



UNITEAM NEWS

Edition: September 2000

New vessels



M/V APL Arabia

M/V APL Arabia was built by Hyundai Heavy Industries in Ulsan, Korea and is the latest newbuilding to come under our Crew Management. She is a 4,900 TEU vessel and was commissioned at the beginning of September.

M/V Carla Rickmers was also built in Korea and has been delivered to her Owners on the 29th of August. She is the sister vessel of M/V Tete Rickmers, introduced in our last edition in June and like M/V Tete Rickmers she has come under our Crew and Technical Management, as well as our QSE System, incorporating the ISM Code and

INDEX

Page 1

- New vessels

Page 2

- English Communication
- P&I news – Crew injuries

Page 3

- ISM Code

Page 4

- Safety Award
- Suggestions Column
- Words of wisdom
- Jokes



The Crew of the M/V APL Arabia at the Naming Ceremony

ISO 9002 Quality assurance standard.

As our clients continue their building and acquisition programs, so we pursue our efforts to improve our services and efficiency and as a result we are taking further measures to standardise more procedures and the exchange of information between the ships and the office.

We have already been able to improve our General Instructions to Masters, our Company Forms and the vessels' accounting system.

Training and testing of the English Language is being upgraded with the assistance of Marlins, visits to ships are becoming more frequent, and efforts are being made to improve our remaining forms.

All of your comments are most welcome to assist in facilitating our mutual objectives.

English Communication

Further to our article in the June edition of this year regarding the concept of "*Practice Makes Perfect*" we have received feedback from various members of crew reconfirming the fact that indeed our seamen are eager to improve their English.

However, we must all understand the difference between knowledge of English at a command level and knowledge at a conversational level.

All crew must primarily have the ability to communicate at the command level. Which means that the crewmember is able to give and receive orders according to his rank and within his responsibility towards the safety of the ship. This is a requirement of STCW 95 and the ISM Code. Failure of crewmembers to reach this standard of English could result in non-conformances in the ISM Audits.

This is why we have been, and still are, taking action to upgrade our English language training and testing facilities in Yangon, but more importantly why we are encouraging all crewmembers to practice their English whilst on board. It is better to practice English in the work environment than to study during vacation.

The Conversational Level of English is the more advanced level of English, which is required from the Officers and is the ability to communicate freely in general matters.

We must however, remember that basic communication skills must be adhered to when speaking in a foreign language. For example, we have to keep the language simple, speak slowly and clearly, keep the sentences short, use visual aids where possible and make sure that our terminology is correct. We have experienced too many cases where a senior officer with apparently good English has asked for a tool with an incorrect name and as a result only

created confusion.

There are enough problems generated in communication between people who speak the same language, therefore when communicating in a foreign language, extra care should be taken to consider how to make our messages understood.

P&I news – Crew injuries Good housekeeping vital to prevent slips and falls

The following pictures were taken some time after a crew member had slipped and fallen on board a ship.



A spot of grease, similar to the one seen in the forefront of this photo, caused the crew member to slip and fall.

It is unfortunate that a large number of personal injury incidents reported can still be attributed to slips and falls, many of which could have been easily avoided. Good housekeeping therefore remains an important element of shipboard safety management and should be actively encouraged both by senior officers and shore side staff.

All personnel should ensure that they always

- Keep the workspace clean, tidy and well lit ;
- Clear up oil spills, however small ;
- Remove obstacles ;
- Clearly mark and effectively fence off openings in decks or gratings ;
- Clearly mark safe paths of access for visitors and crew ;
- Return tools after use ;
- Promptly dispose of garbage and waste in accordance with legislation ;
- Rectify oil leaks before they become too serious ;
- Keep all equipment and stores properly secured.



The ship's medical officer provided first aid to the crew member.

All deficiencies should be rectified as soon as possible. Many reported claims result from faulty lighting, damaged handrails, obstructed stairs and minor spills and leaks. In times of rough weather, all items on board should be correctly secured, as should all doors.



Grease can be seen on the heel of the crew member's left shoe.

Familiarity leads to relaxation of safe working practices and often it is the more experienced crew members who are most guilty of disregarding their surroundings and thus their own safety. Everybody must be helped to understand that preventative measures taken are for their own welfare.

Within a safety culture all crewmembers must take responsibility for their own personal safety as well as

keeping an eye out for their shipmates. It is recommended that the chief officer or his representative should complete evening rounds in a thorough manner to check that the deck is safe and secure before nightfall. Further, the watchkeeping engineer should ensure that all machinery spaces are clean and tidy during his watch and that all potential hazards are dealt with as soon as they become apparent.

(Sources : "Gard News" (Gard) & "Signals" (North of England)).

ISM Code

All our clients on whose vessels our crew members serve, have their own individual requirements as laid down in their instructions manuals on board, which have to be followed carefully.

The ISM Code forms an important part therein.

Recent studies conducted by the Swedish P&I club have shown that Hull and Machinery claims on vessels with the ISM Code implemented are 30% lower than vessels without and Personal Injury Claims were 25% lower.

The ISM Code has made the Shipping Industry invest heavily in ensuring that the vessels are safely managed. The first deadline for the ISM Code has already passed. As of the 1st July 1998 all bulk carriers, passenger vessels and tankers were required to be ISM Certified to be allowed to conduct international trade. The second deadline is due on 1st July 2002 when all remaining vessels will be required to obtain the mandatory ISM Certification.

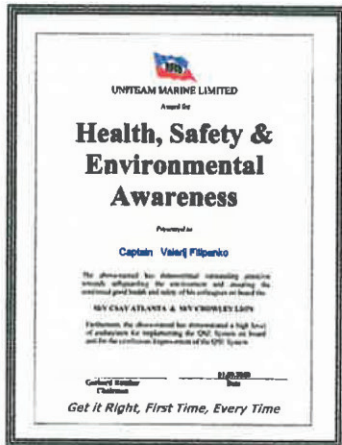
The early criticism of the ISM Code was that it was a devaluation of the crewmembers expertise. However, the purpose of the checklists and procedures is to ensure that all tasks concerning key shipboard operations are covered, for which a high degree of individual professionalism can not make a person immune from human error. In short, the best accident prevention is the adherence to standard operating procedures.

This can already be seen very clearly in the airline industry. Checklist based procedures are now recognised as the single most important contributor to air accident prevention and this view must also be recognised in the shipping industry.

Therefore, it is important that all our crew realise that the ISM Code is Mandatory on all vessels all around the world and the requirements set down by the manuals onboard must be adhered to, not only for meeting our clients' needs and for obtaining the necessary Certificates, but also for the sake of the safety of the crew and the vessels.

Health, Safety & Environmental Awareness Award

As a result of the CSAV Atlanta passing the External Audit without any non-conformances or observation and due to the comments from both the External Auditor and the Liberian Safety Inspector that the vessel was maintained to the highest safety standards, we had pleasure to issue Captain Valerij Filipenko our Health, Safety and Environmental



Protection Award for his outstanding contribution and dedication in the implementation of the QSE System onboard and for his contribution to the development of the QSE System.

Additionally the QSE system onboard the M/V Tete and Carla Rickmers, the success-

ful passing of the ISM/ISO 9002 External Audit on the M/V Crowley Lion, his contribution towards the development of the QSE System in general and for his zeal in ensuring the safety conditions on board the vessels which Capt. Hans-Udo Schoelzel has served on with our Company since 1980, we also had pleasure in issuing Capt. Schoelzel with the Health, Safety and Environmental Protection Award.

We warmly congratulate both the above Officers and we would appreciate it if all crew would come forward with proposals for the improvement of the QSE System. The more comments that we receive the better we are able to ensure that the QSE System can operate to the benefit of the safety of our crew.

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

- When you lose, don't lose the lesson.
- Follow the three R's : respect for self ; respect for others and ; responsibility for all your actions.
- Remember that not getting what you want is sometimes a wonderful stroke of luck.
- Don't let a little dispute injure a great friendship.
- Remember that silence is sometimes the best answer.

Jokes - The engineer

An engineer dies and goes (surprisingly) to hell where he finds things are awful:

There are no flush toilets and all are permanently up to their knees in sewage, it's as hot as hell and there are these huge rocks that need to be moved up hill all day.

He goes to the Devil and asks if he can make use of his knowledge to improve things and the Devil agrees.

Therefore, he designs, makes and installs flush toilets and an extensive sewer system and the place immediately starts to smell better AND it's easier to get around.

He lays out plans for an air conditioning system and some of the other inhabitants join together and help him install it...suddenly it is nice and cool. He even starts to design an elevator system to keep the rocks moving.

At this point God decides to visit and see how things are down below!

He meets the Devil who immediately starts to boast about how great it is to have an Engineer on the staff at last and how much things have improved since he arrived.

God doesn't hesitate:

"An Engineer? There must be some mistake, all engineers go to heaven! Must be a mistake on the paperwork, you better send him on his way to heaven right now!"

"No way", says the Devil, "this is the first one I've ever had and I'm keeping him..."

"Look", says God, "either you send the Engineer to his rightful place in heaven or I am going to sue you"

"Ha", retorts the Devil, "and where do you think you are going to find a lawyer up there?"



UNITEAM NEWS

284-286 Makarios Avenue
P.O. Box 54086
CY-3720 Limassol - Cyprus

Tel: + 357 5 846100
Fax: + 357 5 581706
Tlx 2848 UTEAM CY

E-mail : shipman@uniteammarine.com

Operations / Administration 846-203
Fleet Personnel 846-220

Technical 846-250
Accounts 846-205