Verein Hanseatischer Transportversicherer e.V.

IMO No.:
Subject Matter:
VHT No.:
Other Reference No.:

Type of report:	CASUALTY QUESTIONNAIRE - GROUNDING -
Purpose of report:	Wählen Sie ein Element aus.
Survey date:	dd.mm.yyyy
Survey place:	Port (Country Code)
Surveyor:	Wählen Sie ein Element aus.
Handling office:	Wählen Sie ein Element aus.
Claims manager:	Wählen Sie ein Element aus.

Action to be taken when the ship is aground

The following guidelines should be kept in mind when the ship is aground and assistance is required. The questions should be answered as detailed as possible and the complete information is to be transmitted either by telex, e-mail or ship's telephone to the person in charge ashore.

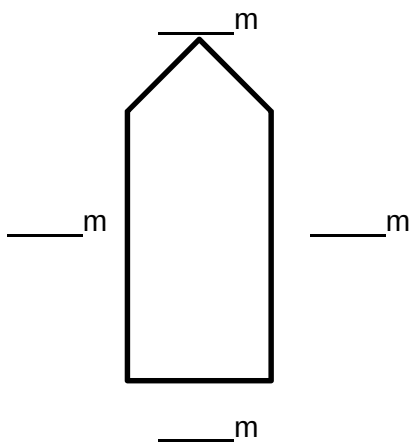
When a ship has run aground various factors have to be considered before any action is taken.

Prior to any immediate refloating attempt the master should obtain full information about any possible structural damage to the ship. If the ship is structurally intact and the surrounding circumstances have been carefully considered, an immediate attempt may be made by using the own engines and other means available within the ship, e. g. transferring of fuel and/or ballast water within the ship, however always keeping in mind that such action is liable to cause additional damage to the ship because of stresses rising beyond acceptable limits and changing stability conditions.

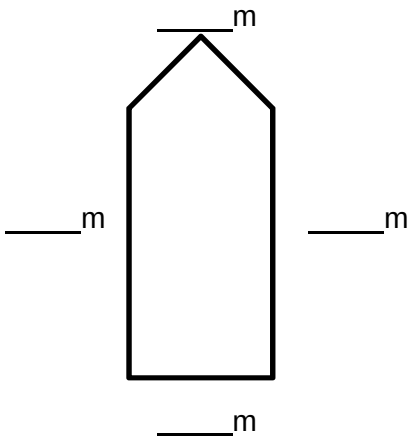
If an early refloating attempt did not have any success or seems to be not reasonable, help from outside will be necessary, either in the form of technical and/or nautical advice, lightening, tug assistance or other means. To put the outside person(s), who in most of the cases will be the owner of the ship and/or the representatives of the Hull and Machinery underwriters, in a position to give qualified assistance a minimum amount of information is a must!

The following questionnaire has been developed on experience of grounding cases and accurate answers to the respective questions will be most helpful to all parties concerned.

1. Condition prior to Grounding

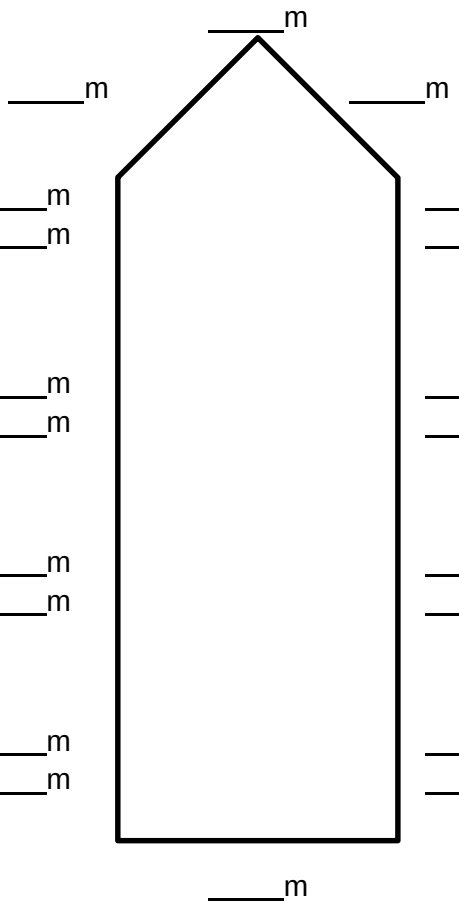
Date of grounding	
Time of grounding	LT (UTC +/ -)
Geographic Position	Latitude:
	Longitude:
Course steered when running aground	
Speed when running aground	
Draught free floating before grounding	
Moulded depth	_____m

2. Condition of the ship after grounding

Draught aground	
Local time of draught reading	
State of tide at the time of draught reading	

Gyro compass heading at the time of this report	

Soundings/ freeboard around the vessel:



Sounding: _____m _____m
Freeboard: _____m _____m

Sounding: _____m _____m
Freeboard: _____m _____m

Sounding: _____m _____m
Freeboard: _____m _____m

Sounding: _____m _____m
Freeboard: _____m _____m

Time (LT) when soundings were taken	
State of tide when soundings were taken	

Detailed description of the location:	
Extent of damage to the vessel:	

3. Damage to the ship

Are your auxiliary engines operating?	Y / N
Can your main engine be used?	Y / N
Can your rudder be used?	Y / N
If fitted, can your cranes be used?	Y / N
Can your deck winches be used?	Y / N
Have crewmembers been injured? If yes, give details.	Y / N
Has cargo or fuel been lost? If yes, give location and approx. amount in tons.	Y / N
Is there any oil spillage? If yes, give location and approx. amount in tons.	Y / N
Are compartments/ tanks flooded? If yes, give location and approx. amount in tons.	Y / N
Is your vessel listing?	Y / N
If yes, how much?	

4. Loading/ Ballast Conditions

Please state TPC (tons per centimetre) for free floating mean draught:	
Please state MCT (moment to change trim by 1 cm) at free floating draught.	
Please state KG or GM.	

Cargo – type:	
Cargo – quantity:	
Cargo – distribution: (If possible please attach a printout of stability calculation after loading.)	
Ballast – quantity:	
Ballast – distribution: (If possible please attach a printout of stability calculation after loading.)	
Fuel – quantity:	

Fuel – distribution: (If possible please attach a printout of stability calculation after loading.)	
Can any ballast or fuel be transferred within the ship? If yes, state from where to where and the approx. amount in tons.	
Which quantity of ballast water can be discharged in compliance with the IMO stability criteria?	

5. Local Conditions

State of tide at the time when vessel grounded:	rising / falling
Next high water	Time: (LT) Height: m
Next low water	Time: (LT) Height: m
Wind	Force: Direction: Time: (LT)
Sea/ swell	Height: m Direction: Time: (LT)
Current	Velocity: kn Direction: Time: (LT)
Nature of sea bottom	
Give details of weather forecasts if available.	
Give any other locally significant features.	

6. Action Taken

Has any cargo, fuel and/ or ballast been transferred within the vessel since grounding? If yes, state from where to where and give approx. amount in tons.	Y / N

Have anchors been dropped? If yes:	Y / N
Which anchor has been dropped?	Port / Stb. / both
Length of chain paid out:	shackles
Length of chain still available:	shackles

Are you in contact to any shore station like pilot station, port authority, agent etc.? If yes, please give details.	Y / N

Prior to entering / accepting a contractual arrangement with any external party whatsoever it is highly recommended to consult the owners in advance.

Controlled flooding

If outside assistance is not immediately available the ship may be further damaged by tidal action, wave action combined with the effects of the wind and weather. As a general rule, a ship should be held firmly aground and be prevented from becoming "lively" until refloating operations are started.

Attention must, however, be paid to the possibility that this action may increase the stress on the ship's hull.