(ISM) SHIPPING LIMITED

DRILL REPORT

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| **VESSEL NAME** | **FLAG** | **POSITION** | **DATE / TIME** | **ISM / ISPS** |
| MT  | LIBERIA | GULF  |  | ISM |

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| **Alarm** | **Scenario** |
| General Emergency Alarm (seven short blast followed by one prolong blast) followed by P/A System, all crew to secondary emergency station(Bridge). It’s a Drill \* 3 times | COLLISION |

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| **Description Of Drill:** |
| - 16:00 Master sound General Emergency Alarm (seven short blast followed by one prolong blast) followed by P/A System.- 16:02 Mastered all crew and all present at Secondary MUSTER STATION (Bridge).- 16:03 Master explained Procedures to be followed in such case as per Contingency Plan On board.- 16:03 C/O Check person’s injury and found without injuries.- 16:05 OOW Fix Position, Time, Heading, Speed, Current, Wind, Draft, Tide. Alert vessel in vicinity, alert shore stations.- 16:05 Close all watertight doors.- 16:10 Sound cargo tanks and bilge repetitively in few intervals. If shell plating holed assess rate of water intake. Found no water Intake.- 16:12 Check Oil spillage on board and ship side. - 16:15 Check for internal damage(Machinery,Tail shaft,Propeller & Damage to Cargo,Possible Leakage,Sea Chest and Hull etc.).- 16:18 Bosun prepare Life Boat & Rescue Boat to lower at chief mate orders for immediate use.- 16:20 Exhibit “not under command” lights and shapes.- 16:21 TABLE TOP MEETING ON COLLISION OF SHIP:What action should be carried out? Stop Engine, Maintain VHF watch on channel 16. All cargoes on the damaged side of the vessel was immediately transferred to the other side in order to avoid pollution. Vessel was able to curtail the ingress of water after the collision incident with the platform. Contact other ship and collect other ship’s name, call sign, registry, nationality, owners and destination. Consider if interlocked – agree with the other ship whether you should separate the ships or not, considering the risk (for any of the two ships) of, oil spill, sparks, ignition of fire, fire spread between the ships, sinking and manoeuvrability. Consider necessary actions to minimise further damages to personnel, environment and ships.- 16:30 Master inform DPA via GSM.- 16:30 End of Drill. |

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| **Debriefing (any shortcomings, suggested improvements, training imparted etc.):** |
| Debriefing Carried out about possible damages to the propeller, rudder. main engine, steering gear and/or lubricating oil tanks are thoroughly examined, as well as the arrival of the Clean-Up Contractors and necessary actions to minimise further damages to personnel, environment and ships |

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| **Master's Evaluation (including any best practices identified, training needs etc.):** |
| DRILL CARRIED OUT TO THE SATISFACTION OF THE MANAGEMENT. |

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| **Record:** | Log Book entry made, Drill as per TSL SMM-02  |

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| **Drill Participants:** | All crew and Master | **Except:** | Nil |

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 Master Chief Officer Chief Engineer

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