



UNITEAM NEWS

Edition: July 2001

ISM/ISO 9002 Audits

Recently ABS announced that they will no longer issue the Safety Management Certificates required for vessels under the ISM Code that are not classed with them. As a result, on the expiration of our 5-year agreement with ABS, we were in a position where we could not renew our agreement with them. It was not pleasant having to break a productive and good co-operation with ABS.

However, at the same time we were delighted to strengthen our more than 20 years long co-operation with Germanischer Lloyd, for the ISM/ISO 9000 Certification of our offices and ships.

Of the 13 vessels now under our QSE Management only 2 are not under Germanischer Lloyd Class, therefore we believe that with our new agreement to have Germanischer Lloyd auditing our QSE system as well as the maintenance of the vessel, we will receive a more comprehensive service.

In May the Office in Hamburg passed their External Audit successfully and obtained the required Document of Compliance. Shortly thereafter, both the CSAV Atlanta (Container Carrier 1800TEU) and the CCNI Arauco (Con/Bulker GRT 28148 GRT) received their required Safety Management Certificates.

In the first week of June the Cyprus office also passed the first External Audit conducted by Germanischer Lloyd. It is planned also for the office in Klaipeda to be audited as a Branch of the Cyprus Head Office by the end of July.



M/V CSAV Atlanta

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DRY-DOCK

A fine picture received of the M/V CSAV Atlanta during her dry dock in Asmar Shipyard, Talcahuano, Chile. We look forward to receiving some photographs of the crew to include in our next newspaper.

It was the first dry-dock for the 3 year old 2400 TEU container vessel which is trading on a busy schedule between the East Coast North America to the West Coast South America. The dry-docking was supervised by Mr. E. Bancovic and Mr. P. Merkel.

SNAKE

We were pleased to receive a very interesting report from Capt. B. A. Beunink on the M/V APL Egypt.

The vessel in question is a new 4900 TEU container vessel, which at the time of the reported incident was just changing service to trade between the US west coast to Taiwan, Hong Kong Thailand and Singapore for one round trip to temporarily replace another vessel under APL charter.

The vessel completed unloading on the 23rd and 24th of April in Singapore and shifted to anchor to await orders to start the new service. On the 25th at 20:00 hrs the crew started to heave up the anchor to proceed alongside to commence loading. A few minutes later the bridge received a very excited call from the forecastle that there was a snake on the anchor chain coming onto the deck.

The first reaction from the bridge was that they misheard or that someone was making a joke on them. This reaction was only momentary as the officers on the bridge realised that there are poisonous sea snakes in Singapore waters. Being concerned for the safety of the crew the Captain ordered the Chief Mate forward to control the situation. The heaving up of the chain was stopped and the crew were ordered to stay clear of the snake.

Then the following discussion took place:

Bridge: Go into the forecastle, get a shovel and kill the animal.

Forecastle: If we kill a snake onboard that brings bad luck.

Bridge: Then get the shovel anyway and throw it overboard.

Forecastle: That is impossible, the thing is more than 3 meters long.

Bridge: O my God, what did you find yourself there?

Forecastle: It looks like a python.

In the meantime other vessels were listening into the above conversation, but only a few were interested to help. Then the Pilot came on board and was



The Snake

immediately advised of the problem. The Pilot showed great understanding of the situation and proposed that it would make a nice dinner, but this was out of the question. The "snake hunters" forward had managed in the meantime to chase the reptile underneath the anchor winch, where it could be detained for the time being with plywood and some wooden blocks.

This action at least allowed for the heaving of the anchor and the berthing of the vessel with 20 minutes delay. On arrival, the pilot had arranged for the police to come on board and take the snake away. The police took 30 minutes to wrestle the snake into a bag and stated that the snake was at least 4 meters long which is far longer than the size of snake they are used to collecting from the gardens and beaches in Singapore. Apparently the normal size snake found in Singapore is no longer than a man's leg.

The vessel was the talk of the port that evening. The snake was happily and safely living in Singapore Zoo away from any hungry pilots.

In addition to the above news from the vessel we are pleased to announce that on the 5th of April the vessel passed her External Audit and obtained the required Safety Management Certificate. Apparently the QSE System was well implemented and the crew were properly prepared. We congratulate all our crew on board for a job well done.

HAPPY GUYS

5 happy crewmembers signing off the M/V Great Laker in Rotterdam at the end of their contract with Passports and seamen books in hand ready to go home.

The signing offs are C/O Min Swe 15850, FTR Thein Tan 23161, T/FTR Ye Win Tun 47126, OLR Win Ko Ko 39970 and D/C Tay Zar Lin 47097.

Have a good holiday!

C/O Min Swe 15850 is one of the good examples of the successful training program within Uniteam. He had started as a Cadet in our company in 1988 and has now completed his second contract as Chief Mate.



The 5 Happy Guys

The incident

During a loaded voyage two experienced members of the ship's crew died as a result of entering a cargo hold. Two further seamen almost suffered the same fate when they attempted to rescue their colleagues.

What happened?

The vessel loaded a full cargo of ferrous scrap in bulk. During the voyage the bosun reported to the chief officer that the sounding of number 3 hold bilges indicated water in the hold. The chief officer in turn reported the matter to the master and advised that he intended carrying out an inspection of the hold to investigate the matter. The master instructed the chief officer to wait until later in the morning when there would be additional crew members available to assist. A little while later the bosun and an AB noticed the manhole to the hold open. They looked down into the hold and could see two bodies laying on the ladder platform - one of whom was the chief officer. The bosun immediately began to descend the ladder, to attempt a rescue, followed by the AB. On reaching the platform the bosun collapsed. The AB realised what had happened. He managed to get the bosun back up the ladder and then raise the alarm. The emergency party was quickly on the scene and two members of the crew, wearing breathing apparatus, recovered the two bodies from the hold. Attempts were made to resuscitate the chief officer and his colleague but without success. Unfortunately the two men were dead.

What went wrong?

The chief officer no doubt had good intentions in wishing to care for the cargo. He was an experienced and conscientious officer who was well aware of the correct procedures which should be taken before entering enclosed spaces. However, it would appear that he chose to ignore those procedures and indeed the instructions of the master - presumably believing that there was nothing to worry about in the hold. There was no indication that he had made any attempt to ventilate the hold, check the atmosphere, advise anyone else about his entry other than the AB who he took with him. He did not arrange for breathing apparatus and rescue equipment with necessary personnel to be on site. In fact he did not appear to have carried out any planning or take any precautions at all. He did not seem to have appreciated that a hold containing ferrous scrap can have serious oxygen deficiency. The oxygen is consumed during the rusting process of the scrap. The shipowners had clear written procedures for entry into enclosed spaces. Posters warning of the danger were displayed in the accommodation. Further, every member of the crew, including the chief officer had watched a video regarding the correct steps to take before entering an enclosed space.

The bosun and the AB who first discovered the bodies were also well aware of the correct procedures they should have followed before entering the compartment and attempting a rescue. But again they chose to disregard all they knew and all their training and

entered the compartment without taking any precautions. They were fortunate to survive.

What can we learn from this incident?

Before entering any enclosed space it is of vital importance that the entry must be planned and controlled. The entry should be discussed at least at the daily work planning meeting and with other personnel as may be necessary. A permit to work/entry into enclosed spaces checklist card system, or similar should be utilised. The nature of the potential hazards should be considered - in this case potential oxygen deficiency because of the nature of the cargo. The space should be adequately ventilated and tested for oxygen levels and, where appropriate, toxic and/or explosive gases.

Consideration should be given as to whether those entering the space should do so with breathing apparatus - and in any event breathing apparatus sets should be available at the entrance along with other rescue equipment and at least one man. A method of communication must be established between the persons entering the compartment, the standby man and the officer of the watch on the bridge.

From a human nature point of view it is perhaps understandable why, on seeing colleagues collapsed in a compartment, a person's first reaction is to want to attempt an immediate rescue. This is virtual suicide; compounding an already tragic situation. Training must be provided which would result in a person's first reaction, on being confronted with such a situation, to raise the alarm. The emergency party can then carry out a controlled rescue wearing the correct equipment. Never take chances always follow the correct procedures. (Source: North of England P&I Club, Signals Magazine)

DRUMMING UP TROUBLE



Putting your foot on it not the proper way to leave the ship



The other side of the coin not the proper way to come on board

(Source: Gard News 161 March/May 2001)

PIRACY KEEP YOUR GUARD UP

We have received a report from the M/V Tete Rickmers which is a 1200TEU Container vessel, stating that she was boarded at night-time by seven unidentified persons (whilst lying alongside in the port of Cochin, India and carrying out loading operations).

The deck watchmen spotted the intruders on deck in vicinity of bay No.05 on the waterside of the vessel. The men were carrying cartons to the ship's side. The alarm was raised immediately by the deck-watchmen with all available handheld radios and vessels public address system. The off-duty part of the crew appeared on deck very quickly. The intruders tried to threaten the crewmembers with knives but when more crewmembers appeared they fled towards two small unlit motor boats waiting along the ship's side, threw cartons into the water and escaped from the vessel.

The incident happened when the vessel was close to complete her loading operation. At that time the deck watch (4th Mate, D/C and A/B) as well as the C/Off were busy connecting and checking reefer containers being loaded.

The crew of the vessel reacted quickly and sensibly taking appropriate action to discourage the intruders whilst safeguarding their own life. It is always important in such situations to remember that the crew should value their lives and not put themselves at risk.

HEALTH, SAFETY & ENVIRONMENTAL AWARENESS AWARD

On the 13.05.2001 AB Thant Zin 13479 on board the M/V APL Egypt was proposed for Health, Safety and Environmental Award. The Captain stated that Mr Thant Zin is always wearing all required personal Safety equipment and makes sure that other personnel on board do not carry out work without taking the correct precautions such as wearing safety harnesses or goggles.



Everyone is aware of the safety measures to be taken but AB Thant Zin really ensures that these procedures are followed at all times. Such a dedication should be awarded as an example to all our seamen as we strongly believe that all our crew should behave in a similar manner and with such care in order to minimise risks on board, prevent accidents and ensure that jobs are carried out correctly, first time, every time.

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.

HUMOUR

Cast away

From a passenger ship, everyone can see a bearded man on a small island, who is shouting and desperately waving his hands.

"Who is that man and why is he so upset?" a passenger asks the captain.

"I've no idea, but every month when we pass by, he goes nuts.

A letter

Dear Son,

I'm writing this letter slow because I know you can't read fast. We don't live where we did when you left home. Your dad read in the newspaper that most accidents happen within 20 miles of your home, so we moved. I won't be able to send you the address because the last family that lived here took the house numbers when they moved so that they wouldn't have to change their address.

This place is really nice. It even has a washing machine. I'm not sure it works so well though: last week I put a load in and pulled the chain and haven't seen them since. The weather isn't bad here. It only rained twice last week; the first time for three days and the second time for four days.

John locked his keys in the car yesterday. We were really worried because it took him two hours to get me and your father out. Your sister had a baby this morning; but I haven't found out what it is yet so I don't know if your aunt or an uncle. The baby looks just like your brother.

Uncle James fell in a whiskey tank last week. Some men tried to pull him out, but he fought them off playfully and drowned. We had him cremated and he burned for three days. There isn't much more news at this time. Nothing much has happened.

Love, Mom

P.S. I was going to send you some money but the envelope was already sealed.



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