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Soundings

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The UK Defence Club 2011 seminar and cocktail reception

Hot on the heels of the Singapore F1 Grand Prix, on 28th September, 2011 the UK Defence Club co-hosted a seminar and cocktail reception at the Conrad Hotel for Members, brokers and other guests from the local shipping community. The event was also well supported by overseas guests that included Daniel Evans (Club Manager) and Paul Pelling (Senior Underwriting Director) from London and Motohiro Sugiura (UK P&I Club's Representative in Japan) from Tokyo.



Virtual Arrival

David Cotterell, Director of Oil Companies International Maritime Forum ("OCIMF") from London spoke about the relatively new concept of "Virtual Arrival", an OCIMF/INTERTANKO backed project based on identifying delays at discharging ports, then managing a ship's arrival time at that port through well managed passage speed, resulting in reduced emissions but not reducing capacity. In addition to directly reduced emissions, other benefits include reduced congestion and emissions in the port area, improved safety, reduced use of fuels and potentially increased use of weather routing.

Paul Sessions (Senior Claims Director, Thomas Miller Defence Ltd) from London then talked about Virtual Arrival from the perspective of the UK Defence Club. Paul noted the potential benefits of the concept, including limiting greenhouse gas emissions, reducing engine wear and tear, saving on consumed bunkers and reduced port costs before examining the BP Virtual Arrival Clause and INTERTANKO's Emissions Reductions Clauses. He concluded by discussing some of the potential drawbacks of these clauses and the contractual disputes that could arise. A future issue of Soundings will comment on these issues in more detail.



Paul Pelling presents a bottle of champagne and accompanying glasses to the winner of the prize draw, Mr Mendi Sandjaja of Aon Singapore Pte Ltd.

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The carriage of nickel ore

The shipment of nickel ore is currently giving rise to a number of issues, in particular in relation to the transportable moisture limits of these cargoes and their safety or otherwise for shipment by sea. In his presentation Kenneth Lie (Director of Thomas Miller (SEA) Pte Ltd) from Singapore focused on the FD&D issues that can arise and also referred to the IMSBC Code, now a part of SOLAS. Kenneth identified some of the concerns with the practical implementation of the IMSBC code and the various contractual disputes that can, and often do, arise between owners, charterers, shippers and consignees when a cargo is suspected to be unfit for carriage because of the presence of excess moisture. This could lead to liquefaction during a voyage and threaten the stability of the carrying ship. Kenneth concluded by talking about some of the preventative measures that could be taken to minimise the risks that can arise from the carriage of these cargoes.

Following the seminar a cocktail reception was held in the hotel's poolside rooms and provided seminar participants with the opportunity to network, continue their discussions with the speakers and catch up with old friends until late in the night.



The UK Defence Club

Thomas Miller Defence Ltd, 90 Fenchurch Street, London, EC3M 4ST
 tel: +44 207 283 4646 fax: +44 207 204 2131
 email: tmdefence@thomasmiller.com web: www.ukdefence.com