



Aalmar Surveys
Part of Times Marine Group 

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

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

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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

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

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DANGER.

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

Times Marine - Survey Dept.

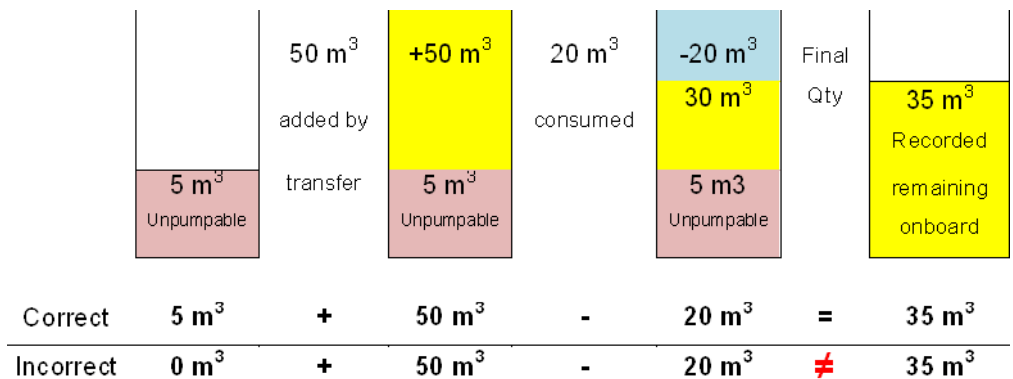
"Problems Experienced during Consumable Liquid Stores Surveys"

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 5m³ of liquid in a tank that has been recorded as zero content, as the remaining liquid is unpumpable. During the charter period, 50m³ of liquid is transferred to the tank and by the time the vessel is 'Off-Hired', 20m³ of liquid has been consumed. The actual sounding will show 35m³ remaining in the tank.



This would suggest that the consumption from this tank would have been 15m³ when in fact 20m³ has been consumed. This will result in the charterer paying

for 5m³ less consumable liquids than what was actually consumed and the vessel owner's inheriting the cost of the 5 m³ not recorded.

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.

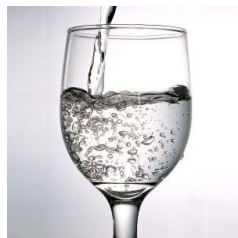
Robert Kerr, Area Manager for Survey, Abu Dhabi

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.
