

TEAM TELEGRAPH

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*MV Golden Endeavour berthed
forward MV SFL Yukon
while both are alongside in
Visakhapatnam, India*

*Photographed by:
Capt. Arturo Redentor P. Parcerro*



SeaTeam
Management
"The Good Move"

The Hands of SeaTeam (HOST)



HANDS-OF-SEATEAM

Reading any Newspaper, it is hard not to be aware of the current financial crisis that has been with us for the last few years. But what of the underprivileged we see on the streets of Chennai or Manila? These are people facing a financial crisis every day.

Since the start of SeaTeam, the company and individual staff, have on a small scale supported several charitable causes over the past two years where we have taken disabled children to the circus, provided uniforms for underprivileged students and collected funds to assist relief efforts after the tsunami in Japan and typhoon Falcon in the Philippines.

To expand on our good efforts, the company has decided to establish a corporate charity to coordinate relief for our needy neighbors. The charity, to be known as the "Hands of SeaTeam" (HOST), will allow staff to contribute to worthy causes of regional concern. With HOST, we shall grow our efforts to support various charities by pooling contributions from the Company, Office and Sea Staff. If we all contribute in a small way, the impact becomes large (with almost 700 employees, a denotation of only \$1 a month, will provide over \$8,000 in aid).

The idea is to provide long term support to one cause in India and one in the Philippines. We are looking



for nominations but considering a school for under privileged Children or an orphanage. This is where we know we can make a big difference and see the positive results of our donation. In addition, we plan to make an annual donation to one of the Seafarers Charities such as the Sailors Society, while keeping a portion reserved for regional disaster relief.

To get HOST started, the company and office staff will be making an initial contribution in June. Sea Staff and ships are invited to join in contributing a helping hand to these worthy causes.

We will regularly update our progress with articles in the Team Telegraph showing the positive results of the HOST charity. To ensure transparency, we shall also send a copy of the HOST accounts to every vessel and office on a quarterly basis, so that contributors can see where HOST is helping those less fortunate than our selves.

Please join me in participating to make our HOST efforts a charitable success.

Alasdair Smith
Managing Director



CPR / First Aid Training for Singapore Staff

On the 10th of May 2012, a CPR First Aid Workshop was conducted at SeaTeam's Keppel Towers offices by an instructor from Singapore First Aid Training Center. Primary emphasis was placed on CPR, which including hands-on demonstration as well as use of an AED (Automated External Defibrillator). The course content included:

- Intro & Principles of First Aid
- Importance of First Aid
- Breathing Difficulties & Adult Choking
- Fits
- Fainting
- Simple Bandaging (eg. making a sling)
- Management of Bleeding
- Management of Fractures & Dislocations
- Heart Attack

- Importance of CPR
- Chain of Survival
- 1-rescuer CPR for adults

Participants were benefited by video of actual rescue operations and were able to practice the updated D.R.S.A.B.C. (Danger, Response, Shout, Airway, Breathing & Circulation) of resuscitation techniques on a CPR Mannequin. SeaTeam has printed and will be distributing CPR posters, depicting the D.R.S.A.B.C. sequence to all organization units.



▲ Classroom theory



▲ Heimlich maneuver

▼ Heart compressions



▼ AED demonstration



A Trip to the Shipyard

25/3/12

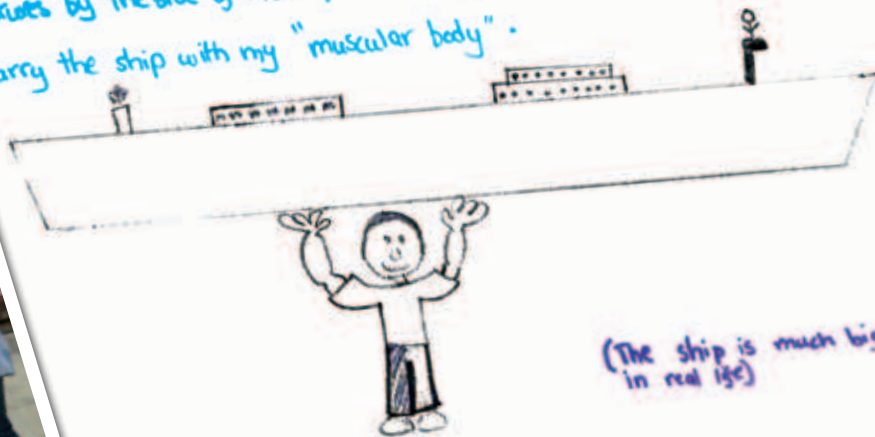
By Rohan D'Costa

A few days ago my Dad told me that we would go to his shipyard to see the big dent in "Front Odie" and a couple of other things too. That day finally came today.

When we reached the shipyard we went to the main building and got our helmets and gloves. While we were waiting for the Director to come, my Dad explained to all the kids about why it is called a dry-dock and about how the ships get into the shipyard with the help of a gate and some pumps.



While we walked to the ship my Dad explained all the projects that take place and they could even take 1-2 years. When we reached we went to the side of the ship and saw all the barricades. We took a bunch of pictures by the side of the ship and one of them was of me pretending to carry the ship with my "muscular body".



(The ship is much bigger in real life)

We saw the huge gate which prevents the water from gushing in. We also saw the pumps from which they fill up the water for the ship to go to sea. We went up to the ship and that was really scary because I'm afraid of heights. We had lunch in the room next to the officer's lounge.



We walked around the ship a bit after lunch. We also went to the bridge of the ship.



After that we had to go home because the tour was over. I know my big dream is to become a soccer player. But after today, I might actually consider becoming a marine engineer.



New Team Mates

Singapore Office



Assistant Accountant
Wini Wati Jong

India Office



Administrative Assistant
R. Sujatha

Manila Office



**Training Manager /
Quality Safety Coach**
C/E Artemio A. Fernandez



Accounts Manager
Aileen L. Cristobal



Crewing Executive
Janet B. Cabañas



Accounts Officer
Ofelia N. Montalbo



Encoder
Mary Jane A. Delos Reyes



SeaTeam
Management
"The Good Move"

Purchasing & Accounts Staff Tour M/T Sea Hope at Singapore



On 13 March 2012, the M/T Sea Hope was treated to a visit from the ladies of purchasing and accounts departments: Mabel Ang, Nur Rafidah Bte Riduan, and Mei Nyok. The girls were welcomed by Captain Sudheer Chickkala after they had made their way up gangway with shore legs made wobbly by the climb. With the utmost hospitality, the guests were brought to Captain's cabin for a welcome softdrink before starting a highly beneficial familiarization tour.

Captain Sudheer brought the ladies to the bridge and showed them navigation equipment, including use of the Radar, Echo Sounder, Gyro Compass & Repeater and other electronics.

While onboard, stores and spares were being lifted from the supply boat while simultaneously bunkering fuel and lube oil.

The girls were impressed by the well equipped Gym room, Mess room and Galley, where they were treated to a sumptuous lunch. The ladies thanked the cook for a most wonderful lunch onboard.

After lunch, Chief Engineer Nand Kumar brought introduced his territory - The Engine Room. The stairs down to the Engine Room seemed a long climb to the ladies, where they were welcomed by a strong gust of hot air! The Engine Room seemed as hot as an oven!

The Chief Engineer provided an overview of the Main Engine, Auxillary Engine, Purifier and other machineries. Being a Purchaser, Mabel Ang commented that she now more fully realised what she had been buying for the vessel. This was really a good experience for the ladies who saluted the Chief Engineer and his team for their ability to actually work in such a HOT environment.





“DRYDOCKING” – MY EXPERIENCE, as penned by Deck Cadet T M James M/T Front Odin



Our good vessel “Front Odin” had recently undergone a Dry docking at Keppel shipyard, Singapore for steel renewal. “Dry docking” a vessel in itself is a critical operation; not to mention all the operations to prepare the vessel for this event that are critical in nature. Given the fact that this dry docking was an unscheduled one, it made the whole operation more demanding in terms of planning & executing it in a safe & efficient manner. The operations onboard were thoroughly planned & discussed at the daily tool box meetings. Watch-keeping rooster of the crew was amended to minimize stress and fatigue. All the cargo tanks were hot water washed using the tank cleaning machines, and purged with IG. Same was followed by gas freeing using portable hydroblowers & IG blowers on Fresh air mode. Subsequently the vessel was inspected & issued with a Gas free certificate by the visiting chemist declaring the vessel fit to enter the dock.

“Finally the D-Day arrived & the vessel dry docked, seeing our vessel completely out of water, on the blocks was indeed breathtaking sight for me.” The days in the yard use to start with an opening meeting between the yard & ship’s personnel discussing & planning out the jobs to be attended by the ship & yard. One thing that both the parties unanimously emphasized each & every time was “safety”, underlining its importance, irrespective of whether the ship is in the water or out of it. Since steel renewal in cargo & ballast tanks was in progress, enclosed space entry was the norm of the day. After a couple of days in the yard I finally got my opportunity to actually see how a cargo & ballast tank looks from within. I got to see

Hull Fouling, an under water world beneath the vessel, sailing all along with us & slowing us down. I also witnessed the removal, plugging & vacuum testing of the ship’s bottom plugs and learnt how the tanks are pressure tested for integrity using compressed air as well as how the weld seams are vacuum tested.

There was lots of other action too, like we even had a short & brief ship visit organized by our captain to a Frontline group LNG tanker berthed next to us. There was so much to explore in so little time.

I had to admit that for me it was probably once in a lifetime experience. I do consider myself to be fortunate enough to get this opportunity so early in my sea career. It has been a steep learning curve for me, as I got to learn many things of which I have had only a glimpse of theoretical knowledge. With the decreasing scope of pending jobs at yard & also the dipping cash levels in our pockets with each passing day, we had already started missing our beloved sea & we finally sailed out of Keppel, Singapore with lots of fond memories, all safe & sound. I would thank all for providing me with this opportunity to share my first experience of dry-docking.

Submitted by Capt. Pushkar Jha