

Damage Ship IV 2018

16 - 17 May 2018, London, UK



16 th May 2018		Day 1 - Session 1
09.00-09.25	Coffee and Registration	
09.25-09.30	Welcome address	
09.30-10.00	SOLAS 2020 Passenger and Cargo Ship Damage Stability Regulations <i>Keith W Hutchinson, Babcock International Group - Energy and Marine Technology, UK</i> <i>Andrew L Scott, Maritime and Coastguard Agency (MCA), UK</i>	
10.00-10.30	Designed according to,—or far beyond, the regulations? <i>Rolf Catol, Western Norway University of Applied Sciences, Norway</i>	
10.30-11.00	Calculating raking damage extent from decelerations measured during a grounding incident <i>Alex W. Vredeveltdt, Martijn G. Hoogeland, TNO, Netherlands</i> <i>Liza C. van Kempen, TU-Delft, Netherlands</i>	
11.00-11.30	Coffee	
11.30-12.00	A Risk Profile for Escorted Tankers and Their Resistance to Collision Damage <i>Iain Braidwood, Ian Braidwood Consulting Ltd, Canada</i> <i>Robert G Allan, Robert Allan Ltd, Canada</i>	
12.00-12.30	Damage Control Survivability & Containment of Fire and Flooding. Only as Strong as the weakest Link: Multi Cable Transits (Glands) & Pipe Penetrations Critical Role in Achieving Fire & Watertight Integrity <i>Peter Litchfield, CSD Sealing Systems, UK</i>	
12.30-13.30	Lunch	Day 1 - Session 2
13.30-14.00	Investigating hull girder loading of damaged ships by hydrodynamic analysis <i>Yongwon Lee, Lloyd's Register, UK</i> <i>Stefano Persico, Lloyd's Register, UK</i>	
14.00-14.30	Evaluation of Residual Ship Structural Integrity Following Damage Using Whole Ship Finite Element Analysis <i>Kevin F. Stone, Stone Naval Consulting, USA</i> <i>Tobin R. McNatt, MAESTRO Marine, USA</i> <i>Nick Danese, NDAR, France</i>	
14.30-15.00	The Costa Concordia Wreck Removal: How Commercially Available Software was Customized to Make Mission Impossible a Success <i>Phil Reed, Reed Maritime LLC, USA</i>	
15.00-15.30	Coffee	

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09.30-10.00	The Damage Stability Calculations Evolution From the CAD Point of View <i>Rodrigo Perez, SENER, Ingeniería y Sistemas, Spain</i>
10.00-10.30	Challenges in Hydrostatic Modelling of a Casualty Sinking Sequence <i>Baiqian Jiang, Paris Mangriotis, Simon Pollard, London Offshore Consultants, UK</i>
10:30-11:00	Have the benefits of Emergency Response Services been overlooked for dry cargo ships? <i>David Prentice, Lloyd's Register, UK</i>
11.00-11.30	Coffee
11.30-12.00	Practical Challenges for Salvors, Dealing with Damaged Ships <i>Alexander Gorter, SMIT Salvage B.V, Netherlands</i>
12.00-12.30	Docking Support System <i>Ahmed Samir, Kuwait Oil Company, Kuwait</i>
12.30-13.30	Lunch

Day 2 - Session 1