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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



UNITEAM MARINE – NEW COMPANY STRUCTURE



UNITEAM MARINE has adopted a Function Based Management (FBM) structure.

WHAT IS THE REASON BEHIND THE DEVELOPMENT OF A NEW COMPANY STRUCTURE?

With the various branches of the company becoming more active, UNITEAM MARINE has changed from a regional company to a multinational organisation in which the same functions - i.e. Fleet Personnel, Technical, Operations, Health & Safety, Accounts, Marketing & Public Relations and Crew Agency - are carried out at all our different locations.

Out of the desire to maintain one corporate UNITEAM MARINE standard of operations, guaranteeing not only maximum efficiency but also a global recognition of the company's heart and soul, we have created a system of management that allows each location to perform its assigned duties with one person being responsible for each function globally, reporting to the Group Managing Directors and, ultimately, to the Board of Directors. This will ensure that, regardless of where you are in the world, every time you meet with UNITEAM MARINE you will have the same positive experience.

Function Based Management focuses on the core functions of the company rather than location, except where a conflict arises with local legislation.

Our **core functions** are carried out in the departments of Fleet Personnel, Technical, Operations, Finance, Training and New Building. These are bolstered by **support functions** complementing the whole organisation: HSEQ (presently QSE), Marketing & Public Relations, Rules and Regulatory Compliance, Legal / Contracts and Information Technology & Communications (ITC).

Thus we have documented our expectations of who we are, what we aim to achieve and how we expect our company and its people to conduct themselves. This starts with the company's new **Mission and Vision Statement** and our **Code of Conduct**.

MISSION STATEMENT:

To provide quality, innovative and socially responsible management services to preferred clients.

VISION STATEMENT:

To be a global leader in the provision of maritime services.

CODE OF CONDUCT:

A code of conduct is a set of rules concerned with principles, values, standards and rules of behaviour that outlines an organisation's responsibilities and proper practices.

Our Code of Conduct as well as our Mission and Vision Statements can be found on our website www.uniteammarine.com

The new structure is to be further enforced by means of our operating procedures in each department, many of which will be revised and enhanced in the coming months to make procedures more transparent and easy to follow for staff ashore and at sea.

SUNRISE DISTRESS – RESCUE OPERATION MV CSAV RAHUE

18 July 2010 – Sunday. For most readers this was a day of no significance but, for six fishermen and the crew of our 3500 TEU Containership MV CSAV Rahue it is a day to remember for many years to come.

Just at sunrise, our duty officer received a distress message from the Rescue Center of Honolulu, Hawaii informing all ships in the vicinity that the US fishing vessel TANYA ROSE was taking on water in the engine room.

Vessels able to provide assistance were requested to contact the Rescue Center or Coast Guard in Honolulu.

At 07:33 LT the Coast Guard officer was contacted and our phone call was answered immediately. We reported our vessel's name, call sign and position, and the USCG officer confirmed that ours was the nearest ship to the fishing vessel Tanya Rose, which was sinking approx. 85 miles away from us.

We reported to the USCG that MV CSAV Rahue could make it to the Tanya Rose in four hours and immediately thereafter our next order was obvious: "Course to the Tanya Rose. Full ahead please".

We had a couple of hours to prepare the ship for the rescue operation and to also report the situation to the owners and charterers.

Soon the distressed Tanya Rose was sighted and at 11:42 LT, our large modern MV CSAV Rahue stopped near a small sinking boat.



All our crew were in action and position. Rescue boat squad, medical squad, stretchers, line-throwing device, heaving lines, VHF's, ladders, cranes, nets... everything was ready for the rescue. All binoculars and eyes were trained on the Tanya Rose.

The small fishing boat was rolling and pitching considerably. Nobody was on deck and obviously her crew were engaged in pumping water out of the engine room.

At 12:40 LT the captain of the fishing boat informed us via VHF that their pump was broken, water was coming in very fast, and their crew were preparing the life raft for abandoning the boat.

At 13:30 LT the last crew member disembarked from Tanya Rose. Their life raft with six survivors, struggling for their lives in rough sea, was swinging up and down on 2 m swell. When they were clear of the sinking boat we manoeuvred to provide protection on our lee side, and the life raft was soon alongside our vessel.



Embarkation of the fishermen commenced. All faces were happy and smiling. Our crew acted fast and professionally. Communication between all departments was perfectly coordinated and with clear orders regarding how to secure the raft, how to pull up the bags that the rescued fishermen carried with them, what to bring, how to assist and finally how to take the life raft onboard. The teamwork of all our crew participating was the best I have ever seen.

The rescued seamen were fed and cabins were made ready for them to rest.

At USCG instructions, all fishermen were finally safely delivered five hours later to another fishing vessel, the Pacific Reflection, 100 miles to the west.

Once the rescue operation was successfully completed, our sea passage to China was resumed. It was already late in the evening.

Capt. D. Budynsky

CHRISTENING CEREMONY OF MV NORTHERN JAMBOREE

On 3 June 2010, NRS's 8,400 TEU container ship bearing hull No. 4155 was named at Quay C in the DSME (Daewoo Shipbuilding & Marine Engineering) Okpo Shipyard MV Northern Jamboree by Ms. Joy Kortüm, the daughter of Dr. Bernd Kortüm, owner of the NV group.



Approximately 80 honoured guests attended the naming ceremony, including Dr. Bernd Kortüm; Mr. Martin Smith, Managing Director of NV Holding; Mr. Markus Hempel, Managing Director of Norddeutsche Reederei H. Schuldt; Mr. Heinz-Jürgen Danckers, Director of Fleet Management; and Mr. Niels Kaiser, Director of New Building and Engineering; the NRS Site Office headed by Site Office Manager Mr. Dubiel; officers of MV Northern Jamboree and Classification Society; and DSME Okpo Shipyard representatives.

The naming ceremony was preceded by a courtesy call at the Trust Hall Room and Showroom which featured a video presentation by DSME Okpo Shipyard, showing its various vessel projects, offshore platforms, drilling rigs, floating oil production units, submarines and destroyers, followed by a rehearsal for rope-cutting by godmother Ms. Joy Kortüm and a commemorative photograph taken in front of the Trust Hall.

Afterwards all guests moved to the site of the naming ceremony, following a yard tour by the DSME VIP Coach.

Mr. W.K. Ki, Vice President of DSME Okpo Shipyard, delivered the opening address followed by a commemorative address by Mr. Markus Hempel.

The ship was lavishly decorated with flags and bunting. Ms. Joy Kortüm cut the rope and christened MV Northern Jamboree. The ship's whistle was blown to applause by the guests. A perfect champagne-bottle breaking was documented in photographs!

Following the naming ceremony was an on-board tour, including ship's whistle trial by Ms. Kortüm on the bridge. Wheelhouse, accommodation cabins, ship's arrangement and engine room were presented during the on-board tour by the Captain and Chief Engineer.

At 1 pm all guests moved to the Garden View Restaurant for a luncheon party hosted by DSME. The splendid five-course meal and accompanying gifts presentation by both DSME and NRS concluded with the presentation of a wonderful

painting, a gift to the vessel from DSME. The broken champagne bottle was handed over as a present by the godmother Ms. Joy Kortüm to the captain of the "Northern Jamboree" as a keepsake of the naming ceremony.

At 7 pm all guests took part in a cocktail party followed by a post-naming dinner at the C Palace, the splendid hotel situated on a rock peninsula on Geoje Island, with a spectacular view of the surrounding mountains, the bay and the sandy beach.

It was a very enjoyable and pleasant day.



MV Northern Jamboree is the last vessel in a series of eight 8,400 TEU container ships; she is expected to be commissioned in July 2010.

Capt. R. Drochinski

LEADING FOR SAFETY 10 OF 10

10 OPENNESS AND CLARITY - COMMUNICATE AND LISTEN CLEARLY

The ability to communicate clearly is important at all levels in an organisation. For a Master, the key issue is most often how to encourage better two-way rather one-way communication, balancing authority and approachability. Being open to criticism is a part of this.

WHY IS IT IMPORTANT?

Clear two-way communication and openness is necessary to achieve a 'just' culture. A 'just' culture is one in which individuals feel free to speak up about problems or mistakes without being blamed. In a 'just' culture, safety incidents are not automatically blamed on individuals – however for repeated violations there is a transparent and well-defined progressive discipline policy. Without the openness inherent in this 'just' culture, safety incidents and near-misses may be suppressed and unnecessary risks taken.

"A Captain needs to be more approachable than historically he was. He needs to be relatively the same as others and not put himself on a pedestal. He needs a balance of being known by the crew but at the same time detached"

Passenger ferry

WHAT CAN I DO?

Things that tend to work

- Hold safety tours and informal discussions with all levels
- Ensure that your listening skills are adequate. If necessary obtain training or coaching in effective listening

- Implement an 'open door' policy for crew members who wish to see you
- Ensure that there are no barriers preventing the open reporting of safety incidents and near-misses. If necessary consider using a confidential reporting system.
- Give positive feedback on what lessons have been learned through reporting of incidents and near-misses without apportioning blame, and demonstrate commitment to addressing root causes
- Cultivate an atmosphere of openness through your own personal management style and everyday interactions.

Things that tend not to work

- Holding safety tours which become primarily an excuse to check up on crew and chastise them
- Declaring a 'no-blame' policy without acknowledging the need for discipline
- Suggestion schemes which are poorly followed up and maintained.

"He is a good Captain and he is down to earth – you can go to him"
Passenger ferry

"People will only believe you and follow you if you talk to them and show them why things must be done that way"
Passenger ferry

TRADITIONS & NAUTICAL VOCABULARY – AND THEIR ROOTS

CROSSING THE LINE

The ceremony known as **Crossing the Line** is an initiation rite in the Royal Navy, U.S. Navy, U.S. Coast Guard, U.S. Marine Corps and other navies which marks a sailor's first crossing of the Equator. Originally, the tradition was created as a test for seasoned sailors to ensure that their new shipmates were capable of handling long rough periods at sea. Sailors who have already crossed the Equator are nicknamed (Trusty) Shellbacks and often referred to as Sons of Neptune; those who have not are nicknamed (Slimy) Pollywogs.

Equator-crossing ceremonies, typically featuring King Neptune, are also sometimes carried out for passengers' entertainment on civilian ocean liners and cruise ships. They are also performed in the merchant navy and aboard sail training ships.

Captain Klaus-Peter Risch told us that he also used to uphold this venerable tradition, though not in such grand style: "It always came as a welcome relief in the crew's daily routine on long journeys.

There was a small celebration connected with the Crossing the Line ceremony, but nowadays there's not so much time left for following these traditions. Sometimes a certificate is issued as a courtesy. The glory of the old days will always remain a happy memory." Certificates like these belonging to Captain Risch, dated 1973 and 1982, would in former times have been taken onboard by every seaman!



Captain Klaus-Peter Risch's certificates of baptism for crossing the Arctic Circle and the Equator

WEARING OF EARRINGS

In former times, it was a common custom of sailors to wear an earring so that, in case of a shipwreck, if their bodies were washed ashore, the person to find them could take the earring as payment for a proper burial. This practice predates Christianity, albeit later adapted to "a proper Christian burial", and goes back to ancient Greece: the gold of the earring was payment for the ferryman (Charon) to provide passage across the river Acheron into the realm of Hades, since a sailor might lose his coins when washed overboard at sea. It is because of this belief that many sailors – who were very superstitious – invested quite a bit of money in gold earrings.

AHOY

This old traditional greeting for hailing other vessels was originally a Viking battle cry.

CROW'S NEST

The raven, or crow, was an essential part of the Vikings' navigation equipment. These land-lubbing birds were carried on board to help the ship's navigator determine where the closest land lay when weather prevented sighting the shore. In case of poor visibility, a crow was released and the navigator plotted a course corresponding to the bird's flight path, because the crow invariably headed towards land.

The Norsemen carried the birds in a cage secured to the top of the mast. Later, as ships grew in size and the lookout stood his watch in a tub situated high on the main mast, the name "crow's nest" was given to this tub. While today's navies still use lookouts in addition to radar, etc., the crow's nest is a thing of the past.

LOG BOOK

In the early days of sailing ships, the ship's records were written on shingles cut from logs. These shingles were hinged and opened like a book. The record was called the "log book." Later on, when paper was readily available and bound into books, the record maintained its name.

S.O.S.

Contrary to popular notion, the letters S.O.S. do not stand for "Save Our Ship" or "Save Our Souls". They were selected to indicate distress because, in Morse code, these letters and their combination create an unmistakable sound pattern.

STARBOARD

The Vikings called the side of their ship the "board", and they placed the steering oar, the "star" on the right side of the ship, thus that side became known as the "star board." It's been that way ever since. And, because the oar was in the right side, the ship was tied to the dock at the left side. This was

known as the loading side or "larboard". Later, it was decided that "larboard" and "starboard" were too similar, especially for distinguishing over the roar of a heavy sea, so the phrase became the "side which you tied up to in port" or the "port" side.

TOOK THE WIND OUT OF HIS SAILS

Often we use the phrase "took the wind out of his sails" to describe getting the best of an opponent in an argument. Originally it described a battle manoeuvre of sailing ships. One ship would pass close to its adversary and on its windward side. The ship and sails would block the wind from the second vessel, causing it to lose headway. Losing motion meant losing manoeuvrability and the ability to carry on a fight.

Sources: based on Wikipedia, US Fleet Forces

PORTRAIT OF OFFICE – AND FLEET PERSONNEL DIRECTOR CAPTAIN THAN OO



Captain Than Oo has been with UNITEAM MARINE since 1980, when he first began working on the Helmut Hermann as a deck cadet.

HOW DID YOU JOIN UNITEAM MARINE?

I was one of the successful applicants when our company commenced canvassing for the first deck cadets to join the fleet.

BASED ON YOUR EXPERIENCE, WHAT DO YOU EXPECT FROM A NEW APPLICANT WHO WANTS TO WORK ONBOARD – WHICH SKILLS ARE MOST IMPORTANT FOR SOMEONE WANTING TO BECOME A SEAMAN?

To put it simply, being a seafarer requires both brawn and brain. For whatever reasons one chooses seafaring as a livelihood... be it financial, a taste for adventure, the lure of faraway places etc. ... seafaring is nonetheless a profession that mandates not only skill but also physical fitness. Thus, it is fairly obvious that we must select candidates who are not only well educated but also those who have the physical attributes to withstand the profession's demands.

WHAT HAS BEEN THE MOST EXCITING EXPERIENCE DURING YOUR TIME WITH UNITEAM MARINE?

In 1992, while I was on board the MV Marine Brave in the capacity of master mariner, we were caught in a deadly typhoon off the coast of Taiwan. It required all our seafaring know-how, stamina and endurance to survive. This was truly a hair-raising experience but one which also proved that training and experience at sea are essential above all else.

YOU ARE ONE OF THE KEY PERSONS IN OUR CHARITY ORGANISATION MDA – MYANMAR DEVELOPMENT AID. WHY IS IT SO IMPORTANT FOR YOU TO SUPPORT MDA?

We Myanmarers are raised in a tradition of kindness, charity and compassion for all living creatures. It is the very essence of our religion and mentality, and my status and position therefore makes it imperative

that I display these virtues through my unstinting support for the MDA.

DO YOU HAVE AN UPDATE ON OUR UNITEAM MARINE BOYS ORPHANAGE?

We have already admitted 61 boys between the ages of 5 and 14, and 51 of them already began their schooling on 1 June 2010. The other ten young people are in kindergarten, where they are being taught the fundamentals .

I believe everything is going smoothly.

DO YOU HAVE A SPECIAL MESSAGE FOR OUR MYANMAR COLLEAGUES ONBOARD?

I would like to emphasise the word **competency** - a word that encompasses training and experience - as well as further training to hone one's professional skills.

The other message I would send is for all our Myanmar colleagues to **stand for fair play**.

A sense of always being fair and square is vital for the harmony and efficiency of any vessel.

THE BRAIN TEASER – E

E
I start with the letter E.
I end with the letter E.
I usually contain only one letter
Yet I am not the letter E!
What am I?

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

Series of numbers – solution
1113213211

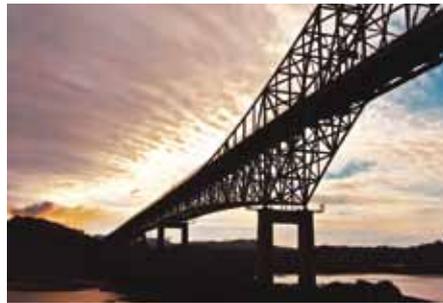
The winner of the UNITEAM MARINE polo shirt is: Capt. Holger Rolf, Training Director

PHOTO & VIDEO COMPETITION 2010



"During our stay at Guayaquil on 6 April 2010 the vessel CCNI Nordic next to us, equipped with bow-thruster and a pilot onboard was unberthing with two tugs, in good weather and broad daylight. Due to bad manoeuvring, she hit the vessel behind her causing damages and subsequently she struck the large gate crane with her bow. The shore crane has been permanently damaged, which we hope was not manned with any operator inside."

Thanks to Capt. Bogdan Koziarski for sharing this picture with us.



This wonderful sky was shared by Mr. Ye Ko Tin, bosun on MV Niledutch Hong Kong.

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 – THE TOP 10 UNHEALTHY-FOOD MYTHS

Myth 10 - If it's fat free, it doesn't have any calories. Fat-free does in no way indicates calorie-free. Even if something is labelled fat-free, it probably still contains minute traces of fat. Fat-free food is the better choice, but it doesn't give you licence to go "hog wild".

Myth 9 - Carbohydrates should be avoided. Not true at all. In fact, a balanced diet – a healthy diet – will include carbs, but they will be eaten in small quantities.

Myth 8 - Certain foods burn calories. This is a myth. Muscle can burn calories. Exercise burns calories. Just breathing burns calories. Foods do not burn calories.

Myth 7 - You must avoid processed foods. You must eat all foods, including processed foods, in moderation. The truth is that you don't have to avoid any food at all. It's only a matter of how much you eat of those foods that count.

Myth 6 - Nuts will cause you to gain weight. Nuts are actually needed in a healthy diet. As with anything else, if you eat too many of them, you will gain weight. Otherwise, add them to your diet, and enjoy all of the benefits of a wide variety of nuts.

Myth 5 - Red meat should be avoided. Red meats should be limited, not avoided. There is nutritional value in red meat, just as there is in other foods. However, red meat has been associated with other health problems – when it is eaten all the time, or in great amounts....

Myth 4 - If a food has zero calories, you can eat as much as you want of that food. First, there are many scientists who don't believe that any food can have absolutely no calories at all. Second, if you eat too much of anything you will gain weight – no matter how many calories it has. All things in moderation.

Myth 3 -All foods you eat should be low in calories. False. Depending on your activities, you may need to eat some higher calorie foods. It's also essential to understand that the human brain does not handle denial very well, and when you deny yourself foods that you love, you are setting yourself up to fail. Again, eat in moderation.

Myth 2 - Eggs are not healthy. Eggs are not healthy if you eat too many of them. An egg a day is actually very good for you, because it is full of protein. Poached eggs are the healthiest.

Myth 1 - Brown eggs are healthier than white eggs. Brown eggs have the same nutritional value as white eggs. The eggs are brown or white depending on the breed of the hen that laid the eggs. That is the only difference.

Source: Methods of Healing.com

HUMOUR

Effort is important
A giant ship engine failed. The ship's owners tried one expert after another, but none of them could figure out how to repair the engine.

Then they brought in an old man in his 80s who had been fixing ships since he was a young man. He carried a large bag of tools with him, and when he arrived, he immediately went to work. He inspected the engine very carefully from top to bottom.

Two of the ship's owners watched him, hoping he would know what to do. After looking things over, the old man reached into his bag and pulled out a small hammer. He gently tapped something. Instantly, the engine lurched into life. He carefully put his hammer away. The engine was mended!

A week later, the owners received a bill from the old man for \$10,000.

"What?!" the owners exclaimed. "He hardly did anything!"

So they wrote the old man a note saying, "Please send us an itemized bill."

The man sent a bill that read:
Tapping with a hammer \$ 2
Knowing where to tap \$ 9,998

Effort is important, but knowing where to put the effort makes all the difference!