

Your Business Advantage beyond Compliance

Zebec Marine Consultants & Services offers Risk Management Services to evaluate and analyze Risks. The risk assessment is carried out using a holistic approach that goes beyond classification society and statutory compliance.

The services are performed by a multidisciplinary team of industry certified risk managers with extensive operational experience, comprising of Marine Engineers, Master Mariners, Electrical/Electronic Engineers, Financial, Research, Software and Documentation Personnel, with over 250 experience years.

Methodology:

- Review of documentation
- Identification of potential hazards
- Likelihood and Consequence Analysis using relevant risk analysis templates
- Review of existing control measures and recommending additional measures on a "need be" basis
- Cost – Benefit Assessments using sound risk techniques
- Assessment of reputational loss
- Suggestion and implementation of risk reduction processes
- Continual follow through with customer to ensure effective reduction in risk exposure
- Training of personnel in risk and behavioral issues

Why Zebec

We can :

1. Identify and manage risk
2. Maintain compliance
3. Eliminate wasted efforts
4. Establish monitoring
5. Address asset quality issues
6. Reduction in risk perception with P&I clubs thus favorably impacting insurance premiums

SERVICES OFFERED:

- HAZID and HAZOP
- Risk Analysis
- Process Safety Analysis
- Likelihood and Consequences Analysis
- Resulting Impact and Control Measures
- Risk Reduction Methods
- Cost – Benefit Analysis
- Risk Manual Preparation
- Tailored Risk Training
- Charter Party Contract Reviews
- Other Specific Risk Related Services as per Customer Requirement



DNV blames VLOC cracks on structural 'weak spot'

Adam Carlsen Contributor

The Norske Veritas (DNV) says it believes that a loading scenario allowing individual holds to be rapidly filled in a single survey played no part in the damage suffered by the VLOC *Vale Rising* (built 2010) last month while loading in Brazil.

Instead, the Norwegian classification society is blaming an initial design fault that resulted in insufficient strength built into a localized area.

TradeWinds revealed last month that the stresses placed on the hull during single-son loading, allowed by the DNV class notation Easy Loading 2 (EL-2), would be critical in the investigation into what caused cracks to appear in the hull's tank area.

EL-2 allows each cargo hold to be filled in one goosing rather than the more usual gradual process, in which each separate hold is filled in stages to reduce stress on the hull.

Although DNV did not comment at the time, it now says it has conducted calculations that show the EL-2 notation from any class. Instead, it adds that there was a problem with the loading strength in the web frames in the area not related to the ongoing

the damage is primarily related to the local buckling strength in some areas of the web frames in the all-bulwark tanks. This conclusion is subject to the results of the ongoing investigation and the follow-up survey after the cargo discharge and dry docking.

DNV head of marine Tom Swensen says the fault lay at the design stage and was not picked up by the yard or surveyors.

He adds that the fault was localized to a weak spot where the loads were highest but did not compromise the overall structural integrity of the ship.

The fault is to be corrected on the *Vale Rising* and others built to the same series by DNV class.

Swensen says it would be easy to repair both the existing ships and those to be delivered.

He adds that the nature of the design indicates that it was not linked to the loading process and he says he is happy to see the rest of the sector continue with single-son loading.

The 400,000-ton *Vale Rising* is operated by STX Pan Ocean and is one of a series of oil bulkers, the largest ever constructed, being built for Brazilian mining company Vale.

Article Source: TradeWinds



"In today's business environment, its better you invest proactively rather than pay reactively"