

STRANDING

(Deliberate Grounding)

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	ACTION TO BE TAKEN (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Consider other alternatives preferable to stranding.
<input type="checkbox"/>	Choose soft bottom free of foul patches for stranding of the vessel.
<input type="checkbox"/>	Avoid environmentally sensitive areas.
<input type="checkbox"/>	Approach at 90° to the shallow water area.
<input type="checkbox"/>	Reduce speed and approach slowly for minimal impact on grounding.
<input type="checkbox"/>	Sound general alarm.
<input type="checkbox"/>	Close watertight doors.
<input type="checkbox"/>	Do not use bow anchors.
<input type="checkbox"/>	If time permits plan the stranding. <ul style="list-style-type: none"> Carefully select best position to ground the vessel. Consult with owners and appropriate local authorities. Warn crew and secure vessel for grounding. Ballast vessel to safe maximum.
<input type="checkbox"/>	Follow Contingency Plan 11 for Grounding.
<input type="checkbox"/>	Save VDR data, following the instructions posted.
<input type="checkbox"/>	Save ECDIS records

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	CONTINGENCY PLAN FOR STRANDING
1.	Stranding is the deliberate action to ground the vessel to prevent a greater loss occurring.
2.	<p>Examples of when stranding may be necessary:</p> <ul style="list-style-type: none"> • When the vessel is flooding rapidly and in imminent danger of sinking. Quick action will be necessary to ground the ship as soon as possible to prevent it from sinking. • When flooding cannot be controlled, and no other alternative is available. • In order to avoid a serious collision (e.g. collision with a tanker) when in restricted waters and no other alternative available.
3.	The objective of stranding is to ground the vessel with as little damage as possible, zero pollution, and to ensure every possibility of refloating successfully.
4.	Every effort should be made to ensure the vessel grounds in an area shown to be of soft bottom and free of foul patches. River mouths are usually suitable areas, and a sheltered bay is preferable. Grounding should be at 90° to the shallow water, with the maximum draught possible.
5.	If time permits maximum safe ballasting should be considered and vessel prepared for grounding by closing watertight doors; changing cooling to high water intakes; warning the crew and securing the ship for impact; consulting with owners and appropriate authorities.
6.	The grounding should be carried out with minimum speed.
7.	Avoid environmentally sensitive areas such as marine sanctuaries, fish farms and tourist beaches. If possible, consult with local authorities.
8.	The use of bow anchors should be avoided because of the danger of the vessel overriding the anchors, causing them to foul and damage the ships bottom. The stern anchor, if fitted, may be used.
9.	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.
10.	Follow the Contingency Plan 11. "Grounding".