









ABOUT US



Oceanic Dolphin has been promoted by a young team of professionals with the ultimate goal of providing best professional and quality services consistently to marine industry by synergizing the human resources with information technology.

The company is implementing robust policies with state of the art cutting edge technologies to deliver a number of value additions to the customers that would make them competitive and enable them offer a lot of value addition to their customers.

The company provides various consultancy services the customers under one roof, which translates to cost effective and stress free quality service experience for the customers.

The stupendous growth of information technology and media along with rapid development in the transport systems have been acting as catalyst in shrinking the business world globally. The consequential result is a more transparent and demanding business environment with customer becoming more and more aware. The businesses today are, therefore, expected to deliver quality and value additions like never before.

This consistent demand for quality and exceptional services continuously keeps today's businesses under tremendous pressure to deliver better and better. This scenario is no different in the marine industry where the marine fleet operators are perennially under stress to meet the demands for quality, deadlines, cost effectiveness, etc. for each and every movement.

VISION To evolve and be recognized globally as the best marine consultancy provider by synergising in perfect harmony the human and technological resources with the ultimate goal to deliver consistently, par excellence, total quality and satisfaction to all associated with it.

Oceanic Dolphin believe in teamwork and we are also attributing our prosperity to the efforts of our employees. Their commitment, efficiency, hard work and dedication have helped us expand its scope.

TEAM



SHIP BROKERING

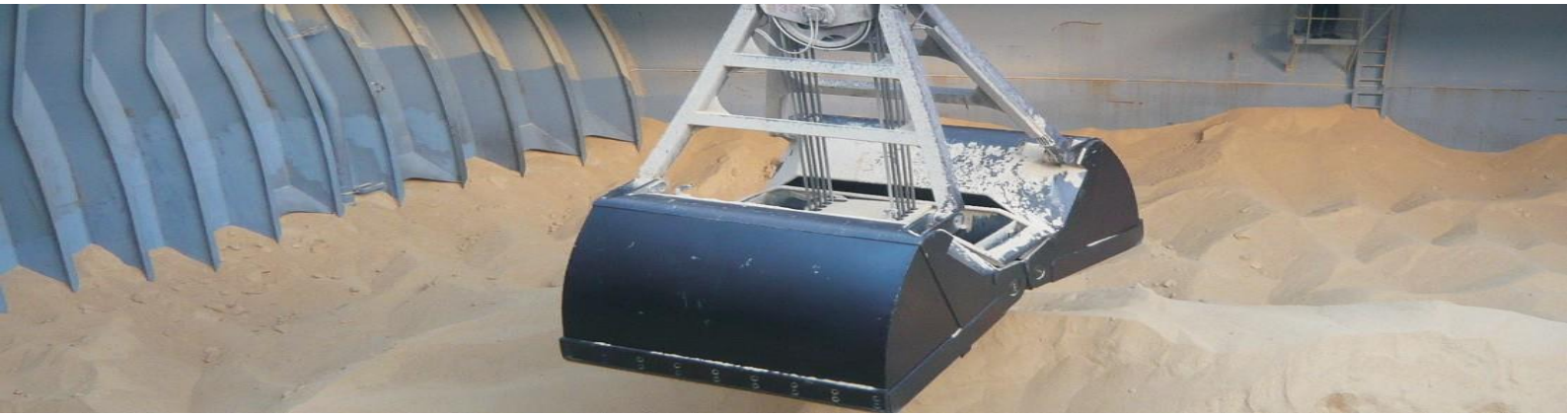


Ship agents and brokers come in many shapes and sizes. The role of a ship agent is to represent the interests of the shipowner or charterer while the ship is in port by providing assistance or advice required. Ship broking activity may also be handled by ship agents, but the role of the ship broker is to act as an intermediary between the shipowner/charterer or the buyers and sellers of ships. The broker is involved in many stages of a deal: presenting the business to potential clients, negotiating the main terms of a contract or sale, finalizing the details of the contract and following the deal through to its conclusion. Increasingly shipbrokers also provide their clients with a wide range of market intelligence and advice.

Our offices are located along the Indian Coast with agents throughout the India representing all coasts who can actively research your used commercial vessel requests and needs. Our staff consists primarily agents who have been



STEVEDORING



Oceanic Dolphin is a national stevedoring company operating at almost every Indian port, handling every type of cargo including bulk cargoes, log loading, timber products, breakbulk cargoes, project / heavy lift cargoes, container handling and bulk logistics.

Combining the right balance of people, resources, and experience allows us to meet the changing demands of today's diversified shipping industry. We are proud that our business is still a "people's business."

Our crews are at your service 24-hours a day, seven days a week. A multinational and multilingual management team, and specially trained dockside supervisors with the ability and flexibility to solve problems have earned us a reputation for responsive service, second to none.



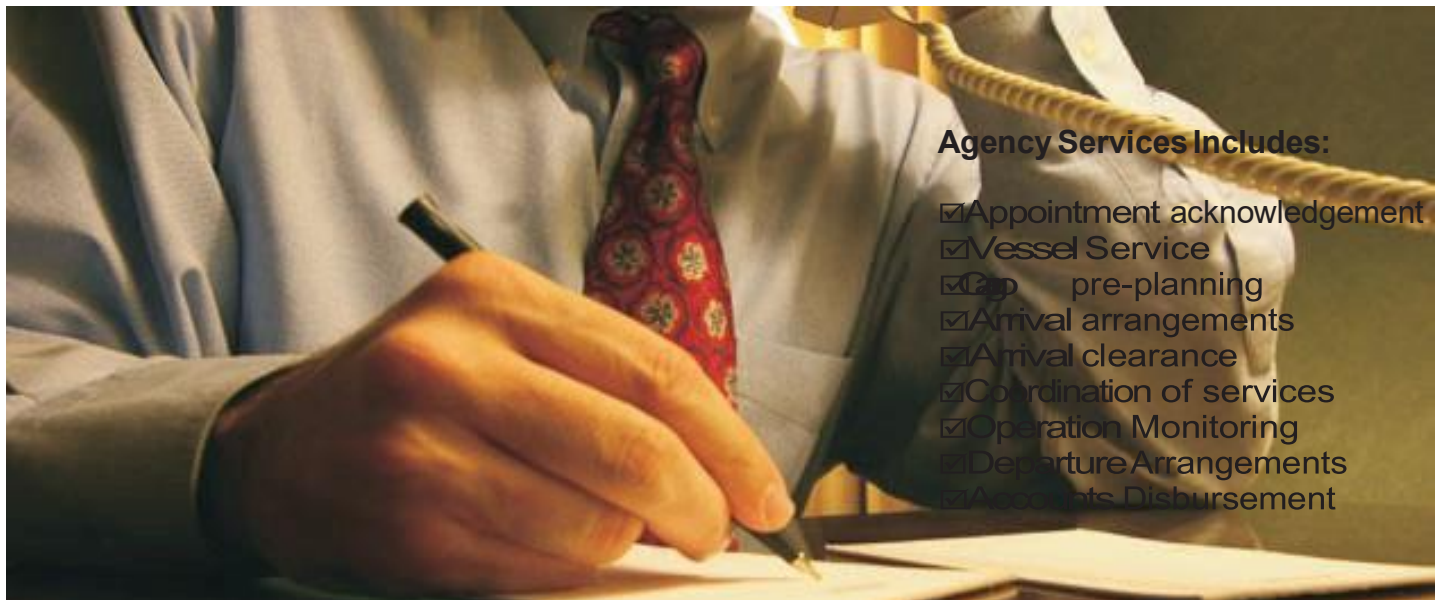
Vessel Agency



Oceanic Dolphin offers various Indian port agency service to ship owners, operators and charterers. We focus on the fastest, most efficient and cost effective port operations to turn around your ships. Our team has extensive experience in all areas of port operations.

Our services cover both tramp and liner services including break bulk, container, dry bulk, livestock, and tankers. We pride ourselves on conveying our local knowledge to our principals and keeping our principals well informed prior, during and after the ship call.

If your ship is calling at more than one port in India, then Oceanic Dolphin can provide a "hub service" for you. This provides you with one point of contact for all Indian ports of call and all disbursement accounts collated into one, so you only need to make one funds transfer. The service can be tailored to meet your individual reporting requirements and other needs.



Agency Services Includes:

- ☒ Appointment acknowledgement
- ☒ Vessel Service
- ☒ Pre-arrival pre-planning
- ☒ Arrival arrangements
- ☒ Arrival clearance
- ☒ Coordination of services
- ☒ Operation Monitoring
- ☒ Departure Arrangements
- ☒ Accounts Disbursement



P&I SERVICES



Oceanic Dolphin is aware of the commercial realities of ship operations in today's difficult freight market. Oceanic Dolphin acts as loss prevention advisors who attend to identify potential risks and assist insured's with accomplishing economical rectification of any deficiencies noted. In this way, the needs of both the insured and their P & I Club can be met in a mutually beneficial manner and without compromising either the safety or commercial viability of the member's operations.

Collisions : Including "straight" (own vessel investigation) and WP surveys; assessment of the cost and time required for repairs; speed and angle of blow surveys; full investigation including the preservation of contemporaneous evidence and VTS/VHF data; interviewing of crew and production of sworn statutory declarations; preparation of collision analysis; and assisting with security and release arrangements.

Pollution: Pollution including immediate "on-scene" attendance, control and investigation; advice on the current pollution regime and governing legislation; advice to the Master and crew; production of sworn statutory declarations; liaison with the MPA or other governmental departments to ensure cost effective control and clean-up, representations to minimize fines; assistance with production and presentation of suitable letters of undertaking and guarantees to P & I Clubs' instructions.

Crew injury and fatalities : Investigation and preparation of crew statements; assistance to agents in accomplishing hospitalization and/or making funeral arrangements; urgent repatriation with/without medical assistance; advice on liability under existing crew contracts and national law; review and endorsement of medical/funeral/repatriation expenses.

Stowaways: Attendance on board to conduct interviews, and to take photographs and fingerprints to facilitate production of temporary travel documents; communications with embassies and consulates in the region; assistance to local agents in arranging security and repatriation.

Jetty Damage: Investigation of the nature and cause of the damage, dealing with port authorities in conducting joint surveys to minimize the claim and negotiate settlement.

Wreck Removal: Technical assessment of initial cause, liaison with local port authorities in respect of security arrangements; liaison with local salvage companies, co-ordination of removal bid tenders and advice on costs, etc.

Salvage and General Average: Attending to protect the P & I Clubs' and members' interests with reference to guarantees required to facilitate entry of damaged vessels into port; investigating the cause of the incident in order to preclude prospective refusal by cargo interests to contribute to their share in either salvage or General Average based on allegations of unseaworthiness.

Cargo claims/loss prevention : Investigation of heavy weather and ingress of water damage; sampling and analysis; steel cargo pre-loading and pre-discharge inspection; hazardous cargo superintendence and safe loading certification; reefer and general container damage in respect of both the container and contents; shortages and contamination; defective and deficient Bills of Lading; advice to members in respect of acceptance of letters of indemnity and exposure to liability; assistance to members in formulating defenses to claims by reference to contractual exclusions and limitations.

Freight, Demurrage and defense matters : Investigation of allegedly unsafe ports; the analysis and assessment of demurrage claims; and in advising members in relation to all other matters concerning charter party and Bill of Lading disputes including the preparation of written submissions for arbitration purposes.



Vessel Class & Flag



Marine Surveys & Classification Surveys entails heavy responsibility towards governments and shipping community. The end users rely on surveyors for sound judgement to arrive at an opinion about a ship and its equipment.

With a team of highly qualified Marine Engineers handpicked from the marine fraternity, coupled with key appointments by various governments and classification societies, Oceanic Dolphin is able to provide a wide range of marine and technical surveys to the shipping community.

Our close interaction as well as working experience with the Indian Register of Shipping, Mercantile Marine Department and Directorate General of Shipping has given us knowledge and understanding of the Indian maritime regulatory environment such as knowledge of various processes such as conversion from foreign flag to Indian flag, vessel registration, etc. Some of the functions we perform in this area are:



Advise on Entry into Class of vessel in case of change of Class as well as first entry into Class. Obtain Class approval for a vessel's 'as-built' drawings such as structural drawings, statutory plans, machinery plans and electrical plans, etc.

FLAG

Support during the process of change of flag of the vessel, vessel registration, obtaining statutory certificates and ensuring compliance with flag state and local requirements

CLASS



SHIP FABRICATION





Ship Repair can handle a wide range of Marine Fabrication work to repair ship hulls and replace damaged structural components. We are fully equipped for all Heavy Engineering work required to get your ship back in service as soon as possible. From scheduled repairs and upgrades to unexpected damage, the ship repair team supplies quality work to fit within your schedule and your budget wherever possible.

With our diverse experience and engineering background we have been involved with many successful projects. Our work includes steel, stainless and aluminum flatwork. We are known for quality work, fair prices and a job done right.

Brackets
Frames
Machinery repair
Hoppers & Conveyers
Dryers
Workboats
Trackable barges
...and more.

SPECIALIZATION

From small repairs and replacements to large upgrades and refits, our experienced team of specialist marine fabricators, heavy engineers and associated tradespeople will custom-make and fit whatever plates or parts you need, repairing welds and joins and strengthening areas of your ship that have weakened over time or are vulnerable to damage. Because we manage all ship repair projects from start to finish, we provide quality assurance for each stage and a fast turn-around.



MOORING BUOY



As successful anchoring is often viewed as something of a black art by many boaters, nothing quite compares with the satisfaction of picking up your own mooring buoy after a hard day's sail, free from the hassles of dealing with heavy ground tackle or worries over midnight anchor dragging. Setting your own mooring buoy is common practice in many areas and for good reason as it allows maximum usage of protected waters, particularly those where construction of docks for slips isn't practical.

Unless you're lucky enough to own waterfront property, the first step in setting a permanent mooring buoy will likely be getting approval from the state, federal, or local entity in charge of the area you'd like to place it. Each will typically have regulations in place regarding construction and setting of moorings and while requirements will likely vary between them, here's some general installation and maintenance basics that will help no matter where your mooring is located.

A typical mooring system consists of a pendant, buoy, riding chain, ground chain, various shackles and swivels, and finally some means of anchoring the whole system to the bottom.

Pendants can be constructed of most any type of rope, however braided polyester probably best meets the requirements of strength and resistance to both chafe and deterioration due to sunlight – elasticity (as in the case of selecting an anchor rode) isn't an issue due to the pendant's short length. Each mooring buoy should have dual pendants, one primary and one back-up or safety pendant. Both should be constructed of the same size and type of rope, with the safety pendant roughly 25% longer than the primary. Wire rope or cable should not be used, as they can saw through chocks or fairleads due to the motion of a moored vessel. Boaters sometimes use polypropylene or install a float in the pendant to make it easier to pick up, although some areas don't allow floating pendants (to reduce the chances of fouled props).

Mooring floats normally consists of a white buoy with a horizontal blue band visible above the waterline, although vertical spars may be called for in some locations. Buoy selection is based on the buoyancy required to support the combined weight of all suspended mooring system components (pendant, riding chain, etc) – buoyancy provided should be around 50 to 100% greater than this total weight.

All mooring buoys should be labeled for identification purposes, either with the owner or vessel's name, mooring permit number, intended use (as in the case of yacht club moorings for visiting boats labeled "Guest"), or whatever the controlling authority of the water your mooring is located in requires.

The key requirement of the remaining rode components (shackles, swivels, float through-bolt, etc) is that they be sufficiently sized to meet the intended load you'll be placing on the mooring.

