



Times Marine Surveys L.L.C.

Incorporating Aalmar Surveys 

Group Newsletter

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In This Issue:

**Times Marine
Departmental
Updates:**

Group CEO's Message
"Keith is Back"

Times Marine
"Fun in the Sun"

Survey

*"Emergency Towing
Procedures"*

*Naval Architecture &
Design*

"Tools for the Job"

Ship Management

*"Qatar Authorities' New
Circulars"*

Aalmar U.S.A.
*"Only at a Cajun Boat
Show"*

Aalmar U.K.
"The Newbie"

Event Update

"UAE National Day"

**Survey Surprise of the
Month:**

"A True Wedgie"

*Local anonymous vessel
items of marine non-
conformity found by our
surveyors during vessel
inspection (the funnies)*

**And finally, Nautical
Ned...**

Group CEO's Message

"Keith is back"

A busy month indeed... Aalmar USA had its opening party with leading members of the Houston marine community in attendance. With key members of staff flying in for the event from Dubai and London, it really was a true group event.

The NOLA workboat show had a very impressive turnout considering the global state of the marine industry at this time, with a special kind of exhibitor only seen at a Cajun boat show!

Along with some technical updates from TMS survey department this issue also has a piece from Trevor (our newest Surveyor) giving an insight in to what is in store for anyone wishing to embark on a career as a Marine Surveyor.

And Keith, just as he was getting settled in to retirement was dragged (not sure if it was kicking and screaming) back in to the office to cover for the MD who was enjoying our Southern hospitality here in Houston for a week.

Alan Coleman, CEO, Times Marine Group



Times Marine

"Fun in the Sun"

The past month has truly been a 'mixed bag' with the world in fiscal turmoil, the Middle East in political turmoil, the sporting worlds of cricket, football and rugby union in all sorts of problems – what next... England winning the IRB Dubai Rugby 7's?

The 'Silly Season' that I referred to last month is also well under way in the Emirates with many leading entertainers from both the Eastern and Western worlds gracing our stages. Apparently there is a lot more to come over the remainder of 2011 and into 2012. You see there are some advantages of living in The Emirates.

The Houston team were bolstered by Michelle from TMS and Carole from Aalmar UK, to support Alan on the day of their big bash. I hear that Colin, Carole's husband, was press ganged in to service, and by all accounts his journalist skills

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helped make the day in to a professional and interesting presentation. Well done Colin, you did Carole proud!

We here in the Emirates wish Aalmar USA all the best for the future and trust that Wednesday was a day for all to remember!!

The Staff here at TMS take this opportunity to wish all our readers an extremely enjoyable and happy festive season.

Jon Hewson, Managing Director



Times Marine - Survey Dept.

"Emergency Towing Procedures (ETP) & Emergency Towing Booklet (ETB)"

An emergency towing procedure must be implemented on all ships above 500 GT by the end of 2011 (this comes into force from 1st January 2012). The requirement was introduced into SOLAS by MSC 256(84) which was adopted on 16th May 2008. ETP/ETB becomes a part of the SMS for emergency preparedness as required by ISM Code and will be verified during the ISM audits.

As the implementation date is rapidly approaching we have already received requests from our clients to prepare Emergency Towing Procedures for their vessels.

Following IMO guidelines, highlighted by the MSC.1/Circ. 1255 dating back to 27th May 2008, we proceeded with the first ship's inspection in order to evaluate the ship's capabilities of being towed under emergency situations. Onboard equipment, mooring and towing arrangements were reviewed and the



ship's ability to be towed from the bow as well as from the stern was evaluated. An on board inventory and location of available tools and equipment for assembling the towing gear were checked and stated. Using our findings, (ship's equipment, inventory, arrangement, etc.), procedures were created, sequences analyzed, and safe patterns found.

Comprehensive diagrams and self explanatory sketches, drawn in coordination with our engineering department specialists, were inserted into the Emergency Towing Booklet.

A few difficulties arose during our endeavors, the most important of which was the lack of bollards and fairleads' safe working load figures, mainly for the older vessels. As stated in MSC.1/Circ.1255 the "...existing bollards and fairleads may be used for emergency towing but the owners are urged to ensure that the safe working load (SWL) reflects the actual strength by conducting a structural

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analysis or a load test.” We are still waiting for relevant data from a few of our clients who now seem to understand the importance of “Safe Working Load”.

The clock is ticking and any owners reading who have not yet addressed the requirement are encouraged to do so by the deadline of 1st January 2012. Times Marine is on hand to assist with the preparation of the procedures and booklets as required.

Captain Marian Dedu, Master Mariner

Times Marine - Naval Architecture & Design Dept.

“Tools for the job”

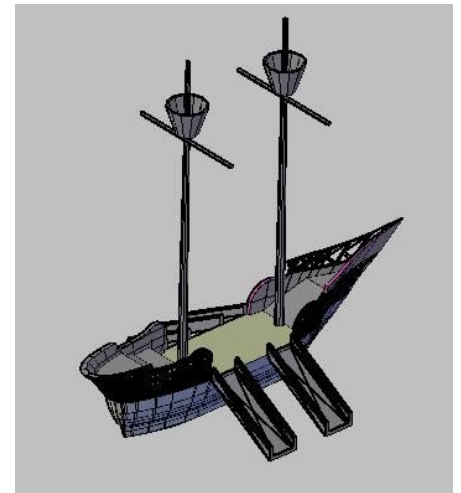
Our local office was established back in 1999 and I joined the company in 2001. From the beginning our drawings were prepared in electronic format through available popular drafting software. From then till now, the work approach has remained fundamentally the same, yet the complimentary tools have changed considerably.

In the early years, we were acquainting ourselves with the rules of Classification Societies and specific requirements determined from their teams. We have also referred to International Standards for guidance when dealing with items excluded from the information provided from Class. Presently, we adhere to our internal guidelines developed through our long experience gained over the years of operations, which are founded from the Rules and standards, but interpreted specifically for our business and which are continually improved to embrace new regulations and applications.

Furthermore, at the beginning we were focused on two dimensional drawings and a classical drafting approach. Yet as software and hardware capabilities advanced, along with the demands of our esteemed clientele, we have reverted to design actual objects and realistic compartment representation with three dimensional drawings. Our next stage, that has just started, will lead us gradually to 3d modeling and to yet another era.

Every step has been a rewarding experience, with difficulties at times, but also feelings of accomplishment rising above the obstacles.

William Morales, Senior Draftsman



Update from our Ship Management Dept.

“Qatar Authorities’ New Circulars”

Ministry of Business and Trade of Qatar has issued a new Circular, which is applicable to Foreign Flagged Vessels working in Qatar. It is necessary to obtain a Licence for any Foreign Flagged vessel(s) operating in Qatari Territorial Water by paying the applicable charge of QAR 4,000.00 (Four Thousand Qatar Riyal), which will be valid for 4 (four) months.



Also, Ras Laffan Industrial City (RLIC) Directorate has issued a new Circular regarding temporary gate passes.



If your Company is not registered with RLIC Security but is engaged with vessel operations, all charges will be debited to Vessel’s Agency Company once the Agency approves the pass application.

The vessel’s Agency will then invoice the concerned Company which will include the actual cost of the gate pass plus charges for handling as per the Port Tariff.

The Port Tariff is as follows:

Type Of QP Access Pass		Tariff Applicable	QP Special Requirements
PERMANENT PASS 30+ days (i.e. exceeding one calendar month)		QR 200	i. Pass is issued in accordance to security, Pass Application Rules. ii. Contractor staff are issued a pass based on their contract terms.
TEMPORARY PASS	8 to 30 days (i.e. less than, or equal to one calendar month)	QR 100	"
	2 to 7 days	QR 40	
	1 day (i.e. less than, or equal to 24 hours)	QR 13	
REPLACEMENT PASS A cost for replacing an existing pass which is reported as: Lost, Stolen or Damaged. (Waived for replacement due to card manufacturing defect).		QR 250	"
ADMINISTRATION COST A surcharge applies in instances of: emergency processing, or after hours call- out to issue a pass.		QR 250	"

Anna Cebenکو, Purchasing Officer

Aalmar (U.S.A.)

"Only at a Cajun boat show!"

New Orleans... Bourbon Street, the highest crime rate in the US, great food, and on the 1st December I attended the Work Boat Show. The event was huge and attended by marine industry people from around the globe, with the many of the major suppliers exhibiting their latest marine products. What was different, and maybe it has something to do with the present piracy pandemic (?), was the 50mm canon, complete with marine tripod fitting and a box of shells! I am not advocating arming all merchant ships but looking at the size of the gun it would definitely give one or two of the Somali Pirates 'food for thought'. Aalmar USA, NOLA based Surveyor Roger Smith, is pictured to the right taking aim at the exhibition crowd.



The grand opening party at the Kemah Boardwalk Aquarium was a huge success, with representatives from London and Dubai, several of our local Surveyors from NOLA and Houston, as well as lawyers (P&I correspondents), brokers and ship owners in attendance. Mr. Gray Hancock, Trade and Industry representative at the British Foreign Consulate Office also attended the evening and a special thank you goes to David Khawaja of the Greater Houston Partnership for his guidance at the embryonic stages of the US operation set up which made this possible.

The business card draw for the Amazon Kindle was won by David R. Walker, Partner at Royston Rayzor, Attorneys at Law.

Alan Coleman, President

Aalmar (U.K.)

"The Newbie"

I have been working with Aalmar for six months now which has gone at such a pace it has felt more like a fraction of that time. My first two months were spent with my colleagues at our UAE offices, learning to transfer my knowledge of ships into a survey skill that I hope to pursue for a number of years.

I was very quickly sent to accompany one of the Surveyors who was inspecting a jack up rig being built locally. This was a huge challenge, as I had only previously steamed past jack up rigs and never set foot on one.

And there it was, my first in-house report was to be written about a vessel with feet that had an enormous amount of machinery packed inside, most of which I had not previously worked with.

Thankfully, after my nervous start and with the guidance of the TMS Surveyors, I was back on to ships where I found myself in familiar territory. Moving from P&I surveys one day, to towage approvals, hull and machinery, on/off hire and condition surveys the next.

Since returning to London, I have felt more like a concert performer, moving from place to place around the UK and Europe surveying different ships and working with different surveyors to give more dimensions to my inspection techniques.

The variety, and yet similarities, of the vessels I have viewed has only sparked more ambition and the people that I have worked with have shown me there is no end to what you can learn in the business of surveying.



Trevor Harvey , Staff Surveyor

Event Update



UAE National Day 2nd of December 2011 United Arab Emirates

As we celebrate the 40th UAE National Day, we reflect on the spirit that ties us together, the Spirit of the Union that enables millions of people to coexist and build lives together.

The Spirit of the Union is derived from the vision and leadership of the Late Sheikh Zayed, and now lives on through His Highness Sheikh Khalifa bin Zayed Al Nahyan, President of the UAE and his fellow leaders of the nation's Emirates who are shaping the UAE's future.

Survey Surprise of the Month

"A True wedgie"

Emergency kit used as a permanent repair on a Cargo barge.



Finally a note from Nautical Ned.....



Prince Albert Edward in a sailor suit, 1846.

A handkerchief was often worn about the neck, opened at the back like a kerchief, to protect the back of the neck from tar or tallow on the hair. It was also used as a sweatband by the guns' crew. Until the uniform was standardized in 1857, the silk, linen or cotton material was often a colorful article; being of mostly red or blue with many different designs printed on it. Many were black or near that from being used to wipe the hands of the constant contact with the tar used on the ship's rigging.
