

Can This Ship Sail?

For more information or to enroll in the ABS Rapid Response Damage Assessment program, contact RRDA@eagle.org

Rapid Response Damage Assessment

- Dedicated team
- Detailed analysis
- Recovery recommendations
- Free enrollment

LIKELY RESPONSE TIME FOR RRDA ANALYSES

	Hours												
	1	2	3	4	5	6	7	8	9	10	11	12	
Incident notification received by phone.	█												
Immediate response during office hours.	█												
After office hours, call back to client within 30 minutes and attend RRDA within 1 hour.	█												
Notifications sent to appropriate parties within ABS. Attendance arranged by ABS District Office.	█	█											
<i>Vessel manager sends load distribution to RRDA.</i>													
RRDA model checked against ship's output. Send report to client.		█											
<i>Vessel manager sends flooding report to RRDA.</i>													
<i>Vessel manager sends grounding report to RRDA.</i>													
Floating condition: stability, global strength and out flow analyzed. Send report to client.		█											
Considers how to limit loss of cargo (changing heel/trim).		█											
Reported damage used to determine global stress for still water and static wave.			█										
Ground condition: reaction determined based on drafts. Send report to client.		█	█										
Focus is on reduction of ground reaction to refloat. Considers tide and outflow.		█	█										
Identifies capacity for transfer or lightering to float the ship.		█	█										
Model hull section to HGSA about damaged frame – 4 to 6 hours of model time.													
<i>Vessel manager facilitates a detailed damage assessment and sends report to RRDA.</i>				█	█	█	█	█	█				
RRDA commences modeling when location of damage is identified.													
<i>Vessel manager identifies transit route options and reports to RRDA.</i>													
Detailed engineering analysis performed.													
Full report is generated and submitted to client and ABS stakeholders, including:											█	█	
- Still water bending moment calculated from load distribution													█
- Wave-induced loads from ABS SEAS program													
- HG ultimate strength assessment													
- Local strength assessment													
- Local buckling and ultimate strength assessment													

Initial reports are used to recover the ship to a controlled condition.

Models identify areas of the hull surrounding the damaged section(s) so that the ultimate strength of the ship can be determined.

Owner uses report to satisfy requirements of authorities, underwriters, charterer and other stakeholders.

Class uses report to identify recommendations for temporary repair if needed and issues the Certificate when the vessel may proceed.

Proposed transit route is examined for wave condition with the subsequent effect on stresses determined for the damaged ship. The ship's remaining strength is calculated to determine if it can transit.