Drill- Foundering/ Grounding

*Marine Operations*

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| --- | --- | --- | --- | --- |
| *Vessel Name* | | | *Date (01-January-2020)* | *Name of person conducting the drill (PRINT)* |
|  | | |  |  |
| *Full dress out or table top drill? (If not full dress out, explain why below)* | | | | |
| *\_\_\_\_\_ Full Dress Out*  *\_\_\_\_\_ Table Top* | | | | |
| *Start time* | *End Time* | *Notes on crew performance, lessons learned* ***(REQUIRED)*** | | |
|  |  |  | | |
| ***HELM #🡺*** |  |

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| --- | --- | --- | --- | --- | --- |
| **No.** | **PRINTED NAME** | **Initials** | **No.** | **PRINTED NAME** | **Initials** |
| 1. |  |  | 13. |  |  |
| 2. |  |  | 14. |  |  |
| 3. |  |  | 15. |  |  |
| 4. |  |  | 16. |  |  |
| 5 |  |  | 17. |  |  |
| 6 |  |  | 18. |  |  |
| 7 |  |  | 19. |  |  |
| 8. |  |  | 20. |  |  |
| 9. |  |  | 21. |  |  |
| 10. |  |  | 22. |  |  |
| 11. |  |  | 23. |  |  |
| 12. |  |  | 24. |  |  |
| **All hands sign in above** – Grounding may occur on submerged structure including sand bars. Should the vessel become grounded the following actions are to be taken: | | | | | |
| **1. On the bridge :** \_\_\_\_\_Stop engine, \_\_\_\_\_ Inform engineer on watch that the vessel is grounded  \_\_\_\_\_ Notify the Captain \_\_\_\_\_\_ Inform any nearby vessels or structures of grounding  \_\_\_\_\_ Use appropriate signals (day-3 black balls & night- 3 red mast lights) \_\_\_\_\_ Check tides  \_\_\_\_\_ Reference the chart for the type of sea bottom (mud, sand, rock)  \_\_\_\_\_ Determine danger of sinking, Master to signal abandon ship when it appears necessary  **2. On the deck :** \_\_\_\_\_Visually inspect the vessel \_\_\_\_\_ Check all compartments for damage/leakage &  \_\_\_\_\_ take sounding around the vessel to find which side is grounded (port, stbd, bow, stern)  **3. Engine room** : \_\_\_\_\_ Take sounding of ballast and bunker tank compartments adjacent to hull  \_\_\_\_\_ Compare present sounding to departure sounding \_\_\_\_\_Determine risk of flooding  \_\_\_\_\_ Determine risk of oil spill  **4. Master and Chief Engineer** to evaluate what, if any damage resulted and the best procedure for refloating the vessel or contacting emergency response resources for assistance. | | | | | |