



## **CYPRUS BRANCH REPORT**

### **SHIP EMERGENCY RESPONSE SERVICE**

A presentation by HELINTEC, Hellenic Information Technologies and Engineering Company S.A. ([www.helintec.com](http://www.helintec.com))

#### **MINUTES OF THE EVENT**

The event generated a lot of interest on the island and over 38 people attended.

The Chairman, Capt. Graham Cowling, introduced the speaker and reminded how during major casualties, assessment of damaged stability and strength is a challenge. Usually such rapid calculations are beyond the scope of the ship and even many shore-office personnel. HELINTEC, Hellenic Information Technologies and Engineering Company S.A. ([www.helintec.com](http://www.helintec.com)), also makers of stability software such as ANKO and SAFESALV are one such provider possessing capabilities and experience with their certified Ship Emergency Response (ER) Service.

Helintec is based in Athens and Cyprus but has representative offices around the world. The Helintec speakers were Mr. Costas Pastras and Mr. A. Papadopoulos, both Naval Architects and Marine Engineers. Every year on average they respond to 15 to 20 incidents.

The presentation started framing the service against the regulatory framework; SERS fulfills the requirements of MARPOL, OPA 90 & SOLAS, and especially the requirements of OCIMF and the USA.

The process of providing the SERS involves Ship Modelling, Service-Establishment-Report, Contract-Authorization, Statement & Reporting-Forms and the actual Emergency Response Service.

This SERS service provides a 24/7 service with dedicated engineers on standby. The incident response is very fast and valid decisions on the ship's condition can be provided within the very first hours of the incident. Fleets enrolled into the SERS can also participate in one annual ship/shore drill or exercise to test the system.

After the initial background description, the presenters went into details of various case studies, what the damage was, what were the external factors, what calculations had to be made, samples of such calculation, how the output data helped the ship in the crisis. The nature of calculations was quite complex and only with advanced applications can decision-support be obtained in so short a time.

In all, there were 3 cases of grounding and flooding and 2 cases where both the emergencies were involved. There was also a case of cargo leakage from a tanker. The most common case to which they responded was usually grounding.

Usual checks are (1) checking of damaged stability and strength. Simple corrective actions such as cargo transfer, ballasting and hydrostatic balancing are evaluated. (2) Need for lightering is estimated (3) Planning for a trip to a repair yard, and seaworthiness calculations are made and (4) Property loss/ environmental damage is estimated.

The fundamentals and the terms involved in damaged stability were discussed. The audience was reminded of words such as permeability, stages of flooding, lost buoyancy, action of flooding both on dry and wet cargo and grounding force calculations. The SERS could, based on ballast pumping rates and rise of tide, calculate the time when the vessel was likely to float free.

As it was quite a hot summer day, the audience was eager to get some drinks. Only one question was asked as a result, pertaining to drawings which need to be submitted under the SERS program. Helintec responded that a few critical drawings were required from the ship-owner in advance, in order to be able to respond quickly.

Following a vote of thanks, the meeting adjourned to the open-area of the Cymepa House where we enjoyed some drinks and snacks. Informal discussions and sharing of experiences continued over a more leisurely setting.

Capt. Peter Bond, who was a 'founding father' of the NI Cyprus Branch and who had recently stepped down from the Committee was presented with a memento from the Branch.

Overall the event was appreciated for the highly professional and technical content.

Contribution by Capt. V S Parani, Branch Secretary.