

# TEAM TELEGRAPH

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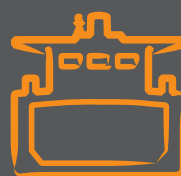
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## Climbing to New Heights



**SeaTeam**  
Management  
*"The Good Move"*

# Climbing to New Heights

*By Managing Director Alasdair Smith*

As SeaTeam enters our fourth year of operations, it is good to review the past year and our achievements. Last year saw us increase by taking 4 additional vessels into management and bringing the fleet size to 20 vessels. The total number of employees ashore and afloat at the end of 2012 was just under 800 including staff on vacation. Most gratifying is that staff retention is over 95% based on Intertanko retention calculation.

While the world economy remains challenging, I am pleased to announce that 2012 saw SeaTeam achieved a small profit as economies of scale have started to take effect with the increased fleet size. We have also managed to reduce costs onboard the ships during the year with the average operating cost onboard the Bulk Carriers and Tankers coming in below the 2011 costs. We have been able to add value to our principals as both clients and shareholders.

In terms of operation we have seen a significant improvement in SIRE inspections with the average number of observations for 2012 being below 5 and down 20% on the previous year. This is despite taking on the management of 2 vessels that are

over 12 years old and being inspected for the first time with SeaTeam.

In terms of personal safety I wish to congratulate the Bulk Carrier fleet that has maintained a Lost Time Injury (LTI) rate of zero for the last three quarters.

Perhaps our most significant achievement in 2012 was the formation of HOST and raising over \$50,000 to help the needy. This allowed us to become the major sponsors of Gnanodaya School/Hostel and the Precious Heritage Orphanage.

Looking forward, I believe shipping will continue to face considerable challenges during 2013 and we will need to continue to improve performance to stay on top. Based on results from the last 3 years it is a challenge I am sure we shall be able to meet. I am also pleased to share with you that SeaTeam will continue to expand in the coming year and it has already been confirmed that we shall be taking on the Management of 2 additional Bulk Carriers and 6 Product Carriers.

I look forward to working with you all in 2013.



*Capt Smith addressing sea staff at the Manila Officer's conference*

# Christmas Celebrations



Manila



Chennai



Singapore



Singapore

## Christmas party celebration at Gnanodaya school

A good breakfast for the children with a cultural show organized by school, which was followed by a SeaTeam sponsored Magic show. Afterward all the kids were presented With Christmas gifts and cakes.



Smiling children enjoying their gifts





# A Round trip onboard Pioneer

*By Mrs. Jeena Peter*

It was with great anxiety that I joined Pioneer with my husband at Galle on 7th Oct 2012. Leaving my kids at home with their grandmother was not easy but the sheer thought of being with my husband was a great feeling and something I wanted to do.

I was joining my husband who was two months into his contract onboard Pioneer. While we had always been planning my joining, we had been waiting for a suitable place, and I only found out I could join in Galle a week previously.

The first hurdle was a 45 min trip by boat out to the ship, however it was not as bad as I feared. Earlier predictions of rough seas off the Sri Lanka coast were unfounded. We had a wonderful trip. I was looking eagerly at all the ships for the "Pioneer". In the evening sky the silhouette of a massive ship could be seen on the horizon. Drawing closer I could see it was the Pioneer, indeed a giant.

The next challenge was to climb up the steep gangway which had been lowered for us. I could see the Captain waving his hand to me; little did I realize that he was asking me not to use the gangway but to wait for the personnel lifting basket. The basket was indeed a joy ride for me. I love this kind of merry-go-round in the city Fair & Fete and in shopping malls too.

Coming on board Pioneer I found it very good. Unlike my previous ships where I had all Indian Officers and Filipino crews, this was a ship where everyone was Indian and I did not have to worry about adapting to the culture. This initial impression never faded and I found the crew very helpful to me.

With the armed guards protecting us through the HRA, all the ship staff were at ease. They continued working day in and out cleaning the cargo tanks and preparing the ship for survey at Fujairah. This was contrary to my expectation that crossing pirated area, the crew would have all battened down in the accommodation for safety. Tank cleaning and gas freeing was a similar experience, which I recollected from my first voyage onboard another ship where the crew looked tired by the end of the day but the Pioneer crew always had smiles on their faces.

It was a relief for all onboard when the survey was completed a few days later at Fujairah. I was interested in going ashore but this was not happening for me. Finally the day arrived to go out and relieve some tension. Although I had been to Fujairah previously, I always look forward to go out and do a little shopping.



Of the twelve who went out only five of us got the shore passes at the gate and seven had to return to the ship. Luckily the Captain and I were given a shore pass. I felt sorry for the others. What a pity, to come all the way to the entrance only to be told "go back to your ship". We enjoyed our shore visit thoroughly and came back in the evening.

Back onboard life was mesmerizing. Beautiful seas and sunsets seem so wonderful far from land. Being onboard can change one's outlook fully towards God's lovely creation.

Come 25th Oct, and I was surprised and happy to note that my birthday was to be celebrated onboard. This was my first birthday on ship and I will never ever forget this lovely experience of being with my husband onboard.

I was somewhat surprised that our next voyage to the discharge port was without armed guards. The Captain told me the company had reviewed their

policy and no guards would be engaged on voyages to the Far East on such big beauties of the seas. I could make out the difference from my last voyage, the decks seemed lonely and all of the ship's crew were inside the accommodation cleaning and polishing the deck floors.



Exercise was never so interesting to me back at home where normally, I had loads of chores. Grooming up the two most beautiful gifts which God has given me and my husband, usually takes up most of my day. But jogging onboard and doing a workout in the best gymnasium of any of my ships so far became a memory to be cherished.

A few days later it was our return trip and I had to get off from the ship again at Galle. All of us had a so called "Sign-off" party, an event many of the crew were looking forward to. For me the two months on board



Our discharge port also was not so interesting to me, knowing that we are going to do an STS operation at an isolated location in the Indonesian waters. This was something different for me, the last one I saw in Hong Kong was when the two ships were moving and it seemed a difficult task then. Here it was relatively easy as Pioneer first anchored and the other vessel came alongside.

I was worried that I could not go out, but in between the two STS operations we received news that we would also call in Singapore port for discharge. The agent told us we can only go out by boat if the cargo stops for some reason. Oh God, was I praying? My prayers were answered when Captain came and told me that the Loading Master had no objections for boats being alongside for shore leaves. Another day out shopping to my heart's content for my kids who were waiting for their mother to come back.

As soon as we sailed out there was an email from Capt. Vinod George wanting all the ship staff photographed together with the ship's name in the background. This was a good idea for me to click some pictures. It was long photo session for us and I really loved it very much with the lovely team onboard.

Diwali came and celebrations were never so enchanting. All these seafarers away from home made this festival a bright, joyful and colourful one. We had a lovely party onboard with a wonderful menu. Karaoke, dance, Bingo and Horse Racing was the main attraction of the evening.

with my husband had flown by. I didn't know whether to be happy or sad. Leaving my husband on returning to the kids, the decision to make was a bit difficult.

However there are priorities which each one of us have and it was with great sorrow that I disembarked from Pioneer at Galle on 9th Dec 2012.

Wishing all staff onboard a Merry Xmas and a Happy New Year in advance. I remain grateful to the company for allowing me to sail onboard and hope that I may get a chance to join back my husband once again and explore further.



# Front Odin obtains MLC Certification

By Capt. Sudheer Chikkala

The M/T Front Odin became the first SeaTeam vessel to achieve a Maritime Labour Certificate by successfully completing DNV audit on November 30th, 2012. The Master shares the details of the audit and preparations for a successful outcome:

## The MLC audit was basically divided into 4 parts.

1. Opening Meeting by Auditor with all ship crew - whoever was available without disturbing rest hours & duties. In the opening meeting he explained to all the concept of MLC & procedure for MLC Audit.
2. Auditor reviewed paper work - He went through crew contracts, CBA's, medical reports, allotment sheets, work/rest hour logs. He interviewed Master with respect to company procedures regarding the 14 areas of MLC. Basically tried to get a picture if Master was aware of them. He also questioned me about OHSAS procedures being implemented by company. From the paper work he tried to get a picture if company procedures comply with the Flag state regulation's on MLC. He also went through Safety Committee Meeting Minutes and also Safety Officer's reports. He also sighted Master's weekly inspections rounds.
3. Accommodation spaces and cabins inspection: He inspected galley, provision stores, smoke rooms, messrooms and cabins. He checked provisions expiry. In cabins he checked lighting, hot/cold water supply in cabins, beds, toilets. In Hospital he checked - Medical locker for expiry of medicines, O<sub>2</sub> cylinders, toilet, beds and alarm.
4. He randomly picked up 6 crews (2 junior officers & 4 crews for a closed door confidential interview. He mostly asked them regarding their rights as per MLC, complaint procedures, wage payments, allotments and any harassment onboard.

Overall the inspector wanted to ensure vessel complied with Flag state regulations on MLC.

## NCs:

1. All original crew contracts have to be onboard.
2. DPA contact details, Flag state contact details have to be posted onboard in common places/ informed to crew, so that crew can complain directly to Flag state. Secondly, company MLC manual states that a crew member can take a confidant (another crew member) as his witness for any complaint hearing. As per

DET NORSKE VERITAS  
SHORT TERM  
MARITIME LABOUR CERTIFICATE

Certificate No: MLC28048/1211305  
Date of Issue: 2012-11-30

Issued under the provisions of Article V and Title 5 of the Maritime Labour Convention, 2006 (referred to below as "the Convention")  
under the authority of the Government of  
**THE REPUBLIC OF THE MARSHALL ISLANDS**  
by Det Norske Veritas AS

**Particulars of Ship**

Name of Ship:	"FRONT ODIN"
Distinctive Number or Letters:	V77719
Port of Registry:	MAJURO
Date of Registry:	2011-04-05
Gross Tonnage <sup>1</sup> :	83805
IMO Number:	9406001
Type of Ship:	Tanker for Oil

**Name and address of the Shipowner<sup>2</sup>**

Company Name:	SeaTeam Management Pte. Ltd.
Company Address:	10, Hoe Chiang Road Keppel Towers #19-03/04/05 Singapore 089315
Company Identification Number:	5521511

**THIS IS TO CERTIFY:**

1. That this ship has been inspected and verified to be in compliance with the requirements of the Convention, and the provisions of the attached Declaration of Maritime Labour Compliance.
2. That the seafarers' working and living conditions specified in Appendix A5-1 of the Convention were found to correspond to the abovementioned country's national requirements implementing the Convention. These national requirements are summarized in the Declaration of Maritime Labour Compliance, Part I.

This Certificate is valid until **2013-04-30** subject to inspections in accordance with Standards A5.1.3 and A5.1.4 of the Convention.

This Certificate is valid only when the Declaration of Maritime Labour Compliance issued at Singapore on **2012-10-01** is attached.

1. For ships covered by the tonnage measurement interim scheme adopted by the IMO, the gross tonnage is that which is included in the REMARKS column of the International Tonnage Certificate (1969). See Article 8(1)(c) of the Convention.  
2. Shipowner means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners in accordance with this Convention, regardless of whether any other organizations or persons fulfil certain of the duties or responsibilities on behalf of the shipowner. See Article 8(1)(g) of the Convention.

DET NORSKE VERITAS AS, Veritasveien 1, NO-1322 Høvik, Norway. Tel: +47 67 97 98 00, Org No: NO 948 748 021 MVA. www.dnv.com  
Form No.: 46.02a Issue: August 2012 Page 1 of 2

the auditor in MLC it states that the person has to be named and his details posted in common places onboard / informed to all crew and he should be of an intermediate rank.

3. Original DMLC Part I has to be onboard meanwhile DMLC Part II can be an electronically signed copy.

## Observations:

1. In crew and officers contract it only refers to a CBA but not a particular CBA between MUI and SeaTeam or between Crew Union and SeaTeam dated on a particular date. The auditor expected this to be clearly mentioned in crew contracts.
2. The auditor checked if medical certificates have a validity of 2 years. Company has various medical modules from A to F for different age groups. The auditor wanted all the test result to be maintained

onboard, where normally only flag state required Medical certificates are filed.

- Hospital was checked if always kept ready for receiving any casualty, and should not be used as spare cabin.
- Crew members need to be provided with a copy of assignment letter and CBA in advance before signing the contract so that they have adequate time to get expert advice from a third party (not crewing manager).

### Preparations for MLC audit:

- Master and SMT went through the entire text of MLC convention and SeaTeam MLC manual.
- Seagull CBT found to be a good tool for refreshing MLC topics. All senior officers completed the CBT module.
- Master checked through the contracts, medical reports, crew and officer certificates. Missing contracts and medical reports were promptly

replaced after receiving them from Chennai Office through e-mail. Expired contracts had extension letters attached to them. Allotments sheets were filed.

- Every day for a week, the ship had a 30 minute training sessions for all ship staff where Master explained the gist of each regulation in MLC and content in SeaTeam MLC manual. Training records for same were maintained. All required stores, cabin, water inspections were anyway being regularly carried out.
- Master downloaded and read the MS advisory of Marshall Islands from the internet regarding MLC, and Flag State inspection procedure's for implementation of MLC.

To sum up the best preparation is to "IMPLEMENT FLAG STATE'S INTERPRETATION OF MLC REGULATIONS TO THE LETTER".

# Volunteer at Gnanodoya High School

*By Sophie Hoehner*

Dear SeaTeam,

I am a volunteer at Gnanodoya High School. I will stay for four months, working for no salary and thereby "helping" the school and thus the children. During my social work I am mainly teaching English knowledge but also importantly General Knowledge. Furthermore, I hope to convey a cultural exchange and a sight into western culture, norms and mentality. I notice that the

children are enjoying this refreshing and new facets I try to bring to the class, just as I do.

I think SeaTeam did an extraordinary job donating the kitchen's renovation. It is not only a positive investment but also sustainable. I see the huge difference to the other rooms. I feel that the new kitchen eases the work and the atmosphere, by upgrading the condition and surrounding of the school.



I think this is a good start into something great that will develop through time with the help of the SeaTeam.

To see the happiness and the pleasure on not only the takers faces but also the givers faces, can only mean a good thing is being done.

# Crude Oil Tanks Construction & Inspections

*By Petter Lalic, Technical Superintendent*

SeaTeam's VLCC MT Pioneer completed its 3rd intermediate survey at Fujairah Anchorage in Oct 2012. Hence, all Crude Oil Tanks were inspected, as per class rules and guidelines, to verify if vessel has the strength to trade for another 2 years. The vessel was found in good condition, with no cracks or thinned plating that would have required steel renewal.

At the design stage an allowance is made for corrosion and wastage. During



*Rays of sunlight illuminate a tank*



the survey period thickness measurements are made of the structure and then analysed to ensure that on a net scantling period there is sufficient strength for a further 2.5 year period.

As the tanks on a VLCC are generally inert and coated in oil, there is very little corrosion and the majority of crude oil tankers have been delivered with no coating. In fact, the majority of corrosion occurs when the tanks are washed and gas freed for rafting and inspection due to the presence of oxygen and salt water.

Experience within the Frontline fleet has shown that deck structure and tank top structure is specially prone to corrosion. Hence, all New Buildings from Frontline are coated in the bottom and top 3 meters of all cargo tanks.

◀ *The enormous volume of a VLCC cargo tank is evident in the perspective of the man standing on the 3rd stringer.*



seas. I could make out the difference from my last voyage, the decks seemed lonely and all of the ship's crew inside the accommodation cleaning and polishing the deck floors.



Our discharge port also was not so interesting to me, knowing that we are going to do an STS operation at an isolated location in the Indonesian waters. This was something different for me, the last one I saw in Hong Kong was when



the two ships were moving and it seemed a difficult task then. Here it was relatively easy as Pioneer first anchored and the other vessel came alongside thence. I was worried that I could not go out but between the two STS operations which we did there was this Singapore port for discharge too. But the agent told us we can only go out by boat and this is only possible if the cargo stops for some reason and thence the boat can come alongside. Oh God, was I praying? My prayers were answered when Captain came and told me that the Loading Master has no objections for boats to be alongside only for shore leaves. Another day out shopping to my heart's content for my kids who were waiting for their mother to come back.

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Exercise was never so interesting to me back at home with loads of chores for me. Grooming

up the two most beautiful gifts which God has given me and my husband takes up most of my day's work back at home. But jogging onboard and doing a workout in the best gymnasium of any of my ships ever so far can be a memory which could be cherished.

A few days later it was our return trip and I had to get off from the ship again at Galle. All of us had a party so called "Sign-off" party, for which many of the crew were looking forward and I was troubled by its mere thought itself. The two months completed on board with my husband, I never knew how time flew. I didn't know whether to be happy or sad. Leaving my husband and being again with the kids, the decision to make was a bit difficult.

However there are priorities which each one of us have and it was with great sorrow that I disembarked from Pioneer at Galle on 9th Dec 2012.

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By Mrs. Jeena Peter

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Now my task was to climb up the steep gangway which was lowered for us. I could see Captain waving his hand to me; little did I realize that he was not asking me to come by the ladder but to wait for the personnel lifting basket. This was indeed a joy ride for me in the basket and I love this kind of Merry-go-round in the city Fair & Fete and in shopping malls too.

Coming on board Pioneer I found it really very good. Unlike my previous trips onboard where I had all Indian Officers and Filipino crews. This is a ship where everyone is Indian and I do not have nothing much to worry about adapting to Filipino style Indian food. The initial impression I got from Colombo airport never faded and I found the crew very helpful to me.

With the armed guards protecting us through the HRA, all the ship staff were at ease and they continued working day in and out with cleaning the cargo tanks and preparing the ship for a survey at Fujairah, contrary to my belief that crossing this pirated areas, the crew would have all battened down themselves in the accommodation for Safety. This tank cleaning and gas freeing was a similar experience, which, I was trying to recollect from my first voyage onboard on one of my ships where we dry docked in Lisbon, Portugal. All the crew was looking tired by the end of the day but they never forgot to put the smiles on their face when confronted.

I joined my husband after two months of his contract onboard Pioneer. He has been planning my joining him at a suitable place, which I never knew

of until the week before I joined the ship. He had made a lovely ship model as a gift for me.

A few days at Fujairah was a relief for all onboard after the survey was completed. I was only interested in going out and this was not happening for me. Finally the day arrived to go out and relieve my tension. Though this Fujairah trip I had done umpteen times earlier, but yet, I always do look forward to go out wherever it is and do a little shopping for the kids.

Of the 12 members who went out only 5 of us got the shore passes at the gate and 7 of them had to go back to the ship. I was lucky enough



and Captain also got the shore pass and we felt sorry for the others. What a pity, they could just come up till the entrance only to be told "go back to your ship". It was at random that the 5 shore passes were ready and I was thanking God for his blessings. We enjoyed our trip and came back in the evening.

Life onboard can never be so mesmerizing, the beautiful seas and the sunsets are never so wonderful from land. Being onboard can change the outlook fully towards God's lovely creation.

Come 25th Oct, and I was surprised and happy to note that my birthday could be celebrated onboard. This was my first ever birthday being celebrated onboard and I would never ever forget this lovely experience of being with my husband onboard. I was surprised that our next voyage to the discharge port was without any of the so called armed guards. Captain told me the company has reviewed their policy and no guards would be sent henceforth on such big beauties of the