

Nautical Ventures, LLC

Oil Discharge Prevention
and
Contingency Plan
September 2011

Nautical Ventures, LLC
9525 King Street
Anchorage, Alaska 99515

vessel and any other vessel likely to participate in a ship to ship lightering operation would both be small enough that the normal fenders carried onboard would be sufficient to keep the vessels covered by this plan and receiving vessel separated and prevent any damage while the vessels are alongside each other. Prior to any fuel transfer the person-in-charge of the vessels covered by this plan and the receiving vessel would make a joint inspection of the transfer arrangements and evaluate the set-up for safety and pollution prevention readiness and agree that the arrangement is satisfactory prior to initiating the transfer. If the vessels covered by this plan cargo tanks fuel/cargo tanks become so damaged that it is necessary to lighter off the cargo, the operation will be have to be conducted under the supervision of a representative of the Captain of the Port and the transfer arrangements will require approval from the COTP representative on scene.

The procedures and arrangements for emergency towing

While in state waters the vessels covered by this plan carry a towing hawser faked down on her foredeck led out through the bull nose in the bow of the ship. The bitter end of the towing hawser is secured to bitts on the bow of the vessels covered by this plan. The end of the hawser is looped back over the bulwarks in the bow and a messenger line is attached to the end of the hawser. A heaving line is attached to the end of the messenger line. If it becomes necessary to tow the vessels covered by this plan by another vessel, the crew can pass the heaving line to the towing vessel. The towing vessel can obtain the towing hawser from the vessels covered by this plan by pulling on the messenger line and taking the towing hawser directly onboard the tug. The towing hawser is then paid out through the bull nose and made fast onboard the tug. This ready towing arrangement ensures that the vessels covered by this plan can be taken under tow immediately if she loses power and must be towed.

The location, crew responsibilities, and procedures for use of shipboard equipment which may be carried to mitigate an oil discharge;

The master of the vessels covered by this plan will direct the shipboard emergency procedures depending on the nature and type of casualty. The crew will act under the master's direction. See the above emergency procedure checklists for responding to specific casualties. Depending on the nature of the casualty the crew of the vessel will have to perform an assessment of the situation. This assessment could involve sounding of tanks, investigating the vessel for possible fire situations, looking for leaking tanks, cracks, holes or wastage in the hull, etc. If discrepancies are found the crew members must observe and report back to the master who will determine the proper course of action depending on the situation.

General description of the Offshore Supply Vessel/Oil Spill Response Vessel AIVIQ:

The vessel AIVIQ (O.N. 1237683) is Coast Guard inspected, under 46 CFR Subchapter I and Subchapter L as an Offshore Supply Vessel and Oil Spill Response Vessel. She has an overall length of 324.5 feet, a beam of 80 feet and a hull depth of 34 feet. She was built as their hull number 247 by La Ship Shipyard in Houma, Louisiana, in 2010. She is classified by the American Bureau of Shipping as an Ice Class A, Oil Recovery / Platform Support Vessel. The ship has a clear cargo deck area of 9,150 square feet. She has a deadweight tonnage capacity of 5,113 long tons. She has a capacity of 12,575 barrels of fuel oil, 13,397 barrels of ballast, 714 barrels of potable water and 10,158 barrels of liquid mud. She is propelled by four Caterpillar C280-12 diesel engines providing (5,444 BHP each) and capable of making 15 knots. She is equipped with two 1500 KW Brunvoll FU100 along with one 2000 KW Rolls-Royce electric bow thrusters and two 1050 KW Brunvoll FU80 LTA electric stern thruster. She also has four Caterpillar 3512C diesel shipø service generators rated at 1700 kW each, two kW shaft generators and two Caterpillar 910 kW emergency generators. Under the International Tonnage Convention the AIVIQ is measured at 12,892 gross tons. Loaded to her marks she has a draft of 34 feet and a lightship draft of 26 feet.



Figure 51 – AIVIQ port side

The plans for the use of the vessels covered by this plan during the 2012 Shell Drilling and Exploration venture include accompanying a drilling vessel to a location between 16 and 20 miles offshore of the north slope of Alaska north east of Prudhoe Bay.

(B) Vessel Arrangement Plan – Plans on the following pages.

Figure 52 - Vessel Arrangement Plans (AIVIQ)

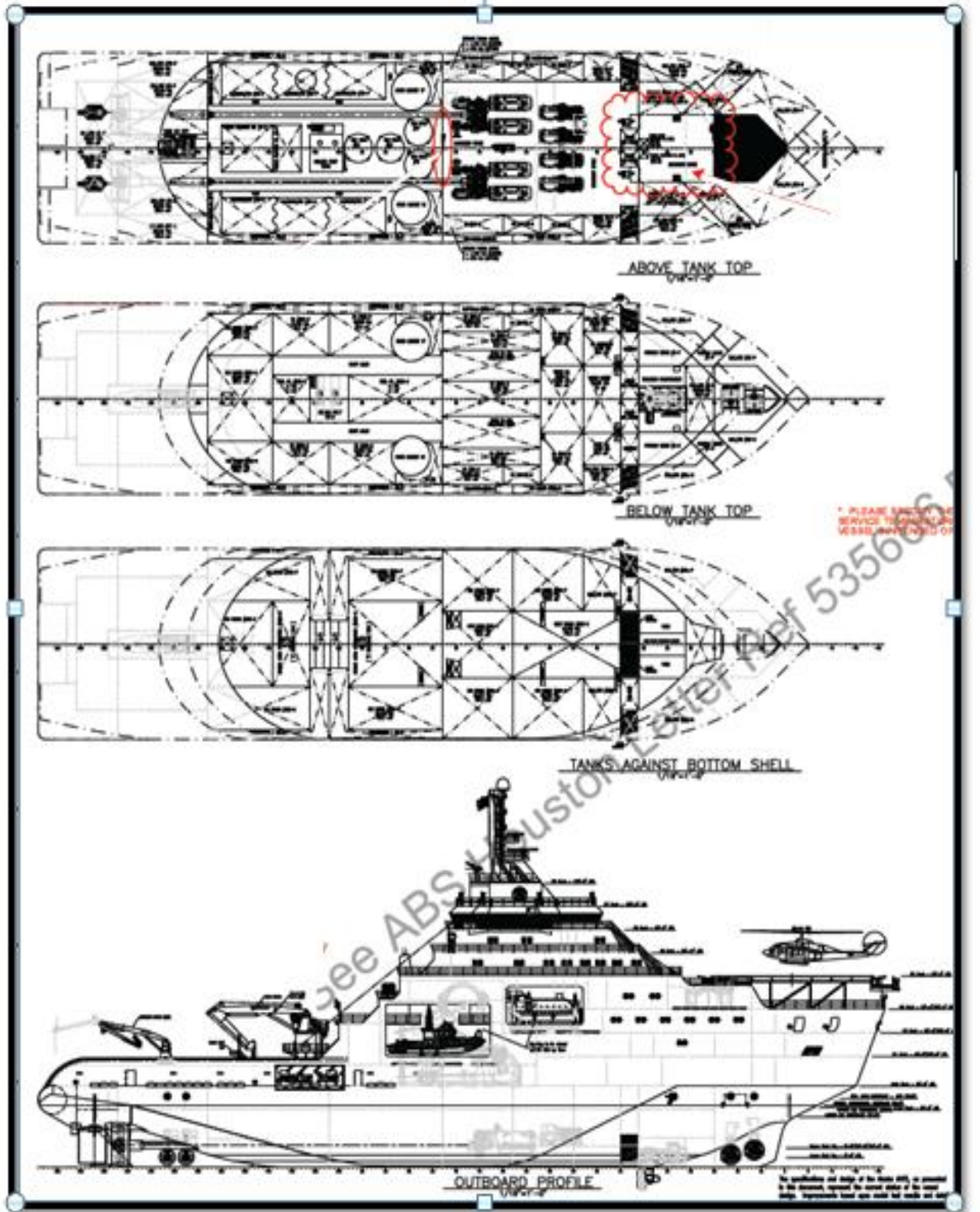


Figure 53: Upper Deck Plans (AIVIQ)

