

Inside This Issue:

Welcome to the First Issue	1
Completion of AME SAT 002	1
Team Building	4
The Car of the Issue	5
Futsal Competition	5
Allied Conquests, Our New Vessel	6

Quick Fix

AME has recently purchased a new 4-point mooring vessel

We congratulate Nina and Nin Chin on their new additions to their families

Allied Conquests is doing her first job in Vietnam at the end of this month

SAT 001 has been relocated to Allied Conquests

Welcome to the First Issue!

Written By Albert Michael

As this is the first issue of the AME newsletter I guess the proper thing to do is to provide a little history of myself and the forming of AME.

Like many of you, I started as a diver. My first work was with a British salvage company called "British Associated Salvage" in 1968, before many of you were born. This was really the toughest work I have ever had, it was ruthless, the day started at 6am and ended anywhere from 6 pm to 9 pm. This may not seem like long hours but the way we lived and our working conditions would have any HSE officer throwing up.

We went far offshore, out of site of land, in a 60 foot, single propeller landing craft certified for 3 persons to stay and for harbour duty only but we had 14 onboard. Guys were sleeping everywhere, even on the top of cupboards where they had to curl up like cats. Two of the crew was lucky to get camp cots but under the cots were 3 guys sleeping on the floor. My sleeping "quarters" for almost a year, was a small 10 foot by 4 foot wide aluminum boat on top of the wheelhouse which I shared with another diver who is now a Dato.

(Story continues on Page 2)

Completion of AME SAT 002

Written By David Benjamin

Allied Marine and Equipment Sdn. Bhd. is currently in the process of completing our second saturation system at the end of March 2009. Alvin, Vernard and I recently visited Loyang Offshore Supply Base in Singapore to observe the final phase of building AME Sat 002.

This system is capable of accommodating 9 divers in saturation. It utilizes a 3 man bell, which will be able to allow two divers in the water simultaneously leaving one tender in the bell. This means two divers can lock out and assist each other during difficult tasks.

AME SAT 002 appeared to be almost completed and had an enormous 3 man bell. We were able to witness first hand the construction of saturation diving systems. This is where

divers live and work 24/7 at constant working depth pressure. During our visit, the bell was undergoing nitrogen gas leak tests.



TUP chamber of AME SAT 002

Graham Winters of Lexmar is in charge of building the AME SAT 002 system and to ensure the system is built to comply with IMCA guidelines. Graham gave us a tour of the control and machinery vans that were in the yard. We also got the chance to see the Hyperbaric Rescue Chamber (HRC) together with its flyaway package and the Transfer Under Pressure (TUP) Chamber.

The system looks spankin' new and Lexmar has done a good job on AME SAT 002. AME decided that during hook up and commissioning of the system in their yard, our techs will be brought in for familiarization of the system. This will be a good chance for our senior and junior system techs to get their heads around the little tricks they need to learn to get the system running smoothly during operation. That's all from the SAT 002 update as of now, David out!

(Continues from Page 1)

Every time it rained the canvas cover of the boat would fill with water and press down on us and the many small leaks made sure we stayed awake. Meal times were “as and when you could eat”, the trouble was that with a salary of RM 260.00 per month, you had to buy your own food to last 2 weeks at least; to top it off, you also had to find the time to cook your own meal. There was always a rush to use the two burner gas stove and so lunch for you could be anywhere from 12 to 3pm, however, if you were not cooking or eating, you had to work. The time allotted for meals was just enough to cook it and eat it, so many of us lived on canned food and bread, the canned food would have to be for two meals as that's all we could afford. Time off? Well the vessel came in about once every 2 weeks and you had half a day to buy your own provisions and get back to the vessel. They would only stay in long enough to re-fuel and go back out to sea.

Our work attire were swimming trunks and either bare feet or slippers as we had to be throwing SCUBA bottles on and jumping in and out of the water all day long. The company did not buy any gloves subsequently everyone's hands had hundreds of cuts from the coral and barnacles on the wrecks. Our hands would smart each time they got wet and in the morning when you got up there was no way you could clench your fist because your hands were swollen, the effects of the little poisonous barnacles. After a while our hands were like tough leather and the seasoned ones would make fun of the “new arrivals”.

Our crane was a 1.5 ton A frame and the winch was a man operated one. The wire from the block went through the A frame and down to a geared winch which was of a ratchet type. There was a huge steel wheel (much like a helm on a ship, but much bigger) on either side of the gear device, about 4 foot in diameter. Two men would station themselves on each side and turn this wheel manually, one way for up and the other way for down. To bring a heavy object up from 60 feet took about 40 minutes of continuous turning of this wheel. You would have to change sides as one half of you would be so tired. Many times when lowering a load because it was too heavy, the wheel would spin furiously out of control, I am just amazed how no one every got hurt. Our only load meter was if the wire snapped or the front of the vessel was being pulled into the sea. We were all incredibly fit and strong. It was a challenge to see who could work the hardest and lift the heaviest. It

was a typical macho situation, a guy would try and lift something and if he couldn't, he would be pushed aside and someone else would do it and everyone would laugh at the guy who couldn't. Individually we used to lift and put on our shoulders oxygen or acetylene (this was much heavier) cylinders and carry it about 80 feet from the delivery point across the beach to the boat. The amazing thing is that the heavier items always got picked up first no one shirked their duty and all this for RM 260.00 per month plus pay for your own meals. If you talk about multi-tasking here most of us could steer the ship alongside, burn and weld, fill in as mechanics and electricians while being divers.

Three years of this and the experience of many, many adventures that are enough to write a few books, adventurers that you would only read in children's story books, like huge storms, near collisions, lost at sea, uncharted islands and reefs, adrift at sea and then the actual diving adventurers. These were truly wondrous, exciting thrills, especially diving on a new wreck. We worked mainly on salvaging war ships. We used to travel in pairs to fishing villages and talk to fishermen as they always seemed to know where the wrecks were and even how high they were. These would be locations far out to sea where mountains would only be faintly visible. The fishermen with the aid of a compass would navigate while viewing these distant mountains, they never let us down. We would spend 4 to 5 days out at sea on these 25 foot boats that bobbed around like a cork, where the risk of going into a deep sleep would mean falling off the boat, you had to brace yourself while you slept. When the fishermen snagged what they presumed was a wreck, one of us would dive with a ¼ in manila rope around your waist as a safety line and to provide signals. As there were only two of us, there was no standby diver, just another guy to hold the lifeline. With this line we could give all sorts of instructions, we had a series of pulls and little tugs they called “pulls and whistles”. With different combinations you could provide directions that you would give a crane driver today.

On leaving the surface your heart would be racing, wondering what was on the end of the snagged anchor as sometimes this was nothing. We could descend to depths of up to 160 feet. Your equipment would be twin, slightly rusty, SCUBA tanks that had never been tested; these tanks were about 3 times heavier than the present twin tanks of today. Once at 15 or 20 feet the water would get colder and the blue would start getting darker, you felt like you were descending for ages and wondered when

you would hit bottom or the wreck. In bad visibility you would sometimes come up against brown steel a few feet from your face giving you an awful scare. In clear water, this was "magic", the most beautiful experience ever. As you start coming onto the wreck, the first signs are that there are a lot of fish, this indicates you are close, then the wreck looms up sitting on the sea floor, it is both a shock and an awesome sight, and you see as much of it as visibility permits. It is simply amazing, here you are on the deck of a war ship that sank in World War 1 or 2 and you are the first human being to see this and touch it since it sank. Hundreds of sailors were killed and remnants of their lives are scattered around the ship. You come across cups and plates, old leather shoes, belt buckles and other personal items and you wonder if they escaped or how they died and the grieving families they left behind. After the elation of the discovery there is a sort of depression and sadness thinking about the many sailors that perished. You fasten the "down-line" to the vessel and signal topside that it is a wreck and that your down-line is secure. Then you swim the wreck and look at the damage, some with gaping holes others snapped like twigs and still others with hardly any signs of damage, whatever it is, the better the visibility the more eerie it was. The lifeless wreck, the absolute quiet and the mental images of the many men that lived, worked and died senselessly on board this vessel, a very sad feeling. What always affected me was that this is the last time you see it in its present glory, after we finish with it, a lot of the stuff would be removed and the vessel would have been "raped". Something which meant so much to the sailors and their families and a historical heritage with a message to the world, would have been drastically violated. That is the nature of salvage during my time.

The company eventually went bankrupt and I moved to the Oil and Gas sector. My first assignment was air diving from the stern of a supply vessel. When I boarded the vessel the dive crew was complaining about the accommodation and food, 4 to a cabin and the same food everyday.

For me, I had arrived in heaven, you actually had a bed to sleep on and air conditioning, wow! But that was not all, someone bought your food and then cooked it for you. You had specific times to eat and work, magically your dirty clothes were washed and beds made. There was no way I was complaining, this was great. Welcome to the Oil and Gas Industry.

Over time I worked hard and studied spending at least 10 months offshore each year, eventually in 1986 I got my Saturation Supervisor's AODC certificate and then did the certificate for the IMCA saturation supervisor when it came into force. I worked on barges, drill-ships, vessels jetties, tankers and most things that floated or was near water. In rivers, lakes, oceans and dams even a 10 day saturation at 3000 feet above sea level in an iced dam with snow all around, diving to 310 feet, a world record at that time. I have worked in many countries across the globe, from Haiti to Europe, Africa, Middle East, Asia and am now on my 32nd international passport, not bad for a guy who never left his "kampong".

I held various onshore managerial positions with international companies like Martech, Oceanering and Fraser Diving these ranged from workshop manager, special projects manager, operations manager, business development manager, regional safety manager, area manager and finally Managing Director for Fraser in Malaysia.

In 1988, I decided to form a company and I could not think of a name. At that time I had a little daughter who was adventurous, daring, stubborn and totally independent at the age of 3. I thought that these were good attributes for a company to have in order to succeed so I used the first 3 letters of her name and came up with Allied Marine & Equipment. From a company that started off with USD80,000.00, we are what we are today.

Team Building

Written By Amelia Michael

On the 31st of January 2009, AME prepared for a day of team building, but we weren't ready for the excitement, competitive spirit and most of all how badly our bodies were going to ache the next day.

We began with the simple task of finding our teams. Coincidentally, Mr Michael, Jatin and Amelia were on the same team. We all waited patiently for any family feuds to occur. We then decided on our team names and chants. Group 1 - 'One'; 'One one one'. Group 2 - 'Beretta'; 'We will, we will rock you'. Group 3 - 'Grit blasters'; Till this day they remain incompetent to decide on a chant.

We learnt how to build a raft, which we later found out was actually an important course for those going offshore should a 'jump overboard' incident occur. Moses, being our company Visual Wizard, made sure Group 3's raft was aesthetically pleasing and they went on to win the best raft and the race. However, Group 1 although last, were the real champions here, as they persisted and didn't give up, which put AME as one of the

quickest companies to complete the task collectively.

After freshening up and eating lunch, we participated in 'AME Grand Prix 2009'. The pressure was on for all the car fanatics, and Eric proved himself with a one and a half lap lead. During the race, we watched as Ms. Nor and Asiah pushed the pedal to the metal while some took a Sunday drive around the track. Many cars spun out of control, however it was obvious that no matter what team we were in, the 'drive' to move forward and excel was in each and every one of us. We all cheered (some booed) as Husnul sped past the finishing line and did her victory lap.

Last was the paintball event. This seemed like an appropriate release for all the competitive tension that built up during the last two games. Group 1 and 2 took to the field first. Rhuban victoriously grabbed the flag, dodged all the paint pellets and returned it to base camp. Next, Group 2 and 3 battled. Group 2 got their revenge by shooting characters like Darren, Moses and Rajieev. Finally was the combat between Group 1 and 2. Group 1 had real heroes as Awang ran Rambo-style from

near enough base camp to the enemies grounds, grabbed the flag and got hit in the back of the head on the run back. Daniel picked up the flag where dead man Awang left it and called for cover. Alvin took this responsibility despite not having enough bullets. All in all, Group 3 were defeated and still unable to come up with a proper chant.

Many lessons were learnt from our trip to Eagle Ranch. We learnt we make an excellent team, we should not complain about our equipment, management want to hear our opinions and Hasnan loves Jamaican dancing.



The Winning Team!

"Incorporating fun into the office environment."



The Car of the Issue



This being AME's first "Car of The Issue" article, the chosen one has a top speed of 312 KM/H, goes 0 to 60 in 4.9 seconds and has a road tax of about RM 15k per annum. Now, that for sure has some readers jumping out of their seats. This speed monster is the

Bentley Continental Flying Spur

Bentley Continental Flying Spur. The sheer size and weight (all three tons, which I am sure maxes out some of our bridge capacities in Malaysia) is propelled by a six liter W12 engine. To the unfamiliar, a W12 is like coupling two V6 engines to a common crank shaft. The engine is twin turbo charged, to give a whopping output of 552 bhp, 5 times greater than our national car which produces an average of about 100

bhp.

Now let's talk about its luxuries. There's a ton of it, so I'll mention the awesome ones. It has an air conditioning system with 4-zone climate controls, heated front and rear seats with massage and a 22 speaker sound system. A test drive review is in the pipelines, look out for it in future AME newsletters. That's it from The Car Nut, until next issue.

Written By Rajieev Kumar

Futsal Competition

AME is fully cognisant of the fact that sporting activities play an important role in promoting good health and unity among the staff. Thus, in the spirit of promoting healthy living among the AME staff, AME Sports Committee headed by Jatin and Zali has organised weekly futsal sessions starting early February.

Prior to the inception of the weekly futsal sessions, AME participated in Harijan Metro Open Futsal Competition on the 17th of January at Ampang Sports Planet. Our team donned the new red and black jerseys for the tournament. Since the announcement for the participation of AME in the tournament came a bit late, some of AME's star players could not partake in AME's quest for sporting glory. Those who played in the tournament were: **Awang (goalkeeper), David (defender), Zazali (defender), Sugu (midfielder), Inal (forward), Puva**

(forward), Zul (forward), Azrin (Zali's friend)

The tournament started with the group stage. We played against Bukit Traverse and Saujana Kalumpang. In the first game against Saujana Kalumpang, we were a bit nervous as it was the first time that AME had ever been in a national level futsal competition. Simple mistakes which were ever present caused the loss of AME, with a modest scoreline of 2-0. Whilst in the second game against Bukit Traverse, the confidence of AME players began to grow as the game started pretty well with AME team rattling the opponent in a quick fire counter attack. Unfortunately, as the game progressed, our team could not hold against the opponent's incessant attack which resulted in a 3-0 loss for AME.

Mr. Michael would like to congratulate all who participated in

Written By Awang Muhammad Hanifa

the Open tournament, including those who went to support the team. A special thanks to Sugu for initiating the participation in the competition, as well as Zali and David for organising it.

Thank you to Management for sponsoring the team. Even though we did not win, we can still hold our heads up since it was a good effort. The team should not give up but try to do better. Come join us on our weekly Tuesday futsal games!!



Once in a while we come across an article so profound that it makes us rethink our actions. One such article that I came across was this eloquent and appropriate article written by the late George Carlin. Here's to a moment of reflection.

A Message by George Carlin:

The paradox of our time in history is that we have taller buildings but shorter tempers, wider freeways, but narrower viewpoints. We spend more, but have less, we buy more, but enjoy less. We have bigger houses and smaller families, more conveniences, but less time.

We have more degrees but less sense, more knowledge, but less judgment, more experts, yet more problems, more medicine, but less wellness.

We drink too much, smoke too much, spend too recklessly, laugh too little, drive too fast, get too angry, stay up too late, get up too tired, read too little, watch TV too much, and pray too seldom.

We have multiplied our possessions, but reduced our values. We talk too much, love too seldom, and hate too often.

We've learned how to make a living, but not a life. We've added years to life not life to years. We've been all the way to the moon and back, but have trouble crossing the street to meet a new neighbor. We've done larger things, but not better things. We plan more, but accomplish less.

These are the times of fast foods and slow digestion, big men and small character, steep profits and shallow relationships. These are the days of two incomes but more divorce, fancier houses, but broken homes. These are days of quick trips, disposable diapers, throwaway morality, one night stands, overweight bodies, and pills that do everything from cheer, to quiet, to kill.

Remember; spend some time with your loved ones, because they are not going to be around forever.

Remember, say a kind word to someone who looks up to you in awe, because that little person soon will grow up and leave your side.

Remember, to give a warm hug to the one next to you, because that is the only treasure you can give with your heart and it doesn't cost a cent.

Remember, to say, 'I love you' to your partner and your loved ones, but most of all mean it. A kiss and an embrace will mend hurt when it comes from deep inside of you.

AND ALWAYS REMEMBER:

Life is not measured by the number of breaths we take, but by the moments that take our breath away.

Written By Jaspal S.

Allied Conquests, Our New Vessel

Written By Marine Dept



Allied Conquests with the AME logo

Allied Conquests was introduced to the fleet on August 2008. She is a modern, DP2 vessel with full diesel electric propulsion and a Kongsberg C-Joy system. She commenced her maiden voyage to Singapore, from Lithuania on the 1st of September 2008. The vessel sailed via

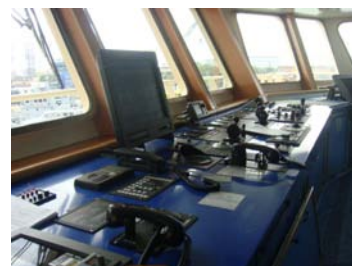
the Suez Canal and the Gulf of Aden. The marine and office staff maintained 24 hours pirate watch for 2 consecutive days while the vessel passed through the pirate infested waters of Somalia. With god's grace, we passed through the dangerous territory safely. The whole journey took about 43 days.

At Singapore, Allied Conquests had a Hydralift crane installed along with many other modifications at Kim Heng Yard. All modifications were approved by vessel class RINA.

The in-house FMEA trials were carried out from 17th to 20th Feb 2009 at South China Sea and qualified that the vessel is able to operate as per DP 2 configuration and she has

perfect position keeping ability.

Recently, the ISM and ISPS audit was carried out by RINA class and the vessel passed with flying colors. This is a fantastic achievement by the ship's staff, with excellent support from head office.



DP console on the Bridge