

HULL FAILURE

To be used in case of hull failure. To be placed in the Bridge and Engine Control Room .

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EMERGENCY CHECKLIST Hull Failure

The experience shows that in the event of loss of hull integrity, in many cases, bulk carriers **should be evacuated as quickly as possible.**

EARLY ASSESSMENT OF THE SITUATION BY THE MASTER IS THEREFORE IMPERATIVE, COMBINED WITH ALERTING A MARITIME RESCUE CO-ORDINATION CENTER, ALERTING PERSONNEL ONBOARD AND MAKING PREPARATIONS FOR EVACUATION

EARLY ASSESSMENT GUIDELINES

A breach of hull envelope should be suspected in the following cases (non exhaustive list):

- unusual collections of water on deck
- sudden changes of heel or trim indicate flooding
- jerky lateral motions can be indicative of large scale sloshing
- slowing of the ship's roll period may indicate excessive water within the hull
- Increases of water boarding forward decks may indicate flooding of a forward compartment.

Methods of detection (non exhaustive list):

- Hatch covers may be dislodged by pressure and/or sloshing from within a hold if flooding occurs through side shell or bulkhead.
- Sudden pressurization of compartments adjoining those that are damaged or flooded will indicate failure of internal subdivision, most notably bulkheads.
- Spaces may be monitored, either using gauging or bilge/water level alarms.
- Visual monitoring from the bridge using binoculars can give indication of abnormal water on deck and local damage. However, assessment of trim or freeboard using this method is difficult.
- Assessment of trim changes can in certain conditions be detected by noting the level of the horizon, when visible, against a known reference point on the foremast.
- Draught and trim can be assessed using draught gauges. Changes are much more discernible using this method than by visual means from above decks.

EARLY READINESS FOR EVACUATION

In the event of identifying or even suspecting that the ship may have sustained damage, Ship's personnel should immediately be called to their emergency stations.

A HIGH PRIORITY SHOULD BE PLACED ON PREPARING EQUIPMENT FOR EVACUATION.

Abandonment should however only be invoked on the spoken orders of the master following assessment of the risk.

Contact with a Maritime Rescue Co-ordination Centre (MRCC) and/or company should be made early if the master has any suspicion that the ship is damaged. An **URGENCY** signal is justified and this should be upgraded to **DISTRESS** if the ship is confirmed as damaged.

A.	Description	Personnel Responsible	Completed
1.	Call Master.	Officer On Duty	
2.	Sound the general emergency alarm.	Officer On Duty	
3.	Close all watertight doors.	Master / Ch. Officer	
4.	Report casualty (internal).	Officer On Duty	
5.	Early Assessment as indicated above. Preparation for early evacuation if necessary.	Master	
6.	Muster crew to damage control stations.	Master / Off. On Duty	
7.	Alert ship's crew-account for and ensure their safety.	Ch. Off. / Off. On Duty	
8.	Implement emergency response plan procedures.	Master	
9.	Broadcast URGENCY or DISTRESS message, if appropriate.	Master / Ch. Officer	
10.	Initiate damage control measures. *	Ch. Eng. / Ch. Off.	
11.	Isolate cargo & fuel pipelines sources to affected tanks.	Ch. Eng. / Ch. Off.	
12.	Determine vessel's structural integrity (damage stability & hull stress).	Ch. Eng. / Ch. Off.	
13.	Conduct tank / void gauging.	Ch. Officer	
14.	Inform VTS or port authority, as appropriate.	Master / Ch. Officer	
15.	Initiate required agency and company notification.	Master	
16.	Determine need for commercial salvage assistance.	Master / CE / CO	
17.	Initiate oil spill removal and verify containment.	Ch. Officer	
18.	Coordinate shore-side clean up support (if applicable).	Master / Local Affiliate	
19.	Ascertain cause of casualty.	Master	
20.	Determine corrective action.	Master / CE / CO	
21.	Maintain log/record of events and decisions.	Master	
22.	Report to the Office.	Master	
B.	Other		

* Actions required will be in accordance with ship specific damage control procedures.

This checklist should be placed in the Bridge and Engine Control Room and followed in case of hull failure.