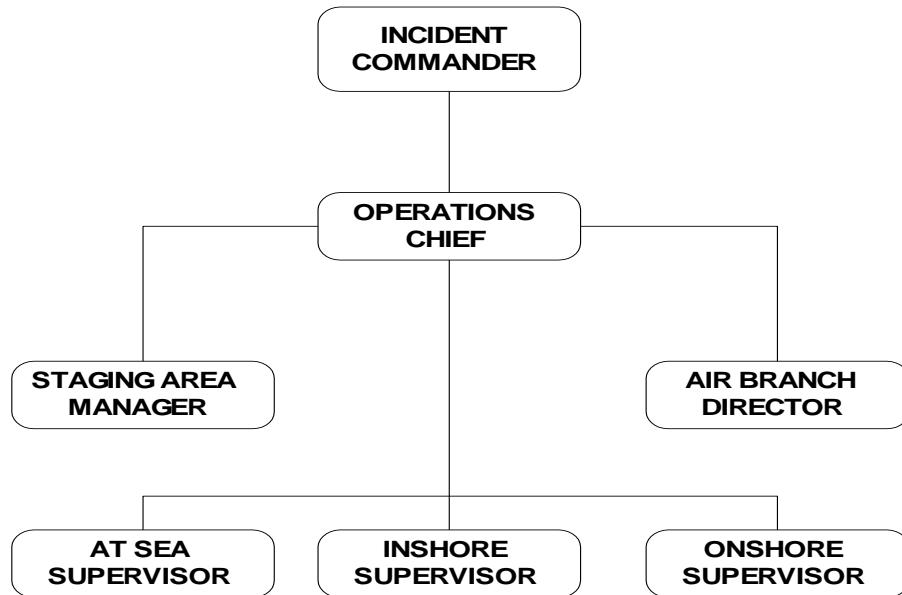
It is expected that all responding entities inclusive of municipal fire departments will be acting in accordance with the local Area Contingency Plan (ACP) and that all will follow the tenets of the National Incident Management System (NIMS). The contracted SMFF Provider/Emergency Services Provider will also follow the ACP and the NIMS as will their subcontractors.

Section 8000 of the ACP Base Plan, "Marine Firefighting Executive Summary", states that whether there is a vessel fire or shoreside fire at a waterfront facility, or if there is a fire aboard a vessel that is underway anywhere within the COTP's Area of Responsibility (AOR), the primary responsibility for firefighting lies with the municipality in whose jurisdiction the facility/vessel lies. The municipal fire department in whose jurisdiction the fire lies will be the Incident Commander (IC) for the firefighting activities. The IC is responsible for the coordination of all firefighting activities. Assistance may, and in most cases will, be provided by other municipal fire departments via mutual aid agreements.

As part of the Area Contingency Plan, the local fire department is expected to be the Incident Commander and to decide when/if and how any private resources are integrated into the response organization. As a private response provider and holder of the vessel pre-fire plans, the listed SMFF Provider/Emergency Services Provider will be expected to meet with and discuss procedures with the municipal firefighting organization and potential Incident Commander for the locations covered under this Plan. The SMFF Provider/Emergency Services Provider will assume the role of IC only with local IC/fire department concurrence. Regardless of role, the SMFF Provider/Emergency Services Provider will be expected to share marine firefighting expertise & specifics, such as the pre-fire plans and associated manuals, and to provide specialized marine firefighting equipment when and if necessary.

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Operations Section Response Team Organization and Responsibilities



Functioning under the Operations Chief, the Operations Section provides direct management of the field incident/spill response activities. The authority and responsibilities of the elements of this subparagraph are summarized below.

Operations Section Chief

The Operations Section Chief (OSC) is responsible to the IC for initiation, execution and management of all incident/spill response operations at the tactical level. The OSC directs and manages all clean up and response operations including at-sea, inshore and shoreside efforts. The OSC will be assisted in this respect by a Deputy OSC and field supervisors where the size and/or complexity of the response warrant such delegation.

- Tactical operations include all activities related to the reduction of immediate hazards, establishing control of the situation and restoring normal operations.
- The OSC assists in the development of the tactical action plans and is responsible for implementation of those plans and the exploitation of the resulting efforts.
- The OSC compiles and channels reports from the field units, evaluates progress and estimates sufficiency of effort for the IC on an ongoing basis. With the concurrence of the IC, the OSC coordinates support via the Logistics Chief as necessary.
- The OSC ensures that time and cost figures on all response operations are provided to the Finance Chief on a daily basis and reviews cost recaps provided by the Finance Chief to ensure cost-effective tactical operations.
- As conditions permit and in conjunction with the IC and Logistics Chief, the Operations Chief initiates decontamination, demobilization and release of resources, as they become expendable in the response.

Staging Area Manager

The Staging Area Manager (SAM) is responsible to the Operations Chief for managing all activities within the Staging Areas. Staging Areas are areas within the incident area designated by the Operations Chief where resources available for assignment or supply are temporarily located. The areas may be established, moved or demobilized by the Operations Chief as may be needed. Should the complexity or dispersion of the areas require, Deputy SAM may be appointed by the SAM to provide management of specific areas, as may be necessary. Following is a general overview of the SAM's responsibilities:

- Establish area layouts & shelter, traffic control and check-in/out functions as required;

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- Determine needs & acquire support for equipment, feeding, sanitation and security from the Logistics Chief;
- Request maintenance for equipment at the area and respond to requests for resource assignments;
- Obtain & issue receipts for resources received/distributed at the area;
- Maintain & report daily inventories to the Operations Chief and Logistics Chief;
- Maintain orderliness in the area and demobilize the area when directed.

Air Branch Director

The Air Branch Director (ABD) is responsible to the Operations Chief for the management of all air operations required in the response operation. This will almost always include helicopter surveillance of the incident/spill and response activities and, when application of dispersant is indicated, fixed wing or helicopter operations for aerial application and spotting operations. This may include resource supply and transportation to the incident area and distribution and recovery within the area.

- The ABD is responsible for the preparation of the air operations portion of the Action Plan.
- The ABD is responsible for logistical support (fueling, maintenance, pilot berthing, etc.) of helicopters operating out of the incident area on the response.

ABD responsibilities include the following:

- Request declaration and cancellation of restricted air space in the area;
- Organize preliminary and plan ongoing air operations;
- Participate in preparation of the Incident Action Plans;
- Establish coordination procedures with ground forces;
- Schedule all flights and, in cooperation with the Operations Chief, establish use priorities;
- Report to the Operations Chief daily on air operations, equipment utilization and aircraft availability;
- Establish aircraft maintenance schedules and maintain status boards for scheduled downtimes and availability;
- Should aerial dispersant application be ordered, coordinate with the Logistics Chief for acquisition or appropriate aircraft, equipment, materials and personnel to accomplish the required activities; and
- Maintain a log of unit activities.

ABD – Aerial Dispersants

If aerial dispersant application is necessary, the Planholder has established a contract with a *Dispersant Application Provider (DAP)* approved for each Captain of the Port (COTP) zone where there exists dispersant pre-authorization. Upon request from the Unified Command, the DAP will be engaged and the ABD will be responsible for tracking all aerial dispersant sorties related to dispersant application.

At-Sea Supervisor

The At-Sea Supervisor (AS) is responsible to the Operations Chief for the management and tactical application of the at-sea portion of response forces. This portion will generally include resources aboard or incorporated in seagoing vessels that have the capability for sustained operations at-sea and the capability of operating under open water, high-sea conditions.

- The AS will contribute to the at-sea portion of the Action Plan and be responsible for the implementation of that portion of the Plan.
- The AS will maintain a log and make daily summary reports to the Operations Chief on progress for that day, work remaining to be accomplished and special problems or requirements encountered. The AS will accompany the report with a roster of personnel, equipment and materials used that day and the points of application of those resources.
- Where the size, complexity or extent of operations require, the AS may appoint Flotilla Supervisors to manage Flotillas operating in specific areas. The Flotilla Supervisors will be responsible to and report to the AS.

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AS – At-Sea Dispersants

If At-Sea dispersant application is necessary, the Planholder has established a contract with a *Dispersant Application Provider (DAP)* approved for each Captain of the Port (COTP) zone where there exists dispersant pre-authorization. Upon request from the Unified Command, the DAP will be engaged and the AS will be responsible for tracking & managing all waterborne aspects of At-Sea dispersant missions related to dispersant application.

Inshore Supervisor

The "IS" is responsible to the Operations Chief for the management and tactical application of the inshore portion of response forces. This portion will generally include resources aboard or incorporated in shallow water vessels or other floating platforms adapted to function in nearshore, daylight conditions.

- The "IS" will contribute to the inshore portion of the Action Plan and be responsible for the implementation of that portion of the Plan.
 - In consultation with the Logistics Chief, the At-Sea Supervisor will identify and articulate his requirements for inshore response resources, communications systems, housing (remote site and/or local), equipment, manning and transportation for supply and recovery.
- Where inshore operations may overlap or abut at-sea or shoreside operations, the "IS" will ensure that inshore activities are coordinated with the appropriate supervisors so that operations will be executed smoothly without conflict or duplication of effort.
- The "IS" will maintain a log and make daily summary reports to the Operations Chief on progress for that day, work remaining to be accomplished and special problems and or requirements encountered. He will accompany the report with a roster of personnel, equipment and materials used that day and the points of application of those resources.
- Where the size, complexity and/or extent of operations require, the "IS" may appoint Inshore Strike Team Supervisors to manage teams in specific areas. The Inshore Strike Team Supervisors will be responsible to and report to the "IS".

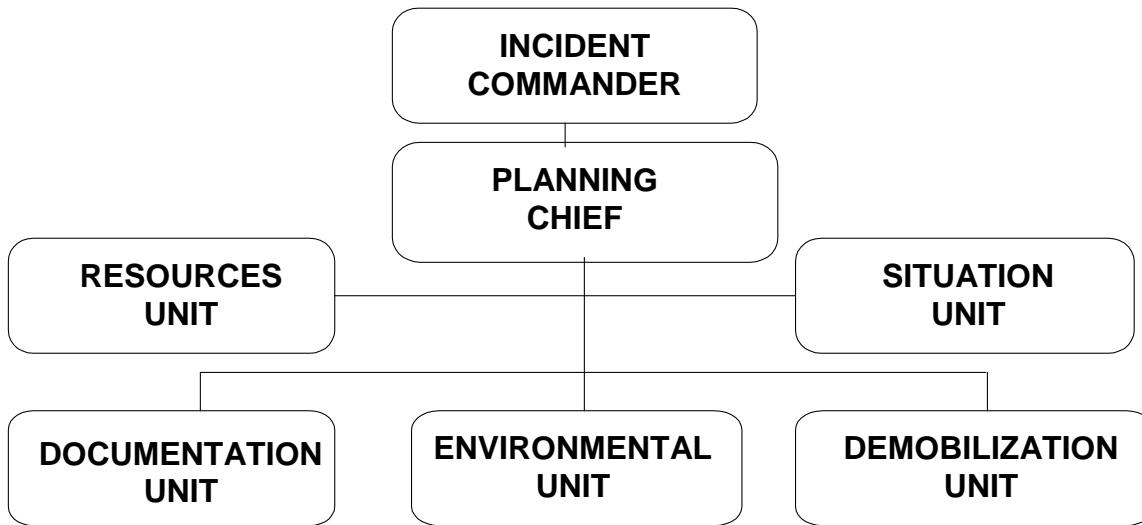
Onshore Supervisor

The Onshore Supervisor (OS) is responsible to the Operations Chief for the management and tactical application of the onshore portion of response forces. This portion will generally include land-based resources adapted to function on shore or along the shoreline.

- The "OS" will contribute to the inshore portion of the Action Plan and be responsible for the implementation of that portion of the Plan.
 - In consultation with the Logistics Chief, the "OS" will identify and make known his requirements for onshore response resources, communications systems, housing (remote site or local), equipment, manning and transportation for supply and recovery.
- Where onshore operations may overlap or abut the inshore operations, the "OS" will ensure that his activities are coordinated with the IS so that operations will be executed smoothly without conflict or duplication of effort.
- The "OS" will maintain a log and make daily summary reports to the Operations Chief on progress for that day, work remaining to be accomplished and special problems and/or requirements encountered. He will accompany the report with a roster of personnel, equipment and materials used that day and the points of application of those resources.
- Where the size, complexity and/or extent of operations require, the "OS" may appoint Onshore Strike Team Supervisors to manage teams in specific areas. The Onshore Strike Team Supervisors will be responsible to and report to the "OS".

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Planning Section Response Team Organization and Responsibilities



Functioning under the Planning Chief, the Planning Section provides necessary planning support for incident/spill response activities. The authority and responsibilities of the various elements of this subparagraph are summarized below.

Planning Section Chief

The Planning Section Chief (PSC) is responsible to the IC for the initiation and development of forward thinking "Action Plans" with attainable goals in all phases of the operation. The PSC is also responsible for the gathering, cataloging and analysis of all data respecting operations and assigned resources, developing alternatives for tactical operations, conducting planning meetings and preparing action plans for each operational period.

- The PSC will coordinate with the Logistics Chief and staff in developing appropriate portions (e.g., communications, transportation, medical) of the Action Plans
- Action plans for all credible contingencies should be developed and revised continually as operational and tactical conditions change, bearing in mind 'worst case' scenarios at all times.
- In this respect, the PSC should coordinate with and monitor the requirements of the Operations Chief to ensure the applicability of the action plans to evolving circumstances.
- As the size and/or complexity of the response requires, the PSC will appoint and delegate responsibilities to Unit Leaders

Resources Unit

The Resources Unit, led by a Resources Unit Leader (RUL), is responsible for tracking all incoming and outgoing resources, resource status on the job (working, idle, etc.) and resource availability for asset allocation purposes. The Resources Unit reports to the PSC. Following are specific RU responsibilities:

- Establishing all incident check-in/check-out activities;
- Preparing and processing resource change information;
- Preparing and maintaining displays, charts and lists reflecting the current status and location of response resources, transportation and support vehicles; and,
- Maintaining a master check-in/check-out list for all resources.
- The RUL is responsible for the following:
- Participation in planning meetings as directed by the PSC;
- Provide resources summary information to the Situation Unit, as requested;

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- Maintain inventories of expendable materials, with replenishment requirements, reporting such requirements to the Supply Unit (Logistics Section) on a daily basis; and,
- Maintain a Unit Log of Resource Unit activities.

Situation Unit

The Situation Unit, led by a Situation Leader (SUL) reporting to the PSC, is responsible for the collection and organization of incident status and situation data from the field units and other data-generating entities (Resources Unit, Supply Unit, etc.). It is also responsible for analysis, evaluation and dissemination of the information collected to the appropriate units that may require such information.

The SUL must also:

- Participate in planning meetings as directed by the PSC;
- Establish, maintain & display summary situation information in the Command Post;
- Prepare predictions at periodic intervals, or upon request by the PSC;
- Furnish photographic records, maps and charts as may be required;
- Maintain situation unit records; and,
- Maintain a Log of Unit activities.

Documentation Unit

The Documentation Unit, led by a Documentation Unit Leader (DUL) reporting to the PSC, is responsible for establishing/collecting and maintaining accurate and complete incident files, providing photographic, video and audio recording services, maintaining files of records made by such services and providing and managing duplication services for incident personnel.

The DUL must also:

- Participate in planning meetings, as directed by the PSC;
- Review collected information for completeness and accuracy;
- Correct and/or acquire necessary fill-in information where required;
- Maintain, retain and store incident files for after incident and legal use; and,
- Maintain a log of Unit Activities.

Demobilization Unit

The Demobilization Unit, led by a Demobilization Unit Leader (DUL) answering to the PSC, is responsible for preparation of a Demobilization Plan and assisting units in ensuring the orderly, safe and cost-effective decontamination, demobilization and removal of units and equipment from the situation area when demobilization is ordered.

The DUL must also:

- Participate in planning meetings, as directed by the PSC;
- Obtain Incident Command objectives, priorities and constraints on demobilization;
- Be aware of ongoing Operations Section needs and ensure demobilization is not in conflict with them;
- Obtain identification of surplus resources and probable schedule of release; and,
- Maintain a log of Unit activities.

Environmental Unit

The Environmental Unit, led by an Environmental Unit Leader (EUL) answering to the PSC, is responsible for Environmental matters associated with the response, including strategic assessment, modeling, surveillance, and environmental monitoring and permitting. The Environmental Unit will be composed of personnel who are specialized in areas that are associated with Environmental disciplines. These specialists include, but are not

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limited to, Natural Resource Damage Assessment Specialist, Spill Modeling Specialist, Wildlife Specialist, and Environmental Specialist. These specialists provide the technical advice and input to various issues that surface during an incident response.

The EUL will provide technical advice to the IC respecting the prioritizing of areas for protective response activities and will attend strategic and tactical planning meetings to render this support.

Following are additional responsibilities of the EUL:

- Participates in planning meetings, as directed by the PSC;
- Establishes contacts with testing laboratories and institutes;
- Monitors chain of custody procedures for recovered samples of oil and other materials important to the incident;
- Initiates applications for permits to burn, utilize dispersants, bioremediation, or other permits that may be necessary to the prosecution of the response.
- Identify sensitive areas and recommend response priorities.
- Perform consultations with natural resource trustees, and provide input on wildlife protection strategies (e.g. removing oiled carcasses, pre-emptive capture, hazing, and/or capture and treatment).
- Determine the extent, fate, and effects of contamination.
- Monitor the environmental consequences of response activities.
- Develop shoreline cleanup and assessment plans. Identify the need for, and prepare any special advisories or orders.
- Develop disposal plans.
- Develop a plan for collecting, transporting, and analyzing samples.
- Evaluate the opportunities to use various response technologies.
- Obtain coordinate permits necessary to support the response. The permits include, but are not limited to:
 - Handling migratory waterfowl;
 - documentation required by the Resource Conservation and Recovery Act (RCRA) for transportation and disposal of oil and oily debris; and,
 - other special permits or waivers that may be required for helicopter operations in particular areas or the like.
- The EUL will liaise with the Scientific Support Coordinator for the Coast Guard On-Scene Coordinator and the state and local environmental agencies to ensure that the actions being taken and planned in their areas of concern are acceptable.
- The EUL will also cooperate with the Public Relations Officer and provide advice on the technical aspects of any environmental concerns of the media and public.

Environmental Specialist

The Environmental Specialist, reporting to the EUL, provides:

- Technical support in the area of the environmental sensitivities of flora and fauna;
- Toxicology of response materials;
- Appropriateness of response tactics, dispersability, burnability and biodegradability of particular substances under prevailing ambient conditions; and,
- Prioritization of protection for areas subject to impact by the incident/spill.
- The Environmental Specialist can also participate in planning meetings as a surrogate of the EUL or PSC to provide the requisite technical input for that planning.

Wildlife Specialist

The Wildlife Specialist, reporting to the EUL, provides technical capability in the area of wildlife recovery, treatment and care. When significant wildlife impact is threatened or occurs, the Wildlife Specialist will:

- Establish wildlife recovery logistics, treatment and retention centers and procedures for dealing with each

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- particular species exposed to impact;
- Coordinate with the Logistics Chief to arrange for the requisite facilities, materials, personnel and transportation to perform his duties; and,
- Attend planning meetings to report on wildlife treatment status and cooperate with the Public Relations Officer to provide technical input for media and public concerns in this area.

Natural Resource Damage Assessment Specialist

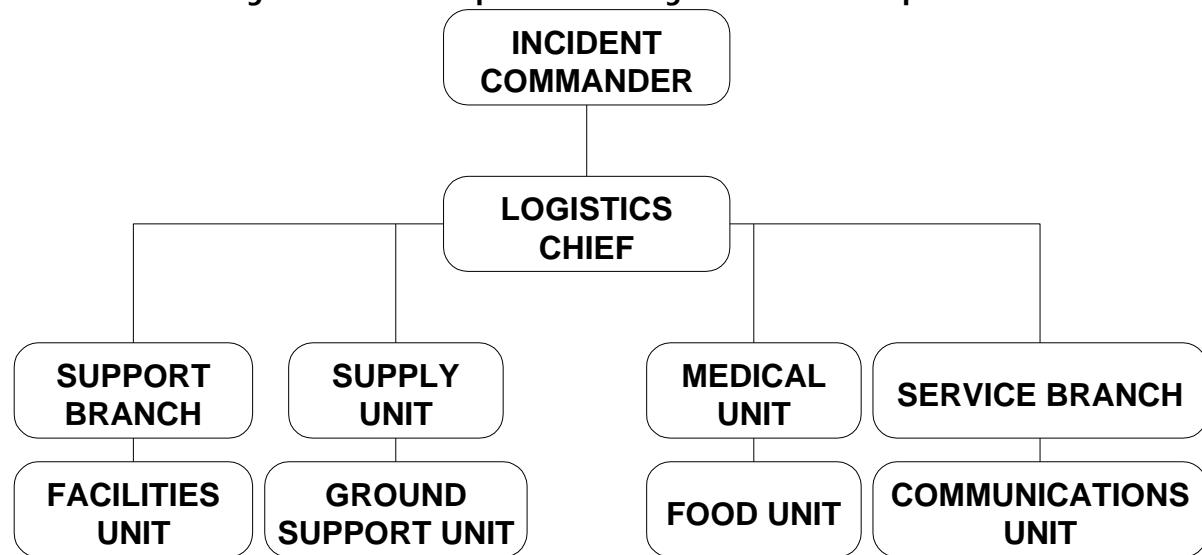
The Natural Resource Damage Assessment (NRDA) Specialist, reporting to the EUL, provides technical advice in the area of environmental impact damage assessment, particularly with respect to the liabilities imposed through the NRDA process promulgated under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

- NRDA Environmental Specialist must be brought early in the response cycle so that proper documentation of baseline conditions and the extent of impact of the spill can be established without delay.
- NRDA Specialist should be included in the strategic & tactical planning meetings to ensure appropriate plans are being developed and executed.

Spill Modeling Specialist

The Spill Modeling Specialist, reporting to the EUL, provides technical advice with respect to spill path prediction, spill impact timelines and impact severity with changing wind, tide and current conditions. The Spill Modeling Specialist can also provide projections of impact for hypothetical response options such as dispersant application, burning and bioremediation actions.

Logistics Section Response Team Organization and Responsibilities



Functioning under the Logistics Chief, the Logistics Section provides necessary logistics support for incident/spill response activities. The authority and responsibilities of the various elements of this subparagraph are summarized below.

Logistics Section Chief

The Logistics Section Chief (LSC), reporting to the IC, is responsible for furnishing resources, facilities, services and materials in support of the response operation. In larger response operations his organization will include Support and Service Branches. The Support Branch provides supply, facilities and ground support while the Service Branch furnishes medical, food and communications services. The LSC is responsible to:

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- Arrange for and coordinate all logistics issues concerning response including transportation, facilities acquisition and equipping, facilities primary response and ground support equipment fueling, maintenance and repair services, security services, support staff recruitment and personnel housing, feeding and sanitary facilities.
- Implement procedures for accountability of issued and assigned resources as well as maintenance of accurate records in conjunction with the Finance Chief.

Support Branch

The Support Branch, led by a Support Branch Director (SBD) reporting to the LSC, is responsible for management of all support activities in connection with the response. In major response operations the SBD oversees the Facilities, Supply and Ground Support Units. In smaller operations, the functions of these units will need to be accomplished by the Support Branch Director and the Support Branch directly.

The SBD is also responsible for:

- Development of all logistics plans in support of response operations;
- Participating in planning meetings of the Logistics Section;
- Monitoring operations to ensure that the level of support is adequate to meet operational needs;
- Reviewing the Action Plan to ensure that support capability will be sufficient to meet anticipated future needs;
- Maintaining Support Branch records; and,
- Maintaining and/or compiling logs of Branch and Unit activities.

Facilities Unit

The Facilities Unit, led by a Facilities Leader (FL) answering to the SBD, is responsible for the layout and activation of response facilities including base camps, if needed, and the Command Post and provision of security for all facilities. Where adequate commercial facilities are available and reasonably near the operations, the FL will be responsible for leasing space for operation, berthing and for feeding response personnel as may be required.

Where base camps or remote floating personnel support facilities are indicated, the FL is responsible for assigning base or unit managers who are responsible to the FL to manage those facilities.

The FL will:

- Participate in planning meetings of the Logistics Section;
- Monitor operations to ensure that facility levels are adequate to meet operational needs;
- Review the Action Plan to ensure that facility capability will be sufficient for meeting anticipated future needs;
- Maintain Unit records; and,
- Maintain a log of Unit activities.

Supply Unit

The Supply Unit, led by a Supply Leader (SL) answering to the SBD, is responsible for ordering personnel equipment and materials; receiving and storing all materials for the response efforts; maintaining an inventory of materials and equipment; and servicing non-expendable materials and equipment. The SL is also responsible for monitoring and tracking resources that have been ordered and are en route.

The SL will:

- Participate in planning meetings of the Logistics Section;
- Monitor operations to ensure that the level of supplies are adequate to meet operational needs;
- Review the Action Plan to ensure that supplies will be sufficient to meet anticipated future needs and ensure

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- the availability of adequate supplies, if they are not;
- Maintain Unit records; and,
- Maintain a log of unit activities.

Ground Support Unit

The Ground Support Unit, led by a Ground Support Leader (GSL) who reports to the SBD, is responsible for:

- Support of out-of-service equipment resources;
- Transportation of equipment, material, food and personnel;
- Fueling, servicing, repairing and maintaining vehicles and other ground support equipment; and,
- Implementing and managing ground-traffic plans for the response.

The GSL will:

- Participate in planning meetings of the Logistics Section;
- Monitor operations to ensure that the level of support is adequate to meet operational needs;
- Review the Action Plan to ensure that support will be sufficient to meet anticipated future needs, and ensure the availability of adequate support, if they are not;
- Maintain unit records; and,
- Maintain a log of Unit activities.

Service Branch

The Service Branch, led by a Service Branch Director (SVBD) answering to the LSC, is responsible for management of all service activities in connection with the response. In major response operations the SVBD oversees the Communications, Medical and Food Units. In small operations, the functions of these units will need to be accomplished by the SVBD and the Service Branch directly.

The SVBD will:

- Participate in planning meetings of the Logistics Section;
- Monitor operations to ensure that the level of service is adequate to meet operational needs;
- Review the Action Plan to ensure that the service capability will be sufficient to meet anticipated future needs;
- Maintain Service Branch records; and,
- Maintain and/or compile logs of branch and unit activities.

Medical Unit

The Medical Unit, led by a Medical Leader (ML) answering to the SVBD, is responsible for the development of a Medical Emergency Plan and obtaining medical aid and transportation for injured and/or sick response personnel. In large response efforts, the ML will also be responsible for establishing first aid stations capable of dealing with maintaining aid in emergency situations until transportation to hospital can be arranged.

The ML will:

- Participate in planning meetings of the Logistics Section and Service Branch;
- Monitor operations to ensure that the level of medical support is adequate to meet operational needs; and,
- Maintain unit records and a log of unit activities.

Communications Unit

The Communications Unit, led by a Communications Leader (CL) reporting to the SVBD, is responsible for:

- Developing plans for the effective use of response communications equipment and facilities;
- Installing and testing of communications equipment;

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- Establishing communications traffic patterns, frequencies and procedures for response units;
- Distribution and accounting for communications equipment given to response personnel;
- Management of a Response Communications Base at the Command Center;
- Maintenance and repair of communications equipment;
- Participating in planning meetings of the Logistics Section;
- Monitoring operations to ensure that the level of communications are adequate to meet operational needs; and,
- Maintaining unit records and a log of unit activities.

Food Unit

The Food Unit, led by a Food Unit Leader (FUL) answering to the SVBD, is responsible for:

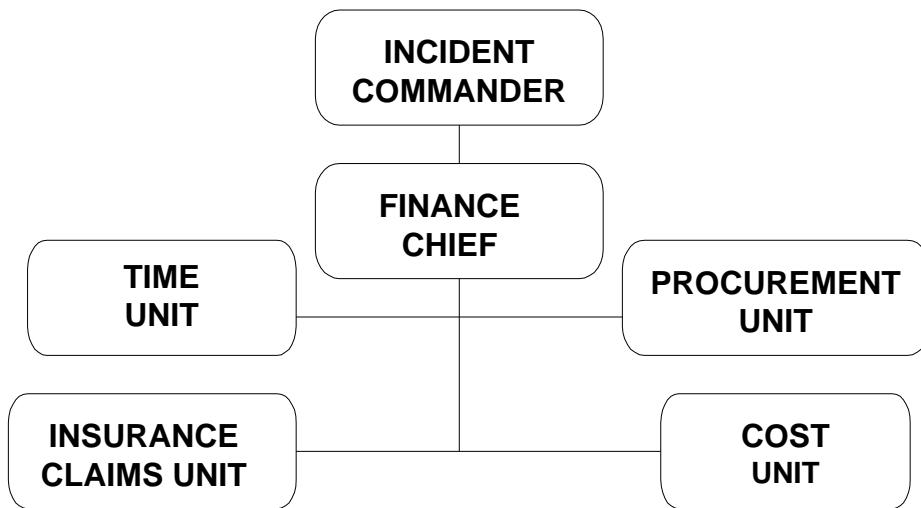
- Determining the feeding requirements at all response facilities and operations;
- Menu planning;
- Determining availability of cooking and catering facilities;
- Food service; and,
- Supply of water and general maintenance of food service areas.

Where commercial feeding or catering services are unavailable or inadequate for needs of the operation, the FUL will also be responsible for food cooking and preparation services.

The FUL will:

- Participate in planning meetings of the Logistics Section;
- Monitor operations to ensure that the level of food service is adequate to meet operational needs; and,
- Maintain unit records and a log of unit activities.

Finance Section Response Team Organization and Responsibilities



Functioning under the Finance Chief, the Finance Section procures, records, audits and disburses necessary financial support for response activities. The authority and responsibilities of the various elements of this subparagraph are summarized below.

Finance Section Chief

The Finance Section, led by the Finance Section Chief (FSC), is responsible to the IC for all aspects of the spill response relating to financial matters. These include establishing bank accounts, payroll procedures and lines of

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credit to finance spill response efforts, establishing accounting procedures including auditing, billing, invoice payment and documentation of labor, materials, equipment usage, subcontracting and services used during a spill response operation. The Finance Section can be made up of a Time Unit, Procurement Unit, Insurance/Claims Unit and Cost Unit.

The Finance Section Chief (FSC) will accumulate and summarize cost figures on a daily basis and provide recaps to the Operations Section in suitable detail to enable the OSC to assess the cost-effectiveness of operations, make appropriate adjustment in tactics and strategy; report, through the QI, to Owners and P&I underwriters on expenditures; and, project overall costs for reserve purposes.

Duties of the FSC also include:

- Establishment and administration of vendor contracts for operational and support-related supplies;
- Contract oversight for services and technical specialists; and,
- Preparation and execution of rental contracts.

Time Unit

The Time Unit, led by a Time Leader (TL) reporting to the FSC, is responsible for personnel and equipment time recording. Specifically the TL is responsible for:

- Determining the response requirements for time recording function;
- Establishing and managing the Time Unit;
- Establishing time reporting formats and procedures;
- Ensuring that daily time records are prepared in a timely manner;
- Providing for records security;
- Submitting Cost Estimate Forms to the Cost Unit as necessary;
- Maintaining Unit records; and
- Maintaining Unit logs.

Procurement Unit

The Procurement Unit, led by a Procurement Leader (PL) reporting to the FSC, is responsible for administering all matters pertaining to vendor and service contracts. Specifically, the PL is responsible for:

- Preparing and signing contracts, leases and land use agreements;
- Establishing contracts with supply vendors;
- Coordinating cost data in contracts with the Cost Supervisor;
- Interpreting contracts/agreements and resolving claims or disputes; and,
- Maintaining unit records and logs.

Cost Unit

The Cost Unit, led by a Cost Leader (CL) reporting to the FSC, is responsible for collecting all cost data, performing cost-effectiveness analysis and providing cost estimates and cost savings recommendations. The CL is also responsible for:

- Coordinating with Owners and Underwriters on cost reporting procedures;
- Preparing cost summaries and cost projections;
- Maintaining cumulative cost records;
- Identifying and helping secure more cost-effective sources;
- Maintaining records security;
- Analyzing costs and identifying inefficient operations;
- Maintaining unit records; and logs.

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Insurance/Claims Unit

The Insurance/Claims Unit, led by an Insurance/Claims Leader (ICL) reporting to the FSC, is responsible for the overall management of cost documentation for indemnity purposes and for the management of claims advertising and handling procedures. Specifically, the ICL is responsible for:

- Determining the need for claims specialists and hiring such if needed;
- Establishing claims offices and claims handling procedures;
- Establishing advertising procedures to comply with OPA-90 requirements;
- Establishing financial procedures and bank accounts as required;
- Maintaining payment and claims release records; and Maintaining unit logs.

g1.A. The chain of command utilized by each fleet vessel interfaces directly with the Unified Command Structure and, therefore, with the California State Incident Command System.

g1.B. As circumstances dictate, the Responsible Party for each vessel covered by this plan will establish a public information office in accordance with guidelines set forth in the Area Contingency Plans.

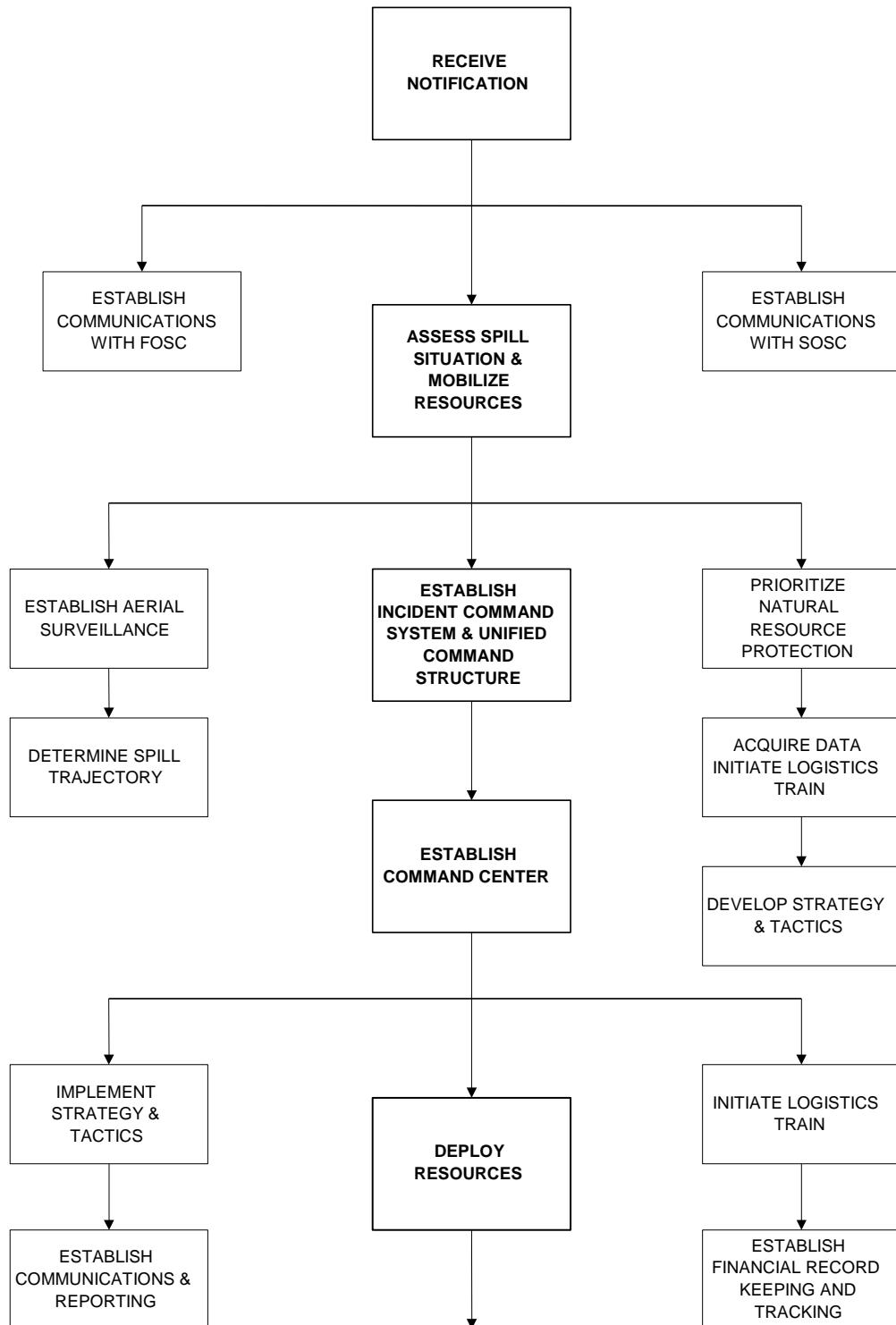
g2. Procedures for Establishing Command Sites

See relevant sections of the Area Contingency Plans for the California Planning Areas transited by this vessel. The relevant ACPs are referenced by Gallagher Marine Systems, the IMT/SMT and QI for the vessels listed in this Plan, for the process to establish incident/spill response operation sites including location or location criteria for:

- g2.A** A central command post to accommodate the State Incident Command or State/Federal Unified Command as well as the contracted OSRO.
- g2.B** A central communications post located away from the command post; and
- g2.C** Equipment and personnel staging areas.

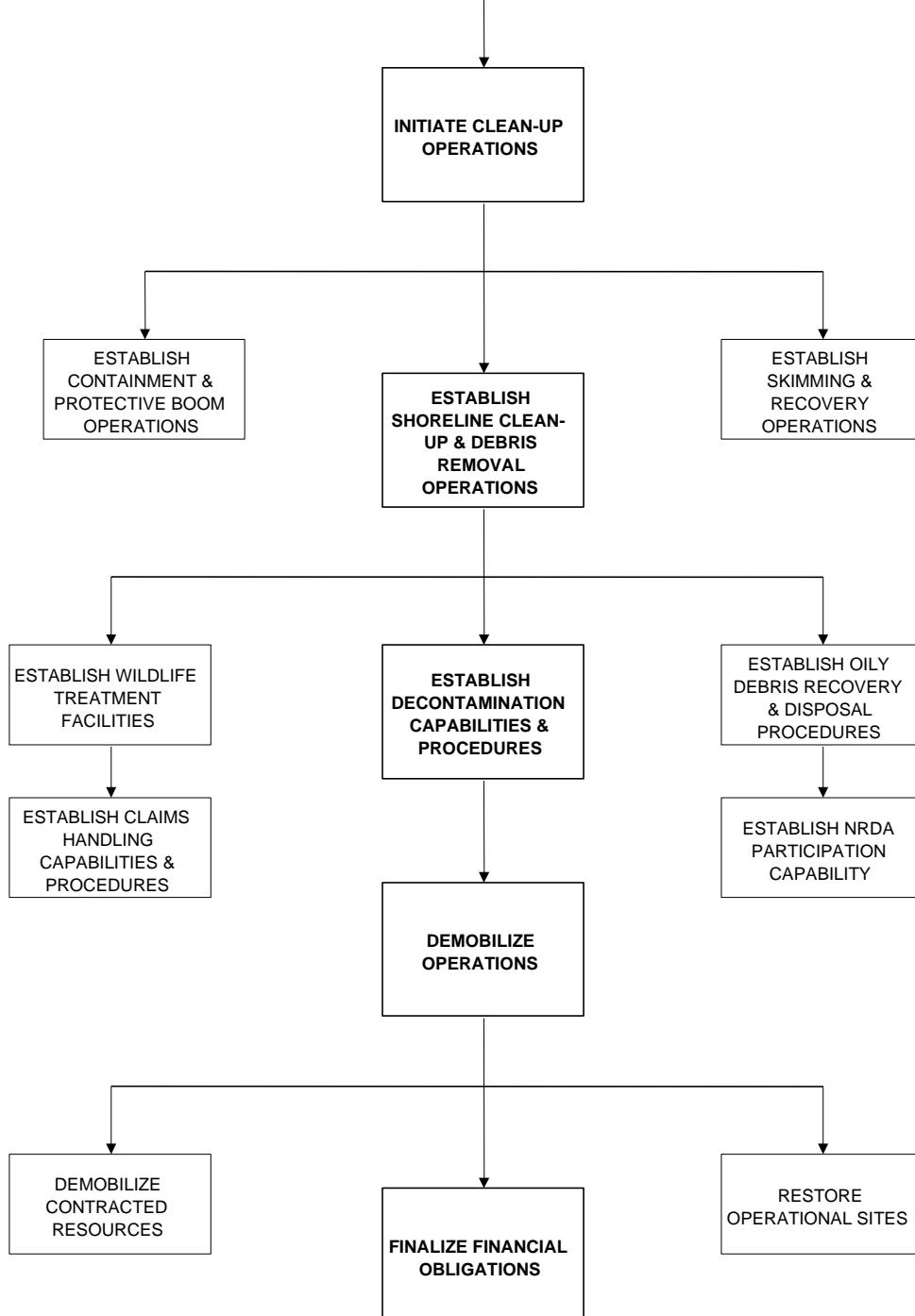


g3. Order of Major Response Actions





g3. Order of Major Response Actions (cont'd)



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g4. On Board Emergency Services

Each covered vessel provides the following on board emergency services before local, state or federal authorities arrive at the scene:

4.A. Procedures to control fires and explosions:

The vessel's SOPEP details procedures to control fires and explosions. These procedures are in accordance with IMO guidelines.

4.B. Emergency medical services:

This vessel provides emergency medical services as required under IMO guidelines.

4.C. Personal protective gear for responders:

The vessels listed in this Plan carry onboard the protective gear required for responders in accordance with IMO guidelines.

g5. On Board Equipment and Procedures to Minimize Spills

Procedures for Crew to Mitigate Transfer Discharges

In the event of a discharge of oil during internal or external transfer operations, crew members have the following responsibilities:

DUTY OFFICER/ENGINEER:

- Stop all of the vessel's cargo transfer pumps immediately;
- Close the manifold valves after pumps are stopped;
- Notify the Master & Spill Officer;
- Notify/Inform the terminal/transfer vessel and the cargo master of the incident and;
- Activate Emergency Party

MASTER:

- Contact Qualified Individual and request that they make the required Federal and State notifications, if necessary

THE SPILL OFFICER:

- In charge of all aspects of spill prevention, response and VRP implementation aboard the vessel
- During transfer and other cargo handling operations, the Spill Officer is responsible for overall management and supervision of operations, inclusive of written orders and diagrams of systematic operations of pumps, valves and pipelines
- Upon notification of a transfer spill, the Spill Officer will:
 - Mobilize an Emergency Party;
 - Ensure that all pumping has been secured;
 - Ascertain the cause and location of the spill, the quantity spilled;
 - Ensure the spill has been secured;
 - Ascertain whether discharge has gone over the side or is a threat to do so;
 - Direct mitigation, containment and removal efforts;
 - Mobilize additional crew members as may be necessary to mitigate, contain and/or clean up the discharge aboard ship and;
 - Evaluate the necessity of mobilizing shore side Oil Spill Removal Organizations as a precaution.

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THE ASSISTANT SPILL OFFICER will:

- Take charge of the on-scene efforts of that party and;
- Direct their activities according to the nature and location of the casualty
- CHIEF ENGINEER: Repair team leader who will:
 - Mobilize and manage repair resources in support of the Emergency Parties as may be required by the nature and extent of the casualty

PROCEDURES FOR CREW TO MITIGATE CASUALTY DISCHARGE

In the event of operational casualties, the above crew members exercise their respective responsibilities according to the scenario. The procedures provided below are for guidance purposes and should be read in conjunction with the company's Safety Management System procedures related to Oil Spill Contingency Planning and Emergency Response. The Company's procedures take precedence in the event of a conflict with below procedures.

TRANSFER SYSTEM LEAK

DUTY OFFICER/ENGINEER:

- Stop all of the vessel's cargo transfer pumps immediately;
- Close the manifold valves after pumps are stopped;
- Notify the Master & Spill Officer;
- Notify/Inform the terminal/transfer vessel and the cargo master of the incident and;
- Activate Emergency Party

MASTER:

- Contact Qualified Individual and request that they make the required Federal and State notifications, if necessary.

CARGO OFFICER:

- Leak from on-deck piping drain cargo mains in the affected section to empty or slack tanks
- If it is suspected that leakage could be at the pump room sea valves, measures must be taken to relieve pressure in the affected pipeline
 - The simplest method for relieving pressure in a line is to open the cargo line to a slack tank (under no circumstances, however, should a line be opened to the pump room bilges, if so configured)
 - Another method to reduce pressure in a line is to empty it with a stripping pump
 - Whichever method is used, the safety implications involved and the potential adverse results of the planned action should be clearly understood before such action is taken
- Should the leakage appear to be originating in the sea chest, the sea chest can be isolated by whatever practical means possible. Steps taken in these situations will depend very much on the configuration of the cargo system
 - Piping diagrams should be consulted in locating and identifying the piping/valves/pumps

SPILL OFFICER (OR ASSISTANT SPILL OFFICER):

- Check all scuppers to ensure they have been plugged in accordance with pre-transfer procedures
- Ensure all deck containment systems are adequate to prevent overboard discharge
 - Consider increases in contained volume relative to changes in trim or accumulation of rain/seawater
 - Deck containment must be adequate to prevent overboard discharge

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SHIPBOARD RESPONSE TEAM (SRT):

- If deck containment is inadequate to prevent an overboard release, the SRT will relocate the portable pumps as necessary to pump excess spillage into slack or slop tanks or other suitable containment structure
- SRT will remove remaining liquids by sweeping, scooping and/or shoveling it into containers for deposition in the slop tank
 - Residual oil remaining after these actions will be mopped up using sorbents, rags and/or cleaning agents as needed
- All soiled materials used in the cleanup activity will be stored in closed containers for proper disposal ashore as soon as practicable; or destroyed in approved onboard incinerators
- Cleaning agents are NOT to be discharged overboard at any time

TANK OVERFLOW

DUTY OFFICER/ENGINEER:

- Stop all handling pumps immediately;
- Secure all valves to stop the transfer;
- Notify the Master & Spill Officer;
- Notify/Inform the terminal/transfer vessel and the cargo master of the incident and;
- Activate Emergency Party

MASTER:

- Ensure Shipboard Emergency Party is mobilized to assist as necessary;
- Contact Qualified Individual and request that they make the required Federal and State notifications, if necessary
- Ensure terminal or transfer vessel have been notified and maintain continuous communications with them;
- Ensure Spill Officer has immediately ensured that all scuppers have been plugged in accordance with pre-transfer procedures

CARGO OFFICER:

- Ensure all pumping has been stopped;
- Reduce the level in that tank;
- Diagnose cause of the overflow;
- Ensure valves are secured/aligned properly to minimize/stop further problems

SPILL OFFICER (OR ASSISTANT SPILL OFFICER):

- Check all scuppers to ensure they have been plugged in accordance with pre-transfer procedures
- Ensure all deck containment systems are adequate to prevent overboard discharge
 - Consider increases in contained volume relative to changes in trim or accumulation of rain/seawater
 - Deck containment must be adequate to prevent overboard discharge

SHIPBOARD RESPONSE TEAM (SRT):

- If deck containment is inadequate to prevent an overboard release, the SRT will relocate the portable pumps as necessary to pump excess spillage into slack or slop tanks or other suitable containment structure
- SRT will remove remaining liquids by sweeping, scooping and/or shoveling it into containers for deposition in the slop tank
 - Residual oil remaining after these actions will be mopped up using sorbents, rags and/or cleaning agents as needed

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- All soiled materials used in the cleanup activity will be stored in closed containers for proper disposal ashore as soon as practicable; or destroyed in approved onboard incinerators
- Cleaning agents are NOT to be discharged overboard at any time

NOTE: Even though a spill might be contained on deck, it must be reported to the Qualified Individual whom will notify the National Response Center.

SUSPECTED CARGO TANK, FUEL TANK OR HULL LEAK

If any party sees oil in the water near the vessel which cannot be accounted for the following actions should be undertaken.

DUTY OFFICER/ENGINEER:

- Stop all pumping operations immediately;
- Secure all valves to stop the transfer;
- Notify the Master & Spill Officer;
- Notify/Inform the terminal/transfer vessel what you have observed and;
- Activate Emergency Party

MASTER:

- Ensure Shipboard Emergency Party is mobilized to assist as necessary;
- Contact Qualified Individual and request that they make the required Federal and State notifications, if necessary;
- Ensure terminal or transfer vessel have been notified and maintain continuous communications with them;
- Ensure Spill Officer has immediately ensured that all scuppers have been plugged in accordance with pre-transfer procedures

CARGO OFFICER:

- If transfer or ballasting/deballasting operations are underway, the Cargo Officer will stop all relevant pumps
- Cargo, fuel and slick (from water) samples must be taken immediately in accordance with the sample taking and custody procedures outlined in this section

SPILL OFFICER (OR ASSISTANT SPILL OFFICER):

- Check all scuppers to ensure they have been plugged in accordance with pre-transfer procedures
- Ensure all deck containment systems are adequate to prevent overboard discharge
 - Consider increases in contained volume relative to changes in trim or accumulation of rain/seawater
 - Deck containment must be adequate to prevent overboard discharge

CHIEF ENGINEER:

- Locate the source of the leak and, when the tank from which the leak originates is identified, its contents will be transferred, if possible, to reduce the hydrostatic head so leakage can be stopped
 - Communicate this to Spill Officer
- If leak is evident after reduction of the hydrostatic head, pumping water into the tank should be considered to establish a water bottom under the remaining tank contents to prevent additional leakage
- If difficulty is experienced in identifying the source of leakage:
 - Tank ullages should be checked against loading or estimated usage/discharge ullages for unexplained changes
 - Commonality between tanks through leakage in common bulkheads, pipelines or valves should be considered. For this reason, tank levels adjacent the suspected tank should also be reduced, when possible, if the exact source is not conclusively identified

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- Without a clear indication of spill source, the more likely source tanks will have to be emptied and spill abatement/cessation noted and/or divers sent down for visual inspections
- If leak/spill occurs during ballasting/deballasting operations, potential leakage of cargo pipelines passing through ballast tanks or close to the ballast system should be suspected
- Undetermined, continuing oil discharge from the ship has been found to originate from residual oil in the heat exchangers, taken in through the sea suction during spillage or passage of a slick past the ship

Oil may have been deposited on the heat exchanger surfaces and then gradually discharged through the overboard discharge during subsequent routine operation of the system

In any case where transfer actions are required to abate spillage, cargo/fuel quality and segregation concerns must be of secondary importance. Furthermore all actions taken in this respect must be with full consideration of the potential effect on the safety of the vessel and personnel, both onboard and ashore.

STRANDING

DUTY OFFICER:

- Stop all pumping operations immediately
- Notify the Master & Spill Officer
- Activate Emergency Party

MASTER:

- Ensure Shipboard Emergency Party is mobilized to assist as necessary
- Contact Qualified Individual and request that they make the required Federal and State notifications, if necessary
- Ensure Spill Officer has immediately ensured that all possible sources of ignition are eliminated and actions are taken to prevent flammable vapors from entering the engine or accommodation spaces
- Determine vessel position, consult relevant charts for depth information, check alongside the vessel for visible oil leakage and report the situation to the vessel operator
- Determine extent of damage the vessel has sustained
- Notify nearest USCG station via VHF Radio

SPILL OFFICER:

- Ensure all possible sources of ignition are eliminated and actions are taken to prevent flammable vapors from entering the engine or accommodation spaces

CONSIDERATIONS IN PERFORMING DAMAGE ASSESSMENTS:

- Visually inspecting as much external and internal structure as is accessible;
- Sounding all cargo, slop and bunker tanks;
- Comparing tank soundings with loading ullages to check for leakage;
- Sounding all compartments and void spaces to ensure integrity;
- Take draft readings and report the ship's draft, trim and list configurations and;
- Determine the depth of water around the ship via soundings around the vessel
- Other important factors requiring consideration when stranded are:
- Danger to the vessel and her complement should she slide off of her strand;
- Danger of the vessel being broken up by heavy seas;
- Hazards to health of the crew and adjacent populations from release of hazardous substances in dangerous concentrations and;
- Danger of fire in released flammable substances into uncontrollable ignition sources

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The Master should assess the possibility of damage to the environment from leakage and take action to reduce it including:

- Transfer of cargo internally away from the damage;
- Hermetic isolation (seal vents, etc.) of tanks to maintain hydrostatic head in tanks during tidal change where applicable (e.g., where Inert Gas System has been shut down);
- Evaluate the advisability of lightering cargo to other tank vessels and request assistance if indicated;
- Evaluate the possibility of further release of oil and take steps to mitigate such discharge

The Master should evaluate the advisability of removing the vessel from the strand on her own. Such evaluation includes the following:

- The condition of the vessel; is it likely to sink, break up or capsize once it is off?
- When it is off, will the vessel be able to maneuver out of danger?
- Should salvage assistance be sought to remove the vessel from her strand?
- Whether the likelihood of further damage to the vessel's hull, rudder and machinery are warranted by removal action by the vessel at this time?
- Whether trimming or lightening of the vessel can avoid further damage to the tanks and the additional pollution from increased spillage?
- Should removal attempts await improved weather/tide conditions?

If the evaluation indicates that the risk of further damage warrants the employment of professional salvage assistance, the Master may take steps to secure the vessel by:

- Setting anchors and;
- By ballasting down if possible

Additional steps the Master might take until salvage assistance is on-scene include:

- Attempting to reduce longitudinal stress by transferring cargo internally;
- Minimizing fire risks by removing all ignition sources

With the damage assessed, the Master should be able to decide on other actions to avoid pollution:

- If the damage is limited, concentrated in one or two tanks for example, with the impact on stress and stability taken into account, consideration should be given to internal transfer of cargo away from the damage;
- If the damage is such that the quantitative determination of the cargo transfer cannot be computed on board, the Master shall inform the vessel operator or the designated damage stability and hull stress information resource providing them with all necessary data to make the damage stress and stability calculations
- Where large tidal ranges occur, damaged tank(s) should be isolated to reduce further loss of cargo/bunkers

CONSIDERATIONS FOR REPORTING:

- Is the location of the strand exposed to impact by the seaway?
- Is the vessel exposed to torsion stress?
- Are there large differences in tidal/current ranges at the strand location? What are they?
- Is the vessel working on her strand? Is it possible that she may work further up on it or free herself?

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GROUNDING

DUTY OFFICER:

- Stop all pumping operations immediately;
- Notify the Master & Spill Officer;
- Activate Emergency Party

MASTER:

- Stop the engines immediately if sea room permits and check for any unusual speed reduction;
- Observe position accurately by taking bearings on fixed points;
- Consult the relevant charts and check depth information;
- Request advice from the pilot, if one is on board;
- Check for visible oil alongside or in the wake of the vessel;
- If feasible, stop the vessel and sound all tanks (slop/cargo/bunkers) and other compartments (ballast tanks, etc.) as a check for damage;
- Ensure Shipboard Emergency Party is mobilized to assist as necessary;
- Contact Qualified Individual and request that they make the required Federal and State notifications, if necessary;
- Ensure Spill Officer has immediately ensured that all possible sources of ignition are eliminated and actions are taken to prevent flammable vapors from entering the engine or accommodation spaces;
- Determine extent of damage the vessel has sustained;
- Notify nearest USCG station via VHF Radio

SPILL OFFICER:

- Ensure all possible sources of ignition are eliminated and actions are taken to prevent flammable vapors from entering the engine or accommodation spaces

CONSIDERATIONS IN PERFORMING DAMAGE ASSESSMENTS:

- Visually inspecting as much external and internal structure as accessible;
- Sounding all slops, cargo and bunker tanks;
- Comparing tank soundings with loading ullages and/or quantities of fuel consumed to check for leakage's;
- Sounding all compartments and void spaces to ensure integrity and;
- Taking draft readings and reporting the ship's trim and list configuration

CONSIDERATIONS FOR REMEDIAL ACTIONS:

- Limited damage: concentrated in one or two tanks for example, with the impact on stress and stability taken into account, consideration should be given to internal transfer of cargo away from the damage

Considerable damage is such that the quantitative determination of the cargo transfer cannot be computed on board, the Master shall inform the vessel operator or the designated damage stability and hull stress information resource providing them with all necessary data to make the damage stress and stability calculations

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COLLISION

DUTY OFFICER:

- Sound the collision/fire alarm;
- Stop all pumping operations immediately;
- Notify the Master & Spill Officer;
- Activate Emergency Party

MASTER:

- Direct appropriate personnel to perform casualty assessment AND perform crew muster;
- Direct crew to shut down all non-essential air intakes;
- Master shall identify the extent of the damage to his vessel and take the necessary steps to safeguard the vessel and her crew immediately;
- Observe position accurately by taking bearings on fixed points;
- Consult the relevant charts and check depth information;
- Ensure Shipboard Emergency Party is mobilized to assist as necessary;
- Contact Qualified Individual and request that they make the required Federal and State notifications, if necessary;
- Notify nearest USCG station via VHF Radio;
- Plan to position the vessel upwind of the oil slick;
- Ensure Spill Officer has immediately ensured that all possible sources of ignition are eliminated and actions are taken to prevent flammable vapors from entering the engine or accommodation spaces

SPILL OFFICER:

- Ensure all possible sources of ignition are eliminated and actions are taken to prevent flammable vapors from entering the engine or accommodation spaces
- Check for visible oil alongside or in the wake of the vessel

CHIEF ENGINEER:

- Isolate any penetrated tanks(s) by hermetically sealing them, if applicable, as much as possible
- If feasible, stop the vessel and sound all tanks (slop/cargo/bunkers) and other compartments (ballast tanks, etc.) as a check for damage

CONSIDERATIONS IN PERFORMING INITIAL DAMAGE ASSESSMENTS:

- Are any tanks penetrated above the waterline?
- Does the colliding vessel have a bulbous bow?
 - If so, expect to find below-waterline penetration in the ship's hull
- Is any oil spilling at present?
 - If so, ascertain an estimate of the quantity of oil in the water and its orientation with respect to the ship (flowing in what direction, etc.)
- If the vessels are dead in the water and interlocked, is it more prudent to the safety of the vessels that they stay interlocked?
- If separation of the vessels is advisable, will such separation increase the size or likelihood of a spill?
- Will sparks associated with separation of the vessels risk fire or explosion in the cargo?
- Is there any danger of fire or explosion aboard either vessel and, if so, is there danger that fire can spread to the other vessel?
- Are the vessels of greater danger to traffic in the area if they remain interlocked?
- If one vessel has reduced buoyancy from serious damage below the waterline is there a danger of her sinking if separated from the interlock?
- If the vessels are separated, can own vessel maneuver after separation?

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- If separation of the vessel is contemplated
 - Will such separation increase the size or likelihood of a spill? Will sparks associated with separation of the vessels risk fire or explosion in the oil?
 - Is there any danger of fire or explosion aboard either vessel and, if so, is there danger that fire can spread to the other vessel?
 - Are the vessels of greater danger to traffic in the area if they remain interlocked?
 - If one vessel has reduced buoyancy from serious damage below the waterline is there a danger of her sinking if separated from the interlock?
 - If the vessels are separated, can own vessel maneuver after separation?

CONSIDERATIONS IN PERFORMING SECONDARY DAMAGE ASSESSMENTS:

- Determine the extent of damage;
- Visually inspect as much external and internal structure as is accessible;
- Sound all tanks;
- Compare tank soundings with loading ullages to check for leakage;
- Sound all compartments and void spaces to ensure integrity and;
- Take draft readings and reporting the ship's trim and list configuration

CONSIDERATIONS FOR REMEDIAL ACTIONS:

- Limited damage: concentrated in one or two tanks for example, with the impact on stress and stability taken into account, consideration should be given to internal transfer of cargo away from the damage
- Considerable damage is such that the quantitative determination of the cargo transfer cannot be computed on board, the Master shall inform the vessel operator or the designated damage stability and hull stress information resource providing them with all necessary data to make the damage stress and stability calculations
- Transferred contents can be directed to slack tank(s) on board, ashore or to lighters as is most feasible
 - If the head in the leaking tank cannot be eliminated by removal of contents or the leak is not otherwise plugged, it will continue to flow until a hydrostatic balance between sea level and the tank is achieved
- If the locale of the leak is not obvious, location of affected tanks can most readily be identified by comparing existing ullages with the loading ullages, noting substantial variations between the two.

If it is suspected that leakage is from the bottom or lower shell plating of a tank, leakage can also be stopped by reducing the level in the tank and pumping water into the tank to provide a water bottom buffer cushion under the tank contents to block further leakage

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FIRE AND EXPLOSION

Should a fire or explosion occur on board, the Damage Control Team under the leadership of the Chief Officer will respond to it under the vessel's Fire Plan. The Team will initiate necessary steps to bring the fire under control in accordance with the Plan.

FIRE OR EXPLOSION PRIORITIES:

- Safety of life;
- Control of damage to the vessel and her cargo and;
- Prevention of environmental pollution

Fire in or near the cargo tanks

Control if sources of ignition can be insulated from cargo in the tanks. This can be accomplished by:

- Maintaining inert gas pressure in the cargo tanks;
- Ensuring all flame screens and other protective mechanisms are intact and in place at vents and other sources of access to the cargo; and, if possible,
- Maintaining vessel heading suitable to keep any open flame or hot spots downwind of the cargo tanks

Fire in the pump room

Poses the greatest danger to the crew and ship because of the potential for uncontrolled release of cargo into the pump room as the fire causes structural failure in pumps, piping and/or valve components.

- The pump room should be immediately evacuated and inerted, if possible, to control the fire
- If a pump room fire cannot be controlled, all systems should be secured, and the Master should consider abandoning the ship
- Fire and explosion involving, potentially involving, or emanating from cargo or fuel will almost certainly produce major structural damage to the ship

CONSIDERATIONS IN PERFORMING FIRE FIGHTING STRATEGY:

- Is the fire controllable?
- Is there external firefighting help readily available?
- Is migration of the fire through progressive failure of structural containment systems likely or unlikely?
- Is a port of refuge available where assistance can be enlisted?
- Can the heading and speed of the vessel be altered to assist firefighting efforts?
- If structural damage presents the potential for introduction of flammable gas into the engine room, all engine room machinery should be secured and the engine room abandoned
- If in port when fire breaks out, under no circumstances allow shore side firefighting teams to indiscriminately introduce fire-fighting water below decks without consultation and approval of competent salvage engineers, shipboard firefighting specialists or naval architects
- As with any situation where oil can or may be discharged to the sea, the Chief Engineer should determine which of the vessel's sea suctions are most likely to draw in the oil and to selectively close such suctions as may be prudent

CONSIDERATIONS IN POST FIRE ASSESSMENT:

- Set and maintain reflash watch;
- Test/sound/examine all vessel spaces for the presence of hydrocarbon gas, oil ingress and/or flooding and inert/ventilate/purge as required;
- In accessing spaces, care must be taken that progressive flooding or loss of critical buoyancy is not induced by opening such access;
- Transfer oil from damaged tanks to sound tanks to the greatest extent possible

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HULL FAILURE

- Locate the discharge source so that it can be stopped or mitigated, e.g., by transferring the contents of that tank to reduce the hydrostatic head
- Transferred contents can be directed to slack tank(s) on board, ashore or to lighters as is most feasible
- If the head in the leaking tank cannot be eliminated by removal of contents or the leak is not otherwise plugged, it will continue to flow until a hydrostatic balance between sea level and the tank is achieved
- If the location of the failure is not obvious, location of affected tanks can most readily be identified by comparing existing ullages with the loading ullages, noting substantial variations between the two
- If it is suspected that leakage is from the bottom or lower shell plating of a tank, leakage can also be stopped by reducing the level in the tank and pumping water into the tank to provide a water bottom buffer cushion under the tank contents to block further leakage
- Where hull failure is substantial, the resulting water bottom will usually preclude removal of cargo through the vessel's cargo system
- As the cargo valves will be immersed in the water bottom, the pumping capacity of the vessel will be insufficient to overcome the ingress of seawater through the damage.
- In such instances, portable submersible pumps must be obtained for "over the top" transfer of cargo from the affected tank(s)
- In this situation, every attempt should be made to control trim and movement of the vessel to prevent further discharge caused by increase in hydrostatic head in the tank(s) or relative motion of the ship

All actions should be taken with full consideration of the potential effect on the structural integrity of the vessel and safety of the vessel and personnel both aboard and ashore

EXCESSIVE LIST

- Determine the cause of such list and then take, if possible, appropriate action to correct both the list and the cause of the list
 - Excessive list in a tank vessel may be a result of improper loading of cargo or fuel, leakage of cargo, fuel and/or ballast tanks by the sea or by any combination of the above
- If the source of the list is not initially obvious, the cause can be sought by comparing existing ullages/soundings in each tank to the loading ullages or soundings
 - Before taking soundings, rolling of the vessel should be minimized as much as possible by seeking a safe lee or by adjusting speed and course of the vessel
- When flooding or unexplained ullage changes are identified in a tank, the cause of such flooding or change should be determined and corrective measures taken as appropriate and/or possible
- If feasible, the contents of leaking or flooded dirty tanks should be transferred to sound tanks or lightered to adjust the list as may be necessary
- Should the list be a result of flooding by the sea of empty ballast or cargo tanks, list can be corrected by pumping the contents of such tanks back to the sea
 - In such situations, it should first be determined that the contents of the tanks to be pumped are clean and the overboard discharge should be monitored to ensure that dirty ballast is not put into the sea
- If the problem is leakage or flooding at a rate greater than can be corrected by the vessel's pumps, emergency pumping capacity will need to be brought aboard to augment or replace ship's pumps to accomplish the necessary transfers
- As with any situation where oil can, or may be, discharged to the sea, the Chief Engineer should determine which of the vessel's sea suctions are most likely to draw in oils and to selectively close such suctions as may be prudent
- Should leakage discovered in the cargo system pose a threat of discharge of oil into the engine room, all machinery in that location should be secured, the engine room evacuated and ventilated with portable blowers

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EQUIPMENT FAILURE

When a vessel experiences steering or main propulsion failure and is in danger of drifting onto a lee shore, these actions may be imperative in avoiding a stranding or delaying stranding until help can arrive to prevent it.

Steering Gear Failure:

Should a total failure of the steering gear and redundant systems occur:

- Momentum should be taken off the ship by backing down
- Consideration should also be given to immediate use of the vessel's anchors to augment the stopping power of the main engines
 - In employing anchors in such a situation, the possibility of shearing the vessel into additional danger must be anticipated
- In any loss of steering capability, the rudder should be restrained to prevent damage to it and to assist in controlling drift as much as possible
- In a lee shore or heavy weather situation, and if the rudder can be restrained in a neutral position, it has been found that the stern can be brought into the weather by use of full or emergency full astern power
- Should the rudder be jammed hard over in either direction, careful maneuvering with ahead turns can keep the head into the weather

If the rudder cannot be restrained and is free swinging, it has been found that it will usually assume a hard-to-starboard position so long as either ahead or astern revolutions are maintained

Main Engine Failure:

- Upon the loss of the main engine, the vessel should be headed up into the most favorable drift direction before way is lost
 - Subparagraphs 5.2, 5.3 and Table 1 of the ICS/OCIMF publication Peril at Sea and Salvage, provide data and guidance for determining this most favorable direction
 - The crew should be well acquainted with this guidance before an emergency occurs
- In predicting resultant drift direction, current, wind direction and speed should be taken into account
 - As is described in the above ICS/OCIMF publication, changes of list and trim as well as keeping the rudder in a downwind position will also influence the ultimate drift direction

Use of Anchors:

- Where the main engine or steering gear has been lost, the ship's position may be maintained or controlled or way taken off through the use of the vessel's anchors
- When danger of grounding, collision or allision is imminent or when deteriorating weather may inhibit their use, anchors should be deployed immediately
- When the vessel is in water suitable for anchoring and the main propulsion has been lost, way can be taken off before anchoring by dragging progressively increasing scopes of chain over the bottom
- Where water is too deep for anchoring, anchors walked out to about 60 fathoms at the hawse pipe will act as sea anchors to help keep the ship's head into the weather

DAMAGE STABILITY AND HULL STRESS CONSIDERATIONS

When the vessel's hull structure has been damaged, or compromised, any activity involving change of loading on the hull structure must be undertaken with care and with an understanding of the stresses that will be imposed and the changed nature of the hull strength resulting from the damage. The effect of change of loading on the changed stability characteristics of the vessel resulting from such damage must also be considered.

When the vessel is aground, the changes in stress patterns on the hull caused by ground reaction at the point(s) of stranding as well as the cyclical changes in that reaction resulting from tidal fluctuations must also be considered when contemplating loading changes aboard the vessel.

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Changes of loading of concern here will be the result of transfer of cargo or fuel internally in the vessel or over the side to lightering vessels. In situations where strength or stability is very sensitive, changes in loading due to fuel consumption should not be ignored.

In all situations where hull damage is substantial and/or loading changes are significant, such changes should not be attempted without reference to the vessel's Damage Stability and Hull Stress Plan and the expertise needed to implement it.

Activities for which certain of the vessel complement is trained and qualified to execute without shore-based support or advice:

- Provided the vessel's hull strength has not been seriously affected by structural damage, the Master is trained and qualified to compute hull stresses and stability using the following tools:
- This vessel has on-board or has immediate access to a computer. The weights of cargo tank are manually entered into the computer. An output of draft and trim as well as hull stress, shear force and bending moment at points along the vessel's length is available in both percent allowable and absolute values. Stability for any given loaded condition can be calculated from the Ship Trim and Stability Book located in the Master's office. The Book also describes the effect of flooding of the engine room, specific ballast tanks or the forepeak tank on the vessel in her fully loaded condition

Information to be collected by the vessel complement to facilitate shore-based assistance is as follows:

- The distribution of cargo, fuel, fresh water and other consumable or variable weights in intact compartments;
- Weights, quantity and/or ullages in compartments known to be open to the sea. The contents of breached compartments should be identified as oil or water or a mixture of the two. If possible in mixtures, the relative proportion of the two should be obtained;
- Drafts and angle of heel. State whether these are observed or estimated and whether or not they are stable. If any measurements are changing, the rate of change should be obtained;
- Any changes of loading carried out since the casualty along with the weights changed and detail of the location change;
- If stranded, the extent of grounding as indicated by soundings at the bow, stern and equidistant points, port and starboard, in between. If in tidal waters, the height of the tide when taking soundings and the predicted tidal range for the immediate future should also be provided;
- Information on the makeup of the sea bed and the firmness of the strand (whether the vessel is working or liable to slip off her strand) should also be determined and provided;
- Weather forecast and outlook for the immediate future;
- As complete a report of damage which may affect the hull's residual strength as is possible. Included in the report should be shell, bulkhead, and longitudinal/transverse structural member damage. The exact source of the data in the report should be identified along with the method by which observations were made and by whom they were made (divers, officers, etc.);
- Condition and/or availability of vessel systems;
- Periodic updates containing corrections to the initial report and/or changes in conditions as information is developed

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PROCEDURES FOR INTERNAL AND SHIP-TO-SHIP TRANSFER OF CARGO AND FUEL IN AN EMERGENCY

A Ship-to-Ship Transfer Plan with procedures consistent with the ICS/OCIMF [Ship-to-Ship Transfer Guide \(Petroleum\)](#) is maintained onboard.

The necessary Agreements have been entered into with **lightering resources** identified in Section a. of this Plan, to furnish the following resources to carry out any required emergency ship-to-ship transfers:

- Fenders of sufficient size to fend off the lightering vessel;
- Transfer hoses sufficient to make up to and provide connection between the midships manifolds of each vessel;
- Portable pump systems as may be required for over-the-top pumping in the event of vessel pump system failure;
- Lightering and mooring masters;
- Vessels and barges as may be required to lighter cargo and/or fuel and;
- Tug assistance availability

The vessel does not normally carry equipment for ship-to-ship transfer operations. It does carry reducers for cargo and fuel shore or lightering connections.

Safety considerations during emergency lightering operations include careful pre-planning with all principal participants including the Masters of the lightering vessel and the vessel to be lightered, the Mooring Master, the OSC, insurance representatives and cargo interests.

Safety considerations for emergency ship-to-ship transfer should follow the checklists provided in the ICS/OCIMF Ship-to-Ship Transfer Guide (Petroleum) which is located in the Master's office. Basic procedures are outlined below:

- Establish communications with lightering vessel;
- Verify equipment configuration and operation;
- Lay out mooring lines and fendering;
- Prepare cargo manifolds;
- Clear anchors for use if necessary;
- Verify ship stability and stress;
- Provide safety briefing to crew;
- Maintain inert gas atmosphere in cargo tanks;
- Initiate cargo transfer;
- Before moving vessel, verify communications and equipment operations properly

Safety considerations for emergency internal transfer should follow the checklists provided in the ICS/OCIMF Ship-to-Ship Transfer Guide (Petroleum) which is located in the Master's office. Basic procedures are outlined below:

- Verify vessel stability and stress;
- Verify equipment configuration and operation;
- Prepare detailed procedure for transfer operation;
- Ensure adequate internal communications;
- Check compatibility of cargo(s);
- Provide safety briefing to crew;
- Maintain inert gas atmosphere in cargo tanks;
- Ensure structural integrity of tanks, cargo pipelines and pumps;
- Ensure all scuppers plugged on deck;
- Ensure all ullage openings and access hatches closed;
- Ensure integrity of all containment devices

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Initial planning should consider and agree on the Ship-to-Ship Transfer Plan, the pump alignment and availability of vessel services such as inert gas.

Later planning will include agreement on the final plan, preparations to be carried out by the vessels, communications, alongside maneuvering, mooring, cargo transfer and ballasting and unmooring. The duties, responsibilities and authorities of each participant should be clearly outlined and understood.

PROCEDURES FOR EMERGENCY TOWING

If feasible, the following procedures for emergency towing of the vessel should be undertaken:

- Make ready chafing chains for securing a towing pendant to the anchor chain inboard of the fairlead;
- Make ready messenger lines for heaving the towing pendant onboard for connection to the chain. If towing should become necessary, jointly agree with the Master of the towing vessel and/or salvage master, on a towing plan which includes an agreed-upon fairlead and towing point (forward port or starboard or aft centerline) and rig the chafing chain appropriately. It has been found that in a heavy seaway, large vessels are better controlled when towed by the stern;
- When the chafing chain has been rigged, bring the towing pendant from the towing vessel aboard and, after the pendant has been connected to the chafing chain, feed the pendant and chain out through the fairlead to make up to the towing vessel;
- Establish continuous communications between the bridge and the towing vessel;
- Set and maintain a watch at the towing point with communications to the bridge. The watch should be positioned to safely observe the structural condition of the tow connecting point on the vessel and the chafing chain and towing pendant

The design and construction of the towing arrangement shall be in accordance with IMO Resolution MSC.35(63).

SHIPBOARD MITIGATION EQUIPMENT - CREW RESPONSIBILITIES

Equipment and materials are maintained aboard ship to deal with shipboard discharges of cargo and/or fuel. These include, among other things, portable pumps, hoses, non-sparking shovels and buckets, sorbents and other resources provided for the removal and cleanup of deck spills.

Prior to cargo transfer operations, it is the responsibility of the crew to rig the portable pumps on the after main deck with suction and discharge hoses connected and deployed to move any discharge accumulating within deck containment structures to the slop or other slack tank.

In the event of a casualty resulting in a discharge or threat of discharge within the control of the vessel's crew, Emergency Team #1 is responsible for deploying appropriate equipment. The crew is also responsible for routine preventative maintenance, proper stowage, inventory and periodic exercise of the shipboard mitigation resources to ensure the availability and functionality of these resources in the event of a casualty.

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CREW RESPONSIBILITIES FOR SAMPLING/RECORDING SPILLED PRODUCT

The Master will direct the taking and preservation of samples of all discharges of cargo or fuel from the vessel's systems. Should the discharge leave the confines of the vessel, at least three samples of the discharge material will be taken aboard the vessel, e.g., from the cargo/bunker tank, oil on deck, and oil in the water.

Samples will be placed in clean, glass or non-contaminating plastic containers having suitable secure air-tight closures, sealed and labeled with time, date, and location of the sample taking and the identity of the sample taker. A "chain of custody" document will be initiated starting with the sample label information and including the date, time and location of each change of custody of the sample along with the identity of each custodian. This document will allow for no gaps in the custody of the sample.

All personnel involved in the taking and/or custody of the sample will be briefed on the composition of the contents of the sample, the Material Safety Data Sheet (MSDS) information for the sample and any special precautions that should be observed in handling, stowing or shipping that material.

g6. The Lines of Communication Between the Principal Responders

See the Area Contingency Plans for communications guidelines vessels covered by this Plan will follow.

Addressing communications between the **Responsible Party**, the **QI**, the on-scene commanders, response teams, local, state, and federal emergency and disaster responders, these guidelines include:

- g6.A.** Communication procedures;
- g6.B.** The communication function assigned to each channel or frequency;
- g6.C.** The maximum broadcast range for each channel or frequency; and
- g6.D.** Redundant and backup systems.

g7. Procedures to Manage Access to the Response Site

The QI and/or IMT/SMT will manage access to the response site; designation of exclusion, decontamination and safe zones, and the decontamination of equipment and personnel during and after oil spill response operations, as required by the California Occupational Safety and Health Administration.

g8. Procedures to Evaluate Health and Safety Concerns

Prior to beginning oil spill response operations and clean-up activities, a Site Safety Plan will be completed, as necessary. Each Site Safety Plan shall include information as required pursuant to Title 8, Section 5192(b)(4)(B) of the California Code of Regulations.

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a. Introductory Material

a1. Vessel Information

a1.A. Vessel's Name: KHK VISION
 Country of Registry: Singapore
 Date Vessel Built: 3/28/2007
 Classification Society: American Bureau of Shipping
 Call Sign: 9VDZ4
 IMO Number: 9323429

a1.B. Owner

Vanguard Carries Pte Ltd.

c/o Tai Chong Cheang Steamship Co. (H.K.) Ltd.
 Suite 1308, Two Pacific Place,
 88 Queensway,
 Hong Kong

Main Phone: +852 2522 5171
 Fax: +852 2907 6163
 24 Hour Phone: +852 6595 3691

Operator

Tai Chong Cheang Steamship Co. (H.K.) Ltd.

Suite 1308, Two Pacific Place,
 88 Queensway,
 Hong Kong

Main Phone: +852 2522 5171
 Fax: +852 2907 6163
 24 Hour Phone: +852 6595 3691

Manager

Tai Chong Cheang Steamship Co. (H.K.) Ltd.

Suite 1308, Two Pacific Place,
 88 Queensway,
 Hong Kong

Main Phone: +852 2522 5171
 Fax: +852 2907 6163
 24 Hour Phone: +852 6595 3691

a1.D. Vessel Type: Tanker, Oil
 Hull Type: Double
 Gross Tonnage: 158,463
 Deadweight: 305,749
 Cargo Capacity: 2,215,471 bbls (352,231.7 m³)
 Length: 1,089.24 ft. (332 m)
 Draft: 73.56ft. (22.422 m)
 Beam: 190.41 ft. (58.038 m)

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b. Tank Vessel Description

b1.A. A copy of this vessel's general arrangement and tank diagrams, including the capacity of each cargo and fuel tank can be found at the end of this Appendix.

b1.B Range of oil products normally carried in each structure:
Group I, Group II, Group III, Group IV

The vessel does not carry an oil cargo with a specific gravity greater than or equal to one (1).

The **MSDS** or equivalent data on the cargo carried are located on board in the following location: Cargo Control Bridge

c. Prevention Measures

c2.a A summary of the certificates issued by a member of the International Association of Classification Societies of the most recent inspections of this vessel is available for review.

c2.b A copy of the most recent Safety Management Certificate (SMC) for this vessel is located at the end of this Appendix.

A copy of the ISM Document of Compliance (DOC) for this vessel can be found in Appendix III.

d. Planning for the Location of Response Resources

This vessel may operate in the following areas:

S. LA/Long Beach

N. LA/Long Beach

San Francisco

Notification procedures and contact information for each Geographic Region in which this vessel may operate can be found in Section h. of this plan, as well as on the Notifications Placard.

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e. Containment Booming and On-Water Recovery

e1/2. Reasonable Worst Case Spill/ Persistence and Emulsification Factors/ Response Planning Volume

The Response Planning Volume calculations are as follows:

Worst Case Discharge (WCD): 2,215,470.74 bbls (352,231.7 m³)

Group: III

	Worst Case Discharge		Emulsification Factor		Persistence Factor		Planning Volume
California	2,215,470.74 bbls	X	0.25	X	2.0	X	0.50 = 553,867.685 bbls
Federal	2,215,470.74 bbls		X		2.0	X	0.50 = 2,215,470.74 bbls

The Federal Planning Volume is larger than the California Planning Volume, therefore, the Response Planning Volume is 2,215,470.74 bbls (352,231.7 m³). The calculations for OPA-90 (Federal VRP) recovery rates are on the following page.



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Appendix I - Vessel Specific Information and Documents

OPA-90 (Federal VRP) Recovery Rates: Worst Case Discharge (WCD): 2,215,471 bbls (352,232 m³)

Group: III

On-Water Planning Volumes

Group	Nearshore/Inland	Offshore	Open Ocean
I	443,094	NIL	NIL
II	1,993,924	996,962	398,785
III	2,215,471	1,772,377	886,188
IV	1,550,830	1,240,664	620,332

Required Resources for On-Water Recovery*

Nearshore/Inland			Offshore			Open Ocean			
Group	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
I	66,464	110,774	177,238	NIL	NIL	NIL	NIL	NIL	NIL
II	299,089	498,481	797,570	99,696	164,499	209,362	23,927	39,878	47,854
III	332,321	553,868	886,188	177,238	292,442	372,199	53,171	88,619	106,343
IV	232,624	387,708	620,332	124,066	204,710	260,539	37,220	62,033	74,440

Response Capability Caps

Nearshore/Inland			Offshore			Open Ocean		
Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
12,500	25,000	50,000	12,500	25,000	50,000	12,500	25,000	50,000

*When the required resources capacity exceeds the response capability cap, the vessel operator must contract only for the quantity of resources required to meet the cap, but shall identify sources of additional resources in accordance with 33 CFR 155.1050(o).

This vessel's current
Safety Management Certificate (SMC)
should be placed behind this page

SAFETY MANAGEMENT CERTIFICATE

Issued under the provisions of the International Convention
for the Safety of Life at Sea, 1974, as amended
under the authority of the Government of

Republic of Singapore

(Name of State)

by American Bureau of ShippingName of Ship: **KHK VISION**Distinctive Number or Letters: **391268 9VDZ4**Port of Registry: **Singapore**Type of Ship¹: **Oil Tanker**Gross Tonnage: **158463**IMO Number: **9323429**Name and Address
of the Company: **TAI CHONG CHEANG STEAMSHIP CO. (SINGAPORE) PTE. LTD.**(see paragraph 1.1.2 of the ISM Code) **1 RAFFLES PLACE #44-03 ONE RAFFLES PLACE****SINGAPORE 048616 Singapore**Company Identification
Number: **1691828**

THIS IS TO CERTIFY the Safety Management System of the ship has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code), following verification that the Document of Compliance for the Company is applicable to this type of ship.

This Safety Management Certificate is valid until **02 October 2022**, subject to periodical verification and the Document of Compliance remaining valid.

Completion date of the verification on which this certificate is based: **27 August 2017**Issued at: **Singapore** (Place of Issue) on **31 December 2020** (Date of Issue)

Electronically Signed By
Kuan, Yeh Ching, Singapore Port
(Surveyor, American Bureau of Shipping)



¹ Insert the type of ship from among the following: Passenger Ship; Passenger High Speed Craft; Cargo High Speed Craft; Bulk Carrier; Oil Tanker; Chemical Tanker; Gas Carrier; Mobile Offshore Drilling Unit; Other Cargo Ship. For "Other Cargo Ship" specify detail type in adjacent field.

ENDORSEMENT FOR PERIODICAL VERIFICATION AND ADDITIONAL VERIFICATION
(if required)

THIS IS TO CERTIFY that, at the periodical verification in accordance with regulation IX/6.1 of the Convention and paragraph 13.8 of the ISM Code, the Safety Management System was found to comply with the requirements of the ISM Code.

Intermediate Verification:
(to be completed between the second and third anniversary date)

Signed:

Place:

Date:

REQUICKED AUDITS PREVIOUSLY CARRIED OUT

Additional Verification²:

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

Additional Verification²:

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

Additional Verification²:

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:



² If applicable. Reference is made to the relevant provisions of section 3.2 "Initial verification" of the Revised Guidelines on Implementation of the International Safety Management (ISM) Code by Administrations adopted by the Organization by resolution A.1071(28).

**ENDORSEMENT WHERE THE RENEWAL VERIFICATION HAS BEEN COMPLETED AND
PART B 13.13 OF THE ISM CODE APPLIES**

The ship complies with the relevant provisions of part B of the ISM Code, and the Certificate should, in accordance with part B 13.13 of the ISM Code, be accepted as valid until _____

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

**ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF
VERIFICATION WHERE PART B 13.12 OF THE ISM CODE APPLIES OR FOR A PERIOD OF GRACE
WHERE PART B 13.14 OF THE ISM CODE APPLIES**

This Certificate should, in accordance with part B 13.12 or Part B13.14 of the ISM Code, be accepted as valid until _____

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:



This vessel's current
California Certificate of Financial
Responsibility (CA COFR) should be
placed behind this page.

CALIFORNIA CERTIFICATE OF FINANCIAL RESPONSIBILITY (CA COFR)



OWNER OR OPERATOR:

VANGUARD CARRIERS PTE. LTD.

meets the financial responsibility requirements set forth in the Government Code Sections 8670.37.51 and 8670.37.58 as it applies to the operation of

VESSEL NAME: KHK VISION

IMO #: 9323429

CERTIFICATE #:1-0616-003-001

CNTRL #: TO219

ISSUE DATE: March 01, 2019

This certificate is valid for one year from the date of issue. This certificate is valid for a second year from the date of issue only if the insurance is current. You may verify updated insurance and check validity of certificate at the following link:

<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=76424>

The holder of this document named above is subject to the provisions of California Code of Regulations, Title 14, Sections 791-797, implementing the financial responsibility requirements set forth in the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (Act), see California Code Sections 8670.37.51 through 8670.37.58. For the purpose of determining liability pursuant to the Act, this certificate of financial responsibility is conclusive evidence that the person or entity holding the certificate is the party responsible for the specific vessel.

If the applicant or the vessel name is changed a new certificate will be necessary. In addition, if the holder of the certificate ceases to be the owner or operator of the vessel, the holder must notify OSPR immediately.

It is the owner or operator's responsibility to ensure that this certificate number is also included in the owner or operator's marine oil spill contingency plan, which must be submitted to this office for approval, before the vessel can operate in California waters.

If you have any questions, please contact

Yasmeen N. Ali
(916) 324-0003

Sincerely,

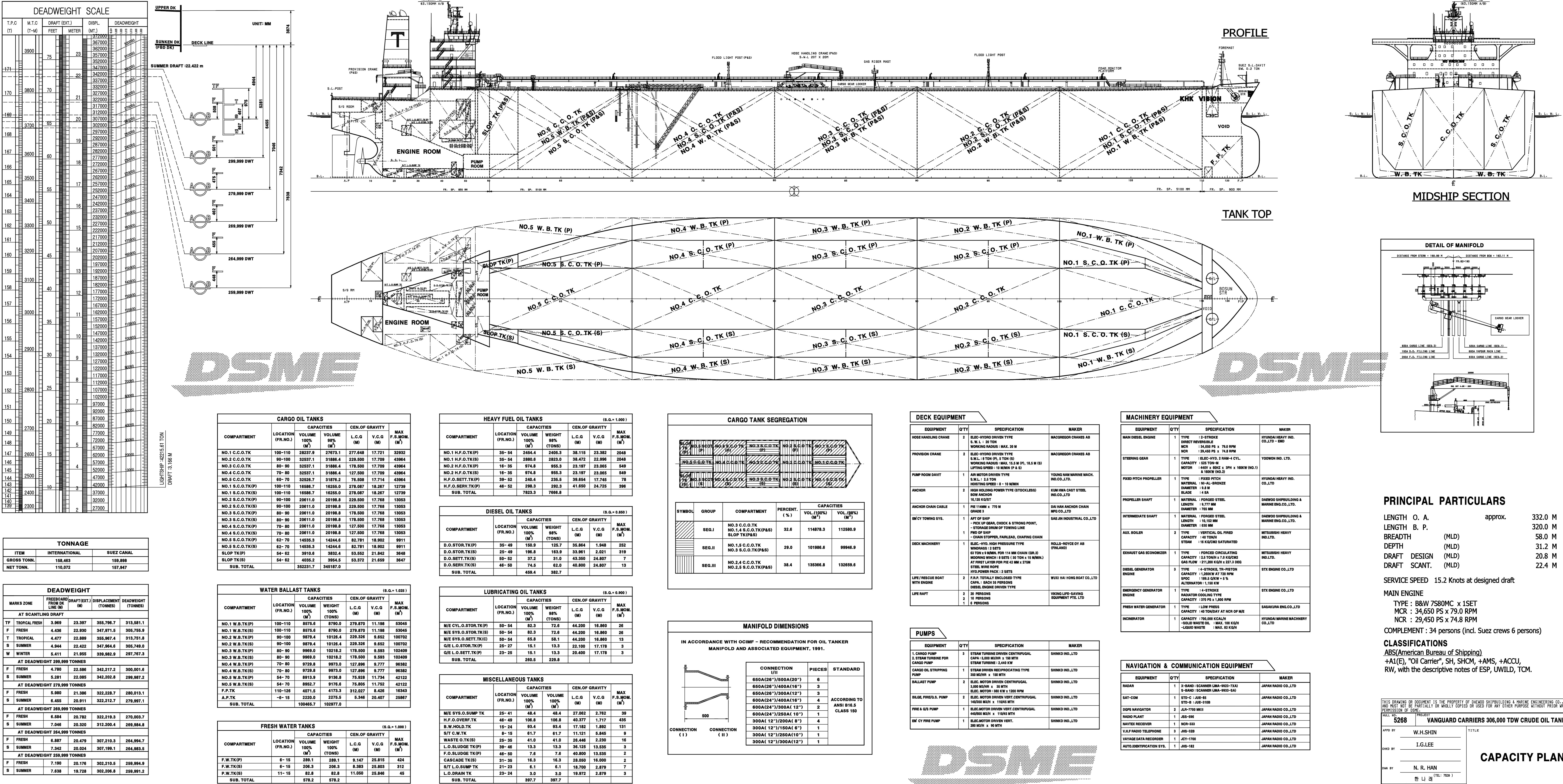
Yasmeen N. Ali

Financial Analyst
Office of Spill Prevention and Response
cacofr-tank@wildlife.ca.gov



This vessel's current
General Arrangement and Capacity
Plan diagrams should be placed
behind this page.

CAPACITY PLAN

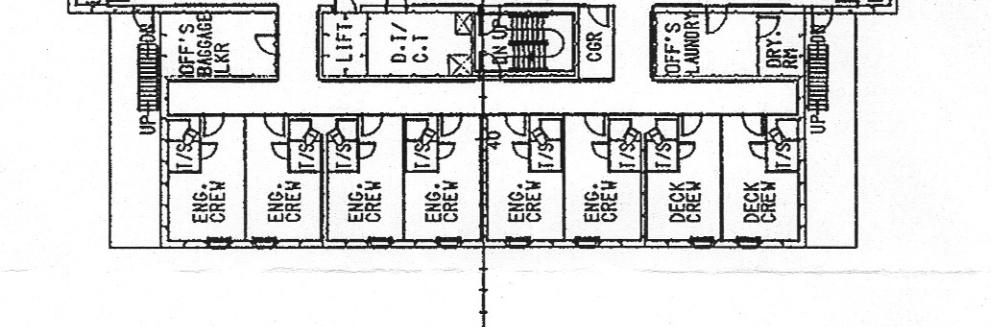


GENERAL ARRANGEMENT

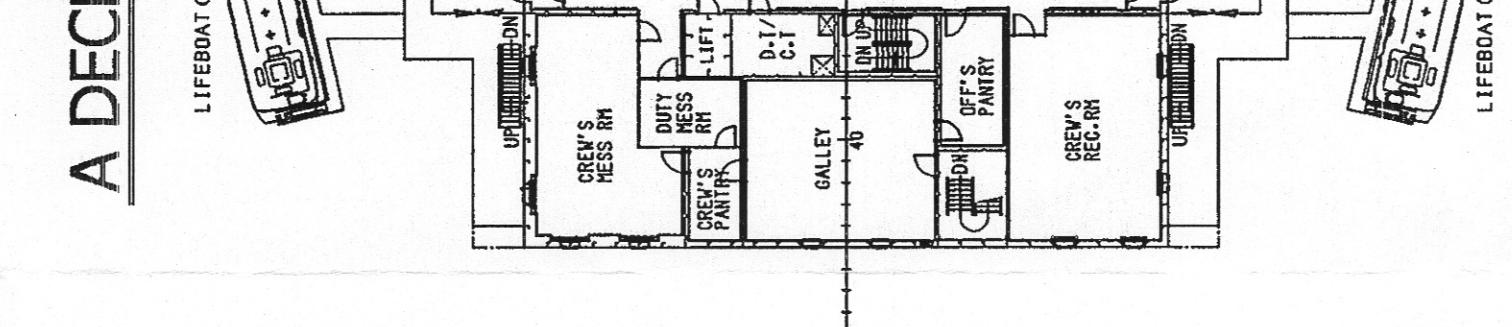
DESME

NAV. BRU. DECK

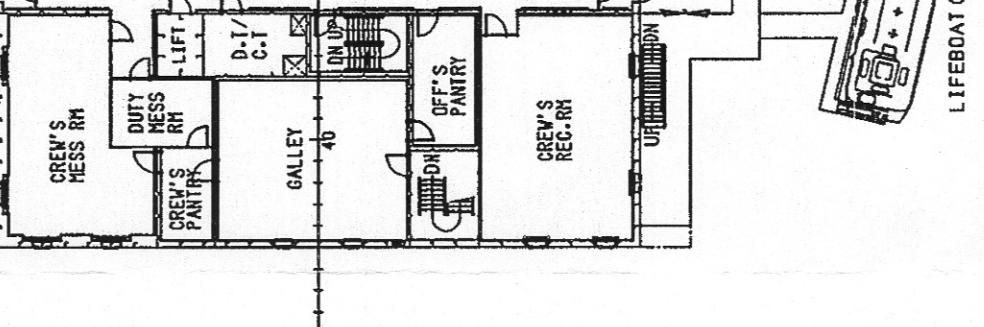
B DECK



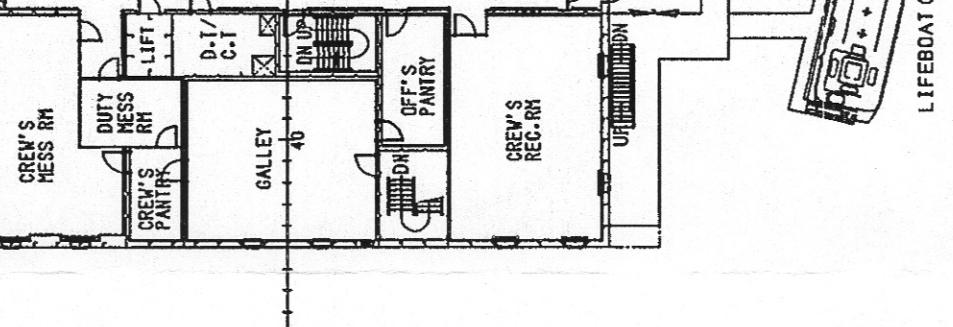
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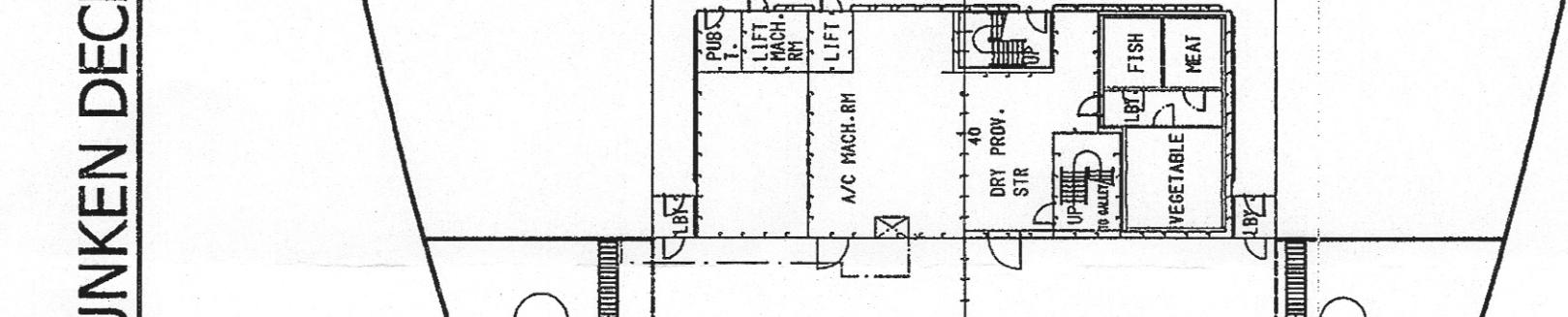
D DECK



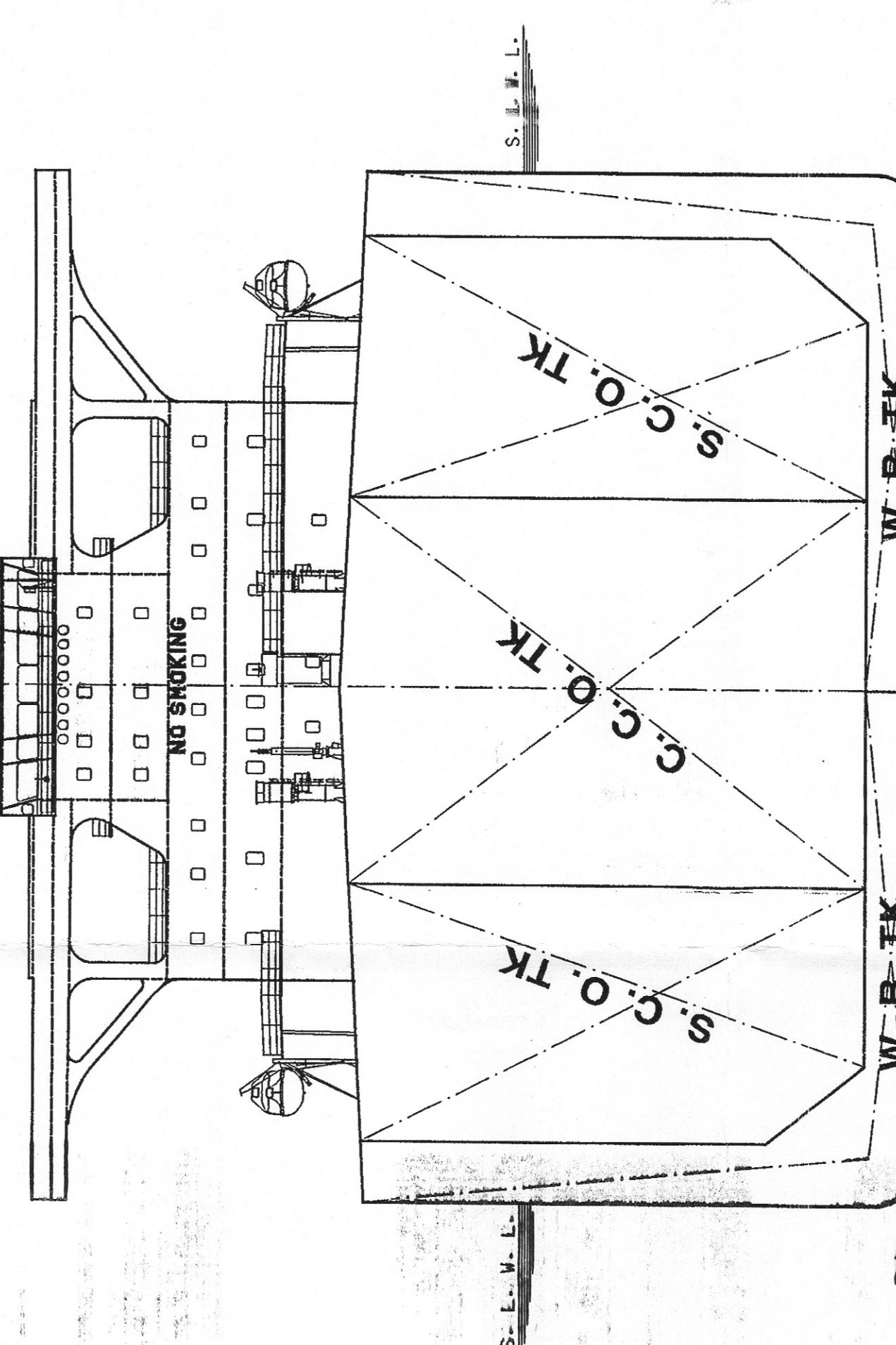
C DECK



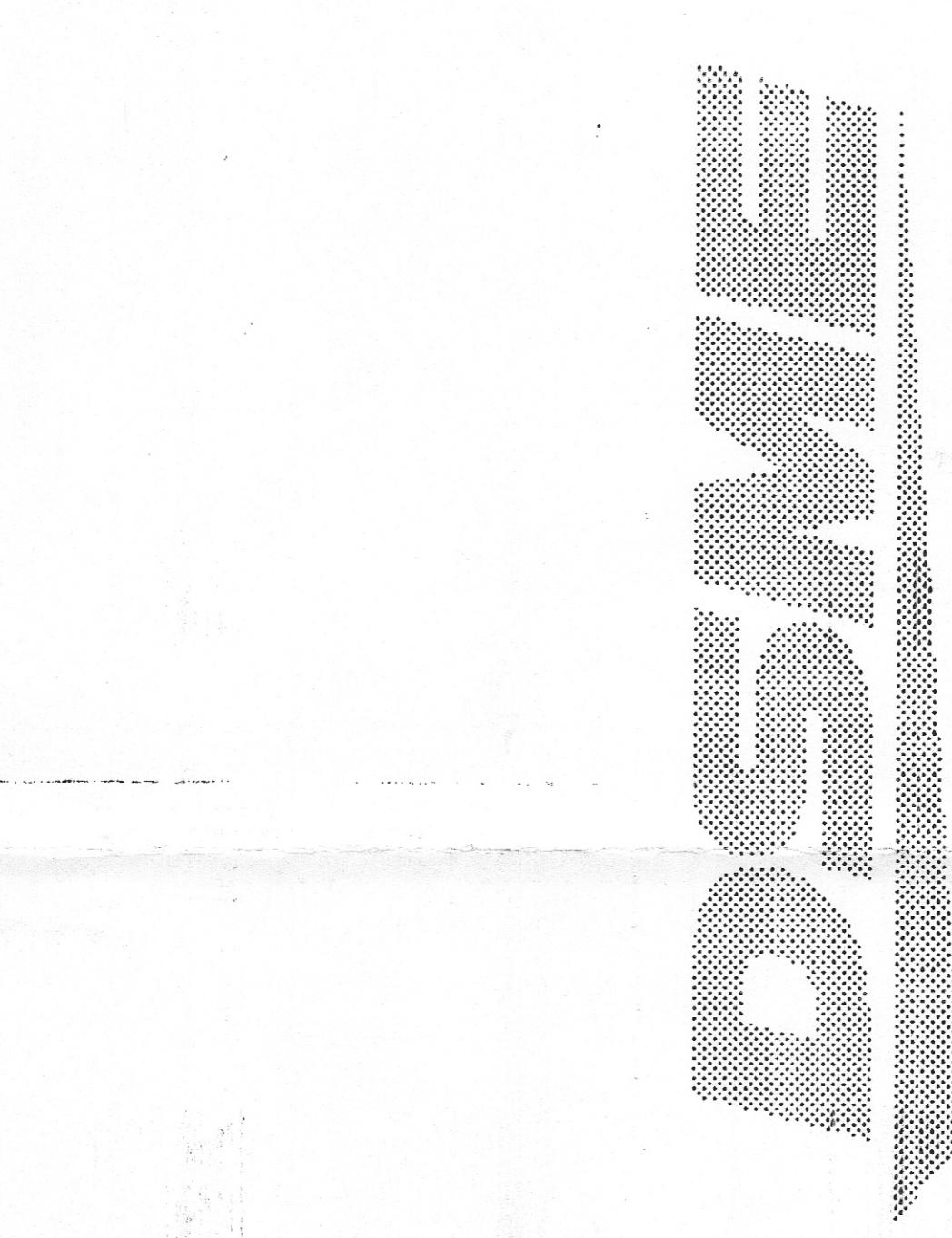
SUNKEN DECK



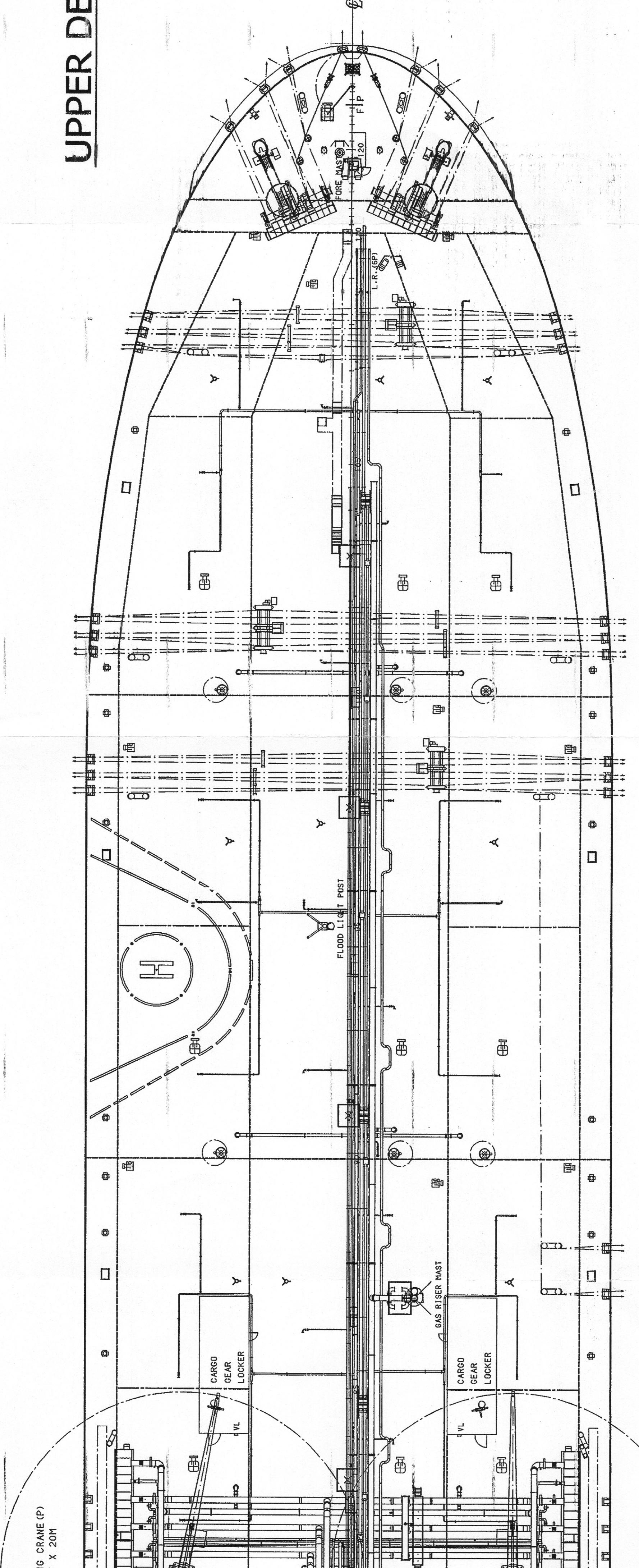
PROFILE



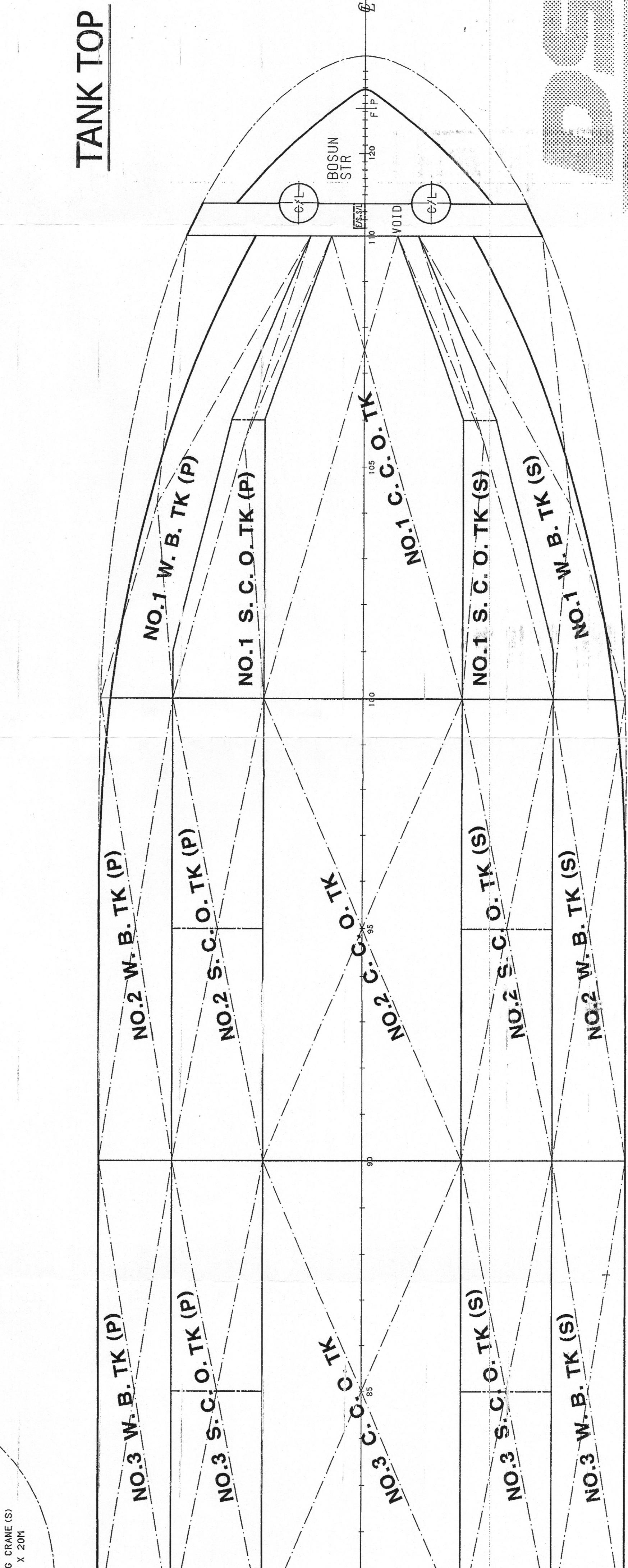
MIDSHIP SECTION



UPPER DECK



TANK TOP



PRINCIPAL PARTICULARS

LENGTH O. A.	approx.
LENGTH B. P.	330 M
BREADTH (MLD)	30 M
DEPTH (MLD)	3.12 M
DRAFT (MLD)	2.08 M
DRAFT SCANT.	2.4 M
SERVICE SPEED 15.2 Knots	15.2 Knots
MAIN ENGINE	KHK VISION
MCR : 34,650 PS X 9.9 RPM	MCR : 34,650 PS X 9.9 RPM
NO. 3223429	NO. 3223429
COMPLEMENT : 34 persons (incl. 10 crew & 22 passengers)	COMPLEMENT : 34 persons (incl. 10 crew & 22 passengers)
CLASSIFICATIONS	ABS(American Bureau of Shipping), TIA(E), Oil Carrier, SH, SHOM, +HMS, +ACCU, RV, with the descriptive notes of ESP, UVILD, TON.
BY	VANGUARD CARRIERS 300,000 TOW CRUISE BANKER
DESME	DESME

GENERAL ARRANGEMENT

DESME

DESME