



# UNITEAM NEWS

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## Chairman's Statement

We are proud that our office in Yangon has been one of the first offices in Myanmar to achieve the ISO 9002 Quality Assurance Award. This award is testimony to the hard work and organisation of the Uniteam Yangon Office and their dedication to meeting the standard.

Over the years in Yangon we have implemented in-house shore training of our Myanmar crew with Basic Safety Training Courses and English Classes and tests. We have developed good relations with all concerned and have assisted where possible to improve the training standards there, through the set-up of GMDSS and ARPA Courses. We are continuing with this philosophy. There are many other projects under way, to ensure that we can extend the best support to all our crew onboard who in turn may work efficiently to the satisfaction of our clients.

It is good to have external and international recognition and confirmation of the quality of the work that is being done in Yangon and we invite our crew to share our appreciation of this and our pride.

## ISM/ISO 9002 Audits

During the last Quarter, the M/V Tete Rickmers successfully obtained her Full Term Safety Management Certificate, after a minor non-conformance raised during the audit was clarified to the American Bureau of Shipping Auditors. So our Congratulations go out to all crew involved in the implementation of the QSE System on board.

Also during the last quarter Internal Audits were conducted on board the M/V Crowley Lion, Carla Rickmers and the Ernst Rickmers. All three vessels showed clear signs of proper implementation of the QSE Systems. Due to the kind co-operation of all the crew on the three ships the Internal Audits were very successful and useful lessons were learnt by all concerned through sharing of experiences.

In particular creative ideas in the organisation of the Muster Station, implemented on the M/V Carla Rickmers were the highlight of the three Audits.

The vessel has only one Free Fall Lifeboat with a capacity of 25 crew members. The Muster Station itself is situated next to the Lifeboat.

In a normal emergency situation all the crew assemble at the Muster Station in one large group or are deployed in one long line. The Safety Officer then normally has to count to establish that everyone is present. If some crew are missing, guess work commences as to who has not reported until someone successfully identifies the missing persons. The Chief Officer will thereafter start to give instructions to the various Emergency teams and try to identify where the ventilation team is for example, the stretcher team and so on, with time lost, when every second is vital to help save lives.

On the M/V Carla Rickmers this is not the case. At the Muster Station, the positions of the different Emergency Teams are marked on deck in white, clearly identifying where each team should stand. Instantly it can be verified if one team is short of a member and the identification of the missing persons can be quickly made.



The Muster Station on the M/V Carla Rickmers

This simple organisation saves valuable minutes and enables the Chief Officer to address each team and issue instructions clearly and directly in a very short time.

For abandoning the vessel, Lifeboat seats are numbered 1 - 25 and the seat numbers are also painted on deck at the Muster Station. Each Crewmember is assigned a seat number in the lifeboat and on the sounding of the Abandon Ship Alarm all crew stand on their designated seat number on the deck and the Safety Officer can immediately identify who is present and who is not. It also allows for a quick and orderly embarkation in the lifeboat.

We would encourage similar initiatives on other

vessels.

We managed to obtain photographs of the crew on the M/V Carla and Ernst Rickmers, however regrettably we did not get photographs of the Crowley Lion Crew. We hope we will soon be able to include M/V Crowley Lion within our next publication.



The crew of the M/V Carla Rickmers

### **M/V Hub Racer**

The new M/V Hub Racer built at the beginning of this Year in Ulsan, Korea is a 1,200 TEU Container Carrier that has been recently delivered to her Owners has commenced a service between Singapore and Yangon. It is a pleasure for us to have a vessel under our safety management system calling regularly at our Asian Home in Yangon.

On sailing from Ulsan the vessel was inspected by the Republic of Marshall Islands Marine Safety Inspection division and received a similarly very good report as the one received when her sister vessel the M/V Tete Rickmers sailed from Ulsan for the first time.



The crew of the M/V Ernst Rickmers together with the QSE Manager Mr. Stephen Fyfe

The Deputy Commissioner for Maritime Affairs of the Republic of the Marshall Islands Mr Haise stated in a formal letter to the Owners that "the Master and the crew did an exceptional job of presenting the vessel for inspection and that it was quite obvious that the vessel's management share the same interest in maintaining the vessel in the best possible condition to ensure that our seamen are safe and the environment is clean."

It is rewarding to everyone in the company to receive such a praise from auditors outside the company and our appreciation of good performance goes to the crew of the Hub Racer in this particular matter. We look forward to receiving a good photograph of the crew to include in our next edition.



Fire drill on the M/V Ernst Rickmers

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## **P&I news**

### **Falling off the Gangway**

Containers were being discharged from a five-hold, ten-hatch container ship. There were two cranes working, one forward and one aft. Later, the crane discharging containers from the after hold moved forward. The ship's accommodation ladder had been landed on the quay adjacent to the rails on which the container crane ran. When it moved forward it was necessary to lift the accommodation ladder and it was then decided to leave it slightly raised. The ladder could still be used, but

instead of resting firmly on the quay, it hung between the ship and the quay. Next to the accommodation ladder, and fixed to the quay, was a bollard, leading from the bollard was a taut mooring line (the aft back spring).

That afternoon, the ship's cook returned from a visit ashore. He stepped on the gangway, it swayed slightly, he lost his balance and fell backwards against the taut rope and on to the hard quay, injuring his back. Later he was diagnosed as suffering from lumbar trauma with a herniated disc, was declared unfit for heavy work and sent home.

The gangway was not being tended and perhaps the cook could have been more careful, but the important point is that the slightly raised gangway created an unnecessary hazard, that caused an accident and serious injury.

Gangways should be landed on a firm structure and properly rigged whenever possible. To leave them hanging creates additional and unnecessary hazards. Surveyors who carry out condition surveys often report a raised accommodation ladder. This is common in tidal ports and ports where cranes move up and down the quay. Accommodation ladders should never be raised for the convenience of the crew.

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### **Don't ignore the bilge alarm**

Two incidents have recently been reported where the failure of the crew onboard a containership to react promptly to and properly investigate the cause of bilge alarm activation has resulted in partial flooding of holds and substantial cargo claims.

On one occasion, the bilge alarms were ignored as the crew assumed that they had simply been triggered by rainfall during loading and that there was therefore no immediate need to investigate further.

Only after a period of some fourteen hours did a visual inspection show water on the tanktop to a height of about one metre.

In the second incident, the alarms were initially ignored. On further investigation, however, and following efforts to reduce the flooding, it became apparent that there were defects in the bilge valve, allowing the water level to continue rise.

Each and every bilge alarm must be investigated. Assumption must not be made about the likely cause of alarm activation, as this may impact on the safety of the vessel and its cargo.

Crews should carefully log each incident, and record any action taken, to assist subsequent investigation.

(Source : "The Standard P&I Club".)

## The M/V Pro Asia



The M/V Pro Asia

The M/V Pro Asia is a multipurpose general cargo vessel, strengthened for heavy cargoes, of 19,787 mt, 169 m LOA and 23 m Breadth. She is equipped with a Sulzer main engine of 8,400 kW and has 5 Holds.

She came under our crew management in 1993 and she trades between EC South America, South Africa, Malaysia, Singapore and the Far East including Taiwan, Japan, S.Korea and China.

## Words of wisdom

- Education has produced a vast population able to read but unable to distinguish what is worth reading.
- Take care, to get what you like or you will be forced to like what you get.
- It is much wiser to take advice than to give it.
- There are two golden rules for an orchestra ; start together and finish together.
- The optimist proclaims that we live in the best of all possible worlds ; and the pessimist fears this is true.
- You have not had thirty years experience ... you have had one year's experience thirty times.
- You can take a man out of the country but you can't take the country out of the man.
- Tomorrow is the first day of the rest of my life.

## Suggestions

"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.

## Jokes

A woman's husband had been slipping in and out of a coma for several months, yet she stayed by his bedside every single day. When he finally came out of a coma, he motioned for her to come nearer.

As she sat by him, he said, "You know what? You have been with me all through the bad times. When I got fired, you were there to support me. When my business failed, you were there. When I got shot, you were by my side. When we lost the house, you gave me support. When my health started failing, you were still by my side... You know what?" "What dear?" She asked gently. "I think you bring me bad luck."

Two Women waiting at the Pearly Gates start a conversation "How did you die?" the first woman asks the second. "I froze to death," says the second. "That's awful," says the first woman. "How does it feel to freeze to death?" "It's very uncomfortable at first," says the second woman. You get the shakes, and you get pains in all your fingers and toes. But eventually, it's a very calm way to go. You get numb and you kind of drift off, as if you're sleeping. How about you, how did you die?"

"I had a heart attack," says the first woman. "You see, I knew my husband was cheating on me, so one day I showed up at home unexpectedly. I ran up to the bedroom, and found him alone, watching TV. I ran down to the basement, but no one was hiding there, either. I ran to the second floor, but no one was hiding there either. I ran as fast as I could to the attic, and just as I got there, I had a massive heart attack and died." The second woman shakes her head. "What a pity - if you had only looked in the freezer, we'd both still be alive."

*We wish you all a Happy Easter and wish our Myanmar Colleagues a Merry, Merry Thingyan and a Happy New Year !*



### UNITEAM NEWS

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