**HEAVY WEATHER DAMAGE DRILL**

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| **Vessel:** |  |  | **Date:** |  |
| **Port / Location:** |  |  | | |

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| Initial Response | | Yes () | No () |
| 1. | Take command of the situation and con of the ship. |  |  |
| 2. | Sound the general alarm, make announcement on the public address (PA) system. |  |  |
| 3. | Notify the Office as required by the Vessel Casualty Notification Procedure |  |  |
| 4. | Send the initial report using the Vessel Casualty Report as soon as possible. |  |  |
| 5. | When the situation is under control, complete all necessary reporting. |  |  |
| 6. | Muster crew at the emergency situation and determine if anyone is missing. |  |  |
| Immediate Action | | Yes () | No (x) |
| 1. | Stop all operations on board e.g. Ballast exchange, tank cleaning, work permit etc…… |  |  |
| 2. | Attend to all injuries to the crew members. |  |  |
| 3. | Check status of watertight doors and make sure they are in closed position. |  |  |
| 4. | Consider upgrade the Watch Condition if resources available |  |  |
| 5. | Adjust speed or course as necessary to mitigate as far as possible the effect of heavy weather on vessel. |  |  |
| 6. | Manoeuvre vessel to reduce effects on damaged area. |  |  |
| 7. | Switch to hand steering. |  |  |
| 8. | Switch on the deck lights to facilitate the Damage Control Team. |  |  |
| 9. | Send security message to broadcast to all vessels in near vicinity. |  |  |
| 10 | Record and plot the ship’s position |  |  |
| 11 | Establish contact with nearest MRCC. |  |  |
| **Assess the damage** | | Yes () | No (x) |
| 1. | C/O to check the cargo tank, ballast tank and bunker condition to assess if there is increase in the tank level |  |  |
| 2. | Unless the no sea water on deck and pounding, send the Damage Control Team to assess and identify hull damages, leaking or flooding. |  |  |
| 3. | Report to the Bridge for advice to proceed with the damage control. |  |  |
| 4. | Taking sounding of all the tanks at regular interval. |  |  |
| 5. | Call Engine room to check any damage to critical equipment. |  |  |
| **Restore Stability** | | Yes () | No (x) |
| 1. | Initiate corrective action at the risk of loss of stability. |  |  |
| 2. | In consultation with the Master, take steps to restore stability. |  |  |
| 3. | Contact and provide ABS RRDA (Service Provider) information required for stability calculation. |  |  |
| 4. | Take any remedial measures to mitigate the crisis according to guidance provided by the RRDA. |  |  |
| 5. | Top up slack ballast tanks where possible. |  |  |
| **Note:**   1. Lower the virtual center of gravity in the most effective way. 2. Fill the slack double-bottom ballast tanks starting with those on the low side, followed by those on the high side. Keep the number of slack double-bottomed tanks to a minimum. 3. If the pressing-up of slack double bottom tanks is insufficient to regain stability, consider filling empty double-bottom ballast tanks. Although this practice may initially result in a further loss of stability caused by the additional free surface effect, this will soon be corrected by the effect of the added mass below the vessel’s original center of gravity. 4. No attempt should be made to correct a list by filling compartments on the high side, as this is likely to result in a violent change of list to the opposite side. 5. The number of slack tanks should never exceed what is specified in the stability information book. | | | |
| **Emergency Situation** | | Yes () | No (x) |
| 1. | If damage to oil tanks, start internal transfer of oil to undamaged tanks to minimize pollution. |  |  |
| 2. | Implement the Shipboard Oil Pollution Emergency Plan (SOPEP) or Vessel Response Plan (VRP) as appropriate. |  |  |
| 3. | Consider prepare for emergency tow as per ETA manual. |  |  |
| 4. | Consider evacuation of the ship - Prepare lifeboat / Life raft ready for immediate evacuation |  |  |
| Comments / Description of Scenario / Recommendations for next drill: | | | |

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| **Drill Officer:** |  |  | **Master:** |  |
| **Signature:** |  |  | **Signature:** |  |