



UNITEAM NEWS

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continuously improve our efficiency. Ideas raised by crewmembers, clients and members of our office staff and suggested areas for improvement are constantly reviewed with the aim of maximising our capability and productivity. We welcome your suggestions because from your feedback, steps can be taken for the better. After all, suggestions demonstrate that the people care enough about the progress and the further development of our company. Especially in the present time, when the shipping industry is facing changes, we must also be able to change and adapt our methods to meet the challenge and comply with all requirements.

New vessels



M/V Tete Rickmers

M/V Tete Rickmers was built in Korea and is the latest newbuilding to come under our Crew and Technical Management, as well as the first of a number of new ships that are to be entrusted to us in the near future. She is a Container vessel with a capacity of approximately 1200 TEU and is scheduled to trade in the Far East. She is registered under the Marshall Islands' flag and will be the first vessel under this flag to enter into our QSE System.

Our expansion is a result of our mutual efforts both onboard and ashore, to perform to the high standards demanded by our clients and to



M/V Tete Rickmers Naming Ceremony

Front row from left to right : Electrician H.Kotowski, Chief Engineer Z.Strzelczyk, Captain M.Kolar, Captain H.Schoelzel, Chief Engineer R.Boehmer and Mr G.Ruether.

English Communication

To provide the best support to all our Myanmar seamen and to ensure that their English is of the required Level, we are in the process of obtaining advice from leading professionals in the field of English Language Training and Testing.

Our effort is concentrated on identifying areas of required training and to carry out Testing that will confirm the seaman's English Language ability to the standards set by the IMO, ISF and the British Maritime and Coastguard Agency.

In order to ensure that once the crew join the vessel their English Language Training is not lost we wish to encourage all crew of all nationalities to speak in English where possible. The concept is that:

" PRACTICE MAKES PERFECT "

Without speaking English every day the level of the language will decrease. For example, we should avoid the temptation of speaking our own language to our colleagues of the same nationality in front of a foreigner. Whilst it is understandable how easy this can be, this kind of situation is considered as impolite regardless of nationality or culture.

Effective communication between persons of different nationalities onboard in English is very important, therefore we urge our Myanmar crew on their own initiative to speak in English to each other in matters relating to their jobs.

The above will be discussed at length during all future ships' visits and we will look forward to a high level of motivation from all concerned to create an atmosphere onboard where all crew are aware that *"Practice Makes Perfect"*.

Safety of Life at Sea

Safety is an extremely important part of life onboard. The Safety Drills that are now required to be carried out as per International and Flag Administration regulations play an active part in ensuring that all crewmembers can practice and improve their safety knowledge. During a recent ship visit to the M/V CSAV Atlanta by Mr. E. Bankovic, an emergency drill was carried out without any previous notification to the crew. The scenario was one man unconscious in an enclosed area, with another man wearing breathing apparatus lying injured in the same space. Whilst minor errors occurred during the drill, all personnel mustered quickly and the injured crewmembers were evacuated from the enclosed space within 12 minutes of the alarm being raised. Such a drill allows for the crew to review how they will react in an emergency situation and also serves as a reminder as to why Safe Working Practices must be followed at all times.

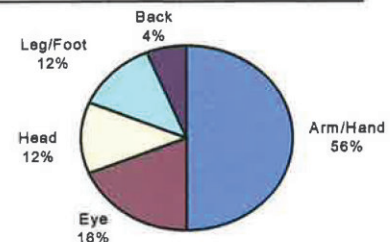
During the past year there have been 33 accidents reported. Most accidents were of a very minor nature and involved injury to hands or arms due to lapses in concentration.

These minor accidents could have mostly been avoided. It is necessary for the company to raise the awareness of Safe Working Practices in an effort to minimise incidents further. Statistical analysis of accidents by the ISF have shown that the less minor incidents that occur, the less serious accidents and deaths are likely to also occur, as a Safety Culture is developed.

In the past year all correspondence to the vessels relating to Safety issues have urged the crew to think "Safety First" and this philosophy must be maintained. The feedback has been positive and even if the goals have yet to be fully achieved all crew are aware of the "Safety First" principle.

From the analysis of the accidents reported below it can be seen that most of the accidents have resulted in an injury to the arm / hand. It is a natural reaction to protect ourselves with our arms in a minor accident situation. But accidents to the eye or head, however minor, must be considered as potentially dangerous. These accidents could be avoided by wearing of the correct protective clothing and operating the machinery on board carefully and sensibly

Body Parts Affected by Accidents
Reported from 30.06.1999 to 19.04.2000



P&I news - Poisoned Water

A shore worker had been working inside a boiler for most of the morning. His throat was dry and he was hot and thirsty. He decided to climb out to get a drink. After squeezing through the manhole, he saw a half-full mineral water bottle in a nearby corridor; just what he was looking for. Without checking to see what it contained, he removed the cap and drank the contents. The bottle contained a poisonous substance used as a boiler water additive. The man became ill almost immediately and was rushed to hospital where he underwent extensive surgery. He survived but with a 70% disability.

Chemicals used for boiler treatment were delivered to the ship in 25 litre drums. The drums were kept in a store and when needed a quantity of chemicals was decanted into bottles – any available bottle was used for this purpose. Recently, empty mineral water bottles had been used. The chief engineer had issued instructions to

clearly label the bottles 'poison – do not drink'. These instructions may have been followed, but on this occasion the injured worker said there was nothing on the bottle to indicate it contained a poisonous substance. In any event, it is very dangerous to decant poisonous chemicals into mineral water bottles.

The use and distribution of any substance hazardous to health should always be properly documented and controlled. This will involve proper assessment of the dangers and the provision of properly labelled containers that identify the substance, its hazards, and the procedures for safe use. Bottles containing dangerous substances should never be left unsecured in corridors. They should be stored in lockers that can be locked when persons unfamiliar with the relevant procedures are on board.

Drugs and Piracy



Drugs found in a container

Drugs and Piracy are a constant hazard in the Shipping industry, especially for vessels calling in South America. Therefore, it is important that regular briefings and drills are carried out to prepare all crew for the action required when encountering potential drug or Pirate situations.

During May whilst one of our vessels was in Buenaventura, one of the watchmen observed a boat alongside the vessel, forward at Bay 07. The Watchman called another crewmember for assistance to investigate what was happening. On their approaching Bay 07 one security guard and two stevedores ran away in different directions and the boat left the scene with one security guard on board. On checking around the area, it was observed that one container loaded in Callao for New York was unlashd and the seal broken. As there was no cargo operation in that area of the vessel, this could not have happened by mistake. Taking into consideration the dangers of drug trafficking in South America, the Captain called the police immediately to check the container for drugs. Two large bags of drugs were found

by the Police containing 60 packs of narcotics with an estimated weight each of 1-1.5 kg. The crew were praised by the Capt. for their excellent teamwork and conduct, carrying out all procedures as required.

One of the most important safety measures followed by the crew was that the watchman did not go forward alone when investigating the incident. Normally intruders on a vessel will feel more confident about apprehending one watchman, but not two. Therefore, whenever the vessel is in an area of high risk of drug trafficking or Pirate Attacks, watchmen should remember to request assistance from other crewmembers and not to try and tackle a situation alone ; also that under no circumstances should any person on board put his life or the life of his fellow crewmembers at risk defending property or attempting to resist violence.



Drugs inspected by the police

Audits

During the past months our office has successfully passed its 4th annual verification Audit of the ISM Code and the ISO 9002 Standard. The company received praise for the care demonstrated for Safety of Life at Sea, from the ABS auditor who spent 3 days in our office conducting a comprehensive and meticulous audit of our QSE System.

The M/V CSAV Atlanta passed the ISM/ISO 9002 Initial Audit, conducted by ABS Americas in New York. The Auditor stated in his report that no non-conformance or observation was raised in the audit, which is a testimony to all persons concerned with implementing and maintaining the QSE System.

The Auditor also stated that the vessel was maintained to a high standard. The Master, all officers and crew demonstrated a high level of understanding of the ISM/ISO requirements and all crew appeared to be very well trained, which is a credit to the senior management team onboard. Finally the auditor stated that the engine room was found in excellent condition.

We wish to congratulate all persons involved in the successful passing of the above audits and urge all personnel both in the offices ashore and on board the vessels to not only follow, but actively contribute to the effective and efficient running of the company's QSE System.

Health, Safety & Environmental Awareness Award



In the last 3 months rather surprisingly we received a request not from either the Master or Chief Engineer, but rather from the crew wishing to award the Chief Engineer. The crew of the M/V Crowley Lion believed that C/E Bernd Hentschel, should be rewarded for his

efforts in training the crew to the required standards for passing the external Audit.

Therefore, we have had the pleasure of issuing the Health Safety and Environmental Award to C/E Hentschel for his contribution to the Health Safety and Environmental Protection on board the M/V Crowley Lion.

Suggestions column

"UNITEAM NEWS" is designed for the interest of our crew and to keep all Uniteam employees informed of the developments within our company. We would appreciate and welcome with pleasure your feedback and any articles of interest, or humour that you would like us to include within our next editions.

Words of Wisdom

- We must learn to live together as brothers or perish together as fools.
- The limits of my language means the limits of my world.
- Those who cannot remember the past are condemned to repeat it.
- The shortest way to do many things is to do only one thing at once.

Communication problems

- Sign in a London department store: Bargain basement upstairs.
- In an office: Would the person who took the step ladder yesterday please bring it back or further steps will be taken.
- In an office: After tea break, staff should empty the teapot and stand upside down on the draining board.
- Outside a second-hand shop: We exchange anything - bicycles, washing machines, etc. Why not bring your wife along and get a wonderful bargain.
- Sign outside a new town hall to be opened by the President : The town hall is closed until opening. It will remain closed after being opened. Open tomorrow.
- Outside a photographer's studio: Out to lunch: if not back by five, out for dinner also.
- Seen at the side of a road: Slow cattle crossing, no overtaking for the next 100 yrs.
- Sign warning on the beach : Strong sea current, any person swimming at this point will be drowned, by order of the district council.
- Notice sent to local residents by the priest : Due to increasing problems with the vandals, we must ask anyone with relatives buried in the graveyard to do their best to keep them in order.
- Notice in a dry cleaner's window: Anyone leaving their garments here for more than 30 days will be disposed of.
- Sign on motorway garage: Please do not smoke near our petrol pumps. Your life may not be worth much but our petrol is.
- Spotted in a safari park: Elephants, please stay in your car.
- Seen during a conference: For anyone who has children and doesn't know it, there is a day care on the first floor.
- Notice in a field: The farmer allows walkers to cross the field for free, but the bull charges.
- Message on a leaflet: If you cannot read, this leaflet will tell you how to get lessons.
- Sign on a repair shop door: We can repair anything (Please knock hard on the door, the bell doesn't work.)
- Spotted in a toilet in a London office block: Toilet out of order please use floor below.



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