Drill- SOPEP

*Marine Operations*

|  |  |  |
| --- | --- | --- |
| *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)*** |
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| ***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** – The most likely situations for a spill would be during bunkering operations, after a collision/ allision resulting in hull damage, a transfer system leak or a spill resulting from mechanical failure/ damage. Falling overboard is a serious event. In the open sea it is easy to lose sight of an individual in the water. There is a grave danger of being caught between the vessel and structures while the vessel is docked. The following procedures should be followed: |
| \_\_\_\_\_ All crew should know the location of SOPEP materials. \_\_\_\_\_ Stop transfer operations\_\_\_\_\_ Activate the pollution response team\_\_\_\_\_ Notify the Chief Engineer and Master\_\_\_\_\_ Contain spilled product and prevent spill from entering the water\_\_\_\_\_ Properly dispose of used materials\_\_\_\_\_ Investigate the cause of the spill and create an action plan to prevent recurrence |