

	SHIPBOARD OPERATIONAL PROCEDURES PLAN (SOP)	Section 1
PST_017 Master's Overriding Authority Policy		ISM Code: All

Master's Overriding Authority Policy

The Company affirms that the **Master has the overriding authority and full responsibility** to make decisions with respect to safety, security, pollution prevention and crew welfare.

The Master's primary duty is to ensure the safe operation of the vessel, protection of life at sea, protection of the marine environment and compliance with all applicable international and national regulations.

The Master shall not be constrained by commercial considerations, external pressures or operational demands when exercising this authority.

Scope of Master's Overriding Authority

The Master has overriding authority to:

- Take any action necessary to safeguard:
 - Human life
 - Vessel safety
 - Cargo integrity
 - Environmental protection
 - Crew welfare
- Deviate from voyage orders or commercial instructions when required for safety
- Suspend or stop operations that are unsafe, including:
 - Navigation in restricted conditions
 - Cargo operations
 - Bunkering
 - Mooring operations
 - Enclosed space entry
 - Hot work
- Request additional resources or shore support when safety margins are reduced

Company Support and Non-Retaliation

The Company fully supports the Master in exercising overriding authority.

No Master shall be penalized, questioned unfairly, or subject to commercial retaliation for decisions taken in good faith for:

- Safety of life
- Vessel Safety
- Environmental protection
- Security integrity
- Compliance with regulations

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- Crew welfare and fatigue prevention

The Company promotes a **Just/No Blame Culture**, where safety-based decisions are encouraged and respected.

Situations Requiring Master's Intervention

The Master shall exercise overriding authority whenever, in their judgement, conditions present unacceptable risk, including but not limited to:

a. Navigation

- Restricted visibility or heavy traffic
- Risk of grounding or collision
- Equipment failure (ECDIS, radar, steering, propulsion)
- GNSS jamming or spoofing
- Passage plan deviation without safe justification

b. Weather and Environmental Hazards

- Severe weather or tropical storms
- Ice navigation risks
- Reduced under-keel clearance

c. Cargo and Stability

- Unsafe cargo loading conditions
- Structural or hatch cover integrity concerns
- Ballast or stability hazards

d. HSSE and Fatality Prevention

- Unsafe mooring arrangements
- Working aloft or over side risks
- Confined space hazards
- Unsafe lifting operations

e. Security and Welfare

- Piracy or security threats
- Crew fatigue and rest hour non-compliance
- Harassment, bullying or welfare concerns

While the Company provides voyage instructions and operational guidance, the Master retains full authority onboard.

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Shore staff shall:

- Respect the Master's judgement in safety matters
- Provide timely support when requested
- Avoid exerting undue commercial pressure
- Ensure adequate resources are available

If shore instructions conflict with safety requirements, the Master shall:

1. Take the safest course of action immediately
2. Inform the Company without delay
3. Document the decision and rationale

Integration with Stop Work Authority and Challenge Culture

The Master's authority is supported by a shipboard culture where:

- All crew have the duty to report unsafe conditions
- Officers may challenge decisions respectfully
- Stop Work Authority is applied without fear
- Safety takes priority over hierarchy when life is at risk

The Master shall encourage open communication and proactive intervention.

The Master's overriding authority is the final safety barrier onboard.

Safety of life, vessel and environment shall never be compromised.

Top Management has approved this statement.

Date 01-09-2025	Position President	Name Mr. Bo Westergaard Jensen	Signature 
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