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COURSE BROCHURE

Shipboard and Shore Marine Emergency Response Training Course

1 – 5 August 2027
Kuala Lumpur

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Registered in the United Kingdom and Saudi Arabia

Shipboard and Shore Marine Emergency Response Training Course

Ref: 1065_40136 **Date:** 1 – 5 August 2027 **Location:** Kuala Lumpur **Fees:** 4900 GBP

Shipboard and Shore Marine Emergency Response is a 1-week training course for masters, deck and engine officers, designated persons ashore and company emergency team members, built around a joint ship-shore emergency response plan. Fire, collision, grounding and flooding leave a vessel minutes to act, while the shore office mobilises salvors and insurers. Jupiter Prime Training links both sides of that response.

Why Shipboard and Shore Marine Emergency Response Matters Now

Larger vessels, smaller crews and denser traffic lanes raise the stakes of a casualty, while satellite links put the company office inside its first hour. A vessel and office acting as one protect seafarers and limit salvage and pollution exposure; one that does not loses time and trust. The course rests on the vessel's own safety management system, contingency plans and international salvage practice.

Who Gains Most from Shipboard and Shore Marine Emergency Response

- Those in command of a vessel who must take the first decisions in a casualty
- Watchkeeping and engineering officers who lead fire parties, damage control and abandonment
- Designated persons ashore who connect the vessel with senior company leaders
- Members of the company emergency room who handle salvors, charterers and underwriters
- Fleet superintendents who set drill schedules and verify onboard readiness

A ship manager gains most when its master and emergency room members attend together.

Shipboard and Shore Marine Emergency Response Capabilities

Participants practise the first-hour actions that keep a casualty contained.

- Assess fire, collision, grounding and flooding scenarios against stability and hull damage — the master's choice to fight, beach or abandon
- Design a muster and command structure for small, rotating crews — fleet superintendents
- Build an emergency room activation sequence with clear duty roles — the designated person ashore
- Communicate holding statements and family notifications under media pressure — company leaders
- Apply salvage and towage options under time pressure — owners and hull underwriters
- Test drills and debriefs so lessons change procedures — the safety management system owner

Key Shipboard and Shore Marine Emergency Response Terms

- Designated person ashore — the company officer with direct access to top management who supports the vessel on safety and pollution matters.
- Muster list — the onboard table assigning every crew member a station and duty for each emergency signal.
- Damage control — the actions that limit flooding, restore watertight integrity and protect stability after hull damage.
- Emergency response room — the shore facility where the company team gathers to support a vessel in distress.
- Holding statement — a short, factual first public message issued before the full facts of an incident are known.
- Lloyd's Open Form — a standard salvage agreement used to engage salvors quickly on a no cure, no pay basis.

Shipboard and Shore Marine Emergency Response Day by Day

Day 1: Casualty Risks and the Response Organisation

- Casualty Patterns in Tanker and Container Fleets — Priorities for Fleet Readiness
- Safety Management System Emergency Procedures — Who Acts Onboard and Who Acts Ashore
- Muster Lists for Rotating Crews — Station Cover When Key Officers Are Absent
- Bridge Command Structure in a Casualty — Clear Authority From the First Alarm
- Designated Person Ashore Role — The Link Between Vessel and Top Management

Day 2: Fire, Collision, Grounding and Flooding

- Engine Room and Cargo Hold Fire Tactics — Boundary Cooling Versus Fixed System Release
- Collision Damage Assessment — Watertight Integrity and Remaining Stability Margins
- Grounding Response and Soundings — Refloating Attempts or Waiting for Salvors
- Flooding Containment and Pumping Plans — Holding Freeboard While Help Arrives
- Abandon Ship Decision Points — Timing Lifeboat Launch Against Remaining Buoyancy

Day 3: Shore Mobilisation and Salvage

- Emergency Room Activation Checklist — Duty Roles in the First Sixty Minutes
- Salvage and Towage Contracting Under Lloyd's Open Form — Speed Against Cost Exposure
- Coordination With Coastal Rescue Centres and Port Authorities — Information Each Party Needs
- Pollution Contingency Plan Activation — Notifying Responders and Protecting Shorelines
- Owner, Charterer and Underwriter Notifications — Protecting Cover and Commercial Positions

Day 4: Crisis Communication and Media Handling

- Holding Statement Drafting — First Public Words Before the Facts Are Known
- Next of Kin Notification Protocol — Care for Crew Families Under Pressure
- Spokesperson Interview Rehearsal — Staying Factual Under Hostile Questioning
- Social Media Monitoring During a Casualty — Correcting Rumours Without Speculation
- Ship-Shore Communication Logs — Evidence for Investigators and Claims Handlers

Day 5: Practising the Joint Ship-Shore Emergency Response Plan

- Combined Fire and Flooding Tabletop Exercise — Testing Command Handover Between Vessel and Office
- Drill Scenario Design and Scoring — Turning Exercises Into Measured Readiness
- Post-Incident Debrief and Root Cause Review — Lessons That Change Procedures
- Media Briefing Under Simulated Pressure — Aligning Vessel Facts With Office Statements
- Joint Ship-Shore Emergency Response Plan — Final Draft for Fleet Adoption

Applying Shipboard and Shore Marine Emergency Response After the Course

- Run a combined vessel and emergency room tabletop drill using the activation checklist and the scoring sheet from the course
- Rewrite one vessel's muster list and holding statement template so both reflect current crew size and contacts

Shipboard and Shore Marine Emergency Response Questions FAQ

What is Shipboard and Shore Marine Emergency Response and why does it matter now?

It is the joint effort of a crew and its shore office to control a fire, collision, grounding or flooding casualty. Smaller crews and constant satellite contact mean both sides now share the first hour.

Which roles gain most from Shipboard and Shore Marine Emergency Response skills?

Masters, senior officers, designated persons ashore and company emergency room members gain most.

How does Shipboard and Shore Marine Emergency Response differ from a general crisis management course?

It is built on vessel casualties rather than corporate crises. You work through stability, damage control, salvage contracting and emergency room activation rather than reputation alone.

What do you bring back from Shipboard and Shore Marine Emergency Response training?

You bring back a drafted joint plan that sets command roles, call sequences, salvage triggers and media steps. It is ready for your next fleet drill.

Shipboard and Shore Marine Emergency Response: The Way Forward

The joint ship-shore emergency response plan first informs who takes command when a casualty alarm sounds and when the office activates its emergency room. Masters and designated persons ashore use it to set drills and contact lists. After its first live test, the salvage triggers and media steps deserve a fresh look against what the debrief revealed.