

	ACTION TO BE TAKEN (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Sound the general alarm, make PA announcement warning all personnel.
<input type="checkbox"/>	Manoeuvre the ship so as to minimise effects of impending collision. <ul style="list-style-type: none"> • Hard rudder and/or, • Full astern and/or, • Use anchors to slow vessel if water shallow enough.
<input type="checkbox"/>	Stop engines. No attempt should be made to part the vessels until it is established that it is safe to do so. (See 4. overleaf)
<input type="checkbox"/>	Close watertight doors and automatic fire doors.
<input type="checkbox"/>	Switch on deck lighting at night (Be aware of possible damage to electrical circuits on deck!).
<input type="checkbox"/>	Check VHF on channel 16.
<input type="checkbox"/>	Activate deck firefighting system, if appropriate.
<input type="checkbox"/>	Check ships personnel all accounted for and extent of any injuries.
<input type="checkbox"/>	Sound Ballast/Fuel tanks and cargo holds bilges for ingress of water.
<input type="checkbox"/>	Establish contact with the other ship and render assistance as appropriate.
<input type="checkbox"/>	Broadcast DISTRESS MESSAGE if ship is in grave and imminent danger and immediate assistance is required, otherwise broadcast an URGENCY MESSAGE.
<input type="checkbox"/>	Advise owners and charterers.
<input type="checkbox"/>	Advise relevant authorities as appropriate.
<input type="checkbox"/>	Save VDR data, following the instructions posted.
<input type="checkbox"/>	Save ECDIS records.
<input type="checkbox"/>	Maintain log/record of events and decisions.

	CONTINGENCY PLAN FOR COLLISION
1.	<p>Every attempt should be made to avoid collision.</p> <ul style="list-style-type: none"> • A good lookout should be maintained at all times. • At higher speeds the use of maximum helm is often the most effective. Fixed pitch propulsion vessels will normally turn more quickly starboard. • At slower speeds the use of the engine full astern together with the lowering of the anchors if the water is shallow enough may be more effective in slowing or stopping the vessel before impact. Consideration should also be given to using a combination of maximum helm to get the vessels head swinging in the desired direction, followed by full astern on the engine to lessen the impact. At some stage transverse thrust is likely to take effect and will usually assist the starboard helm momentum or lessen the port helm effect.
2.	<p>If collision is unavoidable:</p> <ul style="list-style-type: none"> • The immediate danger is that of explosion or fire and flooding. Quick action is necessary to mobilise the emergency parties so they can respond as soon as possible and to close fire and watertight doors.
3.	<p>After the collision:</p> <ul style="list-style-type: none"> • Engines should be stopped but no attempt made to part the vessels until it is established that it is safe to do so. • If volatile and/or toxic cargo is spilt the greatest danger is the ship becoming engulfed in vapour the effects of which can be disastrous. <ul style="list-style-type: none"> ○ The existence or threat of any volatile and/or toxic vapours must be established as soon as possible in case of hazardous cargo on board. ○ If present warn the other ship of the danger and shipping to keep clear. ○ Isolate all sources of possible ignition, e.g. isolate electrical power to deck and to the damaged area, no naked flames, no use of non-intrinsically safe equipment. ○ Close all doors, ports and vents to prevent ingress of vapour. • Ascertain damage to own ship and check for fires and pollution and implement necessary action. If pollution present, then appropriate authorities must be advised and SMPEP implemented. • Consider the need to prepare lifesaving craft. • Sound all bilges and tanks to check for ingress of water or leakage of fuel oil. • In calm weather, keep vessel embedded if the collision is head-on. In heavy weather or swell, withdraw to limit further damage or risk of fire. • When sure own ship is not in danger, contact the other vessel and standby and render assistance for as long as necessary. Do NOT under any circumstances mention or admit liability or fault in the collision! • Call for assistance if own ship or crew seriously damaged or injured. Warn Port Control; VTIS and/or other ships in vicinity as appropriate of navigation hazard, repeating at regular intervals if in a heavy traffic area. Advise owners/managers and charterers and prepare ship condition information for transmission to damage response service if appropriate. • Calls to the vessel's mobile and satellite telephones during the emergency may provide a major distraction to the Master, and consideration should be given to posting a dedicated officer on the bridge to handle and filter all communications.