



# Times Marine Surveys L.L.C.

Incorporating Aalmar Surveys 

## Group Newsletter

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### Group CEO's Message

#### **"Houston Office Gets in Shape"**

My opening thanks must go to our UAE Operations Manager who has been our guest here in Houston for a week to help implement our office administration and ISO procedures. The office here is set to run more smoothly and Jacky Cron, our Logistics Executive, now has all the tools for keeping our Surveyors in the right place at the right time!

Here in US offices, we are looking forward to the 'Houston Rodeo' and the Galveston Mardi-Gras, whilst in March, the Dubai International Boat Show is being held in the UAE, and of course London has the Olympic celebrations coming up.

Enjoy the read and as always, your comments are welcome!

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

### Times Marine

#### **"More Ships Sink in UAE"**

A New Year has begun and with it comes the aftermath of the grounding of the containership "Rena", off New Zealand and its subsequent breaking in two plus the shocking grounding of the passenger ship 'Costa Concordia' off the Italian coast and ensuing horrible loss of life.

We were all looking forward to a bright and cheerful beginning to the New Year but fate decrees otherwise.



Here in the U.A.E. we have the second sinking of a dubious 'tanker' type of vessel within a few months with both of them reportedly carrying diesel oil from Iran to U.A.E. The alleged Iranian Owner of both vessels is, so the media inform us, unobtainable, but the crews are being held by the U.A.E. authorities. It is believed that both vessels were not designed to carry oil cargoes but have been crudely converted to do so. In all probability the cargo is loaded directly through open manholes and discharged by pump in a similar manner. DANGER and more DANGER.

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These incidents yet again, reflect the poor standard and lack of responsibility amongst the modern day mariners. There are still far too many 'rust buckets' trading within the Middle East area and the local Authorities need to really tighten up on safety and training standards.

We hope that the rest of 2012 will be kinder to the world's seafarers who after all are doing a dangerous enough job without being maltreated by greedy shipowners.

**Jon Hewson, Managing Director**

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## Times Marine - Survey Dept.

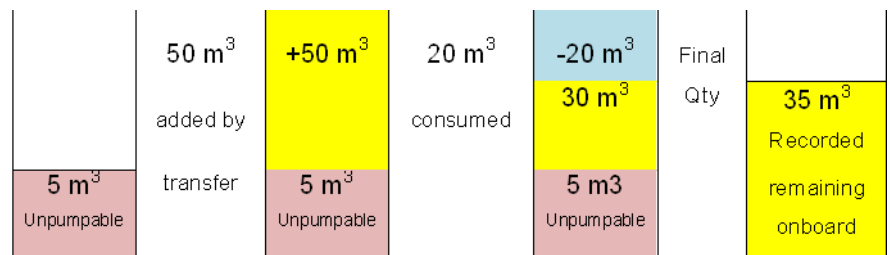
### "Problems Experienced during Consumable Liquid Stores Surveys"

A common misunderstanding during Remain On Board (ROB's) Consumable Liquid Surveys is what to record for tanks with a small quantity of liquid that cannot be pumped by the vessel's fixed transfer systems. (Referred to as unpumpable).

It is often requested by Captains/Chief Engineers for attending Surveyors to record tanks having a small amount of liquid which is unpumpable, as having zero quantity during 'On-Hire Surveys'.

This can result in the 'Off-Hire' consumption figure showing less than what has actually been consumed during the charter period. This occurs when the vessel transfers liquid, either from other tanks onboard or from receiving bunkers/water from an external source between the 'On-Hire' and 'Off-Hire' surveys.

A vessel may have 5m<sup>3</sup> of liquid in a tank that has been recorded as zero content, as the remaining liquid is unpumpable. During the charter period, 50m<sup>3</sup> of liquid is transferred to the tank and by the time the vessel is 'Off-Hired', 20m<sup>3</sup> of liquid has been consumed. The actual sounding will show 35m<sup>3</sup> remaining in the tank.



Correct	5 m <sup>3</sup>	+	50 m <sup>3</sup>	-	20 m <sup>3</sup>	=	35 m <sup>3</sup>
Incorrect	0 m <sup>3</sup>	+	50 m <sup>3</sup>	-	20 m <sup>3</sup>	≠	35 m <sup>3</sup>

This would suggest that the consumption from this tank would have been 15m<sup>3</sup> when in fact 20m<sup>3</sup> has been consumed. This will result in the charterer paying for 5m<sup>3</sup> less consumable liquids than what was actually consumed and the vessel owner's inheriting the cost of the 5 m<sup>3</sup> not recorded.

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It is therefore paramount that all liquid content in all tanks is measured accurately and recorded regardless of whether the tank contents can be pumped by the vessel's fixed system or not.

**Robert Kerr, Area Manager for Survey, Abu Dhabi**

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## Times Marine - Naval Architecture & Design Dept.

### "What a Waste..."

The environment is stunning, but requires our attention. The sea has been the unfortunate recipient of various types of waste, either from land facilities or floating structures. For the marine industry, MARPOL has established four annexes addressing respectively the main sources presently acknowledged, i.e. oil, sewage, solid and air emissions. There are also additional regional regulations, with USA, EU and Australia raising requirements higher.



From the above solid waste seems to be the most challenging or a lesser priority. In practice, it has been proven that the Vessel's Environmental Profile (VEP), i.e. a list of all equipment and systems available on the vessel, can assist the personnel for quick reference. Also an Environmental Voyage Plan (EVP), incorporating details of discharges, contributes in planning the waste management over time.



The fundamental premise though remains with the crew. They have to diligently implement the procedures, which require considerable effort that must be facilitated by small input from management. Simply by adding different coloured marked containers in several locations for the possible types of garbage, i.e. aluminum, paper, plastic, glass, etc. accomplishes part of the collection. Thereafter some of them will be collected for recycling, like aluminum, plastic or clean cardboard. Some will be compacted, plastic, or crushed glass, and discharged on land. Depending on the facilities on board contaminated paper can be incinerated and ash disposed to the port. Food waste of less than 25mm size can be discharged overboard.

The procedure is tedious, but the sea is also very valuable, not only for its beauty, but also for its ecosystem that is under siege.

**Panayiota Triantafyllou, Engineering Manager**

## Update from our Ship Management Dept.

### "STCW Blues"



For many years we have applied for Panama Endorsements for Indian crew members, with no issues, that is until recently.

The Panama requirements, based on the STCW95 Code, state that all crew members have to hold the Basic Safety Certificates (Personal Survival Techniques Course - IMO1.19, Fire Prevention & Basic Fire Fighting - IMO1.20, Elementary First Aid - IMO1.13 and Personal Safety & Social Responsibilities - IMO1.21), with 5 years validity from date of issue. Only the advanced courses such as the Advanced Fire Fighting, Medical Care on Board Ship, Medical First Aid and Proficiency in Survival Craft and Rescue Boats have lifelong validity period.

Upon checking the documents of our relief crew members, I noticed that some of their Basic Safety Certificates will be expiring soon. I asked them to renew their documents in India, where it should be easier and cheaper for them, however, when they visited the Local Nautical Institutes; they were told that the Basic Safety Certificates are valid forever. They can renew it after 5 years, 'only if they want to!'

We sent requests to the Indian Nautical Institutes to revalidate the documents of our Crew members and the answer was, "there is no validity date for the Modular STCW95 BST Course Certificates and they need no revalidation after 5 years as indicated by some flag state bodies".

The Panama Authority advised us that they had the same issue in the past regarding this matter but all the applications were coming back to them deficient. According to Indian regulations, as long as the seaman is at work, the courses are valid lifelong, but it is not the same scenario with Panama applications.

We checked with the Panama Authority regarding the possibility of revalidating the Indian Crew members' Basic Safety Certificates from their side, and thankfully, the answer is "yes"! and whoola! problem solved!

Sometimes, it is easier to 'jump over heads' than to go direct.

**Anna Cebenکو, Purchasing Officer**

## [Aalmar \(U.S.A.\)](#)

### **“The First 12 inches”**

We were recently involved in a cargo claims case with contaminated oil cargo which highlighted the importance of testing the first foot (12 inches) of cargo loaded. The vessel in question had been trading with clean cargo (white oils) in the region for over 12 months without any contamination issues and subsequently loaded at the jetty. A clean history sheet!

The shore manifold was sampled and tested; however, pressure from the Oil Terminal staff resulted in cargo being loaded prior to results being returned. To save more time, the vessel then loaded cargo in to several tanks (instead of one nominated tank to isolate any potential contamination), and then sampled and tested the first foot of one tank! Surprise... surprise, all tanks were contaminated. Who's fault was it, the terminal, the appointed test company, the Charterer's or the vessel's?

Letters of Protest were thrown around like confetti and the case still goes on. The simple lesson learnt (that in hindsight is obvious to all) is:

- 1) Wait for the results to come in from the supplier's manifold of the cargo supply quality at the manifold before pumping.
- 2) Load and test the first foot in to one isolated vessel cargo tank before pumping the rest.

All evidence points to the terminal being at fault, but of course that is not new...

**Alan Coleman, President**

## [Aalmar \(U.K.\)](#)

### **“Pre-Purchase Surveys of Chemical Tankers are Popular this Month”**

Aalmar Surveys in London had a very busy spell leading up to and including Christmas and New Year with 3 surveys carried out on Christmas day itself – so some big thanks to our Surveyors for giving up precious family time, and our staff for working through holiday time to get reports and photographs quickly to clients. This worked well as a dry-run to test office staff working from home as it appears that during the Olympics this summer no-one will be able to get into and out of London to work!

The pre-purchase survey emphasis is currently on Chemical Carriers and Cement Carriers – they have been by far the most prevalent surveys over the last couple of months. As for survey locations, a wide variety with too many places to mention, but we have certainly been keeping our new Houston office occupied of late with plenty of surveys in both North and South America.



**Carole Bryer, Managing Director**

## Event Update



**"Dubai International Boat Show"**  
**March 13 – 17, 2012**  
**Dubai International Marine Club**  
**Mina Seyahi, Dubai, U.A.E.**

Join the celebrations as Dubai International Boat Show celebrates its 20th Anniversary event. Be the first to touch, see and experience world launches, innovative products, and the latest services from the biggest marine brands. Also on display is the Supercar Promenade featuring the world's leading supercar specialists, daily live entertainment, a dedicated Diving Exhibition and a whole host of activities to make this the perfect day out.

## Survey Surprise of the Month

**"Stay at your own Risk!"**



## Finally a note from Nautical Ned.....



### **"South wind"**

The correct retort to "how's your glass?" might be "there's a *south wind* in it" meaning it is empty. A *nor'wester* is half spirit and half water, while a *north wind* is neat spirit – a bitter wind.

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