



UNITEAM NEWS

Edition: June 2002

M/V Sea Master

The M/V Sea Master was the first vessel to be included within our safety management system 6 years ago. She has been in our company for the past 11 years.

She is a 23.750 MT DWT Bulk Carrier of GT 14.159/NT 8.444, Geared, Fully Logs Fitted, with 4 Holds, 4 Hatches, built in Japan in 1985 and trades under Myanmar Flag on a tramp trade around the world.

During her recent call at Adabiyah, she was visited by our Technical Manager, Mr Eduard Bankovic. He reported that the vessel is kept in an excellent condition and commented on the efforts and motivation of both the Officers and Ratings, all of Myanmar Nationality, to further improve and continue maintaining the vessel in the same excellent standard.



M/V Sea Master

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The ISM Code is working

A new Study carried out by The Swedish Club confirms that ship owners implementing the ISM Code can expect to achieve a reduction in Hull claims of 30% together with a similar improvement in Personal Injury claims.

The study was based on a comparison of claims between phase one vessels (passenger vessels, Tankers and bulk carriers) for which the ISM Code became compulsory on 1st July 1998 and phase 2 vessels (container and General Cargo vessels) for which the ISM Code will become compulsory on 1st July 2002.

The evidence of the study showed that between the years of 1996 to 2000, the claims of phase 1 ships improved 30% more than the phase 2 ships. As we now come close to the deadline for the phase 2 ships, many have already implemented the ISM Code on board and the performance of the phase 2 ships has started to increase significantly.

Whilst there may not be any noticeable day to day benefits with the introduction of the ISM Code, the resulting increased awareness of both the management and the ship of ever increasing Safety Management Systems is resulting in a safer and less dangerous working environment.

However, Success is not automatic. It is very important for the success of any safety management system that it is implemented and operated properly with the right attitude towards increasing safety through the proper use of procedures and checklists.

On many occasions the most dangerous attitudes, are the following which are heard on occasion:

"This regulation does not apply to me (only to the rest of the crew)"

"We do not have to follow this safety procedure on this occasion"

"I do not have the time to put on my safety clothing before I go on deck."

"I have been 20 years at sea I do not need a checklist to tell me what to do."

"I do not wear my helmet on deck, I do not need to, I always take care"

There can be no short cuts in safety.

International Greetings – Part 2

Following up our international greetings section in the last issue of the newspaper, below is a phonetical guide to further different greetings in the various languages provided by Capt. Moraru that can be found amongst the different nationalities of crew that we employ at Uniteam.

English	Myanmar	Lithuanian	German	Romanian	Polish	Croatian	Russian
Good Day	Kong lo Ma kung bu	Geraj Blagaj	Gut Schlecht	Bun Rau	Dorby Zly	Dobro Lose	Horosho Ploho
Good bye	Ta tar	Viso gero	Auf wiedersehen	La revedere	Do swizzenia	dovidjenja	Dosvidani
Good appetite	Sai kung par zai	SKanais	Gutten appetit	Pofta buna	Smacznygo	Dobar tek	Prijatnogo apetita
Cheers / For health	Hay / Chen ma ba see	Y svejkata	Prost / Zum wohl	Noroc / Servus sanatate	Na zdrowie	Jivili Na zdravie	Na zdarowie
Good morning	Mingalar par	Laibas rytas	Guten morgen	Buna dimineaza	Dzien dorby	Dobro utro	Dobro utro
Good day	Mingalar	Laiba diena	Guten tag	Buna ziua	Dzien dorby	Dobar dan	Dobrij den
Good evening	Mingalar nya ne khung	Laibas vakaras	Guten abend	Buna seara	Dorby wieczor	Dobra vecer	Dobrij vecer
Good night	Kong lo nya	Labanakt	Guten nacht	Noapte buna	Dobra noc	Laku noch	Dobrij nochi

A Master's Dilemma

A tanker had finished discharging cargo and was ready to sail. The pilot was on the bridge. Weather conditions were near perfect – daylight, low wind and a gentle current pushing the ship against the berth. She was moored portside to the berth. Four tugs were to be employed, one forward, one aft, one amidships and the fourth tug on stand-by to act as escort.

The tugs were attached with their own lines. Ship's lines were let go; she was towed off the berth. Initially, the ship moved parallel to the berth but then the ship's bow veered to starboard owing to the forward tug exerting a greater pull than the others. The pilot ordered the forward tug to stop, but the bow kept moving to starboard, so he ordered the forward and middle tugs to push the bow back towards the berth. At this stage there was no danger to either the ship or the berth, and an astern movement by the ship's engine would have been sufficient for her to clear the berth. This ship's Australian Master was not aware that the Japanese pilot had ordered the tugs to push because he did not repeat tug orders in English. As the two tugs pushed the situation quickly became confused. The ship swung to port, towards the berth and twice hit the jetty.

A pilot is the ship owner's servant and is there to advise the Master. Although the Master retains overall control, it is extremely difficult for him to supervise a pilot if orders are not repeated in English. This claim cost the Owner \$500,000. The sole cause was a communication failure.

(Source: "North of England P & I Club, Signals Experiences.")

Fire Drills

Fire drills should be regular, authentic and involve the entire ship's crew. Every member of the ship's crew should know and have practical experience of using the ship's safety fire-fighting equipment. This knowledge is very important.

An assistant steward, aged 63 years, was taking part in

the ship's weekly fire drill. He was paired with the chief Cook and they intended to operate a fire hose. Neither the chief Cook nor the assistant steward were prepared for what happened next. The water jetted out through the nozzle with great force and the hose shot violently backwards and knocked over both of them, leaving them in a heap and the assistant steward injured.

Safety can be achieved only by regular instruction and training. There are dangers associated with the use of fire-fighting equipment and these should be explained to crewmembers before the equipment is used. Any special or unique feature of the ship's own equipment should be pointed out. Crewmembers who do not normally use fire-fighting equipment have to be under special supervision during drills.

Although there are no published procedures on how to operate fire hoses, it is common practice to reduce pressure in the fire main by leaving open a fire hydrant making sure that there is water running from it. When fire hoses are used, the back pressure can be powerful enough to cause the operator to lose his footing. It is essential to open the delivery hydrant, or the release handle on the hose's nozzle, slowly and carefully.

(Source: "North of England P & I Club, Signals Experiences.")

Drills

Below is an impressive photograph of a successful launch of the free fall from the M/V Tete Rickmers taken by Capt Krutko, as well as a photograph taken during an anti pollution drill on board.



P & I News

The Dangers of Enclosed Spaces

The dangers of entering enclosed spaces have previously been highlighted. Crew and also surveyors can be at risk whilst performing surveys aboard ship and every effort should be made to prevent their injury or death.

Example:

A bulk Carrier called at the port of Chiwan, China to discharge cargo of bulk soyabeans. The Shipowners appointed a survey company to check the condition, quality and quantity of the cargo and the seals of the holds, for the purpose of protecting them against possible claims by the cargo owners for damage or short delivery.

The survey company was based in Hong Kong and one of their marine surveyors attended on board during the afternoon following the vessel's arrival. The Master offered him the assistance of the vessel's Chief officer to carry out his inspection but the inspector advised that it was not necessary and that he only needed the help of an assistant Bosun. The Master therefore delegated an AB to accompany the surveyor.

The Hatch covers of the No.1 hold were opened and the surveyor was observed taking photographs of the cargo inside the hold from the main deck. The hatch covers of hold no.1 were then closed. The hatch covers for holds no. 2 and 3 holds were opened and the surveyor was again observed taking photographs of these two holds from the main deck. Following this inspection the hatch covers for these two holds were left open. The duty AB then advised the Master by the Portable radio that he and the surveyor would be taking samples from the forward holds. There were no witnesses as to what happened after that.

At 1600 hours there was a change of the watch with the Chief officer and another AB taking over. Some 20 minutes later the Chief Officer advised the Master that the relieving AB had not been able to locate the duty AB when taking over the watch. The Master ordered the crew to search for the surveyor and the duty AB. A short time later the Surveyor and the duty AB were found lying at the foot of the ladder leading to the access hatch of the No.1 hold. Both of them had died as a result of oxygen depletion.

The court decided that the Master was 50% to blame, based on the premise that the Master is in overall charge of the vessel and responsible for the safety of all persons on board, including lawful visitors. The relevant safety codes provided for a planned entry into any enclosed space with a competent officer or other person appointed specifically for that operation, were not followed in this case.

The fact that the Master had offered the services of the Chief Officer whose presence might have avoided the accident, and that the surveyor rejected this offer, did not detract from the overriding responsibility of the Master.

(Source: "gardservices – Loss Prevention Circular No. 04-02.")

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.

Humor

Funny Definitions

- Alone together
- Living dead
- Small crowd
- Diet ice cream
- New classic
- Sweet sorrow
- Plastic glasses
- Working vacation

Wives

I've been in love with the same woman for many years. If my wife ever finds out, she'll kill me!

Someone stole all my credit cards, but I shall not report it. The thief spends less than my wife did.

I take my wife everywhere, but she keeps finding her way back.

My wife and I went back to the hotel where we spent our wedding night. Only this time, "I" stayed in the bathroom and cried.

Plane Flying

A farmer and his wife went to an air fair. The farmer was fascinated by the airplanes and asked a pilot how much a ride would cost.

"\$100 for 3 minutes", replied the pilot. "That is too much", said the farmer.

The pilot thought for a second and then said, "I will make you a special deal. If you and your wife ride for 3 minutes without making any sound, the ride will be free. But if you make a sound, you will have to pay the \$100."

The farmer and his wife agreed and went for a wild ride. After they landed, the pilot said to the farmer, "I want to congratulate you for not making a sound. You are a brave man."

"Maybe so," said the farmer, "But I have to honestly tell you, I almost screamed when my wife fell out."

Never Got Caught

An applicant was filling out a job application. When he came to the question, "Have you ever been arrested?" he wrote, "No." The next question, intended for people who had answered yes to the previous question, was "Why?" The applicant answered it anyway: "Never got caught."

A Child's Prayer

One night, a father passed by his son's room and heard his son praying: "God bless Mummy, Daddy, and Grandma. Ta ta, Grandpa."

The father didn't quite know what this meant, but was glad his son was praying. The next morning, they found Grandpa dead on the floor of a heart attack. The father reassured himself that it was just a coincidence, but was still a bit shocked. The next night, he heard his son praying again: "God bless Mummy and Daddy. Ta ta, Grandma."

The father was worried, but decided to wait until morning. Sure enough, the next morning Grandma was on the floor, dead of a heart attack.

Really scared now, the father decided to wait outside his son's door the next night. And sure enough, the boy started to pray: "God bless Mummy. Ta ta, Daddy."

Now the father was terrified. He stayed up all night, and went to the doctor's early the next day to make sure his health was fine. When he finally came home, his wife was waiting at the door. She said, "Thank God you're here -- we could really use your help! We found the milkman dead by the door this morning!"



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