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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
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CHRISTENING CEREMONY MV MAERSK EVORA AND MV MAERSK ESSEX

On 31 May 2011, Rickmers Group and Hyundai Heavy Industries Co., Ltd. celebrated the naming ceremony of their grand 13,000 TEU container vessels, MV Maersk Evora (ex. Tauro Rickmers) and MV Maersk Essex (ex. Libra Rickmers) at the shipyard in Ulsan, South Korea.



Our Chairman, Mr. Gerhard Ruether, and Group Managing Director, Mr. Peter Merkel, were invited to the naming ceremony at the Hyundai Heavy Industries Shipyard in Ulsan. On arrival the guests were warmly greeted and escorted to the HHI guest house for keepsake photos.

The grand ceremony at the Shipyard began at 10.30 am; the hostesses were in their traditional robes and the guests were chauffeured in limousines, stepping out on to a red carpet leading to the vessel. After a greeting from the representative of HHI, the commemorative speech was given by Mr. Bertram R.C. Rickmers, Chairman of the Rickmers Group. Our UNITEAM MARINE Captain Myo Zin Maung, Chief Engineer Saw Aung and the crew of MV Maersk Evora were cordially greeted by the god-mother, Mrs. Antoinette Zornig. The guests then boarded the vessel, where the inauguration took place on the bridge.

All UNITEAM MARINE employees are extremely proud of being assigned the challenge of manning these gigantic and modern vessels with a full Myanmar complement.

The remarkable engine room holds a motor almost double the size of a common container ship; the vessel's interior and exterior are both impressive; and its dimensions exceed that of any similar ship ever built.

All in all, this event for these exceptional vessels left a special, deep impression in everyone's mind.

Peter Merkel

ASSESSMENT FOR PROMOTION

At some point, most career-minded seafaring officers will be asking themselves these questions: "When will I be promoted?" "Am I really prepared for the higher post?" "Who will recommend me for promotion?" "What do I need to do to achieve a promotion to the next higher rank?"

Accruing time serving at sea and holding the respective licence for the next higher rank are not sufficient – we also need to determine by careful assessment that a candidate is ready, that he has gained the necessary experience and shows the right attitude for promotion.

In our pool we might have many good officers who are hard-working and enthusiastic, but not all can be promoted at one go. There are set criteria to identify those who deserve a promotion and are then provided with further support and, where necessary, additional training to have an easier start in the new rank.

The decision for a promotion, particularly to senior ranks such as Master or Chief Engineer is not taken by the UNITEAM MARINE Office/s alone. Owners also need to be convinced that we have chosen the right candidate. Last but not least, there must be a vacancy and we must comply with the operational pre-conditions (e.g. not to have a freshly promoted Master sailing with a new or inexperienced C/O), which sometimes force us to postpone a planned promotion.

UNITEAM MARINE has started using a psychologically proven method to prepare our Myanmar officers for higher posts through psychometric profiling and the leadership and development programme UMLEAD. An officer eligible for promotion to Captain / Chief Engineer will be required to attend a 3-day UMLEAD programme at the UNITEAM MARINE TRAINING CENTRE. A maritime occupational psychologist creates a profile of the officer with a series of tools, exploring their strengths in reasoning skills, cognitive skills, problem-solving skills, social interaction abilities and IQ. The second day is taken up with a series of role-play exercises held in the ship-handling and engine room simulators. The third day is spent with the psychologist in a one-on-one personal debriefing in which the officer is made more aware of his strengths and areas for development. This method is currently used by many major shipping companies to identify officers for promotion. For more information about

the UMLEAD courses, please contact UMTC at email training@uniteam-yangon.com.

We would emphasise that UNITEAM MARINE has a strong interest in providing career prospects to all our seafarers and in supporting them with additional training to prepare them for their tasks.

Johnny Sim, Capt. Thomas Reppenhausen

NRS ROUNDTABLE

The twelfth NRS Round Table Seminar was conducted on 29/30 June, again at "Gut Thansen".

With over 60 attendees, the most participants ever, for the first time it included a group of Croatian Masters and CE serving on the former Reederei Karl Schlueter (RKS) ships.



The various seminar sessions dealt with topics such as vessel performance monitoring, company policies, risk assessment and crew education/motivation, and there was an explanation of the process of integrating RKS into the NRS group.

External trainer Capt. Ante Smolic of Marine Gate from Croatia gave a short introduction to Maritime Resource Management Training, highlighting the benefits of this useful training course, and a representative from DNV presented the administration tool DNV Navigator.

During the traditional outdoor activity break, the musical talents of the participants were challenged by the drums and percussion of a music teacher who managed successfully to have the entire group performing different beats simultaneously and creating a "rhythm team".



Despite heavy showers during the evening barbeque event, which was arranged outside in a Tipi-Camp tent with campfire and delicious grilled food, it was once again a fine opportunity to mix with seafaring colleagues and staff from the various offices. With a couple of glasses of beer, the evening passed quickly. Near the end came an enthusiastic rendition of seaman's songs (although further rehearsal of words and melodies might be required to bring it up to performance standard).

A big "thank you" to NRS for once again hosting this team-building event, which has come to occupy a firm place in the annual event calendar.

Capt. Thomas Reppenhausen

UNITEAM YACHTING – STEPPING STONES!

We are proud to announce our first on-signer!

CREW PORTFOLIO: HTUN MYINT KYAW



Htun Myint Kyaw, one of our first cadets who, prior to joining UNITEAM YACHTING, had spent five years on board the MV Road to Mandalay, has now been engaged as a steward on board the 30-metre motor yacht Ariana, currently cruising in the Mediterranean.

He joined our chef Khin Maung Win, who is already serving on this yacht for a second time. Both are extremely happy with their assignments.

Throughout his training period, Htun Myint Kyaw has revealed a growing passion and aptitude for yachting. Despite never having been at sea before, he has consistently excelled in grasping the concepts of the various training modules, all the while keeping his dry, reserved sense of humour – which I personally enjoyed a great deal!

While on board the MV Road to Mandalay, Htun Myint Kyaw was employed as a waiter. He then went to work in Cambodia as a restaurant supervisor.

We wish Htun Myint Kyaw – an exceptionally honest, hard-working individual – the best of luck and much success, which chef Khin Maung Win is enjoying as well!

Currently, three more of our cadets, Thein Win Aung, Aung Myin Ye Zaw & Htet Wai Yan Oo, await their first assignment in the coming months.



MY ARIANA
Built: 2006; Main Engine: Twin MTU-820HP;
Speed: 16 knots; Passengers: 10

Alex Ruether

HAVE A SAFE JOURNEY

"A good safety culture is created by the interaction between people, technology and organisation both onboard and ashore"

With human and organisational factors now contributing to 80-95 % of the causes of marine accidents, there are good reasons to target safety culture in order to prevent future losses.

WHY?

Lessons learned from major accidents indicate that

the cause of the accidents is often found to be in the interaction between human, technological and organisational factors. In other words, the problem related to how the organisation has arranged for shipping operations to be carried out safely.

The ultimate goal of a good safety culture is to identify and mitigate potential errors and threats that could lead to unwanted events or accidents. In order to achieve this, the whole organisation, both people working ashore and onboard, must realise that safety is something that is created by active handling of potential errors and threats. This means that it's not sufficient to solely have good systems and procedures (not to say that this is not important), but you have to continually focus on the way these are actually used and lived out every day. At the same time it has to be acknowledged that even in the best organisations human errors will inevitably happen.

To quote an influential safety researcher, James Reason: *"We cannot change the human condition, but we can change the conditions under which people work"*.

Source: Gard AS Loss Prevention Team 03.01.2011 /Extract from Gard AS - Have a Safe Journey 2011

BELT AND BRACES

Recently published accident reports from around the world have highlighted the significant number of lifeboat accidents caused by the failure of the on-load/off-load release mechanism during crew training, planned maintenance and lifeboat inspection.

WHAT HAPPENS?

Poor design, a lack of proper maintenance or inadequate instruction and maintenance manuals are recurring causes of accidents when crew are working in and around ships' lifeboats.

A recent fatal incident involved the inadvertent release of the lifeboat during a routine internal inspection. The boat fell approximately fifteen metres into the sea causing the death of its three occupants.

Most on-load/off-load hook arrangements are designed to default to the 'open' position. This means that they will open when incorrect resetting of the hook or poor maintenance leads to a failure of the release mechanism.

With around eighty different types of release hook fitted to ships around the world, manufacturers' operating and maintenance instructions are often of a highly technical nature and not written in the working language of the crew.

Obtaining genuine spare parts and maintenance services of qualified engineers for release mechanisms that are often obsolete, frequently increase periods between servicing to the limit. However, the statutory obligations on crew training remain in place, exposing crew members to unacceptable levels of risk.

Misinterpretation of the meaning of 'on-load' will often exacerbate this already potentially dangerous situation and lead to crew members operating release mechanisms in an unsafe manner.

WHAT LESSONS CAN WE LEARN?

Definition of on-load release

The on-load mechanism is not designed to release the boat when it is suspended from the fall wires and not fully waterborne. It is designed to release the boat when there is a load on the hook caused by the ship's continued movement through the water or a launch in a rough seaway.

The testing of the on-load release should only be carried out during annual maintenance performed by the manufacturer's representative or a person appropriately trained and certified by the manufacturer for the work to be done.

There is no requirement for crew members to perform an on-load release of the hook mechanism.

Risk assessment

The risks associated with lifeboat launching and recovery must not be underestimated by those involved. All too often crew members do not understand the complexity of equipment. Ship operators and senior officers must ensure that recognised risks are minimised. Pre-launch briefings and the close supervision by senior officers during the launch and recovery are of paramount importance.

Emphasis on training

Drills should be conducted with an emphasis on learning, not just as a means to satisfy regulatory requirements. During the course of the drill it may be necessary to slow the process down at key moments in order to explain difficult elements and achieve thorough familiarisation.

Launch and recovery

Lowering and recovering an empty boat prior to embarking crew members does not guarantee a successful launch when crew members subsequently board to conduct the drill. However, embarking and disembarking crew members when the boat is afloat can introduce additional unacceptable risks, particularly if the vessel has a large freeboard and suitable precautions are not taken.

Use of 'fall preventer devices'

Fall preventer devices (FPD's) are being promoted by an increasing number of organisations as a viable way of improving crew confidence and reducing risk during lifeboat launch and recovery.

Designed to support the lifeboat in the event of an inadvertent hook release, FPD's bypass the on-load/off-load hook mechanism by securing a nylon strop between the lifeboat fall and a strong point on the lifeboat hull.

The ship operator and relevant authorities including flag State must be consulted for advice and any necessary approval on the fitting and use of fall preventer devices.

WHICH REGULATIONS PROVIDE GUIDANCE?

IMO
SOLAS

Chapter III, Regulation 19.3.3.3 – "...each lifeboat shall be launched and manoeuvred in the water by its assigned operating crew at least once every three months during an abandon ship drill".

This 2004 amendment is applicable to lifeboats other than those designed for free-fall release or those fitted on vessels that solely operate on short international voyages. The revised wording removes the need for crew members to be on board during the launching process.

IMO MSC Circular 1205 - Guidelines for Developing Operation and Maintenance Manuals for Lifeboat Systems

This circular was published following an acknowledgement that poorly constructed maintenance manuals have contributed to a significant number of lifeboat accidents. Describing recommended content and format, the circular emphasises the importance of clear signage in assisting crew members understand the function of critical components.

IMO/MSA Circular 1206 - Measures to Prevent Accidents with Lifeboats

This circular identifies the common categories of lifeboat accident and importantly, outlines the scope of inspection and maintenance expected of ships' crews and manufacturers representatives.

Ships' crews are only expected to participate in weekly and monthly routine inspection and maintenance programmes identified by the manufacturer. All other maintenance including the annual operational test of the on-load release mechanism should only be carried out by persons certified by the manufacturer.

International Safety Management (ISM) Code

Chapter 8, Emergency preparedness – requires that the company establish procedures to identify, describe and respond to potential emergency shipboard situations. This section goes on to require that the company establish a programme of drills to prepare for emergency actions.

Chapter 10, Maintenance of ship and equipment – identifies the need for the company to prepare appropriate maintenance programmes to satisfy regulatory requirements.

Paragraph 10.3 deals with technical systems, the failure of which may result in a hazardous situation developing. The safety management system should provide for specific measures aimed at promoting the reliability of such equipment.

Source: *North of England, P&I*

"UNITEAM MARINE NEWS" 50TH EDITION

It is with the greatest of pleasure that we extend our congratulations to the Editorial team on reaching the 50TH EDITION of our "NEWS", and we take this opportunity to express our thanks for their efficient and conscientious service they render, and for their success.



Although it has now been exactly twelve years since the appearance of the first issue back in June 1999, it seems like only yesterday that our team gathered with the fervent wish to produce a company newsletter for all our personnel on board and ashore as well

as our clients. Full of enthusiasm they faced the basic questions of design and layout, content and frequency of publication. The first edition was produced on a bubble coloured printer, taking ten minutes to print each copy.

The efforts of our Editorial team are inevitably concentrated on two topics of paramount importance to the company: our personnel and our clients. Therefore our columns constantly feature general information; education and training matters; health, prevention and safety issues; case studies and profiles of employees, especially long-serving ones.

We also frequently devote space to news from our clients in order to keep our seafarers abreast of their activities and accomplishments.

No newsletter can be successful without the support of its readership, and we are always especially happy to publish contributions from our personnel on board sharing their experiences, photographs, endeavours and achievements.

Thank you all for your steady support over the years. We look forward to celebrating the 100th edition together.

WATER FESTIVAL ON BOARD

April brought the celebration of Thingyan, the Myanmar New Year.

Via Hanseatic Lloyd we received beautiful poems written by our seamen on board APL Costa Rica and pictures from the NRS vessel MV Northern Prelude. Here is a selection:



Yearning for Thingyan (the Water Festival)

- ◆ The country of ours, where the gumkino (padauk) bloom, One New Year's day is coming soon.
- ◆ At New Year whilst Old year departed us hence, It is the time for Thingyan to commence.
- ◆ With flowerpot filled with Eugenia Leaves, We would like to welcome and meet.
- ◆ The scale (melody) of Tu-poe in our ears, Resounding to us from afar.
- ◆ Dagu (1st month of year) water which Nyo Mya pours, We would like to be soaked in shower.
- ◆ Satu-ditha (feast for all comers from 4 directions, NEWS) rice dumplings, We would like to have them for consuming.
- ◆ All and sundry will come visiting, With that thought they are rejoicing.
- ◆ Hand in hand with the lover, We wish to go about hither and thither.
- ◆ Thangyan rain water and Dagu air, Would keep us free from any fever.

Nay Gyi (Shwe Daw Bon), MV APL Costa Rica

PORTRAITS OF OUR LONG-STANDING SEAMEN



Mr. Bo Gyi, Oiler
joined MV Christl Hermann
24 Feb. 1977 at Rangoon Harbour



Mr. Kyaw Kyaw, Oiler
since 14 August 1980 with UM



Mr. Tin Yee, Bosun
since March 1979 with UM



Mr. Myo Hla, Oiler
since 1980 with UM

Mr. Bo Gyi, Mr. Kyaw Kyaw, Mr. Tin Yee and Mr. Myo Hla from Myanmar are some of our longest-standing seamen, with our company for more than 30 years.

WHAT DO YOU LIKE MOST ABOUT YOUR JOB?

Bo Gyi: To survive as a seaman at sea facing many adventures is one of the most exciting lives imaginable. I am very proud to earn my living as a seaman aboard the ship.

Kyaw Kyaw: I most enjoy repairing and maintenance jobs such as using my experience for M/E unit overhauling and for other machinery. Watch Keeping, cleaning and painting are my typical duties.

Tin Yee: At present I am working at the Uniteam Marine Training Centre as a seamanship instructor. I really enjoy training people who are serious about becoming professional and following the safe-working procedures we have established.

Myo Hla: I like establishing a strong sense of co-operation with colleagues.

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

Bo Gyi: In 1998, on MV Choyang Honour, a storm wiped all nearly of the cargo on deck and caused severe damage to the vessel's hull.

Kyaw Kyaw: Sailing from Spain to Brazil on board

of MV Calapadria, I went to the crew mess after my duty finished at 4 am. Unexpectedly, I found two guys with long hair eating and talking. With them was a cat. I was shocked for a moment to see strange people on board at sea at that time and then realised that they were Spanish stowaways. I informed the duty officer on the bridge and waited for instructions from senior officers.

Tin Yee: I have had many exciting experiences on the MV Georg Kurz 1979, in my first experience with Josef Roth working as a bosun in 1984 on MV Elisabeth Roth (stormy weather in the Indian Ocean with Capt. H. Schoelzel) and ten years with Horn Vessels (from 1986 to 1996). So many funny and exciting stories.

Myo Hla: In 1982 on MV Rosa Roth, pirates were chasing us on the way from Angola to the USA.

YOU ARE A VERY EXPERIENCED SEAFARER - DO YOU HAVE ANY ADVICE FOR NEW COLLEAGUES ON BOARD?

Bo Gyi: I would emphasize "Safety First" on board.
Kyaw Kyaw: I would advise newcomers to concern themselves seriously with the issues of health, safety and looking after the environment.

Tin Yee: Most of the new selected crew members have good experience and are willing to follow our Uniteam Marine policy "Success Through Teamwork", but some don't know about our working procedures. This can cause misunderstandings among the crew on board. That's why in our training classes we always carefully explain the Uniteam Marine culture and policy.

Myo Hla: Safety must always be the first priority.

DO YOU HAVE A CREDO OR MOTTO IN LIFE?

Bo Gyi: As a seaman, there are a lot of hidden pressures, such as family affairs, and we have to be aware of these things. Especially when we are on duty, we need to ensure personal safety.

I myself still have many things to learn and advise others, including those on board, to continue reading, studying and learning as much as you possibly can. My motto is "No pain, no gain".

Kyaw Kyaw: Steadily improving and developing through work.

Tin Yee: I always say to seafarers about to join the ship: "Best wishes and return home safely."
"Hope for the best, prepare for the worst."

Myo Hla: I believe in the Buddha's way: do the right thing for the right future.

UNITEAM MARINE would like to thank all our long-standing seamen for all their years of good co-operation and loyalty.

BRAIN TEASER

Solution to "What time is it now?" 9 p.m.

PHOTO & VIDEO COMPETITION



rescue drill of MRCC Valencia on 24 May 2011.

This picture was taken by Safety Officer Kyaw Moe Aung on board MV Northern Diversity – it shows the assistance for the helicopter



C/E Karlashevych observed an unusual occurrence: a huge fire in Rio de Janeiro. All helicopters with tourists broke off

their excursions around the Christ statue to have a look at it. Later on local TV, it was explained what had happened: the fire was started by garbage burning near a supermarket in the hot weather. It took fire fighters hours to extinguish it.

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.

HUMOUR

THE IMPORTANCE OF COMMUNICATION (FROM 1ST ISSUE OF UNITEAM MARINE NEWS)

The Captain's note to the Chief Officer:
"Early tomorrow morning there will be a total solar eclipse at 0900 hrs. This is something that cannot be seen every day, so let the crew line up in their best clothes on the deck in order that they may see it. To mark this rare phenomenon I will myself explain it to them. If it is raining, we will not be able to see it clearly. In that case, the crew should gather in the mess-room."

The Chief Officer's note to the 2nd Officer:
"On the Captain's order there will be a total solar eclipse early tomorrow at 0900 hrs. If it is raining, we will not be able to see it clearly from the deck in our best clothes. In that case the sun's disappearance will be fully observed in the mess-room. This is something which does not happen every day."

The 2nd Officer's note to the 3rd Officer:
"On the Captain's orders we shall fully observe in our best clothes that the sun disappears in the mess-room at 0900 hrs. The Captain will tell us if it is going to rain. This is something which does not happen every day."

The 3rd Officer's note to the Bosun:
"If it is raining in the mess-room early tomorrow, which is something that does not happen every day, the Captain in his best clothes will disappear at 0900 hrs."

The Bosun's note to the Crew:
"Early tomorrow at 0900 hrs. the Captain will disappear. It is a pity that this does not happen every day."