

	IMMEDIATE ACTION TO BE TAKEN
<input type="checkbox"/>	Sound the general alarm. Muster crew and inform them of the situation. Call AB to the bridge for hand steering if vessel is at sea. Switch on deck lights at night
<input type="checkbox"/>	Reduce speed to just retain steering and alter course to minimise any rolling and vibration pattern of the ship. Inform any traffic in the vicinity of the issue aboard
<input type="checkbox"/>	Carry out visual inspection of holds weather permitting. Check sounding of all tanks and holds on board
<input type="checkbox"/>	Gather Information for making a detailed assessment that will include but not be limited to: distribution of cargo, fuel, ballast, fresh water and other consumables or variable weights.
<input type="checkbox"/>	Check if vessels stability has been compromised and there is risk of capsizing
<input type="checkbox"/>	Ensure all load line openings are fully secured and closed.
	Once facts are established
<input type="checkbox"/>	Inform terminal/port authorities if vessel is in port
<input type="checkbox"/>	At sea, broadcast distress alert and call for assistance if vessel is in grave or imminent danger. Exhibit NUC lights/ shapes
<input type="checkbox"/>	Advise Owners and charterers. Request external assistance if required
<input type="checkbox"/>	Before taking on any ballast or transferring ballast, cargo, or bunkers within the ship check that it is safe to do so by calculating the effect on the vessel's stability, stresses, draught and trim.
<input type="checkbox"/>	Take applicable measures to reduce free surface effect
<input type="checkbox"/>	Monitor weather and forecast
<input type="checkbox"/>	Sound all cargo holds / bilges. Pump out any free water from the cargo holds bilges.
<input type="checkbox"/>	Monitor the vessel's motion, in particular the rolling period. A change in the rolling period may provide a warning of a reduction in the vessel's GM.
<input type="checkbox"/>	Alter course to ease the motion of the ship and to try to keep wind and weather on the bow of the high side.
<input type="checkbox"/>	Commence pumping out water from the cargo holds on advise. Do not unnecessarily open Load line entrances.
<input type="checkbox"/>	Contact the nearest coastal state authority
<input type="checkbox"/>	Request for assistance (Tug / salvage company as required)
<input type="checkbox"/>	Company will contact the P&I club
<input type="checkbox"/>	Company will approach classification society or other experts for stability calculations
<input type="checkbox"/>	Consider heading to the nearest port or place of refuge