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Uniteam Marine, Captain R. Ispolatov and crew of  
MV Northern Diversity, Yan Aung, Nay Aung

**UNITEAM MARINE NEWS** is designed for the interest of 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, pictures & videos for the photo & video competition as well as your solutions for the *Brain Teaser* to PR & Marketing at Uniteam Marine, Anja Frauboese, marketing@uniteam-hamburg.de



### VISIT BY SHIP OWNERS' DELEGATES TO YANGON 17-19 MARCH 2011

**UNITEAM MARINE YANGON** played host to our German ship owners' delegates, who visited our UNITEAM MARINE Yangon office and the UNITEAM MARINE TRAINING CENTRE from 17-19 March 2011.

Upon their arrival, the ten delegates were warmly welcomed.

In his opening speech, Capt. Wilk said: "We have a history of 30 years operating in Myanmar, and it is my belief that our company's underlying strength can only be equal to the weakest crew on board. Therefore we have had to set high standards. Over these years we have succeeded and we will continue to do well because we believe in raising standards through crew selection and training development".

During their tour of the training facilities and the company compounds, the weather was kind to our visitors; although hot weather is normal for that time of the year, it was a comfortable 26 degrees during the outdoor visits, with summer rain.

"This is a really interesting maritime training centre", said one visitor. "This is my first visit to Myanmar. I had a different impression before; now I've been able to witness what our officers and crews go through in their training classes. I never knew that these practical workshops and modern training facilities existed here in Yangon", remarked another visitor. "Look at the crane simulator. It's cool. May I drive the ship's crane, please?" asked another visitor.



These were some of the actual exclamations from the impressed and excited delegates.

In the tour of the training facilities, the delegates had a glimpse of the courses being conducted and they interacted with the instructors and course participants. After the tour programme, the delegates met and chatted with the officers and rating pools. This was a great way to bond and establish rapport. It was also a satisfying time for the ship owners.

The delegates also had an opportunity to see some of the cultural sites of Yangon and the UNITEAM Boys' Orphanage. They were all visibly impressed with what UNITEAM MARINE had done through the national social responsibility programme.



To round off the visit, the delegates were also invited to attend the UNITEAM MARINE Senior Officer's Annual Dinner held at the Traders Hotel on 18 March 2011.

In thanking the hosts for the visit, Captain Evgeny Zimovets, Marine Coordinator, Lomar Shipping Limited, wrote: "Thank you very much for the wonderful presentation of your Training Centre in Yangon. I enjoyed meeting and talking with you regarding the seafarers' training and training on board and was impressed by your modern Training Centre. Thank you very much for your hospitality."

*Johnny Sim*

### SENIOR OFFICERS' DINNER IN YANGON

**It is an annual local tradition to appreciate the tireless contributions of the Senior Officers and their spouses to UNITEAM MARINE. This year's Senior Officers' Dinner, held at the Traders Hotel on 18 March 2011, was special as we were once more honoured with the presence of our clients' delegates who had visited our Yangon office and training centre earlier in the week. A total of 240 guests graced the occasion and were entertained with a great show and scrumptious food. All were in high spirits.**

Besides the live band music, which was much appreciated by the happy crowd, this year's dinner featured a performance by Myanmar dancers. The foreign delegates were particularly fascinated with their amazing dexterity and agility.



**Local dance performance**



Capt. Jerzy Wilk



**Local dance performance**

Before the dinner, Mr. Peter Merkel, our group MD, expressed special thanks to the senior officers for their contributions to the company. He went on to explain the importance of additional "On-the-job training for the officers and crew" as well as the main objectives of the Onboard Trainers (OBT) concept. Problems identified by the OBTs are not only quickly resolved by training solutions, but, more importantly, guidance and motivation also provide for better resolutions. Such are the immediate advantages of the OBT scheme which has been earning strong support and appreciation from the owners. Mr. Merkel explained that UNITEAM MARINE is doing its best to employ new training methods. These include reviewing training needs, upgrading training simulators, and introducing a psychological testing programme for future senior officers due for masters and chief engineers' promotions. All this will assure high-quality officers for UNITEAM MARINE's long-term future.

Mr. John Hadjiparaskevas, our group MD, also offered his special gratitude to the organisers for the evening's event. He thanked the senior officers and their spouses for supporting UNITEAM MARINE throughout years of dedicated service and said that the expansion of the company must serve the primary interests of our owners and UNITEAM MARINE.

All the officers and spouses had an opportunity to interact and establish rapport. The evening ended with smiles and cheers.



The occasion was summed up well by Capt. Ernesto Yutadco and Mr. Paul de Costa from Rickmers Singapore who said: "We highly commend your extraordinary efforts and the commitment to your Myanmar seafarers as well as the local community. You have truly developed them to uphold the good values of loyalty and a sense of belonging to UNITEAM MARINE, being not just an employee

but also a family member. Rest assured that we fully support your efforts and that we will continue to work as a team as part of our commitment to keeping ship's operations safe at all times."

*Johnny Sim*

**MV NORTHERN DIVERSITY – RESCUE OPERATION**

**Late Afternoon of a Super Sunday**

13th March 2011, sunny with a fresh breeze, a day after departure from New Orleans and our good vessel, M/V Northern Diversity, was on her way to Cagliari, Italy.

The Master sighted a drifting yacht on our ship starboard bow. We noticed she was moving strangely and raggedly and nobody could be seen on deck. We tried repeatedly to contact the yacht but without success. Coming nearer, we made out that the main mast of the yacht had broken down and was submerged in the water together with her main sail. Fearing for the worst, we carefully approached to verify the situation in an effort to render any practical assistance possible to those affected persons onboard and save them from any further danger.

1545 Hrs: The general emergency alarm signal was sounded and the type of emergency was broadcasted to all seafarers onboard our vessel. All hands rushed to muster station quickly with excited faces, keeping the yacht in sight and anxious to help. Once all were in their positions the Chief Officer briefed them about the planned rescue operation.



Meanwhile the Company, CSO and USCG were informed and approval for the rescue operation was granted promptly. The main engine was stopped and the rescue squad commenced preparations. Also the first aid squad was readied with the stretcher. Safety Officer and Chief Officer prepared both the starboard and port side lifeboats for launch, keeping them ready above the water level, with the painter lines tightened. All our crew fully concentrated in the operation and kept following the individual duties allocated to them, showing professionalism. Vessel's starboard side lifeboat was lowered into the water and gangway and pilot ladder were prepared for use.

The sea condition was moderate with a south-easterly fresh breeze. To avoid damaging the lifeboat because of swell, we manoeuvred to bring the yacht on the leeward side.

Once the yacht was alongside and secured for search operations our Ship Security Officer together with the Chief Officer boarded, searching for any possible casualties. We were finally advised that no persons could be found on the yacht, but

the news was received with mixed feelings.



Were the crew of the yacht lost forever, or were they lucky enough to be rescued?

We tried to verify the Owner of the yacht and as requested by RCC Miami, we brought up as evidence, a few items and belongings for returning to the authorities.

Rescue operations were completed and Master reported to RCC Miami (USCG) and received confirmation to continue the voyage.

1930 Hrs: Yacht's position was broadcasted to all vessels in the vicinity via VHF and our vessel resumed the voyage to Cagliari, Italy. By the time we left our position the sun had already set.

Even though we could not find any persons on board the yacht, we greatly benefitted from a realistic exercise in rescue operations. We are all hoping and wishing that the Owner of the yacht was saved and is still alive somewhere around.

*Captain R. Ispolatov, Master of MV Northern Diversity, Kyaw Moe Aung, Safety Officer*

**ILLEGAL DISCHARGES**

**During a routine Port State inspection of a panamax bulk carrier, coast guard inspectors lifted a bottom plate in the ship's engine room and found a pipe that by-passed the oily water separator.**

**WHAT HAPPENED?**

On removal of the pipe, commonly referred as a "magic pipe", coast guard inspectors found it to contain thick black oil. The chief engineer who was on board at the time denied all knowledge of the pipes existence or use of the overboard discharge to pump dirty bilge water from the engine room.

The ship's oil record book was later found to have been falsified to conceal illegal discharges made without using the oily water separator.

The chief engineer was prosecuted and subsequently pleaded guilty. The ship's operators were also convicted and fined US\$2.5 million for breaches of the national pollution regulations. Prosecutors then went on to charge previous chief engineers who had sailed on the same vessel.

**WHAT LESSONS CAN WE LEARN?**

Routine Port State inspections and concentrated inspection campaigns have focused on ships' oily water separator processes. For example, charges made in connection with breaches of US pollution regulations include; maintaining a false oil record book, making false statements to Port State and

coast guard officials, obstruction of justice, conspiracy and aiding and abetting.

It is often the crew's lack of familiarity with the operation of the oily water separator that attracts the attention of inspectors during routine Port State inspections. Managers, masters and chief engineers must therefore ensure that

- All pollution equipment is fully operational and maintained fault free.
- Crew are fully trained and conversant with operational procedures and maintenance requirements of the equipment and are competent in its operation.
- Equipment is made tamper-proof to provide a physical barrier to by-passing the system, for example, by drilling and fitting seals to equipment and pipework.
- The consequences of failing to comply with the requirements of The International Convention for the Prevention of Pollution from Ships (MARPOL) must be passed on to those who are responsible for its operation.

Failure to satisfy the requirements of legislation is very likely to result in prosecution by Port State officials. Recent initiatives, which have included financial incentives for whistle blowing and use of spotter aircraft, demonstrate the zero tolerance approach of some Port States to breaches of pollution legislation.

**WHICH REGULATIONS PROVIDE GUIDANCE? MARPOL**

The International Convention for the Prevention of Pollution from Ships (MARPOL), Annex 1, Regulation 15, identifies the circumstances under which discharges containing oil may be made by vessels at sea. In addition to the vessel having to be en route, vessels which are outside of the special areas (Regulation 1) must ensure discharges pass through oil filtering equipment (Regulation 14). The oil filtering equipment must limit the oil content without dilution to 15ppm. On tankers the oily mixture must not originate from cargo pump room bilges and must not contain any cargo residues.

With the exception of Antarctica, where no discharges are permitted, vessels that are inside special areas must make sure the oil filtering equipment will alarm when 15ppm of oil content cannot be maintained and automatically stop the overboard discharge.

Annex 1, Regulation 17 contains details of the recording procedures that required by the Convention for all oil tankers over 150 GT and all other ships over 400 GT. The "Oil Record Book Part 1 (Machinery space operations)" must contain the information outlined in Annex 1, Appendix III, and an entry made on each tank to tank transfer of

- ballasting or cleaning fuel oil tanks
- discharge of dirty ballast or cleaning water from fuel oil tanks
- collection and disposal of oil residues
- discharge overboard or disposal otherwise of bilge water which has gathered in machinery spaces
- bunkering of fuel or bulk lubricating oil.

Additional entries are required should an oil dis-

charge be carried out, in accordance with Annex I, Regulation 4, for the purpose of securing the safety of the ship or one of the other listed exceptions.

The oil record book which should be maintained on board and kept available for inspection for a period of at least 3 years after the last entry has been made.

**PORT STATE**

In addition to the requirement of the MARPOL Convention many Port States have introduced their own anti-pollution legislation, which often implement more rigorous regulations.

The case study described experience demonstrates the severity of fines that can be imposed in territorial waters, for example under the "Act to Prevent Pollution from Ships" in the US.

*Source: North of England, P&I*

**VISIT TO MYITTAR YAUNG CHI ORPHANAGE**



**During my last visit to Yangon, Capt. J. Wilk offered to take me to the Myittar Yaung Chi - Youth Welfare and Development Home in the Thanlyin district of Yangon to visit my newly adopted child at the orphanage.**

The compound on which the orphanage is based is impressive. There are ample spaces for the children to play outdoors, and the football pitch shows signs of extensive use. There is also a large area for growing fruit and vegetables which not only provides a certain amount of self-sustainability, but also educates the children in some of the important basics in life.

The building itself plays only a small part in the Orphanage project. The whole ethos of the project is based on providing health, security and education, utilizing these basic elements of care, repeating them and reinforcing them through everyday routines and aspects of care. The children clearly thrive in the safety of this environment. Everything is performed with enthusiasm and accompanied with big smiles, from study time to play time and everything in-between.



The orphans show self-confidence, trust and, most of all, an overriding sense of camaraderie and happiness. For children who have been robbed of so much at an early age, this orphanage provides a fantastic opportunity to realize the good life for which each of them so obviously hungers.



There are 60 children aged 6-17 in the orphanage, which aims to take in up to 100 in 2 years time. My young boy, Htet Myat Soe, is healthy, clever and thoughtful, with a good dose of 7-year-old mischievousness about him.

It costs only 10-20 Euros a month to help this inspirational project and bright young boys like Htet Myat Soe. Other things can be done as well, such as donating toys and clothes. If you wish to contribute something or get involved, I would urge you to contact MDA at [info@mda-ev.org](mailto:info@mda-ev.org). More information can be found at [www.mda-ev.org](http://www.mda-ev.org).

Speaking personally, I was inspired by my visit to the orphanage and seeing the great work being done there. It made me truly proud to be part of an organisation that gives back to the community in such an impressive way.

*Stephen Fyfe*

**UNITEAM MARINE NEWS JUBILEE EDITION SEPTEMBER 2011**

**Maybe some of you will remember that it was in June 1999 that the first issue of our newsletter was published and distributed to the vessels, offices and partners.**

Time flies: In September 2011 we will already be publishing the 50th issue of UNITEAM MARINE NEWS!

As the 50th issue represents a special newsletter for us, we would be happy to receive your contribution to it. The editors would be extremely pleased to have your feedback on the newsletter. Maybe you can remember having received and read the first issue or you would like to share your thoughts on this "jubilee" or create special pictures for it. You are most welcome to contact the editorial team:

([marketing@uniteam-hamburg.de](mailto:marketing@uniteam-hamburg.de) or Uniteam Marine Shipping GmbH, Anja Frauboese, Glockengiesserwall 3, 20095 Hamburg, Germany).

We hope to receive several contributions from our colleagues on board and ashore and from our partners. Deadline: 11 July 2011.

**PORTRAIT OF BOSUN SAN PAW**

**Mr. San Paw has been with UNITEAM MARINE since 1980 and works on our vessels as a bosun.**

**HOW DID YOU JOIN UNITEAM MARINE?**  
It was in 1980. UNITEAM MARINE started to employ seamen in Yangon and held an interview.



I took part and since then have been a member of UNITEAM MARINE.

**WHAT HAS BEEN YOUR MOST EXCITING EXPERIENCE DURING YOUR TIME WORKING ON BOARD?**

I've experienced a lot in more than 30 years, but

I can still remember in 1993 when I joined MV Manina C. Sailing from Korea to Chile, we encountered a hurricane in Mexican waters. Our ship was passing the centre of the hurricane and the conditions were perilous. The ship was rolling and pitching badly. Even worse: the gangway and deck machinery were destroyed. The wind and waves around us were extremely heavy. We really couldn't continue our voyage. Everybody was scared. Later the captain decided to abandon ship, so all crew assembled in the mess room ready to evacuate. Fortunately, after three hours we passed the centre of the hurricane and the weather conditions improved. We were able to stay on the ship and all crew were safe except the loss of some equipment on deck.

**DO YOU HAVE ANY FAVOURITE PORTS/CITIES?**

I have been to many countries all over the world. I like Singapore very much. Also Kosichang, Thailand.

**WHAT DO YOU LIKE MOST IN YOUR JOB?**

My main job as bosun is ship's maintenance. I really like doing it.

**DO YOU HAVE ANY HOBBIES? WHAT DO YOU DO IN YOUR LEISURE TIME ON BOARD?**

I think every seaman has his own hobby and way of spending his spare time on board. I like reading and listening to music.

**BRAIN TEASER**

**What time is it now?**

If it were two hours later, it would be half as long until midnight as it would be if it were an hour later. What time is it now?

Correct answers will be entered in a drawing to be held on 8 August 2011. The prize will be a UNITEAM MARINE polo shirt.

**Solution – So Fragile**

Silence

**The winner of the UNITEAM MARINE polo shirt is: Captain Frederic Rohleder**

**PHOTO & VIDEO COMPETITION**



"Additional watch for bunkering" – white swans "supervising" the snowy ship were captured by the camera of fitter Yan Aung on board MV Hans Lehmann in Lubeck, Germany.



AB Nay Aung on board MV CCNI Vado Ligure noticed a highly unusual crew on a small red vessel in the port.

**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 2011!**

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 – MERMAIDS**

The word is a compound of *mere*, the Old English word for "sea", and *maid*, a woman.

Much like sirens, mermaids sometimes sing to people and gods and enchant them, distracting them from their work and causing them to walk off the deck or run their ships aground. Other stories depict them squeezing the life out of drowning men while attempting to rescue them. They are also said to carry humans down to their underwater kingdoms. In Hans Christian Andersen's *The Little Mermaid*, it is said that they forget that humans cannot breathe underwater, while others say they drown men out of spite.

The first known mermaid stories appeared in Assyria, c. 1000 BC. The goddess Atargatis, mother of Assyrian queen Semiramis, loved a mortal shepherd and unintentionally killed him. Ashamed, she jumped into a lake to take the form of a fish, but the waters would not conceal her divine beauty. Thereafter, she took the form of a mermaid—human above the waist, fish below—though the earliest representations of Atargatis showed her as a fish with a human head and legs.

A popular Greek legend turns Alexander the Great's sister, Thessalonike, into a mermaid after she died. She lived, it was said, in the Aegean and when she encountered a ship, she asked its sailors only one question: "Is King Alexander alive?", to which the correct answer was: "He lives and reigns and conquers the world". This answer pleased her so

she calmed the waters and wished the ship farewell. Any other answer would spur her into a rage. She would raise a terrible storm, with certain doom for the ship and every sailor on board.

The *One Thousand and One Nights* includes several tales featuring "Sea People", such as Djullanar the Sea-girl. Unlike the depiction in other mythologies, these are anatomically identical to land-bound humans, differing only in their ability to breathe and live underwater. They can (and do) interbreed with land humans, the children of such unions sharing in the ability to live underwater.

In "The Adventures of Bulukiya", the protagonist Bulukiya's quest for the herb of immortality leads him to explore the seas, where he encounters societies of mermaids. "Julnar the Sea-Born and Her Son King Badr Basim of Persia" is yet another Arabian Nights tale about mermaids. When sailors come the mermaids sing, and some men are led straight to their doom. If they follow the mermaids' lovely and beautiful voices, they do not know what they are doing or where they are going.

Mermaids were noted in British folklore as unlucky omens – both foretelling disaster and provoking it. Some mermaids were described as monstrous in size, up to 2,000 feet (610 m).

The mermaid, or syrenka, is the symbol of Warsaw. Images of a mermaid symbolized Warsaw on its crest since the middle of the 14th century. Several legends associate Triton of mythology with the city, which may have been the mermaid association's origin.

Claimed sightings of dead or living mermaids have come from places as diverse as Java and British Columbia. There are two Canadian reports from the area of Vancouver and Victoria, one from sometime between 1870 and 1890, the other from 1967.

In August 2009, the town of Kiryat Yam in Israel offered a prize of \$1 million for anyone who could prove the existence of a mermaid off its coast, after dozens of people reported seeing a mermaid leaping out of the water like a dolphin and doing aerial tricks before returning to the depths. The prize has not yet been awarded.

**Source: Wikipedia**

**HUMOUR**

**Safe to swim here?**

While sports fishing off the Florida coast, a tourist capsized his boat. He could swim, but his fear of alligators kept him clinging to the overturned craft. Spotting an old beachcomber standing on the shore, the tourist shouted, "Are there any alligators around here?!"

"No," the man hollered back, "they haven't been around for years!"

Feeling safe, the tourist started swimming leisurely toward the shore.

About halfway there he asked the guy, "How did you get rid of the alligators?"

"We didn't do anything," the beachcomber said.

"The sharks got them."