

## Ocimf Mooring Equipment Guidelines

Recent advances in technology have allowed ever increasing speeds of aircraft. With this increase in speed comes the need for enhanced systems to navigate and control these vehicles to precise requirements. This book covers the basics through the recent advances in navigation theory and hardware/software.

"This book not only brings together existing guidance on hydraulic design, including design wave conditions, prediction of scour and vessel mooring loads, but also presents new methods (developed from extensive laboratory testing) for the prediction of wave loading, including forces on the underside of jetty decks. These guidelines will help maritime designers to optimise jetty designs, and are an essential reference resource."--BOOK JACKET.

The passage of the Oil Pollution Act of 1990 (OPA 90) by Congress and subsequent modifications of international maritime regulations resulted in a far-reaching change in the design of tank vessels. Double-hull rather than single-hull tankers are now the industry standard, and nearly all ships in the world maritime oil transportation fleet are expected to have double hulls by about 2020. This book assesses the impact of the double hull and related provisions of OPA 90 on ship safety, protection of the marine environment, and the economic viability and operational makeup of the maritime oil transportation industry. The influence of international conventions on tank vessel design and operation is addressed. Owners and operators of domestic and international tank vessel fleets, shipyard operators, marine architects, classification societies, environmentalists, and state and federal regulators will find this book useful.

Acclaimed as the standard reference work on the law relating to time charters, this new edition provides a comprehensive treatment of the subject, accessible and useful both to shipping lawyers and to shipowners, charterers, P&I Clubs and other insurers. It provides full coverage of both English and U.S. law, now updated with all the important decisions since the previous edition. The English decisions covered in the new edition include: *The Kos* (the Supreme Court on the effect of withdrawing a ship with cargo on board); *The Athena* (nature of off-hire; meaning of 'loss of time'/'time thereby lost'); *The Kyla* (damage to ship and frustration); *The Silver Constellation*, *The Savina Caylyn* and *The Rowan* (oil company approval of chartered ships); *The Captain Stefanos*, *The Saldanha*, *The Triton Lark* and *The Paiwan Wisdom* (effects of piracy); *The Kildare* and *The Wren* (damages for early termination); *The T S Singapore* (off-hire where ship going 'towards but not to' the port ordered), and *The Lehmann Timber*, *The Bulk Chile* and *The Western Moscow* (owners' liens) The new edition also features many significant new U.S. decisions, including: *Stolt-Nielsen v. Animal Feeds Intl.* (Supreme Court rules class-action arbitration not permitted unless parties agree in arbitration agreement); *ATHOS I* (Circuit Court finds that safe berth provision in charterparty is a warranty and not merely a due diligence obligation); *The M/V SAMHO DREAM* (arbitrators direct petitioner to post \$14.2M security on

respondent's counterclaim) and Maroc Fruit Board v. M/V VINSON (CP arbitration clause incorporated in bill of lading not "signed" or "contained in an exchange of letters or telegrams" under NY Convention).

This Section of the Manual on Oil Pollution is intended to provide practical guidance related to the prevention of pollution from ships, and describes procedures for the handling of oil cargoes, bunkering, ship-to-ship transfer operations, transfer operations involving offshore units and operations in ice-covered waters. It also provides an overview of the various prevention practices, as a complement to the more detailed industry standards and Codes of Practice, currently available. The information provided is not intended to supersede or replace any information, law, or regulation contained in any other publication with respect to the waters and areas to which it pertains.

An industry guide for the tandem mooring of conventional tankers at FPSO/FSOS using the same shipboard mooring equipment as recommended for all SPMs. Intended to familiarise Masters, ship operators, F(P)SO Operators and project development teams with the general principles and equipment involved in F(P)SO - CT operations, these guidelines provide an understanding of the issues including design, equipment, operations, and environmental limitations in operation.

Amendment to 2015 consolidated ed. (ISBN 9780115534027). Amendment consists of loose-leaf pages that replace select pages from the main edition binder

"This OCIMF publication contains recommendations provided with the aim of supporting a marine facility's competence development programmes for Mooring Masters."--Website.

Even when the market is cloudy, LNG's future remains bright, with long-term annual growth projected to be steady. Natural gas is the cleanest burning fossil fuel and offers a potential solution to concerns over global warming and air pollution. In this updated and revised second edition, authors Michael D. Tusiani and Gordon Shearer uses everyday language and real-world examples to help readers understand the complex LNG industry. It provides the reader with insights into changes in the markets, technological advances, and the commercial evolution of what continues to be one of the most capital-intensive and formidable global industries. Features Include: Explains the technologies utilized: liquefaction, shipping and regasification, onshore and floating Covers existing and proposed worldwide LNG projects Examines the economics and commercial structure of the LNG industry, including synopses gas supply agreements, LNG sales contracts, and financing Discusses shipping conventions and regulations This book is an important resource for energy industry leaders, investment bankers, energy professionals, or anyone looking to expand their knowledge of the LNG industry. The 2020 edition of the 2011 ESP Code provides requirements for an enhanced programme of inspections during surveys of single-hull and of double-hull bulk carriers and single-hull and double-hull oil tankers, in accordance with the provision of SOLAS regulation XI-1/2 and in line with the IACS UR Z10 series. It provides, in particular, special requirements for: (1) Renewal, annual and intermediate surveys; (2)

Preparation for surveys; (3) Documentation on board; (4) Procedures for thickness measurements; (5) Reporting and evaluation of surveys

This third edition provides a major revision and update to the original content and reflects changes in ship and terminal design, operating practices and advances in technology. These guidelines cover the minimum recommended OCIMF mooring requirements.

The safety record of lightering (the transfer of petroleum cargo at sea from a large tanker to smaller ones) has been excellent in U.S. waters in recent years, as evidenced by the very low rate of spillage of oil both in absolute terms and compared with all other tanker-related accidental spills. The lightering safety record is likely to be maintained or even improved in the future as overall quality improvements in the shipping industry are implemented. Risks can be reduced even further through measures that enhance sound lightering standards and practices, support cooperative industry efforts to maintain safety, and increase the availability of essential information to shipping companies and mariners. Only continued vigilance and attention to safety initiatives can avert serious accidents involving tankers carrying large volumes of oil.

This publication contains the text of guidelines for inert gas systems and relevant IMO documents on inert gas systems and supersedes the publication 860 83.15.E.

EFFECTIVE MOORING Your Guide to Mooring Equipment and Operations.

Ws1663k Mooring Equipment Guidelines 3MEG3

General principles. Conditions and requirements. Communications general communications, language, pre arrival communications.

Maritime Technology and Engineering 3 is a collection of papers presented at the 3rd International Conference on Maritime Technology and Engineering (MARTECH 2016, Lisbon, Portugal, 4-6 July 2016). The MARTECH Conferences series evolved from biannual national conferences in Portugal, thus reflecting the internationalization of the maritime sector. The keynote lectures and the papers, making up nearly 150 contributions, came from an international group of authors focused on different subjects in a variety of fields: Maritime Transportation, Energy Efficiency, Ships in Ports, Ship Hydrodynamics, Ship Structures, Ship Design, Ship Machinery, Shipyard Technology, Safety & Reliability, Fisheries, Oil & Gas, Marine Environment, Renewable Energy and Coastal Structures.

Maritime Technology and Engineering 3 will appeal to academics, engineers and professionals interested or involved in these fields.

This booklet contains all the safety and health standards specific to the Shipyard Industry contained in Title 29 Code of Federal Regulations (CFR) Part 1915, as of July 1, 2008. Also included are brief discussions of the following: 1. The importance of regular employee training to establish and reinforce employee awareness in the areas of job safety and health. 2. The elements of a safety and health program that can be used by employers to develop effective programs at their worksites. A brief description of the OSHA Consultation Program, which is available to assist employers, is also included at the end of this publication.

Hazards not covered by Shipyard Industry standards may be covered by General Industry standards contained in 29 CFR Part 1910 (OSHA website:

www.osha.gov). Where a hazard is covered by both the Shipyard Industry standards and the General Industry standards, only the Shipyard Industry standard will be cited by OSHA inspectors (described in more detail in 29 CFR 1910.5, Applicability of Standards). In addition, OSHA regulations regarding general agency practices and procedures are applicable to shipyard employment. Particular attention is directed to the provisions of 29 CFR Part 1904, Recording and Reporting Occupational Injuries and Illnesses. There are no geographical limitations to the maritime jurisdiction on shore other than the limitations of the Occupational Safety and Health Act itself. Employees of employers performing shipyard activities on the shore, pier, terminal, yard, shipyard, machine shop, riverbank, etc., as well as on the vessels afloat or in drydocks or graving docks are covered by the Shipyard standards.

Over the past twenty years there has been considerable improvement and new information in the design of port and berth structures. This handbook reflects the latest progress and developments in navigation safety, port planning and site selection, layout of container, oil and gas terminals, cargo handling, berth design and construction, fender and mooring principles. It presents guidelines and recommendations for the main items and assumptions in the layout, design and construction of modern port structures, and the forces and loadings acting on them. The book provides an evaluation of different designs and construction methods for port and berth structures, and recommendations given by the different international harbour standards and recommendations. Practising harbour and port engineers and students will find the handbook an invaluable source of information.

With the changes that have occurred in the Russian Federation, the tanker market has experienced an increase in the export of crude oil by large tankers from Baltic terminals impacted by the potential for winter ice navigation. This trend has continued elsewhere in the world as crude export terminals have been established or are planned in other ice navigation areas, such as the Barents Sea, White Sea and in proximity to Sakhalin Island (Eastern Russian Federation). Some sectors of the industry have been used to dealing with the more traditional high ice class, smaller tankers designed specifically for escorted or unescorted ice transit. What is relatively new to the industry is the increase in demand for larger-sized crude tankers of low, or no, ice class to trade out of an increasing number of ports subjected to first-year ice formation. Areas commonly affected by first-year ice include the Baltic Sea, White Sea, Barents Sea, the Eastern coast of Canada, Cook Inlet and in the proximity of Sakhalin Island in the Eastern Russian Federation. The guidance is primarily aimed at the use of low, or no, ice class tankers, from 50,000 tonnes deadweight upwards, likely to encounter first-year ice.

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