



**GUIDE FOR**

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# **RAPID RESPONSE DAMAGE ASSESSMENT**

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**American Bureau of Shipping  
Incorporated by Act of Legislature of  
the State of New York 1862**

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## Foreword

This Guide contains the technical requirements and criteria that meet international regulatory requirements for vessel emergency response. ABS has issued this *Guide for Rapid Response Damage Assessment* to provide owners/operators with a description of the process for the issuance of the **RRDA** notation to an ABS-classed vessel. The ABS RRDA program provides emergency technical services for owners/operators whose enrolled vessel experiences an incident that may affect the stability or structural strength of the vessel or require the rapid provision of technical analytical services.

Effective 4 April 1995; MARPOL 73/78 Annex I, Regulation 26 requires a Shipboard Oil Pollution Emergency Plan (SOPEP) for all tankers of 150 gross tons or more and all other vessels of 400 gross tons or more. The “Guidelines for the Development of Shipboard Oil Pollution Emergency Plans”, IMO MEPC 54 (32), advises that detailed guidance to the vessel’s master should be provided to take stability and stress into consideration when taking actions to mitigate the spillage of oil or to free the vessel from aground. While it does not require, it strongly suggests, that when there is excessive damage, consultation with shore-based technical assistance is appropriate before taking any action that may jeopardize the vessel.

As of 1 January 2007; MARPOL 73/78 Annex I, in accordance with resolution MEPC.117 (52), Regulation 37.4 requires that all oil tankers of 5,000 tons deadweight or more shall have prompt access to computerized, shore-based damage stability and residual structural strength calculation programs. The ABS RRDA Program is designed to fulfill the requirements of the above regulations.

In the United States, the ABS RRDA program satisfies the U.S. Coast Guard requirements of OPA 90 in 33 CFR 155.240 for oil tankers and offshore oil barges. Owners are required to have “prearranged, prompt access to computerized, shore-based damage stability and residual structural strength calculation programs”. It also requires that “access to the shore-based calculations program must be available 24 hours a day”. This requirement became effective 21 January 1995 for vessels operating in U.S. waters.

The ISM Code, Section 8, requires the company to establish procedures to respond to potential emergency shipboard situations, including the use of drills and exercises to prepare for those emergencies. The RRDA program can be a valuable resource augmenting a company’s emergency preparedness program.

The ABS RRDA service is available and can be called upon 24 hours a day. In the event of a vessel incident, a vessel enrolled in the ABS RRDA program will be given urgent attention by ABS. An essential element of the ABS RRDA program is that ABS will provide a response team when the service is activated by the Client, the members of which understand their responsibilities and have collected and pre-processed the technical information likely to be needed in the event of an incident, thereby saving many critical hours of data preparation and testing.

The ABS Rapid Response Damage Assessment team includes engineers able to support the Client in the aftermath of an incident by performing strength and stability calculations using information provided by the Client or vessel relating to the load distribution and damaged condition of the vessel. For ABS-classed vessels, Surveyor approval remains a requirement for the subsequent evaluation of damage and repair or when a Certificate of Fitness to Proceed is to be issued. The Rapid Response Damage Assessment is directed by a Team Leader. The Team Leader may draw on the other team members and on staff from within the ABS organization as deemed necessary to assist in responding to the incident. These co-opted team members may cover disciplines such as, but not limited to, naval architecture, structural analysis, stability calculations, machinery and mechanical systems, and survey.

Ultimate responsibility for decisions taken to improve the survivability of the vessel resides with the Client and vessel captain, and the information and reports provided as part of the ABS Rapid Response Damage Assessment Response service are intended solely to support this decision-making process.



## GUIDE FOR

# RAPID RESPONSE DAMAGE ASSESSMENT

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## SECTION 1 General

### 1 Scope and Application

In accordance with MARPOL Regulation I/37(4), as circulated by Resolution MEPC.117(52), oil tankers of 5,000 dwt or more require access to shore-based damage stability and residual structural strength calculations from 1 January 2007.

ABS will consider vessels enrolled in the ABS Rapid Response Damage Assessment (RRDA) program to be in compliance with MARPOL 1/37(4).

Effective 4 April 1995; MARPOL 73/78 Annex I, Regulation 26 requires a Shipboard Oil Pollution Emergency Plan (SOPEP) for all tankers of 150 gross tons or more and all other vessels of 400 gross tons or more. The “Guidelines for the Development of Shipboard Oil Pollution Emergency Plans”, IMO MEPC 54 (32), advises that detailed guidance to the vessel’s master should be provided to take stability and stress into consideration when taking actions to mitigate the spillage of oil or to free the vessel from aground. While it does not require, it strongly suggests, that when there is excessive damage, consultation with shore-based technical assistance is appropriate before taking any action that may jeopardize the vessel.

Vessel’s enrolled in the ABS RRDA program will be provided with such consultative support in the event of an incident.

Upon a Client’s request, ABS will provide rapid response damage assessment support to the Client. Initially, a rapid response file will be developed which will include the vessel’s hard copy drawing information and/or the electronically stored data to consider a damaged condition of the vessel.

The ABS RRDA team is activated when the Client notifies ABS through direct verbal communication at the 24-hour emergency number requesting assistance with a vessel incident.

The time from the initial activation of the ABS RRDA team and the provision of specific damaged stability and strength guidance is dependent on:

- Receipt of vessel information such as loading conditions and on-site damage assessment,
- Criticality of the situation, and
- The complexity of the problem.

The RRDA Program does not cover Salvage Engineering, class surveys, or surveys in connection with repairs, damages, conversions, compliance with outstanding recommendations, extensions, lay-up or reactivation, modifications/alterations, riding ship, change of flag, or new installations.

When requested by a flag Administration, ABS is obliged to provide details of its evaluations and files.

When a vessel is classed or issued with a Load Line by ABS, the ABS Classification Department will be advised that the RRDA team is evaluating damage on an ABS-classed or Load Line-only vessel. The ABS RRDA team will review the most recent status of the vessel available in the ABS records.

The ABS RRDA team will communicate response activity to the ABS Classification Department for consideration. However, a survey by Class Surveyors continues to be a requirement for subsequent evaluation of damage and repairs or when a Certificate of Fitness to Proceed is to be issued.

ABS does not act as a principal in the matter of salvage or repairs. ABS can only act in an advisory capacity, leaving it always to the Client to accept or reject such recommendations as ABS may make. ABS has no authority to order or contract for repairs, salvage, or other matters.

### **3 Basis of Notation**

To receive the **RRDA** class notation, the requirements in this Guide are to be complied with.

This Guide has been developed with the objective of promoting a Rapid Response Damage Assessment program for ABS-classed vessels. The requirements as specified in this Guide are additional to all other relevant requirements of ABS Rules and Guides. ABS-classed vessels in compliance with these guidelines will be assigned a class notation **RRDA**, Rapid Response Damage Assessment, and will receive an enrollment certificate from ABS.

### **5 Automatic Enrollment for New Vessels**

Eligible ABS-classed vessels delivered after 1 July 2010 will be automatically enrolled in the ABS RRDA program and will receive the **RRDA** notation.

Eligible vessels include tankers, bulk carriers, gas carriers, container vessels, and tank barges.

Enrollment will be at the time of delivery for the first year of operation. Vessel owners may opt out of the program at delivery or after the one year enrollment period. Maintenance fees will be required after the first year of enrollment.

### **7 Enrollment of Vessels Classed by Other Societies**

Vessels classed by other Societies may enroll in the ABS RRDA program provided all enrollment requirements have been met. Enrollment will be demonstrated by the issuance of the ABS RRDA certificate.

Non-ABS classed vessels are not eligible for the **RRDA** Class notation. Vessel owners are responsible for contacting the relevant Classification Society for survey instructions when required.



## SECTION 2 Documentation

### 1 Definitions

The following definitions are applicable to the **RRDA** notation.

*Vessel* means any eligible vessel as defined in Subsection 1/5 of this Guide. Other vessels such as but not limited to drilling units, offshore installations, platforms, submersibles, or marine structures owned, operated, controlled, or managed by the Client, which are presented to ABS for enrollment in the ABS Rapid Response Damage Assessment program will be considered on a case by case basis.

*Client* means owner, operator, or manager who controls the vessel

*Rapid Response Damage Assessment (RRDA)* consists of the following tasks, as appropriate:

- The development of a database of pertinent aspects of the vessel's structure, materials, machinery, and equipment
- Development of a computer model of the vessel that will allow for damage stability and residual strength analysis
- Evaluation of salvor's or owner's or owner's representatives' plans for off-loading, ballasting or cargo transfer sequences to improve residual stability and reduce hull girder stresses, and ground force reaction
- Calculation of the bending and shear stresses caused by pinnacle loads from grounding or stranding
- Calculation of the residual hull girder strength based on the reported extent of damage
- Calculation of residual stability when the vessel's compartments are breached
- Calculation of hull girder strength in damaged condition with wave loading
- Calculation of hull girder ultimate strength
- Calculation of local strength in the damaged area
- Calculation of local buckling and ultimate strength
- Other calculations as appropriate for the vessel's condition

*Request for Enrollment* is a completed and written request to ABS from the Client's Designated Person, unless the vessel has been automatically enrolled as noted in Subsection 1/5. Client's signature or that of the designated person on the request will serve as a request for enrollment.

*Designated Persons* are individuals who may make requests for services on behalf of the Client, as identified in the initial enrollment request.

*Certificate of Enrollment* is the notification sent by ABS to the Client advising that the vessel's drawings have been compiled and/or the computer stability and structural model is completed and that ABS is in a position to respond. It is at this point that the vessel is considered to be fully enrolled in the ABS RRDA program.

*Annual Subscription* is the fee charged to maintain an active file for a single vessel in the ABS RRDA program. For new vessels classed with ABS and automatically enrolled as noted in Subsection 1/5, the first year fee is not applied.

### 3 Client Duties

When requesting damage assessment, the Client is obliged to present all details of the exact location of the vessel, the circumstances causing the damage and any damage or divers' reports and photos available. Details must include the possibility of pollution and status of crew and main and auxiliary machinery.

When requesting damage assessment, the Client is obliged to contact all interested parties, such as the vessel's classification society, if other than ABS, underwriters, P&I Club, salvors, coastal State administration and flag Administration.

When requesting damage assessment, it is the Client's obligation to provide ABS with the vessel's most recent classification status if the vessel is not classed with ABS.

It is understood and agreed that the rapid response function depends heavily on the accuracy and extent of the information in the ABS RRDA database, as well as the incoming information supplied during an incident. Upon initiation of an agreement with ABS, the Client will provide to the assigned ABS RRDA team the information as set out in Subsection 2/5, which will be used for developing the vessel's computer stability and structural model. The assigned ABS RRDA team will also consider the use of a HECSALV model not developed by ABS, provided that the Client provides to ABS upon request copies of all drawings used in the creation of the model, as well as authorization for ABS to undertake a verification of the accuracy of the model.

### 5 Plans and Data to be Submitted

The following plans and information are to be submitted, if not already available:

#### 5.1 Hull Geometry and Compartments

- Lines Plan or Hull Offsets or Electronic Data file (HECSALV/HECSDS, NAPA, SIKOB, TXT or GHS Files)

#### 5.3 Booklets

- Class Approved Trim and Stability Manual.
- Class Approved Loading Manual
- Lightship Weight Distribution\*
- Total Lightship Weight, LCG and VCG\*
- Allowable values of Bending Moment and Shear force\*

\* *Note:* May be included in the T&S Manual or Loading Manual

#### 5.5 Plans

- General Arrangement
- Capacity Plan
- Midship Section
- Shell Expansion
- Construction Profile and Deck Plans
- Transverse Bulkhead in midship section plus collision bulkhead plus bulkhead forward of engine room
- Docking Plan
- Fore End Construction
- Aft End Construction
- Engine Room and Inner Bottom Construction



## 5.7 Additional Information

- Vents and Overflows
- Cargo Piping Diagram
- Approved Damage Stability Calculations
- Fire/Damage Control Plan
- Bilge and Ballast Piping Diagram
- Pumping Curves (Cargo, Ballast, and Bilge)
- CSR ISE models, SafeHull Phase A models, or other class models as applicable

Client has a continuing obligation to notify ABS of all changes, additions, and deletions from or to the structure, materials, machinery, and equipment of the vessel.

## 7 Database Preparation

The plans and data for each vessel will be used by ABS to create the computerized RRDA Model.

The computer-generated hydrostatics will be compared to the hydrostatics in the class-approved Trim and Stability Manual to verify the accuracy of the hull model.

- i)* The vessel is compartmentalized into holds, tanks, and other discrete compartments using the general arrangement, capacity plan and, as necessary and available, construction plans. The volumes and centers of gravity of the computer-generated compartment data are then compared with corresponding values from the capacity plan or table.
- ii)* The lightship weight distribution and centers of gravity are input. The Allowable Shear Force and Bending Moment values are also input.
- iii)* Three hull girder sections are modeled: one midship section, one within the forward cargo space, and one within the aft cargo space. The section modulus is compared to a class-approved calculation.
- iv)* The accuracy of the computer model is then verified by duplicating two or more loading conditions from the vessel's loading manual and comparing the results of displacement, trim, draft, righting arm, and still water bending moment and shear force curves to those in the approved loading manual.

## 9 Types of Response Analyses

The ABS RRDA team can be called upon to perform analyses of a vessel's residual strength and stability in the aftermath of many possible incidents. Initial data received in the early hours following an incident may be inaccurate and/or limited. This information, however, can be used to make initial decisions relating to the response. As the incident progresses and more information is received, the assigned ABS RRDA team may update previously provided recommendations based on the more comprehensive analyses. Some more common examples of required analyses are:

- i)* Assessment of residual stability with breached compartments, taking into account the rate of cargo outflow and sea water ingress, free surface effects, and the reported actual loading condition of the vessel;
- ii)* Calculation of still-water bending moments and shear forces acting on the vessel's damaged hull with breached compartments;
- iii)* Assessment of effective hull girder strength with loss of, or ineffective, longitudinal strength members, based on the reported extent of damage (by fire, collision, or grounding damage, explosions, etc.);
- iv)* Unusual loading conditions (not covered by loading manuals) that may include the special ballasting of the vessel by the bow to bring the stern tube assembly above the waterline to facilitate repairs while afloat;

- v) Evaluation of a damaged vessel's residual stability, and residual global and local strength for various possible off-loading sequences to determine the most favorable sequence; or for ballasting or transfer of liquids to reduce heel, to improve the residual stability, and to reduce hull girder stresses.

Additional variations may include evaluation of bending and shear stresses due to loads from grounding or stranding and bending moments and shear forces in waves. Generally, grounding, collision, or explosion may necessitate two or more of the above analyses.



## SECTION 3 RRDA Program

### 1 Activating/Notifying RRDA Team

To activate the RRDA team, the Client is to establish verbal communication.

24-hour Emergency Numbers                      Houston, Texas - USA

Primary:    (+1) 281-872-6161

Alternate:    (+1) 713-935-2886

The *RRDA Notification Bridge Card* (see Appendix 1) provides a summary of instructions when notifying ABS of the need to activate the ABS RRDA team.

#### 1.1 Office Hours

The normal office hours are as listed below. During these normal office hours, a member of the ABS RRDA team can be expected to answer the primary emergency telephone. If personnel are temporarily unavailable, the line will automatically transfer to the answering service that will assist the caller until the response personnel can be contacted.

Monday through Friday 7:30 am to 4:30 pm (0730 to 1630) – Central US Time

#### 1.3 After Office Hours

After office hours and holidays, the call will be answered by the ABS RRDA answering service. The caller will be asked for a contact name, vessel's name, call back number, and location. The caller will be asked if he or she wishes to be transferred directly to one of the RRDA personnel. If the caller does not have time and wants to be called back, the answering service will locate a team member who will call back as soon as possible. Every effort is made to maintain a response time of less than 30 minutes. In the unlikely event that a call back is not received within 30 minutes, the original call should be repeated.

#### 1.5 After Voice Notification

All inquiries, requests or information made or provided verbally during the telephone conversation are to be followed up in hard copy. The initial report and information is to be sent by fax or e-mail to:

Fax:    (+1) 281-877-5964

E-mail:    rrd@eagle.org

## 3 Procedure for Reporting Incident

### 3.1 General

The initial alerting of ABS of the incident is of primary importance. A simple notification that there has been an incident will help the Response Team make preparations in case they are needed.

Once initial reporting has been done, it remains important to follow up with additional information as it becomes available so that the Response Team can provide timely assistance to the vessel. It is therefore important to maintain a direct line of communication and to provide the requested information.

The first section of the form *Condition Before Incident – REPORT 1* (see Appendix 2) should be used to transmit this information, although any format containing the same information will be accepted. In general, the main elements of the incident are to be provided. These should include but are not limited to the following:

- Port, date, and time of departure
- Port of planned arrival
- Location, date and time of incident
- Any change in vessel position or orientation from time of incident to time of notification
- Communications information (primarily MarSat or telephone numbers) direct to vessel (if preferred)
- Communications information to vessel's manager or emergency command site
- Type of incident (collision, grounding, explosion, etc.) and extent of damage to the vessel
- Speed and direction of travel at time of incident
- Type of cargo carried
- Special cargo information
- Environmental conditions
- Tidal information if available

### 3.3 Loading Condition Before the Incident

It is important to provide the vessel's loading condition at the beginning of the voyage as well as prior to the incident and the corresponding draft readings for that load condition. This may be in the form of the existing departure loading plan or use the form *Condition Before Incident – REPORT 1* in Appendix 2. This is important to validate the ABS RRDA computer model to provide an acceptably close approximation to the actual condition of the vessel immediately prior to the incident.

Any changes in the load condition since the departure, such as fuel and water quantities, changes in ballast or fuel transferred, are to be provided. Drafts observed, if available, in the current condition are to be provided.

Notes:

- In the vessel's loading portion of Report No. 1, note that there are places for the input of the tankages in "Weight", "% Full" and "Volume." Only one of these units is necessary. The preferred unit is the weight of the cargo in each tank, but if the information is available in either of the other two forms, it will be accepted. If the vessel uses ullages and soundings exclusively for all tanks then the vessel should provide the appropriate tables for the Response Team's use.
- As the density for cargoes and fuels vary greatly, it is always necessary to provide the particular density for the item listed.

### 3.5 Collision/Damage Condition

The following information is to be provided using *Collision/Damage Condition – REPORT 2* from Appendix 2 or other means as available:

- Provide draft readings and angle of list. Record at regular intervals and report any change.
- Sound all tanks and voids at regular intervals and report any differences from initial as-damaged loading condition. Report any liquid levels (increase or decrease). If the levels are increasing or decreasing, try to establish the rate of change by sounding the tanks at defined intervals.
- Provide a list of all known tanks that are damaged, noting whether the flooding is from the sea or from other tanks.
- Provide wind, sea, tide, and other weather conditions.
- Provide any relevant details that could be associated with the structural integrity or stability of the vessel.

### 3.7 Grounding

The details of the grounding are to be reported, if applicable, using *Grounding Condition – REPORT 3* in Appendix 2 or other means as follows:

- Provide vessel's exact location by latitude and longitude and/or distance and direction from known landmark.
- Provide vessel's heading and note if heading changes or remains constant. Provide a sketch of vessel's location relative to the channel or other known bottom features or landmarks.
- Provide tide data including times and heights for at least the next 72 hours and include the tide information at the time of the grounding.
- Provide estimate of portion of hull believed to be aground with reference to frames and estimated distances from centerline or side (if possible).
- Provide information on the type of bottom, if possible (e.g., sand, sediment, rock, mud)

Record information at regular intervals noting the time and the height of the tide for each set of data as follows:

- Record drafts on both sides of the vessel at the bow, amidships, and aft. Alternatively, measure freeboards along each side.
- Take soundings of water depths around the vessel including forward, aft and several on each side (or as appropriate to the situation).
- Provide diver's underwater survey of grounding contact (if available at a later time).

### 3.9 Structural Damage

Any structural damage known is to be reported using *Structural Damage – REPORT 4* in Appendix 2 or other means as available.

- Report any known or suspected damage below the waterline. Include any tanks or other compartments that are observed to be flooding. Provide suspected source of flooding, such as hull damage, internal bulkhead damage, piping damage.
- Provide diver's underwater survey of damage, when available.
- It is important to have photos of all damages. If practicable, photos should be accompanied with descriptions of locations and extent of damages. The date and time of all photographs must be noted.

## 5 Survey Recommendations

Analysis results and information data of ABS-classed vessels will be submitted to ABS Classification Department to support recommendations for issuing a Certificate of Fitness to Proceed for a transit voyage. Recommendations will consider information provided by the Client about the intended transit route, proposed loading condition, and precautionary means for the transit voyage, which may address temporary repairs, available ports of refuge and cargo transfer.

Surveyors must be called upon to assess the vessel's condition, temporary repairs necessary, and fitness to proceed in consultation with the Client's on-site representative. Ultimate responsibility for decisions taken to improve the survivability of the vessel resides with the Client and vessel captain at all times, and the information and reports provided by the ABS RRDA team are intended solely to support this decision-making process.

## 7 Client Deliverables

Upon completion of the vessel response, ABS will prepare a report with the information covering the analysis used to support and respond to the vessel incident. Common items included in the report may include:

- i) Initial Conditions
- ii) Transit and Temporary Repairs
- iii) Further Analysis



## APPENDIX 1 RRDA Notification Bridge Card

**ABS RRDA “Bridge Card”**  
**RAPID RESPONSE DAMAGE ASSESSMENT (RRDA) NOTIFICATION**  
*Damage Stability, Hull Strength Assessment and Other Technical Support*

The ABS RRDA program provides RRDA services for our client vessels. Contact numbers are as follows:

- |  |                                  |  |
|--|----------------------------------|--|
| <b>1. <u>Call</u></b>  | <b>24 Hour Emergency Number:</b> | <b>+1 281 872-6161</b>   |
|  | <b>Backup:</b>                   | <b>+1 713 935-2886</b>   |
| <b>2. <u>After voice contact</u> – send report by Fax or Email</b> |                                  |  |
|  | <b>Fax: +1 281 877-5964</b>      | <b>Email: <a href="mailto:rrda@eagle.org">rrda@eagle.org</a></b> |

**Do not wait to collect information before calling. Immediately notify ABS and provide additional information when available.**

### **Information Required in the Event of an Emergency:**

**Departure Loading Condition and Drafts:** The vessel’s loading condition at the beginning of the voyage including weight/volume of all cargo, fuel, water, consumables and the corresponding drafts. This may be in the form of vessel’s loading plan, if available.

**Cargo and fuel:** Name/type and specific gravity, API°, density or stowage factor.

**Current Loading Condition at time of Incident:** Any changes in cargo or ballast quantities and the amount of all consumables remaining and, if possible, the estimated rates of consumption.

**Condition after casualty:** The vessel’s drafts and angle of heel after the casualty. Indicate if these are estimated or actual readings. Indicate if trim and heel are constant or changing with time and at what rate. Any flooding of compartments and accumulations of fire fighting water.

**Damage:** As complete a description as possible of the damage to the vessel. This should include the location of damaged compartments and the extent of structural damage. It is also important to describe how the extent of damage was determined (e.g., by visual examination of the spaces or by tank soundings).

**Grounding:** Measured drafts or freeboards. Take soundings of water depths around the vessel. Provide time and date and tidal height when measurements were taken. Provide local tide height at time and date of grounding and high/low tide information for next 72 hours.

**Location and Weather:** The vessel’s location, the weather conditions in the area, the sea state, and the predicted weather and sea conditions for the next 72 hours.

**Contact Information:** Email address, telephone and fax numbers (including back-up information) to set up a communication link between the ABS Response Team and the vessel and/or vessel managers.



**Fuel Oil Tanks:**

Tank Name	Weight (Mtons)	% Full	Volume Bbls.	Capacity (M <sup>3</sup> )*	Density MT/m <sup>3</sup>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

**Lube Oil Tanks:**

Tank Name	Weight (Mtons)	% Full	Volume Bbls.	Capacity (M <sup>3</sup> )*	Density MT/m <sup>3</sup>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

**Diesel Oil Tanks:**

Tank Name	Weight (Mtons)	% Full	Volume Bbls.	Capacity (M <sup>3</sup> )*	Density MT/m <sup>3</sup>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

**Fresh Water Tanks:**

Tank Name	Weight (Mtons)	% Full	Volume Bbls.	Capacity (M <sup>3</sup> )*	Density MT/m <sup>3</sup>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

**Salt Water Ballast Tanks:**

Tank Name	Weight (Mtons)	% Full	Volume Bbls.	Capacity (M <sup>3</sup> )*	Density MT/m <sup>3</sup>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____



**Miscellaneous Tanks:**

Tank Name	Weight (Mtons)	% Full	Volume Bbls.	Capacity (M <sup>3</sup> )*	Density MT/m <sup>3</sup>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

**Constants:**

Item	Weight (Mtons)	Corrections
Constant	_____	_____
Provisions	_____	_____

**Drafts:**

\_\_\_\_\_ fwd ( m or ft )  
 \_\_\_\_\_ Aft ( m or ft )

Angle of Heel: \_\_\_\_\_ degrees ( P / S )

S.G. of water at above draft condition: \_\_\_\_\_ (MTons/m<sup>3</sup>)

\* at a SG = 1.0

**Collision / Damage Condition – REPORT 2**

Type of Casualty: (Collision / Fire / Explosion / Severe Weather / Ice / Other)

Date: \_\_\_\_\_ Time: \_\_\_\_\_ ( Local / GMT )

Location: Lat: \_\_\_\_\_  
Long: \_\_\_\_\_  
General: \_\_\_\_\_

Weather: Wind: \_\_\_\_\_ Kts.  
Wave: \_\_\_\_\_ ( m or ft )  
Tide: \_\_\_\_\_ ( m or ft )  
Water depth: \_\_\_\_\_  
Forecast: \_\_\_\_\_

Drafts: Fwd \_\_\_\_\_ ( m or ft )  
Aft \_\_\_\_\_ ( m or ft )  
Angle of Heel: \_\_\_\_\_ ( P / S )

General description as known (sketch diagrams as needed):

**Grounding Condition – REPORT 3**

Date: \_\_\_\_\_ Time: \_\_\_\_\_ ( Local / GMT )

Location: Lat: \_\_\_\_\_  
 Long: \_\_\_\_\_  
 General: \_\_\_\_\_

**Environmental Conditions:**

Wind: \_\_\_\_\_ Kts.  
 Wave: \_\_\_\_\_ ( m or ft )  
 Tide:  
     Range \_\_\_\_\_ ( m or ft )  
     Level at time of incident: \_\_\_\_\_ ( m or ft )  
 Water depth:  
     S.G. \_\_\_\_\_ (MTons/m<sup>3</sup>)  
     Estimate at grounding: \_\_\_\_\_ ( m or ft )  
 Type of bottom at grounding point: ( Sand / Sediment / Rock / Mud )

Forecast: \_\_\_\_\_

**Drafts: (Estimated / Measured)**

Fwd (P) \_\_\_\_\_ ( m or ft )  
 Fwd (S) \_\_\_\_\_ ( m or ft )  
 Aft (P) \_\_\_\_\_ ( m or ft )  
 Aft (S) \_\_\_\_\_ ( m or ft )  
 Angle of Heel: \_\_\_\_\_ ( P / S )

**Estimated Grounding Point:**

Aft. Long. Contact Point: \_\_\_\_\_ ( m or ft ) from ( MS or AP )  
 Fwd. Long. Contact Point: \_\_\_\_\_ ( m or ft ) from ( MS or AP )  
 Transverse Extent: \_\_\_\_\_ ( m or ft )

Please fill in the following sketch with as much information as possible:

**Appendix 2 Reports**

	Port	Starboard		
Fwd. Draft (m)	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>		Vessel Heading <input style="width: 60px; height: 20px;" type="text"/>
Aft Draft (m)	<input style="width: 60px; height: 20px;" type="text"/>	<input style="width: 60px; height: 20px;" type="text"/>		
Date of Readings	<input style="width: 80px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Sounding (m)
Time (GMT)	<input style="width: 80px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Frame #

  

Sounding (m)
Frame #

Sounding (m)
Frame #

  

Sounding (m)	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Sounding (m)
Frame #	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Frame #
Sounding (m)	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Sounding (m)
Frame #	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Frame #
Sounding (m)	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Sounding (m)
Frame #	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Frame #
Sounding (m)	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Sounding (m)
Frame #	<input style="width: 60px; height: 20px;" type="text"/>		<input style="width: 60px; height: 20px;" type="text"/>	Frame #
			<input style="width: 60px; height: 20px;" type="text"/>	Sounding (m)
			<input style="width: 60px; height: 20px;" type="text"/>	Frame #

## Structural Damage – REPORT 4

General Description:

Compartments breached to open water:

Compartments opened to other compartments:

Structural damage location (sketch diagrams and submit photos as needed):

List any actions that have already been taken:

What actions are proposed?

Note: Submitted photos should include descriptions of locations and extent of damages