



Times Marine

Aalmar Surveys



Group Newsletter

August 31, 2011

<http://www.timesmarine.com>

Volume 1, Issue 11

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Group CEO's Message

"New Websites Go Live"

Earlier this month the marine industry in the UAE lost one of its' more colorful characters with the passing away of 'Willy' Henderson. Our deepest condolences go out to his family and work colleagues.

Trevor Harvey has departed from the UAE Times Marine office after 2 months further training and survey experience and returned to the Aalmar Surveys office in London where he will be permanently based as a Staff Surveyor...good luck Trevor!

Times Marine Engineering department, under the leadership of Panayiota, recently impressed their in-house Surveyors and clients yet again with prompt reviews of the stability, loading and lashing arrangement of a large project cargo consignment. The consignment arrived at its destination on-time and safely discharged without any damage being incurred during a very rough sea passage in the monsoon season off the coast of Oman.

The new websites for AalmarUSA, Aalmar UK and Times Marine went live on 26th August 2011 and I for one think they are truly fantastic! As well as the normal client password log-on and report/photos download function for our clients, there are lots of other new features and Aalmar have resurrected the fun 'spot the duck' competition which proved a great success among the Marine Broker fraternity of London.

The updated websites remain at the same address:

www.timesmarine.com

www.aalmarUSA.com

www.aalmar.com

Alan Coleman, CEO, Times Marine Group

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

Emergency Contact:

For 24/7 Surveyor call out for P&I / H&M casualties

London

info@aalmar.com
+44 (0)20 7488 9761

Middle East

timesmar@eim.ae
+971 6 5561 881

Houston

info@aalmarUSA.com
+281 334 1700

For all your pre-purchase survey & Class record search requirements, please contact our Group Company:

Aalmar Surveys (London)
info@aalmar.com

Global reach survey network specializing in Pre-purchase Inspections & Class Record Reviews

Aalmar (U.S.A.)

“A Hectic Week”

Although I am a little sad to be leaving the UAE, it is also very exciting to be moving to Houston (Texas) to head up our operations there.

Aalmar Surveys' expansion plans for the USA are well underway with the Houston office in Clearlake Shores Marina now fully operational.

Not only is the office situated close to the airport links of Hobby Airport for both National and International travel to facilitate our Pre-Purchase inspections, P&I Claims investigation and follow up and Project Cargo attendances at any Americas port, but is located at the epicenter of the second largest concentration of pleasure craft in the USA.

With offices in the Middle East and Houston we now have a great opportunity and ability to work as Owner's Representatives within the bulk oil cargo loss prevention industry from 'cradle to grave' as it were.

Alan Coleman, President

Aalmar (U.K.)

“History Lessons”

Our City of London office at 9 St. Clare Street sits on the site of the Abbey of the Order of St. Clare which was founded by Edmund Crouchback in 1293 for Spanish Clare nuns. These nuns were also known as the *Minoresses* – which came to be adopted as the name for the district, Minories, now a street well-known to many readers, running from Aldgate to the Tower of London. The length of the abbey was apparently fifteen perches and seven feet!

In 1515 things didn't go so well here – “A plague of pestilence being in this city, in the year 1515, there died in this house of nuns professed to the number of twenty-seven, besides other lay people, servants in their house”.

The convent was surrendered in 1539, during the Dissolution of the Monasteries and the buildings were used as an armoury for the Tower of London, and later, as a workhouse (well that part is still true today!)





were beheaded as traitors. In the sixties the bar staff would dress in tartan, but not today.

Carole Bryer, Director

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“Eid Mubarak – Jon Takes the Helm“

The end of the month of August will also see the end of the Holy month of Ramadan so all at Times Marine wish to congratulate our Muslim colleagues on this momentous event – “EID MUBARAK”.

As you read this, which I hope you will, with myself at the helm here in the UAE as M.D., Alan Coleman and his family will now be running around the suburbs of Houston, U.S.A. in search of a new home and new lifestyle. Who knows maybe they will become part and parcel of the, to be, newly updated version of the T.V. programme ‘DALLAS’!!! I am told that he will be buying a pick-up truck at the earliest opportunity...who in Texas does not have one?

In the meantime, life goes on and at least the English Cricket team brought a ray of sunshine to the indifferent summer in the U.K. but Piracy continues in the Indian Ocean area.

The latest tanker to be taken was apparently boarded and ‘pirated’ only 3 kms from Salalah Port in The Sultanate of Oman – how brazen are these guys getting? Many questions remain unanswered about this particular case but I am sure all will ‘come out in the wash’.

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

Jon Hewson, Managing Director

Times Marine - Survey Dept.

“Fujairah Port put More Financial Squeeze on Service Providers”

The last quarter of 2010 saw the introduction of a procedure for advance security clearance for employees of non-Fujairah companies entering the port and proceeding offshore Fujairah. Personnel employed by companies operating under Fujairah Trade Licenses were issued with annual port passes and security clearance, thereby avoiding the ensuing “red tape”.



The initial disruption caused by the introduction of this new procedure was considerable. Many Dubai and Sharjah based survey companies, including ours, saw Surveyors turned away at the port gate due to lack of proper documentation and delayed security approvals. Ships that required surveys at Fujairah anchorage were missed as they sailed to their next ports of call and revenue was lost.

Over time, the Port made a facility available for advance security clearance, valid for one year, for employees of non-Fujairah registered companies and movement of personnel inside and offshore Fujairah Port became easier.

However, it seems that this procedure was part of a longer term plan....



Only last week we received faxed notification from Port of Fujairah stating that, effective 1st January 2012, any company providing offshore services at Fujairah anchorage must hold a Fujairah Trade License. Further investigation revealed that this also applies to those providing services within the port.

The number of years that a non-Fujairah company has been registered with the port seems to have no bearing on the decision. Local companies stand to lose business as Surveyors from overseas will be allowed to visit vessels offshore whereas U.A.E. based Surveyors will only be able to do so if their companies hold the additional Fujairah Trade Licenses.

Further details will no doubt emerge in due course but in the interim, it appears that non-Fujairah registered companies face the prospect of spending a great deal of time on research, not to mention money, if they are to ensure that their business inside and offshore Fujairah port is to continue into 2012 and beyond.

Michelle Megson, Operations Manager

Times Marine - Naval Architecture & Design Dept.

“Stability”

Stability is one of the prime parameters in the design of vessels and it is probably the most widely comprehended feature of Naval Architecture. It is also one of the well attended aspects. Nonetheless every year there are several accidents attributed to mishandling Stability.



We were reading about two accidents in the US coast. In the first case two supply vessels, OSV Bass River & OCV C-Captain, collided and the former sunk within minutes, entrapping three men. The accident itself apparently happened due to the alleged inability of the mate to identify properly the position and direction of the second vessel and

comply with COLREG. Yet the fact that they allegedly had all watertight doors open at sea and the vertical center of gravity of the cargo was possibly above guidelines, may have accelerated the sinking and left no time for the men to run for their lives.

The second incident was with OSV Cheramie Botruc No.26, which was apparently moored offshore on an anchor buoy, serving as a standby vessel for an offshore platform. Possibly because it was accommodating the platform's needs, its cargo changed every day and there may not have been a detailed load plan. The day in question the cargo was apparently put close to the bulwark, entrapping water in between which led to large quantities of water to the stern of the vessel; so much so, that the freeing ports may not have been able to release it, thus it entered the interior. It is alleged that again all watertight doors were open, the bilge alarm was unfortunately disabled, and the vessel listed heavily until it finally capsized and sank with two fatalities.



Underwriters insist on Stability Reviews for heavy lift transport and third party attestation of the same, which is not always welcomed from the operators. But the reality of circumstances similar to those of the aforementioned supports their argument.

Panayiota Triantafyllou, Engineering Manager

Update from our Ship Management Dept.

“BIMCO Shipman Contract - Be Careful in the UAE!”

Recently in an International Magazine, it was noted that a prominent ShipManagement Company is proposing to set up an office here in the U.A.E. Various reasons as to why they are going ahead with their decision were given. TMS wishes them all the best in their venture but feel that they, along with other ShipManagement Companies operating in the U.A.E., should be made aware of legal pitfalls that can and have occurred in the U.A.E.

The BIMCO 'Shipman' Agreement/Contract, which is recognized internationally as the standard Contract Format is not recognized under U.A.E. Law, mainly because the legal system is not familiar with International Marine Law.

Any dealings with U.A.E. based contractors which end up in litigation are subject to local Sharjah Law and the Court/s are therefore likely to refer the case/s to an 'Expert Witness'.

The interpretation of each case is then based on a Trading platform i.e. if a local repair Company is used and the Ship Management Company refuses to pay them because the Ship Owner has not transferred agreed/or not agreed funds, then the Ship Management Company is deemed to have ordered the repair work and should therefore pay for it i.e. the Ship Owner has his repairs done 'free of charge'. It seems as though this also applies to components removed from the vessel for repair and then returned to the vessel, without being handled or even sighted by the Ship Manager.



So, beware of the intricacies of the U.A.E. legal system.

Jon Hewson, Managing Director

Article of the Month



“UAE Ports to Handle Increasing Container Traffic”

The UAE's position as a key import and re-export hub, has seen its ports in Dubai, Abu Dhabi, Sharjah, Fujairah and others handling increasing amounts of container traffic, as demand for goods and services throughout the region rises.

Increasing globalization and international trade is spurring the demand for greater transport, logistics and communications facilities the world over. This has fuelled the drive to create improved facilities such as ports, air terminals, road and rail transport networks around the globe, which in turn drives growth in global economies.

The majority of goods traded worldwide are transported by sea, with national and regional authorities laying out plans and implementing expansion projects to improve access and promote the free movement of goods and services. This has led to a surge in demand for container terminals and services worldwide.

Event Update



Intercontinental Hotel
Dubai Festival City, Dubai, UAE
November 15 - 16, 2011

The 4th Annual Middle East ShipTech 2011 Conference brings the ship owners, managers and systems makers together. It is an interactive forum for debate with an eye firmly set on what technology is about to reach commercial availability, what is going to be available in the near future, and which technologies are needed.

Survey Surprise of the Month

"Bulk Cargo Discharging Operation and the New Type of Distance Sensor..."



Finally a note from Nautical Ned.....

“Crowsnest”

The foremast lookout position now replaces a cage in which were carried ravens as an early type of direction finder. When out of sight of land, a bird would be released, and as it headed for the nearest land the ship would follow the direction of its flight.

