

TEAM TELEGRAPH

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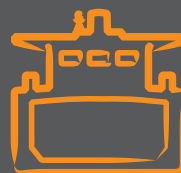
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M/T Front Odin Transits the Bosphorus Straits



SeaTeam
Management
"The Good Move"

SeaTeam Chief Officers Attend Command Assessment

Four Chief Officers from SeaTeam were placed in Singapore's STET Maritime Pte Ltd's Command Assessment Program (CAP) from 04-06 May 2011.

The CAP Program is specifically designed to assist companies in assessing the suitability of senior officers for assuming the position of Shipmaster; focusing on the assessment of generic leadership competencies. During the 3-day program for the 4 participants, C/O Muhammad Salman, C/O Sudheer Chikkala, C/O Magesh Deepak Marimuthu, and C/O Ariston O.

Bureros Jr., were subjected to class room training and Psychometric Assessment, as well as individual simulator stress testing.

The four candidates for command were screened by an instructor Master Mariner and a psychologist, after which a confidential report was issued to the company that elaborated on the profile of the participants, their attributes, strengths and weaknesses. All four men were awarded certificates of successful completion by STET Maritime.



Under pressure from Instructors



Class room instruction and testing



Navigational scenarios



STET Maritime facility



In the simulator

Supramax Bulk Carrier SFL Sara Delivered

M/V SFL Sara has been taken over in Xiamen Shipyard on the 21st of February 2011, under command of Captain Vincent Litan and Chief Engineer Victor Albano.



Attending the take-over ceremony was the vessel's Godmother – Sara Lund, wife of SFL Commercial Director Petter Lund; Site Manager, Capt Sunil Dutt and SeaTeam's Senior Fleet Manager, Ivo Premic. At 189.99 meters in length overall and 33,044 gross registered tons, the Hong Kong Flagged SFL Sara proudly sailed on its maiden voyage to Singapore for taking bunkers.

Catches from the Bight of Benin - Nigeria

With water depths varying from 400 to 1000m, this bight is teeming with marine life. Catches vary from blue fin tunas to wee sharks to the local heavyweights;



◀
▼
**Front Signe,
Bosun "John
Rayappan
Fernando"**



the born talent from "Punnakayal" Tuticorin has hooked them all. With limited gear, Bosun, John Rayappan Fernando has been using a variety of tactics to get some action. Some were too big, too tough and too smart, adapting was the key. A bit of seamanship skills using cone shaped nets saw the big catch coming in. A good session can have 4-5 dabs. Hooks ranging from size 2/O to 10/O were used. With a formidable freeboard, the lines often part. Once a big one is hooked, it is slightly lifted above the water, the cone net is then lowered and manoeuvred beneath the flapping fish. Once in place the catch is lowered into the net. It is then lifted on to the deck. After quick photo sessions and gazes, it is carried away to the Fish Room...There is nothing like a feed of fresh fish.

Best Practice Sharing

M/T Ulriken Rescue Boat Drill at Fujairah B Anchorage on 01st June 2011

Recently in Fujairah, the Rescue Boat was launched for routine drills. Thanks to the entire staff, the operation went off without incident other than few hiccups on equipment.

Rescue Boat Drill was successfully completed for the first time after take over, the rescue boat was launched in water. Using the STS basket for personnel transfer to boat just above water level while embarking and disembarking worked very well and reduced personnel exposure to high risk factors to a great extent.



Crew were not lowered in the boat but embarked by STS Basket



M/T Sea Hope given "Heads Up" Award

In recognition of high quality performance and service by the men onboard, the company has recognized the M/T Sea Hope as recipient of SeaTeam's first annual "Heads-Up" Award. While under the command of Captain Manbir Waraich, The M/T Sea Hope managed a one (1) observation Idemitsu SIRE vetting inspection at Kiire Japan on 20 Apr 2011, which is the best SIRE result of any tank vessel thus far.

In addition, the team onboard managed to resolve an Aalborg Boiler automation problem that would have cost the owners USD 20K plus travel expenses if a service engineer had required. The boiler control panel was giving an output error and required system re-boot and re-loading of the program from the CD. The team onboard, including Chief Engineer M K Karri, managed to sort out the remote operation, successfully test from ECR and confirm operation after:

- 1) Removal of the HDD from C/E's cabin computer & installation the same in the Boiler Control PC in ECR.
- 2) Operating System & Drivers having been re-installed successfully from the Aalborg Ghost CD.
- 3) Aalborg Application having been re-installed & configured.
- 4) Boiler Control PC having tested for remote operation of Boilers from ECR.

After repairs, the vessel only require an ordinary HDD to re-instate C/E's cabin computer.

The award in the amount of USD 1000 will be credited to the vessel's Welfare Fund for use in promoting crew morale and recreation.

New Team Mates

Singapore Office



Senior Accountant
Idawati Anas



System Superintendent
Joey Chua Tiong Geh



Junior Purchaser
Kannan



Technical Executive
Mardiana Binte Abdol Karim



Accounts Payable Assistant
Thang Mei Nyok



SeaTeam
Management
"The Good Move"

India Office



Crewing Superintendent
Rajesh Divakaran



Accounts Assitant
Jayalakshmi



Accounts Assitant
Madhan Kumar



SeaTeam Philippines Summer Family Outing

CTi-SeaTeam Management Philippines has just conducted a family outing in Batangas, Phils on 26-27 May 2011 where 15 senior staff & families attended. It was held in Matabungkay Beach Resort where all the families enjoyed swimming, sightseeing & karaoke session till after midnight. It was a successful event with 75 attendees including seafarers, their families and office staff including the companies' Managing Director. Capt. Alasdair Smith.

It was a memorable 2 days of close encounter with senior staff & family where we saw their happiness & gratitude to what we are trying to achieve – be the "preferred company". Attendees included families from Cebu, Bohol & Iloilo interacting with Manila resident seniors & family. Games were prepared by wives & all participated to the delight of everybody.

CTi - SeaTeam would like to thank Capt. Alasdair Smith for the support & unending initiatives to have our seafarers feel that they belong to one family – the SeaTeam family.

Capt. Ronaldo S. Maniego, Owner's representative CTi-SeaTeam Excerpts from speech of seniors who attended:

"In my 25 years of seafaring- this is the first time that a company has given us this privilege & importance & we are thankful to Alasdair & Ronnie for this get together" – C/E Tumalak ex-Golden Eminence.

"after all this years of sailing, I can now say that this is the company that I will stay till I retire-hope this event will not be the last & may god bless us all – more power to SeaTeam Management" – C/E Doria ex-Golden Shanghai.

"Even if I am still a newcomer to the company, I do feel & believe that this is the company I am looking for. My wife & I would like to thank you all for organizing this event which we will truly treasure- rest assured I will do my best onboard in return for this great time together" – Capt. Orcullo for SFL YUKON.



A Soft Touch Can Hit Hard

By BK Singh



Major repairs

Q1 of 2011 saw SeaTeams previously excellent safety performance suffer a substantial set back with the grounding of the Front Cecilie. It is a stark reminder of the need to make safety a part of everything we do and that a safety culture is essential to commercial success.

Vessels rarely "Run Aground" the preferred euphemism "Touched Bottom" underlines that everyone connected with an accident (Ship staff, Managers & Owners) are hoping for the best.

Once this unfortunate "Touch" has been established, the second phase of denial kicks in and convinces us all

above water, that below the draft level it is, hopefully, a Soft touch.

But this soft touch can be anything but soft, as we recently learnt the hard way. There were no shuddering vibrations or dramatic alarms going off when "FRONT CECILIE" gently but defiantly refused to respond to the Main Engine movements when approaching an anchorage. Initial indications & checks revealed that she was sitting on a "soft mud patch". Tanks were inspected and there was no breach in the hull, there was some buckling and inset in the bottom floor.

The vessel subsequently had to be taken to Dubai drydock for repairs. Looking down from the dock wall it was hard to visualise the havoc & extent of damage within. 4 frames with associated longis and shell plate had to be renewed.

In a depressed shipping market, 14 days, 60 Tons of steel and a Million dollars later we should all be aware there is no such thing as a Soft touch.



C/O Eeljeev

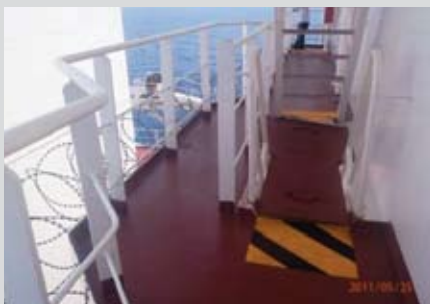


A millions dollars later



Repairs in progress

Security Best Practices



Steel plates block access

The following security best practices were established by the crew of the ULRIKEN to fortify the against piracy in the Indian Ocean:

- E/R door has been fortified.
- Razor wires fitted fully around the ship.
- Dummies posted at strategic locations.
- From outside deck to bridge the ladders are closed with steel plates and also the railings with razor wire, all doors locked from inside.
- Alleyway doors are blocked to buy time for OOW / Command to go to Citadel even if pirates board the vessel.
- The elevator doors are bolted from outside into the engine room.



Coiled razor wire deterrent



Elevator door bolted



Dummy on look-out

Incident Investigation Course conducted in Chennai Training Center



The first In-house course of Incident Investigation and Risk Assessment was successfully conducted on 29th and 30th March at Sea Team Training Centre in Chennai. 14 Officers from the fleet have attended the course, which was conducted in association with SeaTeam

Training Centre, DNV and Maersk Training Centre. Capt Ashok Krishna from Maersk Training Centre and Mr Vekateswaran from DNV were the trainers for the course.



There was an active participation and discussion from the all the participants during the course. Also, the fleet incidents 2010-2011 were discussed among the officers.