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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.



10 YEARS OF UNITEAM MARINE SHIPPING IN HAMBURG



On 18 June UNITEAM MARINE Shipping celebrated its tenth anniversary with 140 partners and colleagues.

The anniversary celebrations were attended, not only by guests from Germany, but also from Cyprus, the UK, Singapore and Shanghai.

The event took place at Zollenspieker Faehrhhaus, a former ferry station first mentioned in the year 1252. The Faehrhhaus is now a restaurant with guest rooms, located in the southernmost part of Hamburg on the river Elbe.

The festivities began at 6 pm on the terrace, with sparkling wine and good weather – for which we were grateful given the uncertain forecast for that week.



Listening to Mr. P. Merkel's speech



Ms. R. Hofmann, Mr. E. Aristidou, Capt. U. Stoermer, Mr. H. Ruether



Mr. S. Karantonis, Dr. S. Steinbrecher (Reederei Thode)



Mr. G. Ruether, C/E R. Boehmer, Capt. B. Jessen

After all the guests had moved inside to the beautifully decorated ballroom, Mr. Merkel, Managing Director of UNITEAM MARINE Shipping since its inception, gave a speech reflecting on the history of the company in Hamburg, its various offices and special moments in its history, and then thanked the clients, partners and staff for their valuable collaboration over the last 10 years.



Mrs. J. Merkel,
Mr. G. Ruether,
Ms. A. Frauboese

The highlights of the event were, not only the splendid four-course dinner, but also the performance given by Joerg Hammerschmidt, impersonator and trained opera singer, who has entertained the guests as Udo Lindenberg, Julio Iglesias, Luciano Pavarotti, Boris Becker and many other celebrities. He was accompanied on the piano by Juergen Christ, a university lecturer in classical music and composer.



"Luciano Pavarotti" celebrating with us

After dinner, more entertainment was provided outdoors on the terrace: Reinhold Stier, a silhouette artist, created portraits of the delighted guests.



Mr. S. Nafisirad, Mr. F. Schulz



Silhouette of Mr. Khin Maung Oo



Mr. R. Stier portraying Ms. A. Pappenhagen

A professional sommelier, Mr. Erik Wachsmuth held a wine-tasting competition and talked about four wines from four different continents.



Ms. J. Inter (left) and Ms. L.C. Boeck (right) sampling the wine

It was a most enjoyable and pleasant evening.

Anja Frauboese

175 YEARS OF RICKMERS

175 years ago Rickmer Clasen Rickmers founded the Rickmers shipyard in Bremerhaven, thus laying the foundation for the family's long involvement in the shipping business. In addition, the trained ship-builder also became involved in rice trading. By 1890, under the management of the second Rickmers generation, the Rickmers Rice Mill had developed into one of the leading rice-processing companies in Europe. The following generations expanded into steam shipping and the Asia trade as well as liner services. War and new professional departures also influenced their activities. Thus the Rickmers history also reflects the social history of the early 19th century. Today, Bertram and Erck Rickmers, the fifth generation of entrepreneurs, run two independent groups of companies, employing more than 5000 people, both ashore and at sea.

On 12 June 2009, Rickmers celebrated the family's 175th anniversary in the shipping industry with the slogan "One family – two companies". The day began with a symposium, in which distinguished professors from international universities examined approaches to overcoming the global crisis. In the evening, the mayor of Hamburg, Ole von Beust, hosted a reception for the Rickmers brothers and their anniversary guests in the banquet hall of the Hamburg Rathaus, after which more than

50 family members and 400 invited guests celebrated the special day at the Hamburg Chamber of Commerce.



175th anniversary celebrations onboard the Benjamin Rickmers (Clipper Monarch)

The anniversary was also celebrated on the Rickmers vessels, where barbecues were set up.

The Uniteam Marine Management Group congratulates Rickmers on their 175th anniversary.

COLLISIONS IN OPEN WATERS

The blue ship was during the dark hours in the middle of an Atlantic crossing when the officer of the Watch (OOW) discovered another ship on the starboard bow. On the ARPA radar, which was set to 12 nautical miles range, the other ship was targeted and the computer displayed Closest Point of Approach (CPA) to be 2 nm astern of the blue ship.

As the ships were approaching each other, the OOW became uncertain and slowly started to turn the ship to starboard. Both the OOW and the look-out, who was a cadet, were observing the situation, but the decision making was made by relying more on radar data than visual observations. The set range remained at 12 nm, and because of use of sea clutter the target data accuracy was poor, causing the OOW to turn even more starboard. The unexpected turn took the red ship by complete surprise, and in the "agony of the moment" she turned port and the ships collided.

DISCUSSION:

This situation could have been avoided by almost any means. The best option would clearly have been to maintain course and speed, which also would have been in full compliance with the collision regulations. But at a crucial moment the blue ship was making her first considerable turn to starboard, hence putting the ships up for a possible collision situation. The decision to do so was based

entirely on information gathered from the radar in its current mix of true and relative motion modes showing relative target vectors at the set 12 nm range on the radar. Those actions were, both when executed and now, looking at the situation in hindsight, at best questionable. The OOW was not too experienced, but the master had no doubts in trusting him with control of the ship in the middle of the Atlantic Ocean. What the master of the ship probably did not expect was that his OOW would release the look-out from his primary duty. Again, looking into the decision making process in hindsight, the actions seem odd and questionable.

A proper look-out duty, combined with the OOW's basic professional skills, including his visual perception of the situation, would have broadened the base for the decision making and most likely resulted in firm and unambiguous actions. For instance, tracking a ship's movements relative to own ship in order to clarify if a collision situation may arise or not, is often done more quickly and accurately visually rather than by means of a computer. When course changes are made in order to avoid collision, they must be done distinctly, in order to avoid confusion.

USEFUL EXPERIENCE :

Navigation has technically never been easier than today, given the technology offered to the navigator. Satellite navigation, computerised radars, Automatic Identification Systems etc. are valuable tools if they are used correctly. But in this era of technology, the navigator must not forget the basics of navigation. The decisions are still being made by the individual, and our eyes are still the professional's most valuable asset. Use them wisely, and use the technology as intended, namely as a decision making aid.

Source: Norwegian Hull Club

LEADING FOR SAFETY 7 OF 10

7 EMPATHY AND UNDERSTANDING

Recognise the crew's limitations

Good leaders have a clear understanding of how operational and other demands can be realistically met by the crew, and are able to judge whether fatigue levels are such that action should be taken.

WHY IS IT IMPORTANT?

Commercial pressures continue to be intense in the maritime industry. Minimum manning levels and increased demands for reporting and paperwork mean that working hours are long and fatigue is a key issue. It has been shown that excessive fatigue and stress has an adverse effect on safety, and is one of the key causal factors or human error and poor decision-making.

WHAT CAN I DO?

Things that tend to work

- Monitor and be aware of the signs of excessive fatigue in crew members
- Ensure that working hours are adequately supervised and recorded
- In the case of recurrent problems, discuss possible solutions with shore management
- Be able to decide when it is necessary to slow or halt operations temporarily.

Things that tend not to work

- Relying on crew members to tell you if they are suffering from excess fatigue
- Accepting that high levels of fatigue are an acceptable norm.

NON-CONFORMANCE

Every company employee is responsible for reporting any identified non-conformance.

Non-conformance is another way of pointing out a difference. Identifying a non-conformance does not place blame. It only indicates that what we are doing deviates from the manuals.

That means that we either have to change our working in accordance with the manual, or we need to change the manual to accord with our working practices. Either way will ensure that we are meeting international requirements, while also ensuring the safest and most efficient working practices. But in any case, the manual and the working practice must coincide.

It should be stressed that a non-conformance is not an allocation of fault: it simply states that an area of the QSE System is not operating as it should. Errors, oversights or neglecting to perform a certain duty do not in themselves constitute non-conformance, but they may well be indicators of possible non-conformance.

A non-conformance report effectively comprises two sections:

1. The non-conformance itself - the area of the system not being complied with
2. The objective evidence - evidence suggesting that the working practices are not in compliance with requirements

For example:

The procedure for weekly inspections/maintenance of critical equipment is not being fully implemented (the non-conformance): According to existing records, the equipment was apparently inspected and found in good condition, but two fire flaps in the passage could not be closed because the securing bolts were corroded (the objective evidence).

Stephen Fyfe

PORTRAIT OF CAPTAIN GUENTHER TRILCK



Captain Guenther Trilck is the QSE Manager at UNITEAM MARINE Shipping GmbH.

How did you join UNITEAM MARINE?

After 20 years at sea, including four years as master, I was looking for a new challenge ashore.

Capt. H. Rolfs, who sailed with me for two years, noted my accuracy with paperwork. When a vacancy occurred at Uniteam Marine's office in Hamburg, he remembered and asked me to join the Uniteam Marine family. In May 2001 I began by organising the Crewing administration paperwork. With the implementation of the Uniteam Marine Crewing Programme and ISM-Code in 2002, I moved to the QSE Department.

What does a captain and his crew have to do to avoid non-conformances from the QSE Manager?

Non-conformances can and should be issued by anyone. But to avoid them, all seafarers have to follow the requirements of the QSE-Manual, Owners, Charterers and Uniteam Marine instructions. Additionally they have to be careful to avoid accidents and environmental pollution.

What makes a QSE-Manager happy?

When seafarers read and follow the manuals and instructions. In case of questions they should ask me in advance and not wait until the audit when I'm on board.

What has been your most exciting experience with UNITEAM MARINE?

The increase of additional regulations and rules is engaging the ships command more and more, and they are reaching the limit of handling the requirements of the daily routines. In our shore-based advisories to the masters, officers and engineers, we try to help keep them in line with the tasks.

Also rewarding is receiving feedback of current practice from officers/engineers in relation to previous findings during audits and visits on board.

What do you like most in your job?

When I sail between ports during internal audits, I see practical ways of implementing and handling the ISM and ISPS-Code by crew, and thereby enlarge my own experience.

Do you pursue any hobbies when you're not in the office or at an audit?

Yes: during my spare time I enjoy walking, swimming and cycling with my wife near the sea in my hometown of Rostock. Twice a year we go hiking in the mountains of Bavaria, Austria or Italy.



We would like to thank C/E Joerg Krueger for this interesting photo: he called it "Filter Fish". Mr. Krueger: "The metre stick indicates the size of these fish which we found during cleaning of the sea chest filter".

in 373 BC or the failed Athenian invasion of Sicily in 415–413 BC.

The possible existence of a genuine Atlantis was actively discussed throughout classical antiquity, but it was usually rejected and occasionally parodied by later authors. Atlantis inspires today's literature, from science fiction to comic books and films, its name having become a byword for any and all supposed prehistoric but advanced (and lost) civilisations.

Source: Wikipedia

THE BRAIN TEASER - BALL

Ball

How can you throw a ball as hard as possible and still have it come back to you, even if it doesn't hit anything, there is nothing attached to it, and no one else catches or throws it?

Correct answers will be entered in a drawing to be held on 11 November 2009. The prize will be a Uniteam Marine polo shirt.

The name of the winner and the correct answer will be published in the next newsletter.

SHEIKH'S HERITAGE - Solution

The wise man told them to switch camels.

The winner of the Uniteam Marine polo shirt is: OS Kyaw Zay Yar Lin onboard of APL Atlanta - congratulations!

PHOTO & VIDEO COMPETITION 2009



This picture was taken by C/O Petar Kolev onboard of M/V Atakena: "This interesting occurrence took place in South Africa. It is a nocturnal mammal called "bush baby" by the locals. It looks like a small monkey. We chased it away and it escaped on the way as it came - via the mooring lines..."

Fortunately there were no other stowaways found onboard! Many thanks for sending the picture.

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" Year 2009!

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 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: DID ATLANTIS REALLY EXIST?

Atlantis is the name of a legendary island first mentioned in Plato's dialogues *Timaeus* and *Critias*.

In Plato's account, Atlantis, lying "beyond the Pillars of Hercules, was a naval power that conquered many parts of Western Europe and Africa 9,000 years before the time of Solon, or approximately 9600 BC. After a failed attempt to invade Athens, Atlantis sank into the ocean "in a single day and night of misfortune".

As a story embedded in Plato's dialogues, Atlantis is generally seen as a myth created by Plato to illustrate his political theories. Although the function of the story of Atlantis seems clear to most scholars, they dispute whether and how much Plato's account was inspired by older traditions. Some scholars argue that Plato drew upon memories of past events such as the Thera eruption or the Trojan War, while others insist that he took inspiration from contemporary events like the destruction of Helike

HUMOUR

Now he's in trouble

A police officer had just pulled a car over. When he walked up to the car a man rolled down the window and said, "What's the problem officer?" To which the policeman responded, "I stopped you for running that red light behind you." Just then the man's wife leaned forward from the driver's seat and said with a very loud voice, "I told him to stop at that light. But did he listen? No. He just kept right on going."

The man then turned to his wife and yelled "Shut up, stupid!" The policeman continued, "And just before the light I clocked you doing 50 mph. and the speed limit is only 30." His wife then leaned forward again and squawked "I told him to slow down. But did he listen to me. No! He never listens to me."

And again the man shouted at his wife "Listen, stupid, I told you to SHUT UP!"

The policeman then looked at the woman and said, "Does he always talk to you this way?"

To which the woman responded, "Only when he's been drinking."

Dead Worms

A professor of chemistry wanted to teach his 5th grade class a lesson about the evils of liquor, so he produced an experiment that involved a glass of water, a glass of whiskey, and two worms.

"Now, class, closely observe the worms," said the professor while putting a worm into the water.

The worm in the water writhed about, happy as a worm in water could be. He then put the second worm into the whiskey. It curled up and writhed about painfully, then quickly sank to the bottom, dead as a doornail.

"Now, what lesson can we learn from this experiment?" the professor asked.

Johnny, who naturally sits in back, raised his hand and wisely, responded confidently, "Drink whiskey and you won't get worms."