

BREAKAWAY FROM JETTY

24

	ACTION (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Sound the general alarm, then inform terminal and port authorities of the situation.
<input type="checkbox"/>	Stop all cargo and bunker operations.
<input type="checkbox"/>	Request immediate assistance from terminal and port authorities (tugs and pilot).
<input type="checkbox"/>	Prepare anchors for use. (Be aware of the possibility of underwater obstructions)
<input type="checkbox"/>	Standby moorings/run additional moorings.
<input type="checkbox"/>	Standby main engine.
<input type="checkbox"/>	Firefighting equipment ready to use.
<input type="checkbox"/>	Recover accommodation ladder/gangway.
<input type="checkbox"/>	Inform terminal and port authorities of any pollution.
<input type="checkbox"/>	Evaluate situation. Re-moor vessel securely or vacate berth until conditions moderate.

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	CONTINGENCY PLAN FOR BREAKAWAY FROM JETTY
1.	Cargo and bunker operations must be stopped, and valves closed. Care must be taken to warn the crew of any danger from the cargoes that were being worked. Protective equipment must be worn even in an emergency.
2.	Call for assistance from the port and terminal authorities by the quickest method. Warn other ships in the vicinity by sounding the ships whistle if necessary.
3.	Careful consideration must be given to dropping the anchor or anchors. The position of any underwater pipelines and cables must be determined first, hence it is preferable to obtain permission from the port authority prior to letting go.
4.	It is important to check the vessels movement. Refinement of position can be done later. Line load should be shared by ropes of the same size and makeup, of similar length and direction.
5.	The main engine must be made ready as soon as possible. Also, extra generators may be required to supply extra power required on deck.
6.	Prepare firefighting gear. Care must be taken not to be focussed on one occurrence aboard, but rather keep viewing the situation from a broad perspective.
7.	Close down and secure the accommodation. If the cargo under fumigation on board. If possible, place the fans on re-circulation.
8.	Recover broken moorings and gangway. Lines around propeller must be a priority.
9.	Keep authorities informed of progress aboard the vessel.
10.	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.