



UNITEAM NEWS

Edition: September 2002

New Vessels

A few vessels have been newly placed under our crew management in the past three months. These vessels were previously under our management, many since being launched, and after an absence of two years from our Company, we were glad to receive them back, following the change of their Managing Owners.

The new vessels, all gearless container carriers, were built by Halla Engineering and Heavy Industries in South Korea between 1994 and 1998. They are trading world-widely under Liberian and German Flag, and their DWTs are 27600, 36100 and 45400 tons, and 22750, 30300 and 36600 GROSS tons. Their Lengths range between 188, 202 and 232 meters and they are equipped to carry 1950, 2825 and 3350 TEUs respectively. They are all fitted with a Hyundai B & W Main Engine of 15700, 25050 and 28900 KW.

Many of our crew are already well familiar with these vessels, having served on them before and we are sure they will be pleased to see them returned to our management.

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New Vessels

Deadlines

The Final Deadlines for the Shipping Industry have been in place as from the end of July 2002. The 5 year warning period for the STCW 95 implementation has passed through its 6-month tolerance period and the second stage of the ISM Code has been officially implemented on the 1st of July 2002.

We are now in a position, where no crewmember can sign onto a vessel without his STCW 95 certificate and at least some sort of proof of application for any Flag State documents required. Also no vessel over 500 GT can sail on an International trade, without a Safety Management Certificate and all companies operating a ship on international waters must have a Document of Compliance issued by the Flag Authorities.

The time has arrived where there is "no escape" for all involved ashore and on board. All personnel must recognise the importance of efficient Safety Management Systems. Whilst the systems are not yet perfect, the situation is improving as more companies in the industry are moving away from overly complicated instructions and are streamlining their manuals to be more easy to use / refer to. The goal is to generate a closer co-operation and understanding between the vessel and the office, achieved by open reporting and resolving of problems.

Our Offices have already achieved the required Documents of Compliance for the past 6 years and all ships under our Quality, Safety and Environmental Protection Management System have obtained a Safety Management Certificate, regardless of whether it was legally required or not.

Over the past 6 years, we have witnessed a steady decrease in the number and frequency of accidents and illnesses. This has also lead to a significant decrease in the number of serious injuries and illnesses, especially on vessels, which are under our direct Safety Management System.

The evidence available in the industry suggests that, despite the shortcomings of the ISM Code and the STCW 95, as well as the need to resolve other issues in the shipping industry, relating to Port State Control and responsibilities of the Charterers towards the vessels, the new standards contribute positively in reducing unnecessary mistakes, accidents, etc. and the trend can only continue as everyone in the industry learns to adjust themselves towards a Safety Management Philosophy.

CSAV Genova

Many thanks to our Technical Manager Mr Vytautas Rimeika who has presented us with a dramatic action

photograph of the launching of the freefall lifeboat on the M/V CSAV Genova.

The launching drill was conducted in Livorno, Italy on the 09.05.2002 where the vessel was due to go into dry-dock.



CSAV Genova Livorno Lifeboat Launch

All pictures are welcome, especially of unusual incidents or items of interest. For pictures intended for the newspaper, normally a digital version is preferred, as normal photographs tend not to be of such good quality after being scanned into the computer.

P&I News

Beware of the cable guy!

Local correspondents at a Spanish port were called by the port authorities to go on board a vessel as some defects had been found on the top side tanks, with holes and wasted steel in all ballast tanks.

The master was instructed to make temporary repairs by welding a steel plate on top of the holes in two of the tanks. Once that had been done the port authorities would allow the vessel to proceed to a shipyard to undergo proper repairs. The chief engineer instructed two members of the crew to start the welding.

The photos of the electrical cables used for welding shown below speak for themselves. The cables were in the open, in the middle of the main deck, where inspectors, stevedores and crewmembers were moving about. Naked welding connections were just waiting to be touched by someone and give a tremendous electrical shock.

Perhaps the most worrying aspect is that the master indicated that he was aware of the danger and yet he did nothing to remedy the situation. This is deeply worrying to those providing insurance to the ship owners and is probably of equal concern to the ship owners themselves.

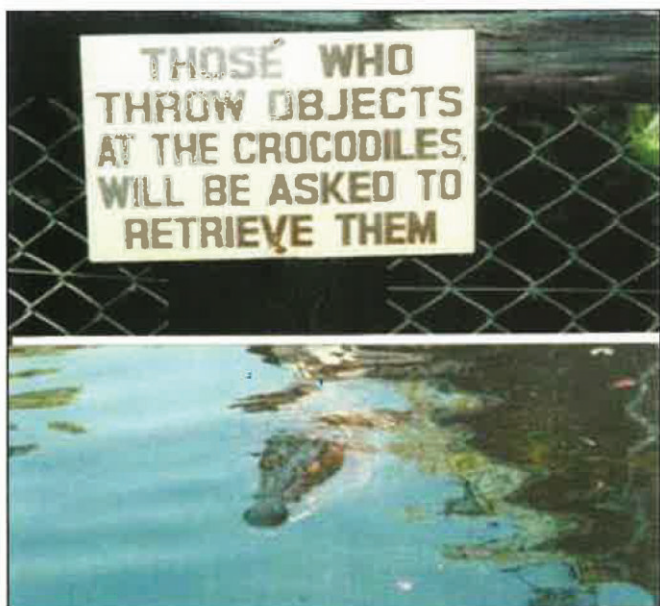
The potential for serious injury and death goes without saying. That aside, the master and possibly other responsible officers might well find themselves charged with a criminal offence, for which there would be no insurance cover.

This appears to have been an accident waiting to happen. Fortunately, it did not - perhaps more by luck than anything else. Next time, however, Lady Luck may not be smiling. All owners and operators are urged to ensure that hazardous situations such as this do not arise. (Source: "Gard P&I" - Gard News)

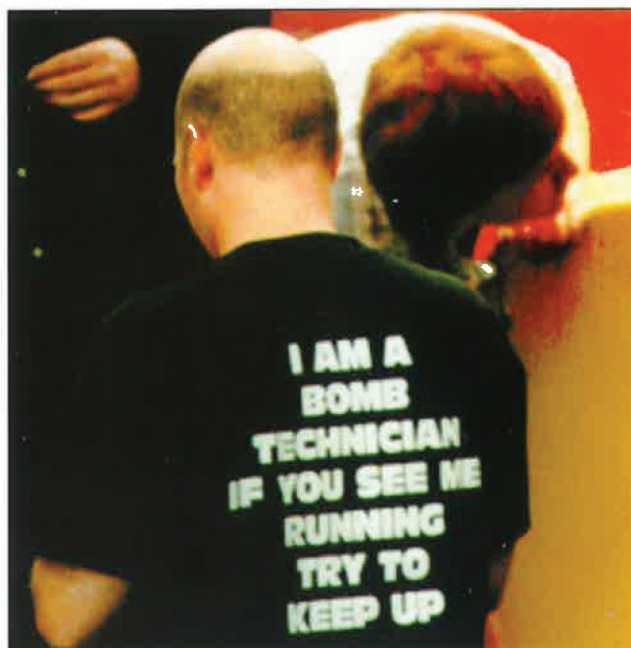


Management Principles!!!

1. Provide Clear Instructions – It is very important in any management structure to provide clear instructions to your employees to ensure that all persons can "Get It Right, First Time, Every Time." It is also important to generate motivation to follow the regulations and ideas for improvement.



2. Provide Clear Emergency Instructions – Clear Emergency Instructions allow for easy understanding of tasks to be done during an Emergency.



3. Training – However, even the best laid plans can go wrong if the Instructions are not followed up with training. That is why it is so important to conduct effective familiarisations, briefings and drills so that people become familiar with their duties.



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.

US Visa

Since the 11th September attacks on the USA last year, the security around the USA was inevitably increased. During the past year the US Immigration has imposed several different initiatives, with each port interpreting the requirements in their own special way, making compliance with these requirements almost impossible.

We have however, tried to keep all vessels calling at the US informed of all the developments that have occurred during the past year and we would like to take this opportunity to thank all persons who provided our office with useful information about the different regulations being imposed, as well as their application during ports of call.

The latest development has been the US Immigration requesting for a laminated Identification card to be carried at all times when on board in US ports and when going ashore (if shore leave has been granted). Therefore, we wish to remind all our crew that it is essential that such a card be kept with them accordingly in order to avoid unnecessary fines or detentions of the vessel.

Health, Safety & Environmental Awareness Award

The Health, Safety and Environmental Protection Award is an award issued to recognise the outstanding efforts and attention given by our crew towards safeguarding the Environment and ensuring the continuing good health and safety of their colleagues.

Should there be a crewmember on board deserving to be nominated for such a safety award, please make your proposal to the Master of your vessel, who after due consideration, may send the request through to our office.

Humor

AND YOU THINK YOUR HAVING A BAD DAY AT WORK !!

Although this looks like a picture taken from a Hollywood movie, it is said to be a real photo, taken near the South African coast during a military exercise by the British Navy.



CURING A COUGH

The owner of a pharmacy arrives at his shop to find a man leaning heavily against a wall. The owner goes inside and asks his assistant what is happening.

"He wanted something for his cough, but I could not find the cough syrup," the assistant explains. "So I gave him a laxative and told him to take it all at once."

"Laxatives do not cure a cough, you idiot," the owner shouts angrily.

"Sure it will," the assistant says, pointing at the man leaning on the wall. "Look at him. He's afraid to cough."

CADET TRAINING

A young cadet had nearly completed his first overseas tour of sea duty when he was given an opportunity to display his ability at getting the ship under way. With a stream of crisp commands, he had the decks buzzing with men and soon, the ship had left port and was steaming out of the channel.

The cadet's efficiency had been remarkable. In fact, the deck crew were all talking about how he had set a new record for getting a large Tanker under way. The cadet glowed at his accomplishment and was not all surprised when another seaman approached him with a message from the captain.

He was, however, a bit surprised to find that it was a radio message, and he was even more surprised when he read, "My personal congratulations upon completing your underway preparation exercise according to the book and with amazing speed. In your haste, however, you have overlooked one of the unwritten rules -- Make sure the captain is aboard before getting under way."



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