

**GROUNDING TIMELINE**

<u>Date</u>	<u>Time</u>	<u>Event</u>
2-3 December 2016	2000-0010	Master on bridge. Autopilot steering. Course: 146°. Speed: 11.2 knots. Transit via North Hinder Junction.
2 December 2016	2350	Second Officer (2/O) on bridge to relieve Master.
2-3 December 2016	2350-0010	Watch handover from Master to 2/O. Master instructed 2/O to amend Passage Plan to transit via Sunk Traffic Separation Scheme vice original transit via North Hinder Junction (Figure 3).
3 December 2016	0025	2/O adjusted autopilot steering to 140° based on amended Passage Plan.
	0208	2/O adjusted autopilot steering to 146°.
	0220	2/O noticed speed on ECDIS display reduced from 10.2 knots to 9.1 knots.
	0228	2/O noticed change in ship's motion and speed reduced to 0.8 knots. Shifted to manual steering. Notified Master.
	0229	Master and Chief Engineer on bridge.
	0330	Vessel firmly aground on a heading of 190°.
	0357	Humber Coastguard notified about vessel grounding.
	0930	Unsuccessful attempt to refloat vessel at High Water.
4 December 2016	Morning	Salvors arrived.
9 December 2016	Unknown	Vessel reloaded and towed clear of Haisborough Sand. Vessel towed to Rotterdam, Netherlands for repairs to rudder.