EMERGENCY RESPONSE SERVICE (ERS™) CUSTOMERS' GUIDE

Vessels of all types are equal for the perils of an incident at sea. Whichever ship they operate, captains, owners and managers need efficient damage control to reduce and even eliminate adverse consequences for the ship and company operations. In an emergency situation, understanding the immediate risks is paramount for making confident decisions and for taking the most effective actions. ERS™ supports ship owners and crew to successfully manage incidents and keep their brand reputation clear.

Why have ERS™ ?

- Incidents make no difference between ship types
- To confirm ship's safety after an incident
- To understand how much buoyancy, stability and strength are left after damage
- To take fast, safe & efficient actions to minimise impact on ship and operations
- On board the ship there is limited capability to evaluate residual stability and strength
  - Loading computer is mainly for intact stability
  - No capability for damage strength evaluation
  - The crew will be busy with the immediate situation
- In shore office there is limited capability to evaluate stability and strength
  - Calculations tools are rarely available
  - No capability for damage stability and residual strength evaluation

- To prove vessel is capable to:
  - Complete cargo voyage
  - Transit with damages to optimal repair yard for (cost) efficient repairs
- To support Flag and other authorities' approval of vessel's voyage in damage condition
- To support class surveyor's prompt and efficient decision.
- To avoid repairs afloat when possible
- To comply with requirements:
  - SOLAS Ch. II-1, Part B-1, Reg.8-1
  - MARPOL Annex I, SOPEP for all ships – Stability and Strength considerations
  - MARPOL Annex I, Reg.37(4) for tankers
  - USCG OPA 90 - Tank and Non-Tank Vessel Response Plan
- To train crew and shore staff in incident handling
- To be prepared before an incident occurs

During emergency ERS™ delivers

- Experts to call 24/7
- First evaluation within 2 hours from first call
- Guidance to captain and owner on:
  - Criticality of the damage condition
  - What to do first to stabilise the vessel
  - Worse case scenario and advice on actions
  - How to improve the condition
  - Possibility for re-floating without tugs
  - Necessity to offload cargo, how much/sequence
  - Whether temporary repairs are necessary
  - Feasibility for transit to repair yard of choice
  - Loading condition for transit
  - Loading condition for docking
- Cooperation with salvage companies
- Support to class and surveyors

ERS™ support is used to

- Criticality of the damage condition
- Take actions at early the stages of an incident
- Plan for the most efficient remedial actions:
  - Evaluate need for tugs
  - Evaluate need for offloading vessels
  - Minimise repairs afloat
  - Complete the voyage with cargo
  - Find optimal repair yard
  - Prepare optimise docking condition
  - Get vessel ready to go straight into yard/dock
- Verify your own actions plan towards Insurance company
- Evaluate need for salvage operation
- Prepare reports to Authorities and media (as relevant)
- Be in control of the incident handling
- Verify your actions throughout the incident

Deliverables upon enrolment

- ERS™ Declaration with no expiry date
- ERS™ Onboard Instructions (manuals)
- Password free proof of ERS™ validity on AMB Veracity (also for non-AMB classed ships)
- ERS™ documentation on AMB Veracity portal
- One damage case exercise per year free of charge
- Unlimited communications tests free of charge
- Optional ERS™ course/webinar

Cost structure

- Onetime Enrolment fee
- Annual subscription fee
- Hourly rates during emergency
  - Coverable by Hull & Machinery Insurance

Typical emergencies

- Collision
- Grounding and re-floating
- Water ingress
- Shifting of cargo
- Bulk cargo liquefaction
- Loss of stability
- Structural collapse/breakdown/damage
- Fi-fi water effect on stability, buoyancy, & strength
- Breakdown of loading/stability computer

Real story example

A vessel enrolled in ERS™, hit a sand bank in full speed while northbound in Suez Canal. Water ingress was detected in several ballast tanks. Initial ERS™ evaluation confirmed vessel could safely sail to Malta for damage survey. Diving inspection revealed large extent of damages to the bilge area. Further on, ERS™ proposed loading condition to reduce the hull stresses in the damaged area. With no possibility to offload cargo and repair in Malta, and with no dry dock slots in Europe, vessel's owner wanted to repair the vessel in China after completing full rotation Europe-China with cargo. Upon evaluation, ERS™ delivered voyage plan with intermediate damage surveys and re-evaluation of stability and strength in specified ports. ERS™ supported the Master to control the hull stresses during each cargo operation and prepared loading condition for docking. With the support from ERS™ and to owner's satisfaction vessel reached repair yard in China after completing full voyage rotation with cargo without major delay in schedule and without interruption of operations.

Enrol with us

Why should only tanker captains and owners have access to damage control support? Vessels of any type face equal the perils of an incident at sea. AMB ERS™ always helps shipping companies take early actions and control during incidents with their vessels, regardless of their type. The service enables them to avoid unnecessary repairs afloat, to prepare and transit the ship to optimal repair yard, and to minimise vessel's down time and avoid off hire. ERS™ is a key link which keeps operations chain together.

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