

Maritime Transport

Operator Plan

For

Stackattack

Sport Fishing

1. Management and Policy

1.1. Full Legal Name of the Operator

Stackattack Sports fishing

1.2. Overview of the Operation and its Maritime Activities

Activities – charter fishing operations

1.3. Primary Ports and Areas of Operations

- Primary Port Whitianga

Area of Operations:

- Enclosed – all enclosed limits within the following inshore limits
- In shore – all inshore limits within the following restricted coastal limits

1.4. Vessel Categories

- Passenger

1.5. Vessel Activities

- Charter fishing
- Non-commercial use (entertaining the owner's friends and family)

The vessel will not be used in any capacity without the consent of the owner. The relevant safe operating procedures contain within this plan will be applied during any operations.

MSA Number	Vessel Name	Category
	Stackattack	Charter Sport Fishing

1.6. Overview of the Operation and its Maritime Activities

Stackattack Sport Fishing is a customer focused charter fishing operation that uses the vessel for customised fishing trips targeting the wide range of species. The main activity is the fishing charter; however, Stack Attack can be used on occasion for non-commercial purposes entertaining friends and family of the owner.

The Company Stackattack Sport Fishing is based out of Whitianga with the vessel located at Flaxmill Bay. Nick Stack is the Owner/Operator and the only Skipper at this stage. The plan includes provision to hire further skippers should the need arise. Booking and administration of the operation will be performed by Owner/Operator

1.7. Operation Contact Details

Mailing address

Nick Stack
C/O Cooks Beach Store
26 Captain Cook road
RD1 Whitianga

Contact people

Name	Position	Contact phone number
Nick Stack	Owner/Operator	0276354975

1.8. Responsibilities Assigned to Fit and Proper Persons

Person responsible for compliance	Area of responsibility			
Name	Maritime transport operation	Resourcing of the operation	Crew training and competency assessments	Operational decisions
Nicholas Stack	✓	✓	✓	✓

1.9. Policies, Responsibilities and Lines or Authority

Policy

Stackattack Sport Fishing is committed to the successful implementation and maintenance of this Maritime Transport Operator Plan. We will strive for continual improvement in all systems with our goal/objective being to increase safety, productivity and environmental protection. We will achieve this by ensuring:

- General requirements
- Safe Ship (Maintenance)
- Safe Operation
- Hazard Management (Health and Safety)
- Emergency Response including Pollution Control
- Training and Inducting
- Review and recording

Elements noted in the vessel's safety system are followed and taken into consideration with every activity we undertake

The Owner/Operator and skipper will regularly review this policy to ensure all goals and objectives are being met for the HSEA (Health & Safety Employment Act), Maritime protection and local government rules.

Owner's Responsibilities and Authority

The vessel owner shall

- Ensure the vessel and its systems are fit for purpose at all times
- Ensure he and the skipper follow all procedures detailed in the vessel customised Safe Ship Management Manual or is equivalent.
- Ensure a logbook is maintained.
- Ensure the vessel has all the shore-based support and resources required to comply with the maritime and maritime protection rules.
- Ensure the vessel is manned correctly and has the relevant qualified staff.
- Ensure the vessel remains compliant with all the aspects of the Health and Safety Act and ensure compliance to the Maritime Transport Act 1994 and all applicable maritime protection rules.
- Ensure the masters authority is clearly stated in the SSM system or its equivalent.

Masters Responsibilities and Authority's

The skipper shall:

- Be responsible for the safe operation of the vessel, the safety and wellbeing of all passengers and crew, and the safety of cargo carried.
- Be responsible for compliance with all the relevant requirements of the Maritime Transport Act 1994, applicable maritime regulations and applicable maritime and marine protection rules and the Health and Safety at Work Act.
- Ensure all required record that are listed in the vessel's Safe Ship Management Manual (or its equivalent) are kept.
- Be responsible for Health and Safety on the vessel.
- Ensure logbook and recording systems are kept updated and current.
- Ensure all the safety issues are reported to the vessel owner.
- Ensure discipline is maintained on board and information is conveyed in a simple clear manner.
- Obey the vessel owner or designated persons at all times.
- Ensure all accidents/incidents are reported to MNZ as soon as practicable

Search and Rescue Person (SAR)/Designated Person Responsibilities

They shall:

- Ensure they offer all required support and resources to allow the vessel to operate safely and comply with all HSE, SSM and environment protection rules.
- Be shore based person.
- Convey and important communication between the vessel and shore direct to management as required.
- Have a mutual agreement with the vessel as to the procedures during an emergency or the vessels is overdue.
- Be aware of the vessel's daily activities.
- Obey the instruction of the owner

2. Control of Information, Records and Documents

2.1. Location of Maritime Transport Operator Certificate and Plans (MTOC)

- A hard copy of the operator plan is held at the main office along with my original certificates. An electronic copy of the operator plan is stored on office computer. The current ship's log is maintained on board the vessel during any use. Old ships logs will be retained in the Office

Home Office	On board the vessel
Complete Operator Plan (hard and electronic copies)	Safe Ship Operating Procedures
Up to dated records – various and original copies of the certificate	Current Ships Log
Maintenance and Survey File	
Crew records	
Old Ships Logs	

2.2. Sharing the Operator Plan with Crew and Personnel

- Any crew will be expected to read this operations plan as part of their induction. Any changes to the plan will be shared with the skipper and any crew as soon as practicable.

2.3. Review and Continuous Improvement of Operator Plan

- Reviews will be conducted at least annually and generally at the end of the summer charter season. Reviews will also be conducted when an accident, incident, mishap, new information or other occurrence demonstrates the need for immediate improvement.
- If changes are made to the operator plan, the hard copy located on-board the vessel will be replaced by the current version as soon as practicable.
- All staff and crew will be aware of any changes
- The operator plan will not be amended without consent of the owner.

2.4. Crew Qualifications and Records

Minimum crew qualifications (certificates of competency) required for operation

- All crew are required to hold a certificate or competency and provide copies of those certificates to the Office for files.

Inshore Limits – LLO

Restricted Coastal – Master NZOW with command endorsement + Mate ILM (MEC6)

Crew records

- All certificates of competency and expiry dates (where applicable) will be held on file.

Name	Position	Cert(s)	Expiry dates
Nick Stack	Owner/Operator	ILM (old version of SRL)	Nil
		Restricted Radio Operator's Cert	Nil
		Restricted Radar	Nil
		First Aid	2020

2.5. Accident and Incident Recording and Reporting.

Procedure

- Details of any accident, incident and mishaps will be recorded in the vessel logbook immediately or as soon as practicable thereafter. The information will then be copied into the Incident and accident register at a more suitable time.
- Incidents, accidents and mishaps resulting in serious harm will be reported to Maritime New Zealand as soon as practicable.

Incident and accident register

- Will be maintained and retained at Home Office and On Board

2.6. Ship's Log

Details of all uses of the vessel are recorded in the vessel logbook including (but not limited to) details of the following

- Weather Forecasts
- Passenger and crew numbers
- Mechanical failures
- Hazards to navigation
- Con-Commercial use
- Tidal Information
- Main and auxiliary engine hours
- General movements
- Incident, accidents or mishaps
- Notable radio communications
- Training and drills
- Trip reports and details of person share
- Pre and post trip check's complete

2.7. Trip Reports

Will include the following details:

- When the ship is departing and from where
- The planned destination or area of operation
- The total number of people on board (POB)
- The expected time of arrival; (ETA) and/or next communication

2.7 External Audit of the Operator Plan

- External Audits conducted will be undertaken with the full cooperation of Stackattack Sport Fishing
- Copies of Audit Reports will be filed at Home Office

2.8 Display of Certificate of Survey

- A copy of the Certificate of Survey will be displayed in a prominent position on the ship at all times

3. Health and Safety

3.1 Safety Policy

It is the policy of Stackattack Sport Fishing to always strive to ensure the safest operation possible. We will do this by following the Safe Operating and Emergency Procedures established within this Operator Plan and actively engaging in hazard identification and control, and continuous improvement of this operator plan.

3.2 Hazard Identification and Control

- The Skipper and any crew or staff are encouraged to actively engage in hazard identification.
- The Skipper will record in the Vessel Log Book any new identified hazards (or potential hazards).
- As soon as possible after arrival ashore, the hazard will be assessed.
- If the hazard cannot be eliminated it will be minimised and the controls to do so will be recorded in the Hazard Register on the Vessel Log
- Any crew or staff who could be exposed to or will be involved in controlling the newly identifies hazard will be notified of the hazard and any controls established.
- If procedural changes are or may be required as a result of the newly identified hazard, the relevant section of the Operator Plan will be reviewed and amended as required.
- Reviews of all identified hazards will take place at least annually.

Additional information on hazard management is available on the WorkSafe New Zealand Website

3.3 Fatigue Management

Fatigue is the state of feeling very tired, weary or sleepy resulting from insufficient sleep, prolonged mental or physical work or extended periods of stress or anxiety. Boring or repetitive tasks can intensify risk of fatigue. Factors that contribute to fatigue may be internal or external to the work environment.

Signs and symptoms of fatigue include:

- Tiredness
- Sleepiness, including falling asleep against your will
- Irritability
- Depression
- Giddiness
- Loss of appetite
- Increased susceptibility to illness

Stackattack Sport Fishing acknowledges the risks posed by fatigue in operation. It confirms that it will fully support any staff/crew if concerns regarding their wellbeing due to fatigue coming about.

3.4 Drug and Alcohol Policy

Stackattack Sport Fishing has a zero-tolerance policy with respect to crew working under the influence of illicit drugs and alcohol. There may also be risks associated with the use of prescription medicines, and this must be considered if required.

The use of illicit drugs by passengers while on board is also forbidden. While passengers are permitted to consume their own alcohol on board in limited quantities, consumption will be monitored, and passengers will be discouraged from becoming intoxicated.

Intoxicated passengers (whether by alcohol or drugs) will not be carried.

3.5 Life Jackets

On board Stackattack Sport Fishing everyone must wear a life jacket (or personal floatation device), unless the Skipper has assessed the risk and considers it okay for lifejackets not to be worn.

EXCEPT:

- When crossing the bar including 200 metres either side
- And in situations such as – low visibility, rough seas, adverse weather, boating at night, in an emergency

In all other situations, enough lifejackets must be carried aboard in a readily accessible location to securely fit each person aboard.

3.6 Environmental Policy

- Stackattack Sport Fishing Garbage Management and Environmental Plan is retained in the Safe Ships Management Policy and Operations Manual
- A copy of the Environmental Policy is also attached to this document

4. Crew Familiarisation and Training

4.1 Induction and Training

Skipper

Before taking the vessel to sea, any new skippers must read and understand this Maritime Transport Operator Plan and be trained and conversant in all competencies relevant to the safe and clean operation of the vessel.

As a minimum, the induction of a new skipper should develop their understanding of:

- Their roles and responsibilities
- Health and Safety and environmental issues
- Hazards of the operation
- How the vessel handles at sea
- The safe operating procedures in place
- The navigational equipment on board and how to use it

New Crew Member

As a minimum, the induction of a new crew member should develop their:

- Awareness of their roles and responsibilities
- Awareness of the health and safety and environmental issues relating to their role
- Understanding of emergency procedures and who is responsible
- Understanding of the safe operating procedures that relate to their role
- Awareness of hazards and potential risks of the operation and how to report any hazards.

Within one week of joining Stackattack Sport Fishing, any new Skipper or crew must receive a safety induction (including reading the hazard register) and sign the relevant section of the Induction Sheet prior to going to sea.

4.2 Drills and on-going Training

Skipper and crew competency will be monitored on an on-going basis by observation, from feedback and by examining the outcome of any drills and incident accident and hazard reviews.

Drills will be carried out at intervals not exceeding 6 months. Where it is not practical to undertake a simulated drill, we will discuss the procedure and familiarise the Skipper and any crew with operation of the associated equipment.

Drills and refresher training will be recorded in the Vessel Logbook.

5. Vessel Manual

5.1 Vessel Details

Name of Vessel	Stackattack
MNZ Number	142253
Call Sign	ZMX9600
Year Built	2008
Drive Type	Outboard
Engine	2 x Yamaha 150hp
Length Overall	8.4m
Hull Construction	Fibreglass
Certified Areas of Operation	
Inshore Limits	All enclosed Limits within the following Inshore Limits
Enclosed Waters	All Inshore Limits within the following Restricted Coastal Limits
Restricted Coastal	Auckland, Whitianga and Bay of Plenty
Certificates of Competency Required	
Skipper	Skipper Restricted Limits (SRL)
Crew	Crew not normally required but can be carried
Maximum Passengers	10 Passengers and 1 crew

5.5 Current Vessel Certificates

Certificate Type	Issue Date	Expiry Date
Safe Ship Management Certificate		
Fit for Purpose Certificate		
Certificate of Survey		
VHF Radio		
EPIRB		
Compass Certification		
Fire Extinguisher Inspection		
Lifeboat Inspection		
Vessel Listing Notification (Ministry Primary Ind)		

5.6 Vessel Exemptions, Special Conditions or limitations

- Stackattack Sport Fishing must be manned in accordance with Maritime NZ Rule Part 31 and remains within VHF Coverage at all times.
- Lifesaving appliances are provided for 14 persons
- Stackattack does not require a Load Line Certificate

6. Safe Operating Procedures

6.1 Voyage Check Details

Voyage Check Details		Before Departure	At Sea	After Voyage
Hull	Make visual inspection inside and outside checking for damage	•		•
Main Engine and Propeller	Check batteries (terminals no corrosion)	•		
	Check batteries on / off (check voltage on all batteries)	•	•	•
	Check main engine (oil / fuel leaks, exhaust)	•	•	
	Check service dates / hours	•		•
	Check fuel filter (signs of corrosion, water & leaks)	•		
	Check all fuel lines and connectors for deterioration	•		
	Check propeller condition	•		•
	Check security / condition of engine mounts	•		
Steering	Grease steering nipples (if required)	•		•
	Check steering hydraulics and movement	•		
Safety equipment	Check life jackets on board	•		•
	Test bilge pump(s) and alarms	•		
	Check navigation lights and day shapes	•		
	Test radio – test all channels	•		
Navigation	Check charts and/or maps are on board	•	•	
	Check the weather forecast and tide information (enter into log)	•	•	
	Check depth finder	•	•	
Records	Write up logbook	•	•	•
	Record any accidents or incidents			•
	Report new hazards			•
	Record faults, maintenance issues			•
	Complete catch records	•	•	•

6.2 Conditions in which Operations are Conducted

The skipper is responsible for the safety of the vessel and all persons on board at all times. Operations must be altered or suspended at any time the safety of the vessel or any persona on board is in doubt. Stackattack Sports Fishing fully supports any decisions made by the skipper with the intent to preserve safety.

The skipper must consider at least the following information when making decisions about the operations of the vessel:

- Current and forecast weather conditions and seas state.
- Visibility.
- Traffic density.
- The health, mobility and comfort of all persons on board.
- Any other information relevant to the safety of the operation

6.3 Passenger Access

Before passengers are permitted to embark or disembark the vessel:

- The vessel must be made secure in the most efficient way practicable.
- Risk must be assessed including the sea state and movement of the vessel, presence of other traffic safety of the areas being accessed, safe egress from the drop off point, and other possible hazards including slips and trips.
- Clear instruction must be given.
- Assistance must be offered where required.
- The action must be abandoned if any concerns for safety are present.

6.4 Passenger Briefing and Standing Orders

Before departure from the port the skipper will provide a Safety Briefing to all Passengers which will include (but it not limited to) the following:

1. The skipper has the ultimate and overriding authority at all times. Passengers must follow all instructions given.
2. Passengers must wear lifejackets at all times, unless expressly given permission by the skipper.
3. Alcohol consumption must be limited on board, while at sea. Intoxicated persons will not be permitted to come aboard. Passengers must drink sensibly and not become intoxicated on board.
4. No sitting on the sides of the vessel while the vessel is moving.
5. If anyone is feeling ill, they should inform the skipper immediately.
6. Passengers will be briefed about the relevant hazards.
7. Passengers will be briefed on Stackattack Sport Fishing pollution prevention measures.
8. Passengers are not to assist in the operation of the vessel, unless the skipper has asked you to do so. Particularly when coming along side.

A copy of the currently used Stackattack Sport Fishing briefing card is on the vessel.

6.5 Bar Crossing

Extreme caution must be exercised when crossing bars. Conditions prevailing on a bar may cause unusually sudden steep and often breaking seas. Before leaving the harbour, the Skipper must assess conditions on the bar. The skipper must be aware that a rapid change in conditions might prevent a safe return to the harbour and if in doubt, should not leave the port. Adequate reserve fuel must be available to enable the vessel to divert to another port of safe haven should adverse bar conditions prevail on their return.

Before crossing the bar:

- Check the weather, tide and bar conditions.
- Ensure adequate stability.
- Make sure all loose ropes and cargo are stowed away
- Make sure lifejackets are worn by everyone and all on board are alert.
- Approach at moderate speed.
- Avoid ebb tide.
- If in doubt – don't cross

6.6 Trip Reporting

Stackattack Sports Fishing (SAR person ashore, Sharon Horne) will be informed of all planned operations of the vessel. The information must be confirmed as received and understood before the vessel departs. All trip reports made will include:

- When the vessel is departing and from where
- The planned destination or area of operation
- The expected time of arrival (ETA) and next communication
- The total number of people on board (POB)

The information may also be provided to the Coastguard or Maritime Radio using VHF radio if deemed necessary.

6.7 Refuelling Procedures

The vessel will usually be refuelled at Whitianga. All care must be taken to avoid any accidental discharge and all equipment used must be appropriate and fit for purpose.

The procedure is as follows:

1. Make sure the vessel is securely berthed alongside the refuelling pontoon/wharf before turning off the engine.
2. No smoking, or any other source of ignition is to be allowed on or near the vessel
3. Use absorbent material at the refuelling point to absorb any fuel spillage.
4. The person carrying out refuelling must keep control of the refuelling nozzle at all times. The refuelling nozzle must NEVER be left unattended.
5. Make sure the nozzle is placed securely back in the bowser housing and that the bowser pump has switched off (or the tote tank is properly sealed and secured).
6. If a spill occurs, follow the pollution control flow diagram in the Safety Operations Manual.
7. Make sure the fuel filler caps are securely re-fastened when the refuelling operation has been completed.

6.8 Pollution Prevention Measures

- All garbage must be placed in the garbage bag kept in the cockpit
- No rubbish to be left on deck (in case it blows into the water).
- All garbage will be taken ashore by the Skipper at the end of the day.
- No garbage is to be thrown overboard.

Sewage will not be discharged:

- Within 500 metres from land
- In water less than 5 metres deep
- Within 500 meters from a Marine Farm or Mātaitai (traditional food collection) Reserve.
- Within 200 metres of a Marine Reserve

Should it not be possible to discharge sewage at sea, arrangements will be made to have it removed and disposed of properly ashore.

6.9 Use of Fire Extinguishers

The procedure is as follows:

- Unclip the extinguisher.
- Undo the safety clip, tag or pin.
- Aim extinguisher at base of the fire.
- Operate lever.
- Once fire is contained, return appliance to a safe stowage and check damage.
- Carry out reporting and fault reports included in the Safety Management Policy Manual.
- Arrange for replacement or recharging of extinguisher.
- Take steps to ensure similar fire does not occur.

6.10 Radio Communications

All crew must have basic knowledge of operation of the vessel's VHF radio

Key information is provided below:

- Turn the radio on, adjust volume and squelch, and select a channel.
- Listen. Others may be using the channel for messages more urgent than your own.
- Think. Prepare what you are going to say before you transmit and keep your message brief.
- When not transmitting, make sure you do not hold the transmit switch (Push to Talk PTT). If this switch is jammed or held down by mistake, it prevents any other person from transmitting any messages on your selected frequency or channel, and your radio cannot receive.
- Speak simply and clearly, using correct words.
- Avoid using local names, terms and jargon, which will cause confusion.

Stow microphone properly at all times when not in use to avoid accidental transmission.

The procedure is as follows:

1. Turn Radio on – located at the Helm
2. .

*RADIO **DISTRESS** CALLING*

Use only if you are in imminent danger and need immediate help.

Activate distress beacon if carried. Wear lifejackets.
Switch radio to full power.

- 1 **VHF Ch 16** (or SSB 2182, 4125, 6215, 8291)
- 2 **MAYDAY MAYDAY MAYDAY**
- 3 **THIS IS** **3 TIMES**
- 4 **CALLSIGN** **ONCE**
- 5 **MAYDAY**
- 6 Vessel's latitude and longitude, or bearing and distance from a known landmark
- 7 Nature of distress and assistance required
- 8 Other information – number of persons on board, description of vessel, liferaft or dinghy carried
- 9 **OVER**
- 10 Allow a short time for reply. If no reply, repeat the distress call, working through all the distress frequencies on the radio. If contact is made with a shore station, tell them you have activated your distress beacon and follow their instructions.

 **MARITIME**
NEW ZEALAND

3. On receiving reply, give nature of emergency, number of people on board and your position
4. Keep listening, watch and transmit developments of situation aboard.

6.11 Engine Shut Down

The procedure is as follows:

1. Lower revs to idle
2. Press STOP Button
3. Turn key off

6.12 Flares and Smoke Floats

The procedure is as follows:

1. Remove from marked location from carton beneath portside forward cabin
2. Follow instructions as written on each individual flare.

6.13 EPIRB

The procedure is as follows:

1. Remove EPIRB from starboard side cabin wall.
2. Tie to life jacket
3. Raise aerial
4. Switch ON
5. Place in water

6.14 Man Overboard

The procedure is as follows:

1. Press MOB Button on GPS Screen
2. Either stop boat or bring to idle speed
3. Have one or more passengers maintain eye contact with the MOB and keep pointing
4. Approach MOB from leeward
5. Throw Life Buoy when applicable to pull man out of the water

6.15 Engine Fire

The procedure is as follows:

1. Lower revs to idle
2. Stop Engine by pressing STOP button
3. Pull out safety pin on Dry Powder Extinguisher near back door
4. Pull the release valve fully to release agent to engine compartment
5. Once fire is contained and temperature has cooled down, open engine compartment and carefully check damage
6. If fire cannot be contained and in real emergency, Abandon Ship. See Abandon Ship Procedures

7. Stackattack Sport Fishing Hazard Register

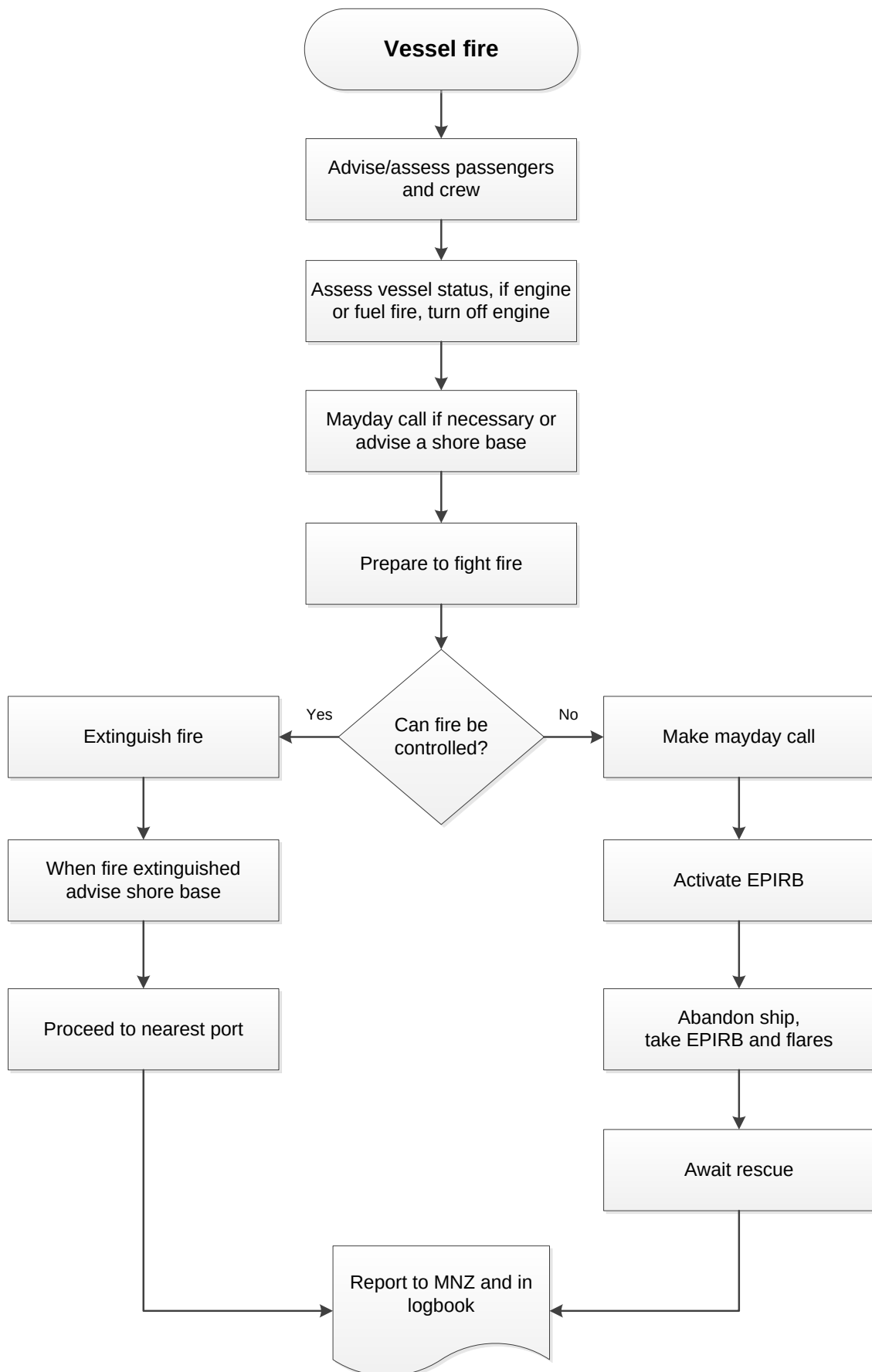
Hazard	Significant (Yes / No)	Eliminate, Isolate, Minimise	Actions Required / Controls in Place	Person Responsible
Boarding and disembarking	No	M	- Advise all hand holds - Check for suitable clothing and shoes - Advise caution before passenger attempt to board - Assist if required	Skipper
Berthing and Departure	No	M	- Passengers advised to remain well clear until asked to board - Passengers advised to keep hands inside the vessel - Passengers and crew must not block the Skipper's view - Passengers wait for instruction to disembark - Passengers asked not to offer help unless specifically requested by the Skipper	Skipper
Standing and moving around the vessel	No	M	- Passengers instructed to use hand holds/rails and avoid moving around while vessel is underway, especially at speed - Passengers to avoid crowding in one area	Skipper
Movement of stores and gear	Yes	M	- All stores and gear must be secured safely - Personal items should be stowed inside cabin	Skipper
Sitting on Bulwarks	Yes	M	NOT PERMITTED whilst the vessel is underway	Skipper
Rods and Tackle	No	M	- Passengers are reminded to be aware of risk to other passengers when casting - Be careful with hooks - Stow all tackle properly when not in use	Skipper
Knives/Gaffs/Hooks	Yes	M	- Knives, gaffs and hooks must be covered and stowed properly when not in use - Only one passenger at the bait board at any time	Skipper
Cold Exposure	Yes	M	- Appropriate clothing must be carried and worn when required - Woollen blankets to be carried on the vessel	Skipper
Sun Exposure	Yes	M	- Appropriate clothing must be carried and worn when required - Sun block is available, and its use is encouraged - Wearing of sunglasses is encouraged to prevent sun glare	Skipper
Severe Vessel Movement / jarring	Yes	M	- Vessel speed and course must be adjusted to be suitable for the sea state, loading of vessel, condition and comfort of passengers - Passengers must be regularly asked if comfortable - Operations must be stopped if concerns for safety exist	Skipper

Strenuous Activity	Yes	M	Passenger must be reminded: • Some fishing can be mentally and physically draining • To avoid dehydration by drinking water • To ask for help if required • That the cabin is available for rest and shelter • PLEASE INFORM SKIPPER IF FEELING UNWELL	Skipper
Landing large fish	Yes	M	• Sharks will not be bought on board • Passengers must move away from the landing area when large fish are being landed • Please use appropriate stance / technique and follow instructions of the crew • Please ask for help if needed / accept if offered	Skipper
Slips and Trips	Yes	M	• Deck to be kept as clean as possible, spilled fluids cleaned up immediately • All equipment and personal items is to be stored correctly to avoid tripping hazards • Visual awareness and communication at all times	Skipper
Heavy Lifting, Strains etc	Yes	M	• Only lift what can be handled comfortably • If in doubt, ask for help • Use correct lifting techniques	Skipper
Cleaning chemicals, poisoning, burns	Yes	M	• Only use appropriate products • Wear correct clothing / protective equipment • Follow product instruction • Ensure first aid kit is fully stocked	Skipper

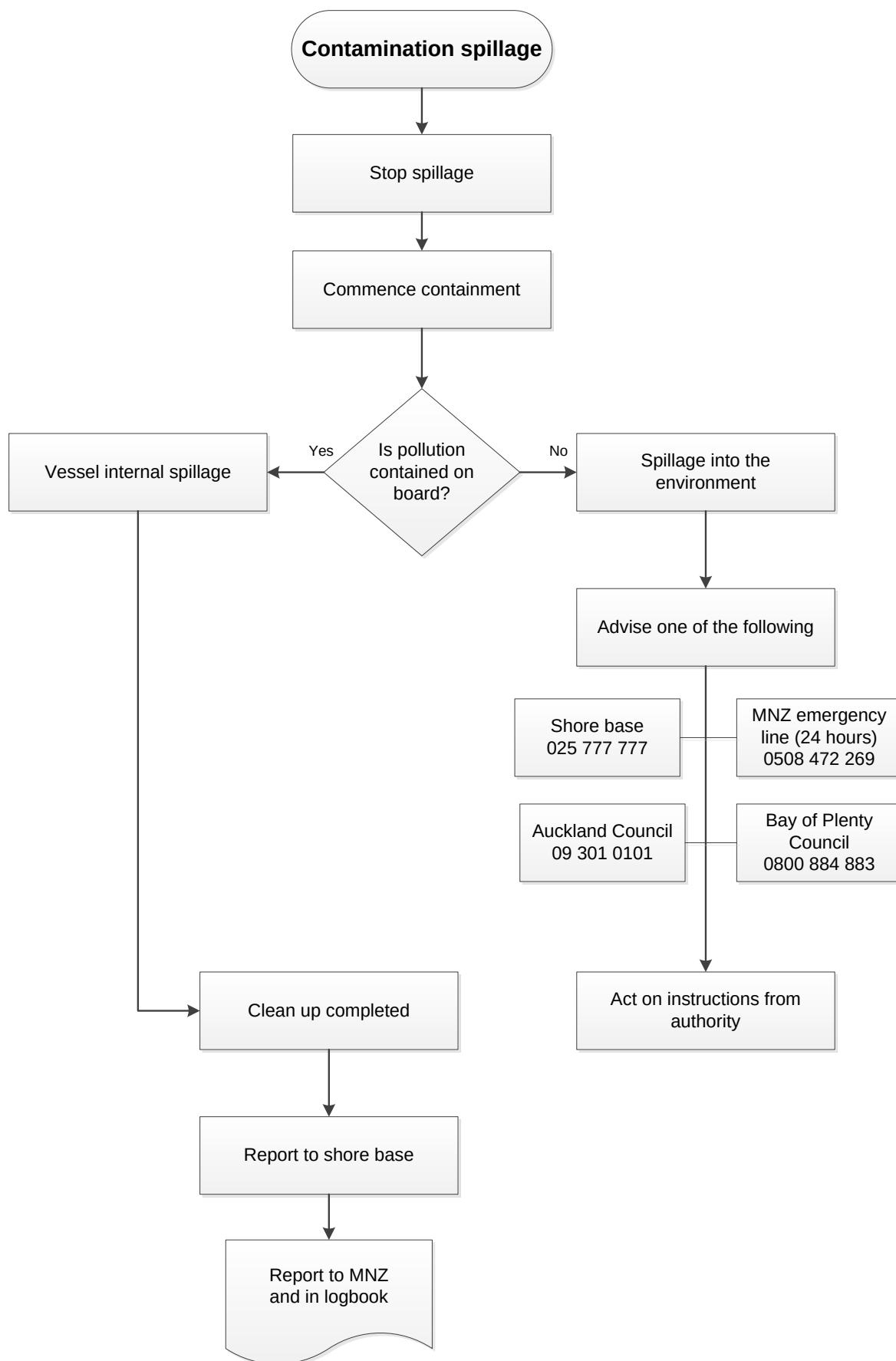
8. Stackattack Sport Fishing Safety Equipment List

Safety Equipment	Size, QTY	Where Located	Service / Replace
Fire Extinguishers:			
Dry Powder	4.5 kg	Portside Toilet Enclave	
Flares:			
Rocket Parachute Flares	2	Portside forward cabin	
Buoyant Smoke Flares	2	Portside forward cabin	
Life jackets	10 + 3 Children	Forward Cabin	
Fire Buckets	1	Aft deck	
Life Buoys + light + line	2	Fixed to the Roof	
EPIRB	1	Starboard Cabin Wall	
First Aid Kit	1	Port Side Forward Cabin	Annual Check
Knife	2	1 st Aid Kit/Aft deck	
Throw Line	1	Starboard Cabin locker	
VHF Radio	1	Steering Station	
Torch (plus extra batteries and bulb)	1	Forward Cabin	Annual Service
Horn	1	Forward Cabin with Flares	
Anchor and Chain	1	Anchor Locker	
Compass	1	Dashboard	
Compass Deviation Card	1	On wall below steering wheel	
GPS and Depth Sounder	1	Steering Station	
Radar	1	Steering Station	
Operator Plan	2	Forward Cabin / Office	Annual Review
Charts and Instruments	1	Forward Cabin	Annual Service
Logbook	1	Above Steering Station	Each Use
Nautical Almanac	1	Forward Cabin	Annual Replacement
Toolbox with Spare parts	1	Forward Cabin	As Used

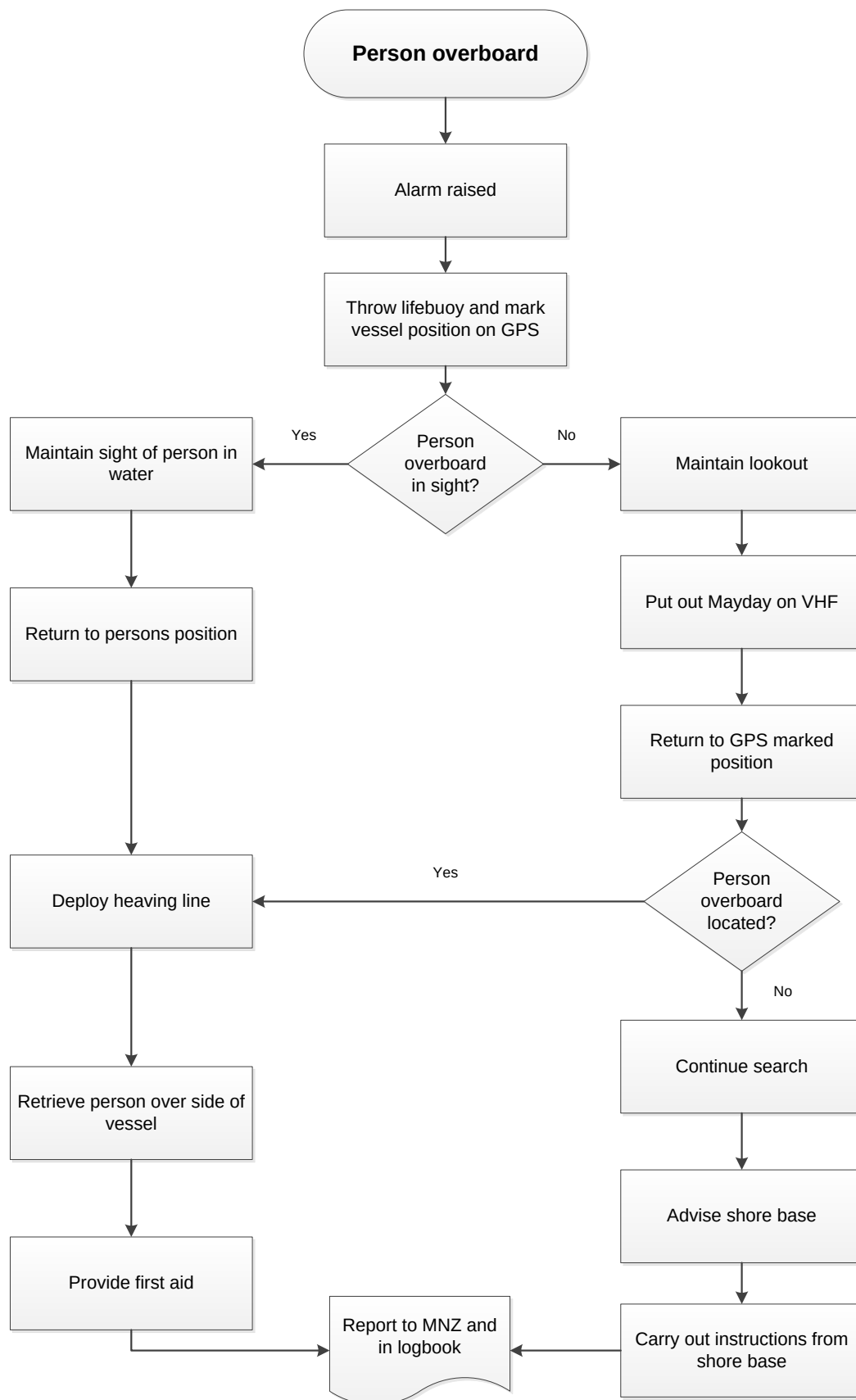
9.1 Emergency Response – Fire Flowchart



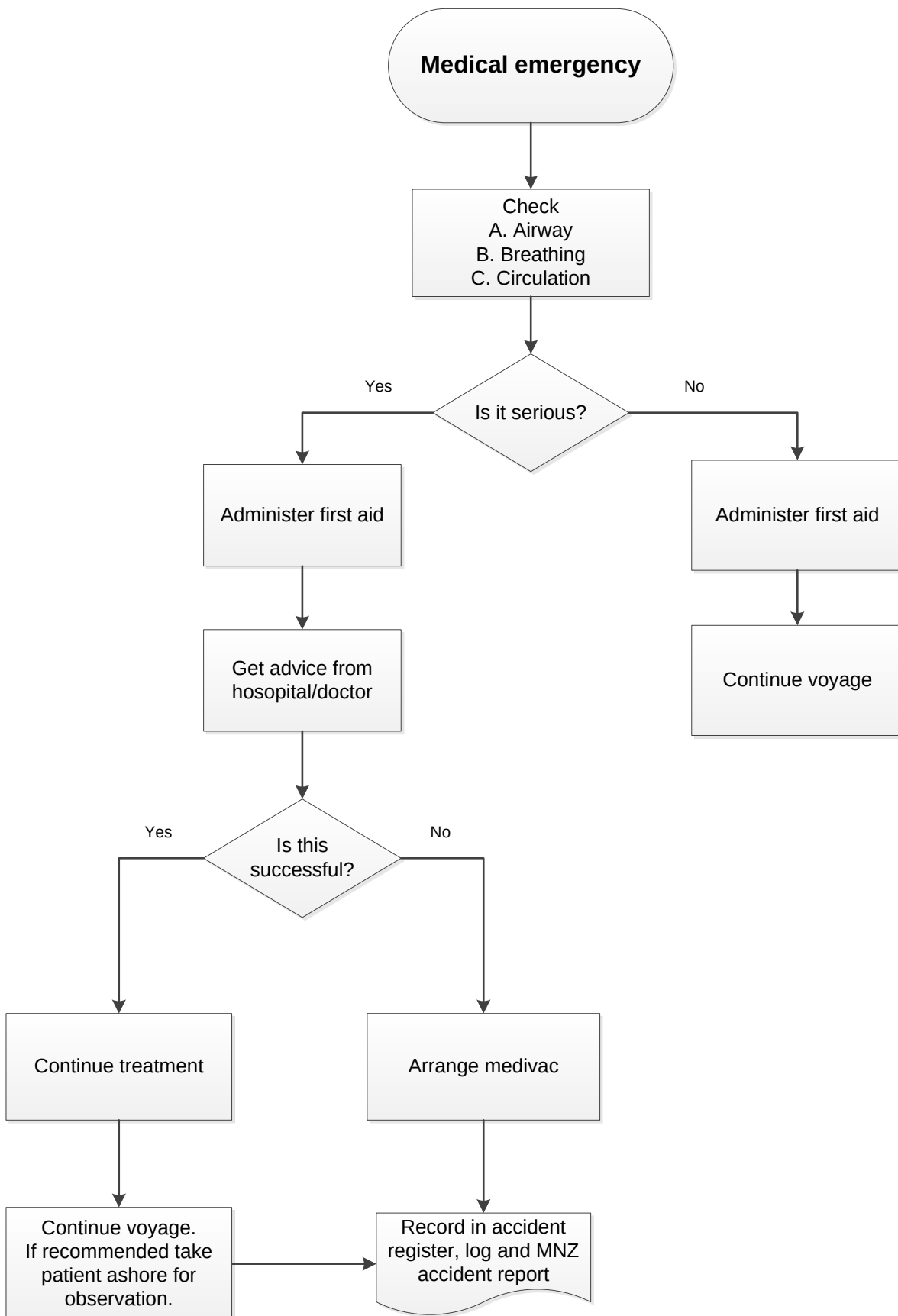
9.1 Emergency Response – Pollution Flowchart



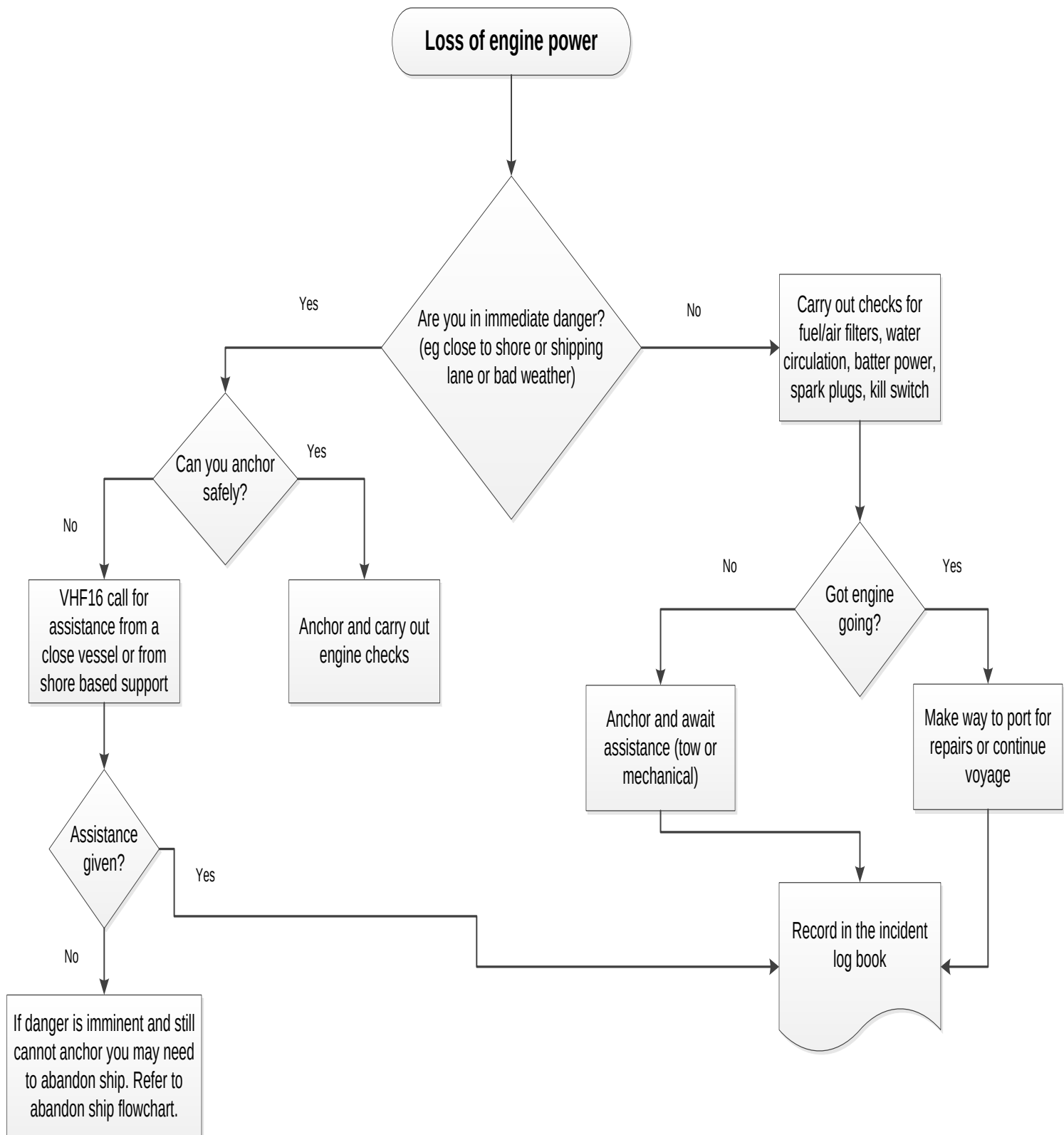
9.2 Emergency Response – Person Overboard Flowchart



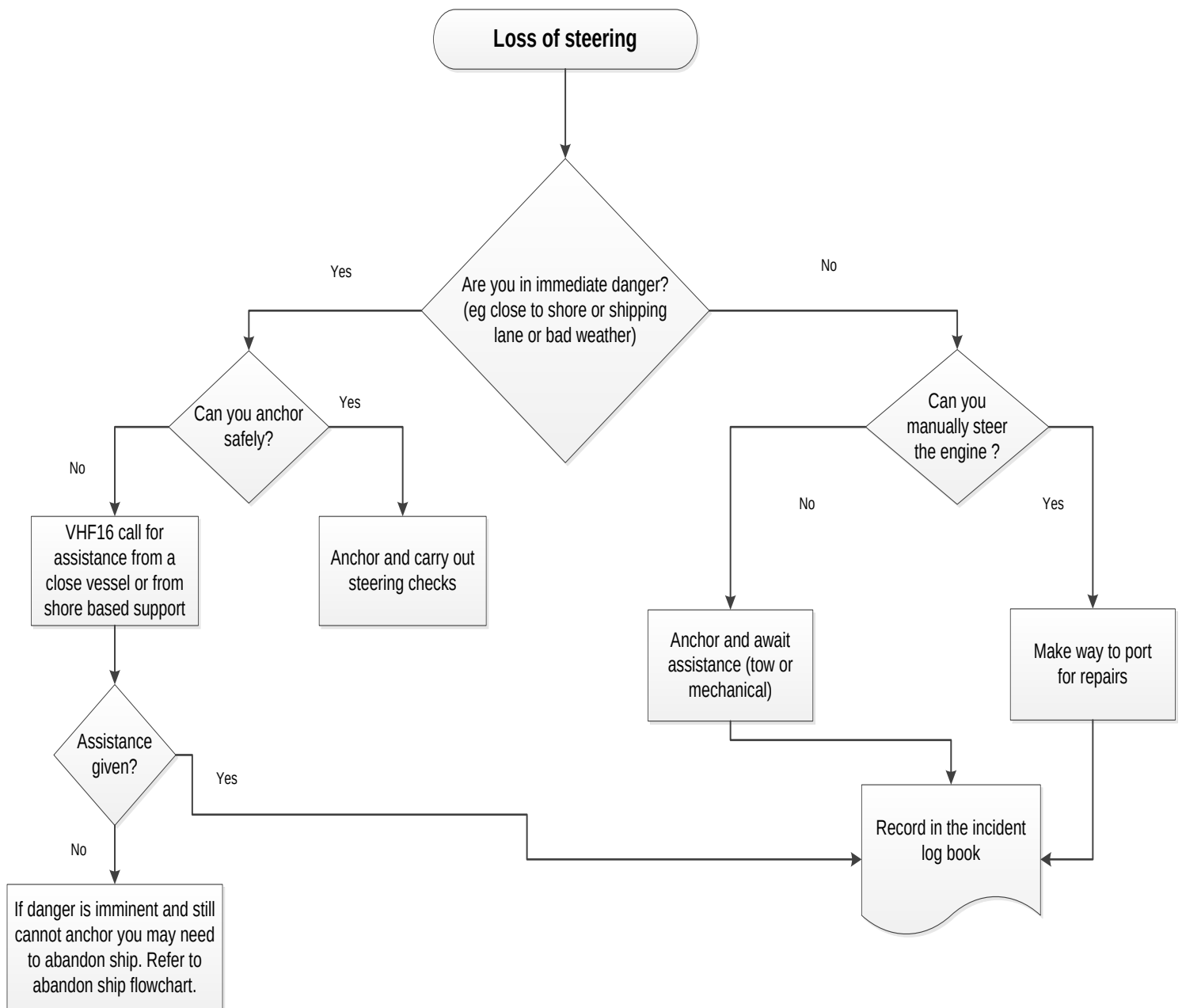
9.3 Medical Emergency



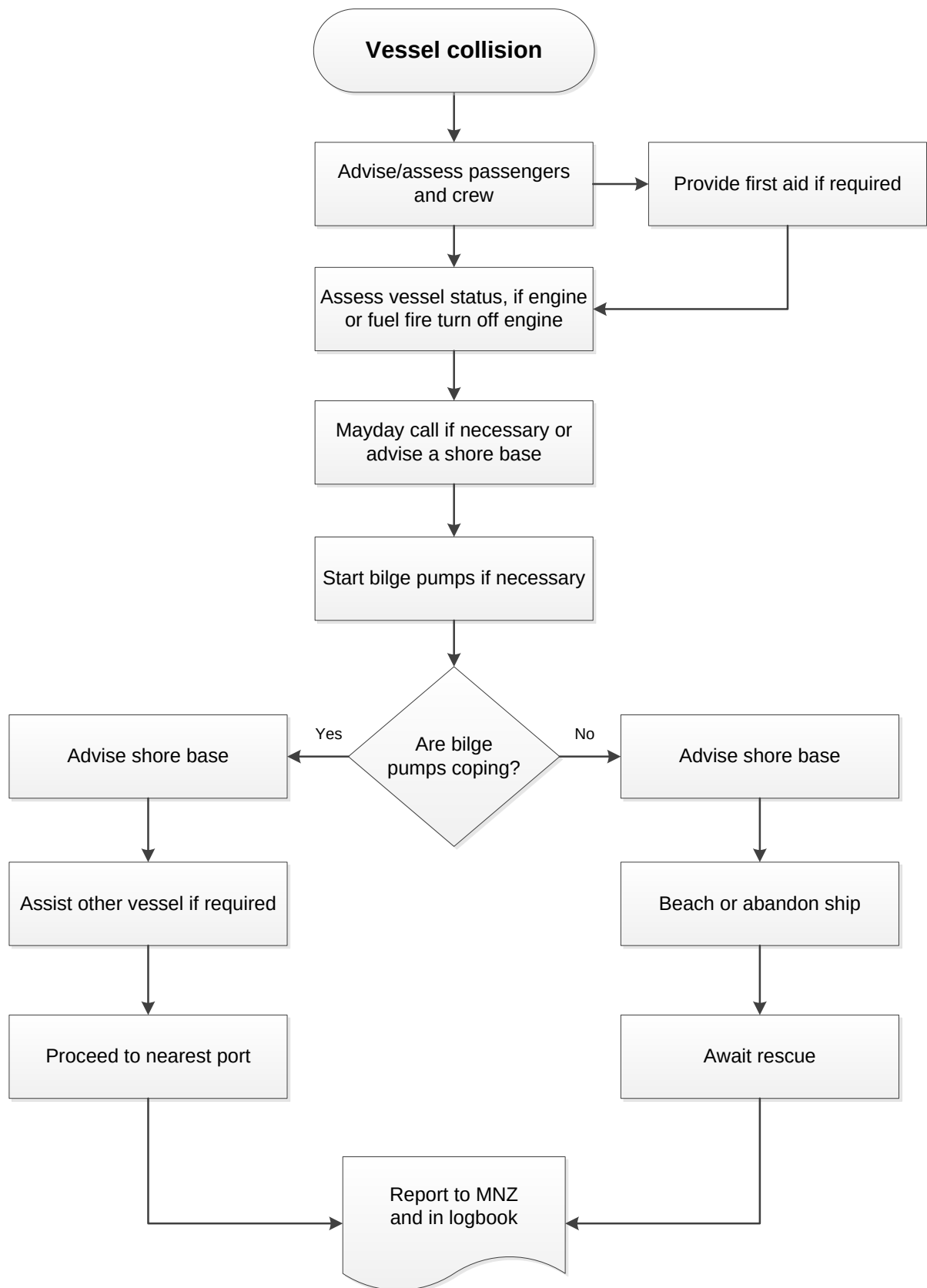
9.4 Emergency Response – Loss of Engine Power Flow Chart



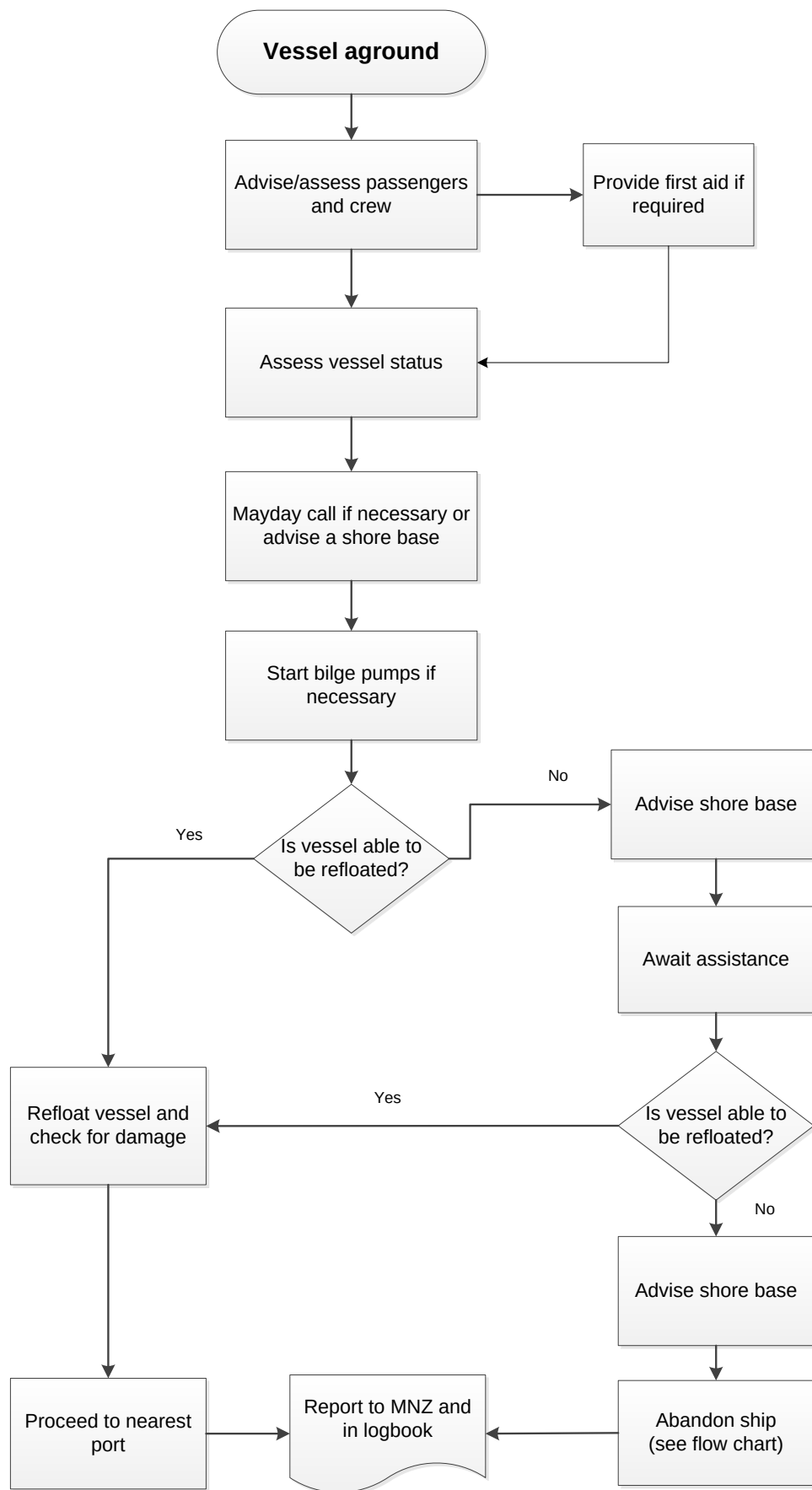
9.5 Emergency Response – Loss of Steering Flowchart



9.6 Emergency Response – Vessel Collision or Structural Breach Flowchart



9.7 Emergency Response – Grounding Flowchart



9.8 Emergency Response – Abandon Ship

