



CONTENTS

- GOOD BYE, JOHN HLA TIN
- STUDENT # 42 AT UOTC
- YEAR OF THE SEAFARER
- CHRISTENING CEREMONY OF MV UNITED JALUA
- PORT STATE CONTROL
- LEARN ENGLISH, SPEAK ENGLISH
- HONOURING OUR SEAMEN
- LEADING FOR SAFETY 9 OF 10
- ROGER, WILCO, OVER AND OUT
- LEISURE TIME ONBOARD
- PORTRAIT OF C/O FERENC ZSEMBERI
- THE BRAIN TEASER
- PHOTO & VIDEO COMPETITION 2010
- ONGOING COMPETITIONS
- MYTH OR TRUTH
- HUMOUR

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UNITEAM MARINE NEWS is designed to be of interest to our crew and to keep all Uniteam Marine employees informed of developments at our company. We appreciate your feedback and welcome any articles of interest or humour that you would like us to include in our publication.

Please send your feedback, articles and pictures & videos for the photo & video competition as well as your solutions to the brain teaser to PR & Marketing at Uniteam Marine, Anja Frauboese, marketing@uniteam-hamburg.de



GOOD BYE, JOHN HLA TIN



After a long and rewarding career, the time arrived for Mr. John Hla Tin's retirement on 31 January 2010.

Everybody at UNITEAM MARINE will miss him, but we wish him all the very best as he embarks on the next exciting chapter of his life.

With his wealth of shipboard knowledge and a successful seagoing career as Radio Officer with UNITEAM MARINE, John was chosen in the early 1980s to tackle the challenge of establishing our local Representative Office in Yangon, which soon grew to become a manning agency and was subsequently transformed into UNITEAM MARINE (Yangon) Ltd.

John's dedication and hard work enabled him to grow with the company and rise to become the Administration Director in Yangon.

"JHT", or "Uncle John" as many fondly know him, was always willing to pitch in and brighten up the day with his unique style and vibrant personality. With a basis in teaching English and the ability to converse fluently, John was an approachable teacher for the colleagues in Yangon. He has always been on hand to assist in the pressure of demanding everyday schedules and always kept amazing us with his promptness and care for detail.

We have been extremely fortunate to have had John with us all these years. He will always be a member of the UNITEAM MARINE family, and we do hope that his retirement will bring him happy times with his friends and family, travelling far and wide. We also hope that he will now manage, in his own words, to "relax, listen to the grass grow and pause to smell the roses".

One thing is sure: "UNITEAM MARINE NEWS" will never be the same without his vivid articles and contributions.

STUDENT # 42 AT UOTC

The 5th of March in our new offshore training centre in Yangon started off just like any other day: with the usual mix of oil company and oilfield services personnel gathering for a full day of "Helicopter Safety and Emergency" training, and UOTC Instructors putting on their SCUBA gear and

readying the helicopter escape simulator for deployment in the pool. Then there was a phone call from UNITEAM MARINE's office in Yangon, asking whether we could accommodate another student on short notice. Well, customer service and flexibility are our motto, so we generated paperwork for student number 42, who turned out to be none other than Mr. Gerhard Ruether, Chairman of our company!



Much to the relief of the undersigned (who feared for his next salary payment), Mr. Ruether did more than just survive the underwater training: all four underwater exercises, including two with a fully submerged and capsized helicopter, were performed brilliantly, as the attached photos show.

Please come see us in action at UOTC on our own website, to be launched soon!

Paul van Empel

YEAR OF THE SEAFARER

UNITEAM MARINE is delighted that the International Maritime Organization (IMO) has designated this year as the "Year of the Seafarer".

IMO celebrates World Maritime Day every year, but in 2010 the focus of this special day will be placed on the importance of shipping safety, maritime security and the marine environment, emphasizing in particular IMO's work in this direction.

World Maritime Day 2010 will be observed and celebrated at the organization's headquarters in London on Thursday, 23 September 2010.

One half of the world would starve and the other half freeze if we were to be left without ships or seafarers.

IMO has long noted that the global shortage of seafarers, and especially officers, has reached serious proportions, threatening the very future of the international shipping industry. If the global pool of competent and efficient seafarers is to meet future demand, then seafaring must be presented to younger generations as a viable career choice.

To this effect they launched their "Go to Sea!" campaign in November 2008 in association with the International Labour Organization. The specific aim is to promote seafaring as an attractive option for young people of the right calibre, one which can provide them with rewarding, stimulating and long-term prospects, not only at sea but also in the broader maritime industry.

IMO initiatives:

- Raise awareness of the issue to governments and industry
- Visit training facilities and seafarer organizations to express support
- Develop a website containing information on career paths available to seafarers
- Promote fair treatment of seafarers
- Honour the role of the seafarer

ILO initiatives:

- Decent work for all

Captain Thet Naing

CHRISTENING CEREMONY OF MV UNITED JALUA

On 22 March 2010 the naming ceremony of the MV UNITED JALUA took place at the VINSHIN Shipyard in Halong, Vietnam.

The handover ceremony was performed by the shipyard's representatives. Dr. Olaf Killinger, representing United Seven, was in attendance along with the supervisory team, yard workers and joining crew. The ceremony was a tasteful celebration of the ship's completion with a fine Vietnamese singing performance. The shipyard presented Capt. Pavlo Akamashvili with a ceremonial key to the vessel, and Dr. Killinger presented him with the United Seven flag.



The MV UNITED JALUA is a 53,000 DTW Bulk Carrier under the Liberian flag.

UNITEAM MARINE congratulates United Seven on their new vessel and wishes her and her crew only safe voyages.

PORT STATE CONTROL: THE TOP TEN PSC FINDINGS OR HOW TO AVOID DETENTION

Most ship owners or operators look upon Port State Controls as a necessary evil. But if your ship gets detained, it can be an expensive one as well. Any delay has a negative effect on a ship's profitability. GL created a booklet with the main deficiencies PSC found and tells you which parts of the inspected ships PSC was focusing on in recent years. By ensuring the parts of a ship mentioned in this Top Ten are maintained in line with international requirements, you can reduce the risk of PSC detention.

1. Charts, nautical publications

The charts and publications to be used for the next intended voyage have to be up-to-date. Nautical publications including Notice to Mariners, Pilot Books, List of Lights, Tide Tables, Nautical Almanac, IAMSAR Documentation, etc. have to be on board and updated for the next intended voyage. A system should be in place to ensure that all publications on board can be easily updated. Evidence of this updating process has to be provided to PSC. The Notice to Mariners should be consulted for any updates or new editions.

2. Lifeboats, rescue boats and inventory, launching arrangements

Lifeboats/rescue boats have to be structurally sound with no defects or leaks and attached parts such as rudder, lifelines, skates, etc. have to be in position. The lifeboat/rescue boat motor has to be in good condition and easy to start by the crew. The gears, shaft and propeller have to be in good working condition. The inventory needs to be complete and ready for use, not out-of-date. Launching arrangements have to be checked for their condition and proper workability. The launching arrangements for all boats need to be ready for use. The wire falls must be maintained and turned/renewed as required. Remote-control brakes have to be in proper working order with davit sheaves turning and the automatic stopping switches at the davits functioning properly.

3. Fire main, hydrants, hoses and nozzles, emergency fire pump

The fire main have to be checked for tightness and the hydrants, hoses and nozzles to see if they are in proper condition. PSC may test the fire main by applying pressure or hammering. Hydrant valves need to be easy to turn. Hoses must not leak when used for testing and should be properly fastened to the couplings. Fire hose boxes must be complete with hose, nozzle and spanner. The emergency fire pump has to be ready for use at all times. The crew has to be able to start the pump, which should supply sufficient pressure to two hoses on deck.

4. Fire dampers

The fire dampers have to be working properly. The handles must be easy to move and the inscription has to show the name of the closable compartment and the position of the handle for "open" and "closed". The dampers have to be conspicuously marked. If the closures work with a flap, it has to be properly hinged and move easily. Rubber packings need to be in good condition and toggles greased and capable of tightly closing the flap.

5. Fire and watertight doors

Fire doors have to close properly and must not be obstructed. Automatic closing devices need to be capable of closing doors completely. Hold-back hooks are not permitted. All weathertight doors need to close properly, rubber packings in good condition and dogs moving.

6. Generators, auxiliaries

All generators need to be in good working order and provide sufficient electric power, including 100% redundancy. The emergency power supply has to be working properly and needs to start up – even automatically – if needed. There should be no significant leaks from the engines. Any such leaks should be dealt with by the crew as soon as they occur. All piping arrangements have to be without illegal plastic or rubber piping.

7. Electrical equipment and emergency lighting

Electrical equipment should be installed as required and in safe working order. Wiring and switches must be suitably covered and properly fixed. There must not be any "flying" cables or switches that are hazardous to the crew. Lamps have to be properly covered to avoid short circuits.

8. Cleanliness of engine room

Oil in the engine room represents a possible fire hazard – and a potential safety hazard for the crew if oil makes the floor plates or decks slippery. Engine rooms should be reasonably clean. Bilges should not contain excessive amounts of residues but should be emptied to holding tanks or ashore, as required. Cleanliness is a subjective business and the whole issue should be discussed with PSC in the light of the actual circumstances on board.

9. Oil filtering equipment and 15 ppm alarm arrangements

The oily water separator needs to be in working order. The persons responsible need to be able to show how to operate the system and conduct a test. The respective operating instructions need to be posted in the vicinity. Any 15 ppm alarm and stopping device (if installed) needs to be shown as workable by a test. All piping in connection with the bilge system and OWS must be legally fitted. Suspicious piping arrangements will be checked internally by PSC for oily residues.

10. Ventilators, air pipes and casings

Ventilators, air pipes and other closable pipe openings need to be in good working order, close properly and have no leaks. Mechanical closing devices must be working properly. The positions of any handles have to be marked for "open" and "shut". Air pipe heads and goosenecks need to have proper closing devices. Inside closing balls need to be checked periodically. Automatic closing devices for sounding pipes have to work properly. Counterweights have to be easily movable and close by gravity. Sounding pipes on deck must to be closed by caps.

Source: Germanischer Lloyd

LEARN ENGLISH, SPEAK ENGLISH

Seafaring is becoming a popular career in Myanmar. Myanmar has nearly 70,000 seafarers, perhaps in part because of the attractive salaries in comparison with other professions.

Seafaring is not easy as some might think. It is challenging, demanding and exhausting. Seafarers should see not only the bait but also the hook inside. For this reason they are trained before joining vessels so as to be equipped with all the prerequisites: to be experts in their respective fields, to create a safe working environment and, last of all, to be able to communicate well on board the vessels.

Communication plays a vital role in the shipping industry. Many accidents on the vessels are caused by misunderstandings. Since English is used internationally, our Myanmar seafarers must learn the language or further develop their English skills, especially in conversation and comprehension. The level of seafarers' English has generally improved, but perhaps because of the nature of the Myanmar and their culture, they are still reluctant to use the language, especially in front of a group.

By learning the language at the UMTC, you can "come out of your shell" and talk to people from different countries. Many challenges will be dealt with effectively in the process, and your horizons will widen and become unlimited.

Captain Thet Naing

HONOURING OUR SEAMEN

The success of a company depends to a large extent on the experience and performance of its personnel, but also on their loyalty. This is no different with UNITEAM MARINE.



We reviewed our statistics at the end of last year and were pleased to see that many of our seafarers have a long history with our company. UNITEAM MARINE decided to honour our long-standing poolers with an official letter signed by our Chairman and our Fleet Personnel Director on their 10th, 15th, 20th and 25th anniversaries.

We are grateful to have so many loyal colleagues onboard our vessels and hope that many other seafarers will follow their example and stay with us for many more contracts to come, ideally up to their retirement.

LEADING FOR SAFETY 9 OF 10

9 MOTIVATION AND COMMITMENT

Place the safety of crew and passengers above everything else.

It is universally accepted that commitment from the leader is an absolute essential for good safety. Leaders need to demonstrate this commitment clearly to their staff through their actions, rather than just through formal declarations or policy statements. In practice this means showing that the safety of the crew and passengers is placed above everything else – 'nothing we do is worth getting hurt for'.

WHY IS IT IMPORTANT?

The commitment of the Master is vital to ensuring that operational pressures do not compromise safety. Clear demonstration of commitment is also essential to reinforce the shared values of the team with regard to safety and to help embed safety issues into everyday actions rather than being seen as an additional chore.

WHAT CAN I DO?

Things that tend to work

- Make it clear to both superiors and subordinates that you are empowered to act according to your own judgment on safety matters, without sanction from others
- Ensure that safety issues are integrated into other everyday operational activities, including walkabouts, meetings and one-to-one discussions.

Things that tend not to work

- Declaring that safety is your highest priority, then contradicting this in your subsequent actions (e.g. compromising safety in response to operational pressures).

ROGER, WILCO, OVER AND OUT

In the early days when most two-way radio communication was by "Morse" code (radio-telegraph), operators used very short "procedural" signals to save time. One such signal was the letter "R", which was sent to indicate that a message had been received in full. As operators changed over to voice operation (radio-telephone), they kept the same letter, but pronounced it in a phonetic alphabet in which "R" was spoken as "Roger", still indicating that a message had been received.

Sometimes the radio operator was also the person being addressed (for instance, an aircraft pilot). That person might add the response "Wilco", which is short for "will comply".

The term "Over" is used in radio (or even telephone) connections when only one person can speak (and be understood) at a time. It means "I have finished speaking for the moment, but am expecting your reply – please go ahead". "Out" means "I have finished speaking, and the conversation is finished – no need to reply".

LEISURE TIME ONBOARD

C/E Gennadiy Zatokovenko has sent us a very good film he shot on MV Houston Express. It shows work and life onboard – from the engine room to a nice BBQ, with Captain and crew explaining details of the vessels. In it, you can readily see the good mood of MV Houston Express colleagues

and their willingness to be filmed.

How did the idea of making this film come about?

"One day we were talking with Gregor – who was travelling with us on MV Houston Express to film its propeller, rudder and cavitations – about his films made with a steadicam. I said to him: "Gregor, it's fine to show the ship in fast motion, passing the Suez Canal or arriving at port or leaving port. But when I showed my family your film "17 Days on Houston Express", they were asleep within a few minutes. Why don't you try filming the people and their work?" "Well", he replied, "these are commercial projects. I haven't time to create adventure movies. If you'd like to do it, you're welcome to use some of my materials." I told him that I had no camera, and so he left me his. I used it for a month to shoot the scenes. Then it took two months to create a timeline, audio tracks and voice-over commentary. The result is a movie I can present to my family and friends – and it also got honourable mention from the marine academy where my son is studying.

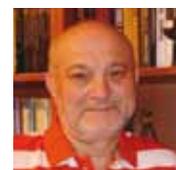
When the Houston Express Logbook was finished, we had a party to present it in the officers' recreation saloon. The greatest pleasure for me was that people watched my movie right to the end and nobody fell asleep. And the people who didn't take part in it also watched the film with interest. It involved a lot of creative work and took a lot of time – in fact, all my spare time.

We would like to thank C/E Zatokovenko for sending us his work – not just an interesting and entertaining film about MV Houston Express and life onboard, it also shows how colleagues use their leisure time onboard to create good fellowship among the team.

... AND WHAT DO YOU DO IN YOUR LEISURE TIME ONBOARD?

Do you have also interesting hobbies that contribute to good team spirit onboard? If you would like to share them with us and other crews, please let us know!

PORTRAIT OF C/E FERENC ZSEMBERI



Mr. Ferenc Zsemberi has been with UNITEAM MARINE since 1993.

How Did You Join UNITEAM MARINE?

"With over 20 years experience sailing under national flag, I received a call promising new challenges and experiences with new types of ships and international relations. It was UNITEAM MARINE, and I was ready to try my hand working under foreign flags.

WHAT WAS THE MOST EXCITING EXPERIENCE DURING YOUR TIME WORKING ONBOARD?

It started with my first employment as a reefer ship's engineer and chief engineer. As I expected, it was very different from my previous cargo ship's experience, with different machinery, not to mention this being my first time working with an international

crew. I quickly realized that I had a lot to learn - the size of industrial refrigerator machinery, better English and interaction with co-workers. But all of those things interested me. I was eager to learn about large cargo compressors and about dealing with western-style technical management. I wanted to learn about Asian costumes and religions, to understand people around me, and to widen my horizons.

DO YOU HAVE ANY FAVOURITE PORTS/CITIES?

Actually, that's the part I like most in my job - challenging machinery, interesting people, and ports I've never seen before. Of course, during my long service at sea, there have been some memorable events and people - for instance, taking over the machinery of the very first Panamax vessel in the company's history - and some favourite ports: the Great Lakes and the Thousand Islands as well as the Italian ports are especially fond memories.

YOU ARE HUNGARIAN. ANY INSIDER'S TIPS ABOUT SIGHT-SEEING IN HUNGARY? AND WHEN YOU'RE NOT AT SEA, DO YOU HAVE ANY HOBBIES?

I know it's a bit strange - a seaman from a country with no seacoast. Perhaps that has given me the drive to prove myself. Hungarian is a unique language, completely different from the Slavic, Indo-German and Latin languages. We write the family name first followed by the given names; we write dates in the sequence year-month-day. Hungary is the second oldest recognized kingdom in Europe and thus extremely rich in historical landmarks. Its ancient buildings, vineyards and delicious food are all greatly enjoyed by foreign visitors. There are many "must-see" places in my country, for instance the magnificent Parliament building on the Danube River in Budapest, the castle of Visegrád and Balaton, the largest lake in central Europe, just to name a few. It is always pleasant going home after a busy contract to spend time with my beloved family. In the summer we go to Lake Balaton for recreation or to our small property on the Danube island. There we have a garden, and gardening is one of my hobbies. I like history too - that's another hobby. Reading books about naval history and the history of the Roman Empire is my favourite pastime."

THE BRAIN TEASER - SERIES OF NUMBERS

Series Of Numbers

Here is a series of numbers. What is the next number in the sequence?
1, 11, 21, 1211, 111221, 312211, 13112221

Correct answers will be entered in a drawing to be held on 5 August 2010. The prize will be a UNITEAM MARINE polo shirt.

What 7 - solution

What 7-letter word becomes longer when the third letter is removed?
The correct answer is "lounger".

The winner of the UNITEAM MARINE polo shirt is: 2/O Myo Win Nyunt onboard of MV Elisabeth Rickmers

PHOTO & VIDEO COMPETITION 2010

C/O Valeriy Fomin sent us this cute story from MV Voge Prosperity at the port of Durban:

While the vessel was taking on bunker at the port of Durban before departure, a "Seek and Bark" team boarded the vessel to search for stowaways. The team included four small dogs and took nearly three hours. During that time, the dogs were very funny and very friendly with the crew. In the end, they found nothing and disembarked.



"Stowaway, come out!"



"Come on, Boss, let's check the bridge too!"



"Did my colleagues search the compass deck?"



"No stowaways onboard!"

ONGOING COMPETITIONS

"Success through Teamwork - Experience on Board"

Please send us your experiences on board reflecting our mission statement. We will publish one experience quarterly.

Prize: USD 200,- for every published article for the crew's entertainment fund.

"Best Photograph & Video" for 2010!

We are looking for interesting photographs and videos from all our ships during the course of the year. If you have any extraordinary, bizarre, funny or beautiful shots and movies, please send them to us. Prize: USD 300,- for the selected best picture or video of the year.

"The Brain Teaser"

Please send your solution to "The Brain Teaser"! The winner will be selected in a drawing. The prize: a UNITEAM MARINE polo shirt.

MYTH OR TRUTH - NESSIE FROM SCOTLAND

The Loch Ness Monster is a creature believed to inhabit Loch Ness in the Scottish Highlands. It is similar to other supposed lake monsters in Scotland and elsewhere, though its description varies from one account to the next. Popular interest and belief in the animal has fluctuated since it was brought to the world's attention in 1933. Evidence of its existence is anecdotal, with minimal and much disputed photographic material and sonar readings. The scientific community regards

the Loch Ness Monster as a modern-day myth, and explains sightings as a mix of hoaxes and wishful thinking. Despite this, it remains one of the most famous examples of cryptozoology. The legendary monster has been affectionately referred to by the diminutive Nessie (Scottish Gaelic: Niseag) since the 1950s.

The term "monster" was reportedly coined on 2 May 1933 by Alex Campbell, the water bailiff for Loch Ness and a part-time journalist, in a report in the *Inverness Courier*. On 4 August 1933, the *Courier* published as a full news item the claim of a London man, George Spicer, that a few weeks earlier while motoring around the Loch, he and his wife had seen "the nearest approach to a dragon or pre-historic animal that I have ever seen in my life", trundling across the road toward the Loch carrying "an animal" in its mouth. Other letters began appearing in the *Courier*, often anonymously, with claims of land or water sightings, either on the writer's part or on the parts of family, acquaintances or stories they remembered being told. These stories soon reached the national (and later the international) press, which talked of a "monster fish", "sea serpent", or "dragon", eventually settling on "Loch Ness Monster". On 6 December 1933 the first photograph of the monster, taken by Hugh Gray, was published, and shortly after the creature received official notice when the Secretary of State for Scotland ordered the police to prevent any attacks on it. In 1934, interest was further sparked by what is known as The Surgeon's Photograph.

A variety of explanations have been postulated over the years to account for sightings of the Loch Ness Monster. These may be categorized as: misidentifications of common animals; misidentifications of inanimate objects or effects; reinterpretations of traditional Scottish folklore and exotic species of large animals.

In 2003, the BBC sponsored a full search of the Loch using 600 separate sonar beams and satellite tracking. The search had enough resolution to pick up a small buoy. No animal of any substantial size was found whatsoever and despite high hopes, the scientists involved in the expedition admitted that this essentially proved the Loch Ness monster was only a myth.

Source: Wikipedia

HUMOUR

Hunting Flies

A woman walked into the kitchen to find her husband stalking around with a fly swatter .

"What are you doing?", she asked.
"Hunting Flies", he responded.
"Oh! Killing any?", she asked.
"Yep, 3 males, 2 females," he replied.

Intrigued, she asked:
"How can you tell them apart?":
He responded:
"3 were on a beer can, 2 were on the phone."