



Times Marine

Aalmar Surveys

# Group Newsletter



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## Group CEO's Message

### **"Changes complete...full steam ahead"**

Just as things start cooling down in the UAE, London gets a mini heat-wave and Houston sees some of the worst bush fires in history, with an area the size Kent totally destroyed by fires. Our thoughts go out to all those who have been affected and lost homes and livestock in this tragedy.

Jon Hewson has risen very well to the challenge of Managing Director of Times Marine in the UAE. He is as popular as ever with the staff, but also with his hands firmly at the helm is able to maintain the high standards that our clients have become so accustomed to, a fine balancing act indeed.

With Keith Fulker officially retired on 30<sup>th</sup> September 2011 we have mixed feelings within the Group, sadness at Keith leaving us, but happy and hopeful that he enjoys his well earned retirement. I am also very excited for Carole Bryer...who assumes the role of the Managing Director of Aalmar Surveys Ltd in London. Carole has been with Aalmar Surveys in London for many years and is a well known member of the London marine community and brings a wealth of experience and continuity to the group. Good luck Carole!



We have the usual varied collection of interesting and somewhat down to earth articles from our staff and industry friends in this issue. Please note that any ship names may have been omitted, generally to protect the guilty. Enjoy the read and please feel free to send in any 'salty sea stories' or items of interest that we may include in future newsletters.

**Alan Coleman, CEO, Times Marine Group**

## Aalmar (U.S.A.)

### **"Peta arrives in the USA"**

Just another job for Aalmar Surveys' previous and ongoing operations in the USA, but for the new office in Houston, Texas, barely completed furnishing, fax, telephone and internet only just connected (even the coffee machine is only just

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up and running), we did not have chance to catch our breath before we were instructed to carried out our inaugural job.



The USA network of surveyors, now handled from this office, undertook a heavy lift and project cargo assignment out of New Orleans for London, UK Underwriters. The attending surveyor was Roger Smith, one of our P&I and Project Cargo senior surveyors located in New Orleans. The project was finished on time, on budget and without any damage to the cargo being loaded. Well done Roger!

A new addition to our family, the new executive assistant for our marina offices, also starts work on Monday 10<sup>th</sup> October...watch this space next issue for more on this.

A hot local topic, the Panama Canal expansion project is soon to be completed, and with the size and capacity of vessels being able to transit set to dramatically increase, it is projected that the Houston and Galveston ports will greatly benefit from this increase in trade...which is great news for the marine surveyors here. Where there are ships and cargo there will always be a need for a good independent marine surveyor.



Regional news: The MICA annual ball is being held in New York this week along with the Loss Adjusters annual event. I will be attending both, which gives me a great opportunity to meet not only our regular friends in the insurance and hull/cargo claims branches of our industry, but also some of our old ship owner friends to Aalmar Surveys in London for whom we have carried out many pre-purchase inspections. And the very quaint Stamford Landing and the lovely town of Darian in Connecticut are always such great places to visit at this time of year.

As a light hearted footnote, may I announce that the final member of the Coleman family (Peta the African grey parrot) will also be cleared out of one month quarantine in New York on Friday 7<sup>th</sup> October, and will be flying (in a plane) back to the ranch in Houston...yes, I can hear the jokes coming in already!

**Alan Coleman, President**

**Aalmar (U.K.)**

**"Bon Voyage Keith Fulker"**

Here in London, our MD, Keith Fulker retired at the end of September after many years great service and we saw him off in style with a gathering of all the UK based surveyors (apart from those who had to attend surveys of course!)



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and staff from the London office. Keith thought he was going for a quiet lunch with a few office staff and was surprised to find a restaurant full of colleagues there to wish him well. Hopefully his plans to do some travelling in retirement will be assisted by our travel-related pile of gifts.

The good news, however, is that he is not completely leaving us as he will remain as a non-executive director of Aalmar Surveys, so we will still be seeing plenty of him.

**Carole Bryer, Director**

## Times Marine

### **"The Mad Mile"**

At last there are signs that the end of the Dubai summer is in sight and that, we 'Old Timers' call 'the Silly Season' will soon begin.

This, of course, is being heralded by the cooler climate with the opportunity for more outdoor activities and entertainment in the pipeline. The mobs in the air conditioned shopping malls and the cool indoor slopes of 'Ski Dubai' will be again flocking to the beaches and setting out in four wheel drive convoys to enjoy camping trips in the cool desert mountains toward the East Coast of the UAE and Oman.



Here in the Emirates we have the usual traffic congestion problems, inconsiderate driving and the demographics of many workers living in the Emirate of Sharjah and commuting every day to work in Dubai have led to the connecting main artery high being nicknamed 'the mad mile' with accidents, damaged cars littering the road, and irate hot tempered drivers a plenty! I am sure that Alan Coleman and his family now fully ensconced in Houston,

will miss many things about the UAE... but I am sure that they will not miss the driving here!

It has recently been announced that DP World are again increasing their container throughput capacity at Jebel Ali and one wonders how much more growth is possible in Dubai especially as the new port Khalifa in Abu Dhabi has opened for business with completion due in Q4 2012.

Please enjoy this issue and we would be pleased to receive any critique, comments, photographs or information from our readers.

**Jon Hewson, Managing Director**

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## Times Marine - Survey Dept.

### “Collision Case”

A few months ago we were appointed to carry out a WP joint survey, following an alleged collision between two large vessels (a 300,000 MT DWT tanker and an 80,000 MT DWT bulk carrier). Our instruction was to inspect, ascertain and evaluate the extent and cost of damages sustained by both vessels.



Initially, the survey went well with both Masters and on board Superintendents being very helpful in assisting the attending Surveyors. A follow up and a final survey were planned and agreed by all parties involved. Dry docking was not required by either vessel and repairs were to be completed afloat.

Then something went wrong in the chain of communication. To our surprise, our client’s vessel completed her repairs and left the UAE without informing us or the local correspondent. The other vessel had a follow-up survey and then again, she left unexpectedly after completion of her repairs. Although we confirmed at the follow up survey that the steel tonnage replacement appeared to be the same as that estimated at the time of initial survey, we were unable to obtain any copies of the Work Completion Certificates or Invoices from the Owners.

These documents are still pending and the final evaluations of the repairs carried out on board both vessels are not yet completed. Both Owners made the situation difficult and counterproductive for themselves, leaving the H&M and P&I Clubs and their local correspondents to chase for documents. Consequently the whole process is seriously delayed with both time and fiscal losses by all parties, not to mention the owner may never get reimbursed for the repair costs by Insurers.

Whatever reasons may have pushed the Owners to such hasty decisions are not in their best interests. Appropriate follow up and final surveys make things clearer and bring confidence between the parties, as well as conclusion.

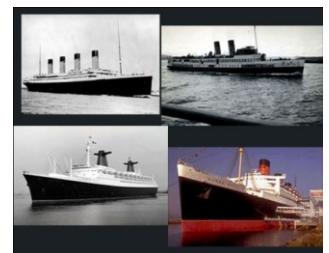
**Capt. Marian Dedu, Master Mariner**

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## Times Marine - Naval Architecture & Design Dept.

### “Ship’s Bow Evolution”

One of the most impressive features on a ship is its bow, as it stimulates feelings of superiority and is synonymous with freedom. It is very common for people to stop and stare, while walking by a cruise liner; this is why many have further decorated their bows with colorful schemes. It is also one of the



characteristics of the vessel that has been blessed with a lot of attention from the naval architects that have diligently worked and advanced its shape over the years.



In the beginning of the 20th century, it was a simple flat line, mainly because there were fabrication difficulties. But while construction methods and equipment evolved, the shape started to get more flare, then added the bulbous bow and progressed to add negative curvature and distinct lines.

Today infrastructure supports odd shapes permitting engineers to further explore the bow. New CFD software enables the designers to simulate sea reaction and

companies are more confident in investing on novice shapes enhancing the performance of the ship. Many options surface in the market and many more are scheduled. The world is looking on with anticipation.



**Panayiota Triantafyllou, Engineering Manager**

## Update from our Ship Management Dept.

### "Hard Hats Don't Last Forever!"



We all know that the main purpose of the safety helmet is to protect the head of the wearer against hazards, mechanical, thermal and electrical shocks. They used to be made out of metal, but since 1960s, rigid plastic became the preferred material.

All staff of 'Times Marine Survey' is using helmets when they go on survey; but do you know how to check the validity of your 'hard hat' or do you think if there are no visible cracks, its valid forever?

Each helmet has a year and a month of manufacture, stamped inside the shell near the peak for easy reading.

The following can help you determine the date of manufacture:

1) On the photo shown on the right, we can see that an arrow is pointing to 9, and a number 04 is stamped on the middle, which means that the helmet was manufactured in September 2004.



2) On the second image on the left, the no. 07 represents the year 2007. You then have 4 segments, 2

at the top and 2 at the bottom, these represent the year being split into four periods. You can see from the image that the top two segments have dots in them which means it was manufactured in the second quarter of the year. Therefore, it has been manufactured between April and June 2007.

I've been trying to find the validity standards for Safety Helmets; and I've found out that if the Safety Helmet is being used regularly, then it should be replaced after 3 years.

The plastic used in manufacture can be affected by the UV radiation from sunlight, chemicals and impact damage.

If the hard hat is showing any signs of color fading, cracking or staining, it should be replaced immediately! If it is involved in a major impact, then it should be replaced whether there is any sign of damage or not.

Always inspect your hard hat shell and suspension before and after use. Check for the following:

- breakage or cracks in the shell and suspension
- brittle, discolored or "chalky" plastic
- loss of suspension flexibility
- frayed suspension straps or stitching

Think about the safety of your head, check your helmet regularly and remember that the Purchasing Officer will change your helmet with a new one with pleasure!

**Anna Cebenko – Purchasing officer**

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## Event Update



**Abu Dhabi Dragon Boat Festival 2011  
October 28 – 29, 2011  
Shangri-La Hotel, Qaryat Al Beri  
Abu Dhabi, UAE**

The dragons are returning to Abu Dhabi!! Competitive, Corporate, School teams, etc. are welcome to join in this fabulous 2 day event!

The Festival will include entertainment for all of the family, on and off the water, such as a DJ, beach volleyball, bouncy castle, and many other activities. Participants and spectators have the chance to enjoy the atmosphere and have a great day out. The competition includes experienced crews, as well as social, corporate and community based crew; there is something for everyone.

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## Survey Surprise of the Month

### "Seafarers Defence System"



Recently sighted onboard an 'intrinsically safe' oil tanker at anchor, offshore PG.

"There are pirates on the starboard bow!... Chief, build me a rocket flare launcher please?"

*Pity the defenseless civilian crew in this war on Piracy.*

## Finally a special note for Captain Keith Fulker from Nautical Ned.....

If provisions were lacking, liquor certainly was not. Fresh water, even in casks, would not keep for long and in an early century wine or beer was substituted. The usual ration was a gallon per day per man. The common saying was "We'll sail as long as the beer lasts". As there was nothing else to drink except rain-water or melted snow the remark seems an obvious one.

So take plenty of beer on your retirement travels Keith.

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