

	ACTION (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Activate general alarm and call the Master
<input type="checkbox"/>	Ascertain whether jettisoning of the cargo is imminent to improve the stability or correct the list or lighten the vessel.
<input type="checkbox"/>	Check the cargo distribution and stability of the vessel and find the appropriate cargo hold from where cargo should be thrown overboard. Deck cargo (if any) should be prioritized to throw overboard.
<input type="checkbox"/>	Adjust the course and speed to minimize the rolling/pitching.
<input type="checkbox"/>	Prepare the crane and slings etc, brief crew.
<input type="checkbox"/>	All safety precautions relating to normal operations on deck must be observed. Proper PPE is to be worn.
<input type="checkbox"/>	As a final resort when all other options have been exhausted if the list is to be corrected by jettisoning timber deck cargo, the following aspects should be noted: <ul style="list-style-type: none"> • jettisoning is unlikely to improve the situation entirely as the whole stack would probably not fall at once. • severe damage may be sustained by the propeller if it is still turning when the timber is jettisoned. • it will be inherently dangerous to anyone involved in the actual jettison procedure; and • the position of the jettisoning procedure and estimated navigational hazard must be immediately reported to coastal authorities.
<input type="checkbox"/>	If the whole or partial timber deck load is either jettisoned or accidentally lost overboard, the information on a direct danger to navigation should be communicated by the master by all means at his disposal to the following parties: <ul style="list-style-type: none"> • ships in the vicinity; and • competent authorities at the first point on the coast with which he can communicate directly.
<input type="checkbox"/>	Broadcast a radio warning
<input type="checkbox"/>	Inform the Office, Flag State and nearest Coastal State

	CONTINGENCY PLAN FOR JETTISON OF CARGO
1.	The jettison of cargo is an extreme measure justified only as a means of saving life at sea or for the safety of the vessel. A decision to jettison cargo should therefore not be taken until all the alternative options have been considered in the light of available information on stability and reserve buoyancy.
2	Jettisoning of harmful substances carried in packaged form is prohibited, except where necessary for the purpose of securing the safety of the ship or saving life at sea.