OPEN FOR BUSINESS: COVID-19 UPDATE

A message from the Solis Marine Founding Partners

As circumstances are changing so rapidly around the world and not least for the whole of the maritime industry, we are taking this opportunity to update you on how we are responding to the challenges of coronavirus (COVID-19) and how we plan to continue to provide the best possible service at this difficult time.

We are following the latest health authority and government advice in all the territories where we operate and reviewing our contingency plans daily to ensure our experts and teams are fully supporting our clients as expected. For the safety of our staff and clients, our people are now working from home, but other than that, it is business as usual.

Details of regional availability can be found below.

We have taken extra measures to safeguard and maintain our level of services and have the same dedicated teams in place in the UK, Europe and Asia available to handle your calls and cases.

In the meantime, we would like to wish you and your families well.

Ros Blazejczyk & John Simpson
UK & EUROPE
We have mariners, naval architects and engineers based at home in all parts of the UK including London, the South East, South West, North East and East of England, Scotland and the North West of Wales.

In Europe, our Rotterdam base is managed by our Fire and Chemicals specialist Sander Loef and remains fully operational as normal.

For the UK please contact Captain Richard Meikle.
https://solis-marine.com/team/captain-richard-meikle/

For Fire and Chemicals and Rotterdam please contact Sander Loef.
https://solis-marine.com/team/sander-loef/

SINGAPORE
At present, we are able to cover the PSA terminals and anchorages in Singapore as usual. We have not seen anything that restricts movement within Singapore.

Shipyards may have imposed tighter measures but it is possible that PSA passes will be issued on a case by case basis. However, the causeways to Johor are now closed.

Travel to Asian countries is problematic at present as there is a 14-day quarantine period for all travellers returning to Singapore from Asian countries.

For all enquiries, please contact Captain Sjoerd Blomsma.
https://solis-marine.com/team/captain-sjoerd-blomsma/

SOUTH AFRICA
We have Captain Ken Ellam presently located in Cape Town where he is able to cover ports in South Africa and Namibia.

For all enquiries, please contact Captain Ken Ellam.
https://solis-marine.com/team/captain-ken-ellam

CHINA
We are aware of vessels in China requiring ISM and ISPS surveys so they do not encounter any issues in their coming voyages.

We are well placed to be able to arrange experienced surveyors in Shanghai and Zhejiang province just to the south of Shanghai where all the islands of Zhoushan are located, Ningbo being the main land based port.

We also have experienced people in Shandong province in which Qingdao is located along with many other ports such as Rhizo, Yantai, Weihai. We also continue to cover Fujian province, Fuzhou and Xiamen ports.

We are now branching out and have agreements in place with surveyors with ISM and ISPS accreditation in Indonesia who can cover the main Indonesian ports.

With regards to travel in China, we are able to travel freely within our own province and adults can travel freely between provinces, except Hubei province. However, if you have a school aged child at home then on return to your own province you must remain out of your home for 14 days to ensure the continued free movement of your child. If you do return home, then all your family has to self-isolate for 14 days. Most/all of our surveyors have school aged children and, as we are working from home, we have agreed to stay within our own provinces for the time being.

We also have contacts with other surveyors in the other coastline provinces which we can deploy on a case by case basis.

For all enquiries please contact Captain Roland Orange.
https://solis-marine.com/team/captain-roland-orange/

Solis Marine – Business As Usual
Our 24 hour emergency contact numbers can be found on the home page of our website.
https://solis-marine.com
As Europe’s biggest mega-port, Rotterdam is a natural magnet for world leaders in ship management, ship finance, maritime insurance and risk, maritime law and commodity trading.

And who can blame them? Celebrated by one glossy magazine as “the Dutch Brooklyn” Rotterdam has shed its mundane image for a mix of adventurous architecture and modernist cultural appeal which have given the port a new lease of life.

Which must make its vast wharfs and quaysides even more attractive to the cluster of Dutch finance companies, legal firms and insurance brokers who make Rotterdam among the top five leading maritime services centres in Europe.

Solis Marine is well positioned to navigate and service what is a complex market.

As the company’s resident expert, I’m equally familiar with international, national and local inland waterway networks. And as Solis Marine’s risk and fire and chemicals expert, I’m fully acquainted with the many cargo issues encountered around Rotterdam and the local area. This on the ground, indepth knowledge and experience which has been acquired over 17 years is fully supported and complimented by our London office with its team of mariners, naval architects and engineers.
Combine the city’s significant risk and insurance heritage with the new VNAB (The Netherlands Insurance Exchange Association) knowledge and meeting centre, and Rotterdam offers the perfect dynamics.

It is 10th largest insurance market in the world and the Netherlands is one of the top 10 cargo and hull insurers. Rotterdam meanwhile handles the largest share of the insurance value.

It’s also an increasingly important city for shipping finance with surveyors like such as Crawford & Co and Cunningham Lindsey setting up subsidiaries here. Now Rotterdam is securing its place as a hotspot for innovative start-ups and other multinationals at the centre of an innovation ecosystem which is leading on state-of-the-art maritime technologies.

All of this is geared towards a huge digital transformation using data to become the smartest port in the world, keeping Rotterdam in the top three maritime cities for a while to come.

**Spotlight on Rotterdam**

- The Port of Rotterdam is 50 kilometres long
- It’s home to 3,000 companies employing some 385,000 people
- Each year, 30,000 seagoing vessels and 110,000 inland vessels call at the Port of Rotterdam.
- All the major shipping lines have weekly services calling at the Port of Rotterdam.
- More than 500 scheduled sailings a week connect Rotterdam to more than 1,000 ports worldwide.
- Many shipping lines use the port as their first and/or last port of call in Europe, and there are many shortsea and feeder connections.
- All Dutch financiers manage their maritime portfolio from Rotterdam, including ABN AMRO, ING and Rabobank.
- Insurance brokers AON and Marsh as well as insurers Allianz, Amlin, Chartis, Lloyd's and HDIGerling are located in Rotterdam.
The situation in Europe is changing rapidly. Sander Loef writes about working and living during the coronavirus pandemic in Rotterdam.

In a way people have gone into crisis management mode, planning day by day and sometimes by the hour. For the moment, the Dutch Government has chosen not to go in a total lockdown but to let the virus spread controllably in order to create “group immunity” which effectively means infecting eight million people here in the Netherlands. This is the current scenario, but all this could change.

Gatherings of more than 100 people are cancelled. This includes the closure of museums, concert venues, theatres, sports clubs and the cancellation of sports matches and other events.

People throughout the Netherlands are encouraged to work from home or stagger their working hours where possible. Schools and childcare centres are closed as are restaurants, cafés, bars and lunchrooms which are making deliveries only.

The Port supplies a big part of Europe, so it's not only the Netherlands that will be affected if it closes, but many other countries. Currently however, Port officials are only speaking about a growth slowdown.

The GGD Rotterdam-Rijnmond (the Municipal Health Service) considers the chance of infection in the Port to be small, however the Port Health Authority Rotterdam is taking measures.

The Harbour Coordination Centre is the point of contact for ships, crew and other parties working in the Port. Parties involved include GGD Rotterdam-Rijnmond, the Port Health Centre, Erasmus Medical Centre Rotterdam (EMC), Royal Dutch Rescue Society (KNRM), Coast Guard, Safety Region Rotterdam-Rijnmond, Dutch Food and Consumer Product Safety Authority, Seaport Police, Radio Medical Service, Port of Rotterdam Authority and the (State) Harbour Master.

With regard to COVID-19, the Harbour Master’s Division and the GGD Rotterdam-Rijnmond have a coordinating role.
The Maritime Declaration of Health (MDoH)
As of now, all seagoing vessels must submit the Maritime Declaration of Health (MDoH). This should be sent by email to the Port Health Authority, must not be older than 24 hours and must be sent at least six hours before arrival at the pilot station.

The Harbour Coordination Centre coordinates the next steps and asks the GGD Rotterdam-Rijnmond for advice regarding the report.

The Yellow Flag
In the Netherlands, the MDoH is used to report any infectious diseases to the authorities. In some countries, a yellow (quarantine) flag is used. This is not necessary in the Netherlands. As soon as a ship has submitted an MDoH and has been assessed by the GGD, the captain is informed whether additional measures are required. If a ship still flies a yellow flag, the authorities request that this be reported to the Port Co-Ordination Centre (0031 10 252 1000 or VHF channel 11).

Open For Business
People and businesses have adapted rapidly. What I’ve noticed is that the supermarket has become not only a distribution centre for necessities, but also a social gathering which is something the Government is trying to avoid.

The Dutch also know how to set priorities. The Government has issued a press release that coffee shops do not have to close, but takeaway is allowed. They’re not talking about coffee, but hashish and weed to prevent illegal street trading.

Customers queue for takeaway at a Dutch café
The most important priority is to stay available for our clients in accordance with our business continuity plan. Solis Marine does have the capability to mobilise experts, mariners and engineers in the all territories that it operates in across Europe, China and Asia.

Separately, I have prepared an emergency check list and procedures in the event that I am not able to travel in person to a fire and chemical incident or emergency. This means that I can provide real time advice and monitor any situation remotely to help clients follow the correct procedures.

Sander Loef is Solis Marine's Fire and Chemicals Specialist based in Rotterdam.
You can contact him here
https://solis-marine.com/team/sander-loef/
There was short term uncertainty when the DORSCON level was raised to orange to mitigate the spread of the virus in Singapore. Captain Sjoerd A Blomsma writes about the current situation living and working in the island state nation.

Singapore has managed to rank itself high among the countries to be avoided due to the outbreak of COVID-19 after the first cases, which appear to have been imported from Wuhan, were reported by the media at the end of January.

As a result, many cruise liners started to skip their port calls to the “Garden City”, the number of passengers arriving and transiting through Changi airport dropped and at that stage no one could imagine what might happen next. Simultaneously, rumours and fake news spread incredibly fast through social media channels and as many questions couldn’t yet be answered, circulating information soon transformed from assumptions into ungrounded conclusions.

Shortly after, the Singapore government launched a WhatsApp subscription service in four languages to give official daily updates and address the circulating fake news.

Having dealt with the SARS virus in 2003, the government appears to have been preparing for something like this and that does seem to be paying off. From the discovery of the first local cases, the police force has been engaged in contact tracing and several clusters of transmission identified and isolated to prevent further spread.

There’s a ban on airport transfers at Changi airport and visitor entry into Singapore and a restriction of overseas employment pass (EP) holders who can only return to Singapore on approval of the Ministry of Health (presently only given in exceptional cases). Digital billboards are being used to tell us how to cope with issues as they unfold and more importantly, inform us all not to panic, which is probably as feared as COVID-19 itself.
Containing the Virus
When the DORSCON level was raised to orange to mitigate the spread of the virus there was panic purchase of staples and long life shelf food being swept clean from the supermarket shelves. It was hard to join the queue when all we wanted was a portion of meat or vegetables for dinner. We could see more than 50% of commuters wearing surgical masks making it hard to differentiate who was sick, causing further tension amidst the initial outbreak. This led to an increase of mask prices from the usual $12 for a box of 50 to $3 a piece. Due to a fast rising number of infections, Singapore’s neighbour Malaysia recently closed its border with Singapore. This caused quite a commotion as Singapore relies on quite a significant food supply from Malaysia.

Within hours of the news being published, not only the toilet paper, but eggs, fresh vegetables and flour were sold out before the supermarkets were able to implement restrictions on the number of items shoppers could buy. The second struggle is that many Malaysians of whom most are living in Johor, commute daily from Malaysia into Singapore where they are employed as stevedores in the ports or work at manufacturing facilities in Singapore. Malaysia has implemented some measures and exemptions to ensure a continuous food supply and the government has established a scheme for Singapore employers to partially compensate them for the costs of accommodating Malaysian labour temporarily in Singapore.

The border to the Indonesian islands is officially still open, however Singapore residents are strongly discouraged to travel, visitors are banned and the return of EP holders into Singapore is very restricted. Any resident who decides to travel abroad will, upon return have to serve two weeks self-isolation at home (for which severe penalties apply when breached) and loses the right to health care subsidies if they become infected.

Keep Your Distance
During the last few days the official number of local infections in Singapore has risen quickly, including a significant increase in unlinked cases. Last week tighter measures have been put in place as bars, clubs and cinemas were closed and employers strongly encouraged to let their employees work from home or at least split their staff into teams when and where possible. Subject to the implementation of several social distancing measures, restaurants and hawker food centres were allowed to remain open and earlier this week schools implemented trial sessions of one day per week home based learning (HBL). Our hospitals are preparing for a rise in infection rates, but despite the online supermarkets being unable to handle demand, regular supermarkets remain open and appear to be fully re-stocked although fresh food prices have risen. Most people understand the situation and are doing their part by staying away from crowded areas.

Despite all these measures, Singapore’s Prime Minister Lee Hsien Loong addressed the nation this afternoon with regards to the situation around COVID-19 and has informed Singapore to make a ‘decisive move’ to close most workplaces and impose full home-based learning for schools for the next month.

Open For Business
The Maritime Port Authority (MPA) of Singapore however remains open for cargo operations and marine services, including bunkering, ship supplies and shipyard repairs, in order to maintain commerce by sea and not disrupt global supply chains. A number of ports around the world have prohibited vessel crew changes as precautionary measures, causing disruptions to maritime trade. The measures have been enforced despite the fact that, as indicated by the MPA, in any given month around 100,000 seafarers reach the end of their employment contracts and need to be repatriated. Although the MPA had earlier suspended crew changes as a precautionary measure, the port has recently softened the ban. Circumstances such as the expiration of an employment contract with no possibility of extension; compassionate grounds e.g. the death of a family member; or if the crew is no longer medically fit to work on board a ship can be used to appeal to the MPA.

As for the Solis Singapore office, most of were already working from home and from next week we’ll all be telecommuting with each other from our homes which appears to have worked well over the last week. We’ve thus far all managed to remain in good health and, despite the present travel and social restrictions, we remain fully open for business.
Naval architect Riccardo Gnocchi draws on the spirit of his North Italian family as he adjusts to locked down London.

Working and living in central London at the time of COVID-19 is markedly different to what Londoners are used to. Offices are shut, regardless of their size and number of people, and entire buildings are now in a state of apparent hibernation. Local shops and restaurants are also on lockdown with the exception of some small corner shops which have to get by some way or another. Even if shops are open, there’s no customers. You don’t see the familiar groups outside pubs enjoying a drink in the spring weather, or people in suits leaving their offices for a quick bite or a meal deal. The empty city streets replicate a ghost town. There are very few cabs and the buses are empty. It is almost impossible to distinguish between weekdays anymore as the streets are only populated by a few brave runners and joggers. The well-known ‘rush hour’ seems to be a thing of the past.

Andrà Tutto Bene

My family is based between Milan and Lake Como in the most severely affected area of northern Italy. They have been in lockdown now for over 20 days and things have just recently started to get better. Luckily, none of my family members were affected by the virus, but the focus is primarily on my grandparents who are scared for their situation and require constant assistance.

Nevertheless, we live in an era where social contact is not affected by distance anymore, so I speak to my family regularly and find reassurance in their positivity. People in Italy are now sticking together and confident that we will find a way out of this. Unfortunately, the disease seems to have spread over the rest of Italy, so the only reliable solution is self-confinement at home. Which as you can imagine, it quite hard during springtime in sunny Italy! But, as we Italians say, “andrà tutto bene.” Everything will be fine.

London Is Open

I’ve made a few changes to adjust to the current COVID-19 situation both here in UK and Italy. Knowing in advance what might happen here helped me address some of the issues I could have faced when we decided to close the London office. I am used to work remotely and all I need is my laptop, so working from home isn’t an issue and doesn’t affect my efficiency. As one of Solis’s Marine Naval Architects I could be required to join a casualty or a salvage operation anywhere in the world at any moment to provide technical support or advice.

The enforcement of restrictions from COVID-19 is obviously preventing travel abroad currently, but personally I think this issue will be addressed very soon as people are understanding that there is a need to keep services running to guarantee technical support to the world of shipping.

Most of my work is engineering and naval architecture work, and my involvement is both for the London office and for Solis Marine Engineering, which is based in Falmouth. Our clients range from P&I Clubs to law firms and engineering firms. My work on the P&I side has not been affected as the clubs are trying to prevent work delays and keep business running as usual. The smaller engineering firms workload might be affected by the virus depending on the size of the firm and the type of work carried out.

My personal involvement in London is now in the modelling of a ship incident following a fire on board which damaged the vessel cargo and required a salvage operation to be undertaken. In addition, I am conducting a sensitivity analysis for a potential wave energy device which should harvest energy from the motion of waves.
Business As Usual
The Solis team comprises master mariners, naval architects and engineering specialists all working together to provide clients with the technical and expert assistance they require.

Geographical distancing has never been an issue for the team which means the COVID-19 restrictions, and remote working, doesn’t compromise the quality of our work or the level of reliability of our experts.
This flexible approach will be a great strength in the months to come when we all might be required to change old routines, be more careful and pay more attention to personal health and safety.

The capacity of the Solis team to adapt to unusual circumstances and extraordinary events is a real point of difference and I know COVID-19 will not limit us doing what we do best.
COVID-19: LETTER FROM SHANGHAI

Solis Marine Master Mariner Captain Roland Orange
on living and working in China during the CoronaVirus outbreak

Firstly, I haven’t contracted the virus, Severe Acute Respiratory Syndrome CoronaVirus 2 (SARS-CoV-2),
nor the disease caused by the virus, CoroNaVirus Disease (COVID-19).

My son and myself have remained in Shanghai throughout this period from the first notifications in January 2020. It is particularly fortuitous for my son, who has his Chinese relations in Hubei province, and this is the first year he never travelled to Hubei province for the Chinese New Year celebrations. I previously lived for five years in Yichang, Hubei province (whilst still in the latter part of my seagoing career) where my son was born.

So, what has it been like? Have we suffered; have we been house bound; how have we been treated?

Surprisingly, it has been nothing like what I have seen reported on BBC, CNN and other news channels. Sure, it has been difficult and the economy has suffered. Travel has been restricted, but not as draconian as reported.

I haven’t been confined to my apartment or complex, I’ve been able to travel freely throughout Shanghai and I’ve seen no shortages of food and toiletries. The only item I had difficulty in getting was masks, but through contacts I have managed to get sufficient surgical masks delivered. The value of wearing a mask is often debated, but everyone is wearing them here, so to avoid irking the locals and causing a scene, it is just easier to comply and wear a mask when out of your apartment.

Officially there were no travel restrictions, except to Hubei province and road tolls have been suspended, internal flights and trains have been running. Each province however has been implementing their own procedures which has somewhat restricted actual travel and having a school aged child in the house, has further stifled my own travel options.

Self-isolation in Shanghai is working

The Chinese authorities requested that all people stay in as much as possible and not gather in groups, commencement of work after the Chinese New Year was delayed for a further 14 days and workers were asked to further self-isolate for 14 more days on returning back to Shanghai and before entering the workplace.

Whatever your particular political allegiance might be and your thoughts on the Chinese political system, the Chinese tend to follow the advice given by the authorities and Shanghai remained as quiet as it is normally, during the Chinese New Year period, for a further 28 days, as people stayed in and only went out for shopping requirements. Which seems to have worked well in the Shanghai municipality. For the size of the area, there has been relatively few cases reported.
If you have ever visited Shanghai you will know how busy the roads are, especially during the morning and evening commutes. To be able to freely drive from one side of Shanghai to the other with only a few other cars on the roads is one of life's little pleasures, well it is for me!

Shops and shopping malls have remained open, most restaurants have also remained open, there is an established food delivery system already in place here in Shanghai and this has been utilised even more for cooked food delivery and online shopping has increased as people stayed in as much as possible. I have seen people eating in restaurants but not many. Shopping malls and the restaurants within have been quiet, eerily quiet, but still open.

Open for Business

So, how about work for the foreign marine consultant out here? We have still been receiving enquiries and instructions which we are trying to meet. However, most of our surveyors have children of school age and all provinces seem to have the additional 14 days quarantine before returning home if school children are in the house.

This has really restricted our attendances to the provinces where we are located, Shanghai, Shandong and Fujian, we do have contacts with other surveyors in other provinces and can utilise these during the short term if required.

And what now? China and Shanghai are getting back to normal; people are returning to work but then seem to be going straight home at the end of the day. Delivery companies are doing good business with shopping and food deliveries. I was out this past Saturday and more and more people are going out and taking advantage of the peace and quiet and walking in the sunshine as families. The Pearl Tower has now reopened for sightseeing, albeit with reduced numbers being allowed in at any one time. Perhaps the best time to see the sights and skyline of this massively impressive city.

Cleanliness and Common Sense

So now we watch with sadness as the rest of the world struggles with the same problems we have recently experienced here, and China starts to restrict returnees to avoid spreading the virus again. We hope the virus can soon be restricted and brought under control and panic buying, not seen here, is brought under control. A little common sense and following simple guidelines on cleanliness, coughing or sneezing into tissues or the inside of your arm, self-isolation if unwell and staying a suitable distance from others in public places, will help stop the spreading of this disease.

You can contact Captain Roland Orange here.

[https://solis-marine.com/team/captain-roland-orange/]
CASE STUDY: TUGDOCK
WHY TUGDOCK WILL FLOAT YOUR BOAT

Solis Marine Engineering helps design the world’s first ever road transportable floating dry dock

Tugdock is “the world’s first road transportable floating dry dock” Tugdock is a patented modular floating dry dock with a difference. It is less cost to buy, less cost to operate and is far simpler to use than any present drydock system.

Deck dimensions can be increased or decreased to suit the size and shape of the vessel or floating structure to be lifted. Transportable as shipping containers for cost effect global delivery.

https://tugdock.com/how-tugdock-works/
https://tugdock.com/contact/

Solis Marine Engineering supported Tugdock with the development of its modular drydock which was successfully demonstrated in November 2019 in Falmouth where the company is based.

This involved stability calculations and design support, where hydrostatics were performed using the stability software GHS and docking simulation in OrcaFlex. This covered each stage of the operation with a range of possible loading scenarios.

Solis Marine Engineering looks forward to supporting Tugdock with their naval architecture requirements throughout 2020.

BRINGING VIOLA HOME: SPRING SURVEY TO SOUTH GEORGIA POSTPONED

The COVID-19 effect can be felt, not just at the centres of human population, but also at the ends of the earth. The sub-Antarctic island of South Georgia is no exception. A team from Solis Marine was about to be dispatched there in April, via the Falkland Islands, to carry out surveys on some of the abandoned vessels including the VIOLA in order to monitor their condition and rate of decay.

We are sad to have to report that the visit can no longer take place due to the risk of the coronavirus possibly travelling there as well.

The co-founders of Solis Marine have been involved for many years with the charitable Trust (VIOLA Trust) that is raising funds for the return of the 1906 built Hull steam trawler VIOLA from her berth at Grytviken South in Georgia.

That work included a 2016 expedition to assess the condition of VIOLA and to determine, as far as possible, whether she can survive the salvage and voyage back her to her home port of Hull in the UK. A new berth in the city awaits her arrival more than 100 years since she last sailed from the port.

https://solis-marine.com/viola/
CASE STUDY: 
THE CHALLENGE OF RELOCATING CRANES IN PSA SINGAPORE

Solis Marine Consultants and Solis Marine Engineering have successfully assisted with guidance and supervision for the relocation of port machinery equipment between PSA's terminals in Singapore. The machinery has been moved due to the scaling down of PSA Singapore's Keppel Terminal and to increase the capacity and container handling capabilities at Pasir Panjang Terminals. The project duration was October 8, 2019 to January 4, 2020.

A total of 16 Rubber Tyre Gantry Cranes (RTGCs) and 12 Quay Cranes (QC) were required to be relocated nearly fully assembled, allowing a minimum required time frame for reinstatement before container handling operations could be resumed at their new locations.

The services provided by Solis Marine included the verification of strength and stability calculations, to review and advise on the procedures provided and to attend on-site to oversee the loading, sea fastening and unloading operations as required by the insurance underwriters.

The challenges of the project included the individual weight of the quay cranes of up to 2,050 tonnes each, transportation heights in excess of 85 metres above the vessel's steel loading deck, overhang in excess of 42 metres at the vessel's port side and an overhang of up to 83 metres at the starboard side of the performing heavy lift vessel. Solis Marine consultant and master mariner Sjoerd A Blomsma said: “Solis Marine commends everyone involved in this project on a job well done. The successful relocation of the port machinery would not have been possible without the efforts and close teamwork of the dedicated professionals involved.”

Machinery equipment moved between PSA Singapore's terminals

- Sixteen units Rubber Tyre Gantry Cranes (RTGC) from Keppel Terminal to the new locations at Pasir Panjang Terminals
- Six units Quay Cranes (QC) from Keppel Terminal to the new location at Pasir Panjang Terminals
- Six units Quay Cranes (QC) to the new location within Pasir Panjang Terminals

“When our subcontractor, Satomas Pte. Ltd., engaged a consultant to provide advice on all loading and unloading activities, we were sceptical at the new introduction as we had never worked with Solis Marine Consultants before. After the first few load-outs, we were then confident of Solis Marine representatives whose exemplary manner had shown professionalism in both marine and port deliveries and, providing the right person for us. Above the busy schedule, Solis Marine Consultant, Mr Sjoerd Blomsma had helped us oversee the relocation project and provided timely advice for the project completion. His advice and methods, including assistance with unforeseen issues has helped us to reach our target and to complete the project within the expected time frame. We were captured with his pleasant demeanour and personality and ZPMC SEA Pte Ltd looks forward to have Solis Marine involved in our future mega yards projects.”

MR AHMAD HASHIM AND MR ALVIN LIM
ZPMC SOUTH EAST ASIA PTE LTD
NEW HIRES: SOLIS MARINE WELCOMES SCOTT LENNON

Veteran chief engineer Scott Lennon’s career spans the seas and shipyards of Asia. An expert of incidents and machinery failings on a number of vessel types, Scott has now joined Solis Marine Consultants. Scott brings more than 20 years of seagoing experience as chief engineer on VLCCs, LPG carriers, bulk carriers (geared and non-geared), reefer containers, chemical and product tankers. His career has included standing by for the construction of five handy size chemical/oil product tankers in Chinese shipyards. On completion, Scott remained for the sea trials and sailed as the chief engineer for owners during the guarantee repair and maintenance periods.

As a marine consultant, Scott helped to establish the Hong Kong office of a leading international marine consultancy. He developed a strong client base in the region providing expert analysis of incidents and machinery failures on a number of vessel types.

He has provided expert reports and has given expert evidence in London arbitration hearings. Instructions have been undertaken on behalf of Hull & Machinery, P&I interests and international legal teams, involving main and auxiliary engine failures, fuel contamination, turbocharger, steering gear, sea worthiness issues, damage to subsea pipelines, container terminal gantry cranes, vessel propulsion and fender systems. He has carried out internal SIRE and CDI audits on chemical/oil product tankers and LPG Carriers. He has also completed surveys and re-tubing repairs on a number of types of low-pressure boilers on tankers and FPSOs as well as major overhauls and survey work on slow speed main engines and auxiliary engines. Scott has investigated crankshaft damage, repair and replacement and monitored hull repairs in shipyards in Asia. He also has experience of shipbuilding disputes in Chinese, Japanese and Vietnamese shipyards involving final build and sea trials and has undertaken JH143 Shipyard Risk Assessment Surveys. He has conducted condition surveys on various vessel types including VLCCs, chemical and product carriers, gas tankers, bulk carriers, ocean going tugs and semi-submersible vessels.

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TOP 100 WOMEN IN SHIPPING

Solis Marine Founding Partner and naval architect Ros Blazejczyk features in All About Shipping’s 2019 Top 100.
You can see the full list of the women who are making waves in the global industry here:

http://www.allaboutshipping.co.uk/2020/02/19/the-www-al-laboutshipping-co-uk-top-100-women-in-shipping-for-2019/