



## EDITORIAL

This edition of UNITEAM MARINE NEWS will focus on crewing, the centrepiece of our activities.

UNITEAM MARINE took an active part in the celebrations for the Day of the Seafarer hosted by the Myanmar Seafarer Federation; the traditional Roundtable by Norddeutsche Reederei H. Schuldt took place at Gut Thansen in Soderstorf, in Germany's Lueneburg Heath; seafarers were presented with awards by Rickmers Ship Management Singapore; and UNITEAM MARINE has opened a branch office in Yangon! Our motto "Success through Teamwork" was perfectly demonstrated by Captain Kyaw Win Khaing and his crew on-board MV Kweilin.

Enjoy reading.

*The Editorial Team*

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## NEW BRANCH OFFICE IN YANGON

On 14 July, UNITEAM MARINE opened a branch office in Yangon, located in Dawbon Township.

Two colleagues from our fleet personnel function are stationed in the new office. The office is headed by Aung Aung Kyaw, who has been with UNITEAM MARINE since 1998.

Aung Aung Kyaw began his career with the company as a deck cadet. He passed his second officer examinations and continued working on vessels under the management of UNITEAM MARINE. Since June 2014, Aung Aung Kyaw has been a Fleet Personnel Manager (Recruitment & Retention) ashore.

"We receive CVs from seafarers who are interested in working with UNITEAM MARINE and provide them with information about the courses offered by UNITEAM TRAINING. The feedback is great: in a single week after opening our branch office, we received 40 applications.

We explain in detail to our visitors the working conditions and the career opportunities with UNITEAM MARINE and the variety of courses and simulator training offered, by UNITEAM TRAINING at our facilities located in Yangon and Thanlyin. In addition, we assist our seafarers with the preparation of their documentation and other requirements for joining vessels."

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## CELEBRATION OF THE DAY OF THE SEAFARER

On 22 June, the Myanmar Seafarer Federation (MSF) celebrated the Day of the Seafarer.

More than 700 participants joined the event at the Lion City Restaurant in Yangon.

The Yangon regional Minister for Transport and the Minister for Karen Affairs – formerly Director SECD and Director General DMA – were present. Speeches were delivered by Dr. Tin Hlaing, president of MSF and U Win Shein, the Director General of the Labour Ministry.

As in the past, UNITEAM MARINE took part in this outstanding celebration. Management and colleagues from Yangon office attended; there were banners with information about UNITEAM MARINE and UNITEAM TRAINING and vinyls decorated with compliments to our seafarers. Contributions from UNITEAM MARINE were included in the official magazine, and a special incentive – UNITEAM MARINE car stickers – were distributed and quickly became hot collector items.

*Anja Frauboese, Corporate Communications & Marketing Manager*



## PLAQUE OF RECOGNITION

The Maersk Energy scorecard is a performance benchmark launched in February 2012 to ensure energy-efficient operation. Maersk Fleet, together with the largest owners of chartered vessels, have received monthly scorecards with benchmarks on energy efficiency. For this purpose, the vessels report a comprehensive set of daily operating data through the Maersk Ship Performance System (MSPS). This data is collected and analysed by Maersk Maritime Technology.

The energy efficiency classes are divided in categories from "A" to "G", "A" being the most energy efficient, "G" the least efficient. Vessels earning at least two Energy "A" ratings are recognized and with a plaque presented to Chief Engineers and Masters as the key persons responsible for the achievement. The plaque of recognition was implemented in March 2014.

UNITEAM MARINE 13,000 TEU ship Senior Management Team (SMT) is a strong partner in our Energy Efficiency Drive. We would like to recognize their phenomenal performance in embracing the challenges and contributing to the "A" rating in our Maersk Energy Scorecard.

Recently, Rickmers was ranked number one globally among all fleets operated by Maersk Line, including Maersk-owned vessels. This did not happen by accident: it was the outcome of the crew's ongoing dedication to excellence. Our teamwork with UNITEAM MARINE's SMTs was the key to this remarkable achievement. Congratulations to them for a job well done. We are proud of their achievements!



### Awarded April 2014:

- Capt. Myo Zin Maung, C/E Saw Aung – Maersk Essen (Coconee Rickmers)
- Capt. Nanda Kyaw Thu Swe, C/E Aung Naing Khin – Maersk Essex (Libra Rickmers)
- Capt. Min Oo, C/E Aung Thi Han – Maersk Evora (Tauro Rickmers)
- Capt. Nyunt Win, C/E Nyan Win – Maersk Eindhoven (Aqua Rickmers)

### Awarded in July 2014:

- Capt. Win Ko, C/E Kyaw San Htoo – Maersk Essen
- Capt. Kyaw Kyaw Lwin, C/E Aung Thi Han – Maersk Essex
- Capt. Kyaw Swa Myo Win, C/E Thaung Nyunt – Maersk Evora

*Captain Nelson Sotelo Jr., Energy Management Representative, Rickmers Shipmanagement Singapore*

## ROUNDTABLE NORDDEUTSCHE REEDEREI H. SCHULDT

About 35 seafarers attended the 20th anniversary of the NRS Roundtable at Gut Thansen in northern Germany's Lueneburg Heath, 19 and 20 June, which focused on training, education and motivation of the seagoing staff as well as recent developments within the fleet.



Markus Hempel, Managing Director of NRS, began his presentation with the question, "Where do we go and what does it take to stay ahead?"

Shipping has been hit hard in recent years, with the liquidity crisis and global recession affecting all sectors. Record low dry- and wet-bulk rates and a sharp decline in vessel values are causing covenant breaches and viability considerations.

Bearing this in mind the speakers of the 20th Roundtable presented certain topics focusing on vessel's performance improvement to ensure that the vessels and crew are prepared for future tasks, and kept attractive to charterers' needs.

Various lively discussions on the second day of the Roundtable focused on

- Ship operation cost awareness, measures to increase vessel efficiency, expectations of the crew
- Weather routing, voyage planning and charterers' performance monitoring methods
- Human error, situational awareness, pilot error, experience from recent cases and insurance statistics

### What could the seafarers take away?

Essential factors for success in a turbulent environment include a well-organized office with clear and efficient hierarchies and defined processes, combined with efficient IT-systems, and a positive attitude, in addition to the skills of all seafarers. Paying attention to these factors can guarantee progress and stability among the fleet and finally the company.

We want to take the opportunity to extend our sincere thanks to all speakers for their kind contributions. Thanks, too, to all seafarers who made long journeys from Europe and Asia for taking an important break between job and vacation.

*Captain Udo Stoermer, Senior Fleet Personnel Manager*

## MLC FIRST ANNIVERSARY

The MLC2006, or as labelled Seafarer's Bill of Rights, celebrated its first anniversary of implementation last month. Since put in force in August 2013 it has had significant impact on vessel operation as well as the seafarer recruitment processes.

### Major benefits of the implementation include:

#### For Government:

- Simplification of reporting obligations (one convention rather than many).
- Wider power of enforcement on all ships.
- Protection against unfair competition from substandard ships through "No more favourable treatment" approach for ships of non-ratifying countries.

#### For Ship Owners:

- A more socially responsible shipping industry.
- A better-protected and more efficient workforce.
- The new convention contains minimum standards that are well within the current industry practice and should easily be met by most reputable ship owners.

#### For Seafarers:

- A comprehensive set of basic maritime labour principles and rights consolidated in one convention.
- Right to make complaints both on-board and ashore.
- Improved enforcement of minimum work and living conditions.

To document a vessel's compliance after inspection, each vessel will obtain the appropriate certificates, which are issued under TITLE 5 of the MLC (Compliance and Enforcement), known as:

- The Maritime Labour Certificate
- Declaration of Maritime Labour Compliance, parts I and II

The above certificates should always be valid and available for presentation whenever a PSC Inspector asks for them; this is likely to happen during routine visit or to follow up on certain complaint when the vessel is at a port of a MLC ratifying state.

What makes MLC 2006 different from other ILO conventions is the power of implementation given in Article V, paragraph 7 of the convention, which is often called the "No more favourable treatment clause". This clause was entered to eliminate the "advantage", or favourable treatment, for ships from countries that have not ratified the MLC over those that have.

It is a living convention, subject to continuous revision and amendment. One important amendment was adopted on 11 April 2014 by the 400 participants at the first meeting of the special Tripartite Committee established under the MLC2006. The new law regulates and assists with the protection of abandoned seafarers and provides financial security in the case of a seafarer's death or long-term disability.

*Mazen Barhoun, Fleet Personnel Group Manager*

## RESCUE AT SEA

During our sea passage from Honiara (Solomon Islands) to Brisbane on the morning of 23 June (0950 LT; 2250 Z / 22 June), we received a phone call from RCC Australia, requesting us to render assistance to the sailing vessel "Storm Vogel" in distress, which had suffered damaged to her keel and was taking on water. When I checked the position, it was about 42 NM from our vessel. We decided to proceed to provide assistance and started deviating from our normal course at 0954 LT (2254 Z / 22 June).

As advised by RCC Australia, there was one motorboat, Southern Star, nearby and providing assistance, but they were unable to stop the water ingress. Cement bags would be required to temporarily stop the water ingress and allow for repairs and proceeding en route to Cairns, Australia. On our way to the distress position, I discussed with my officers and crew that the rescue team and two cement bags were to be ready.

On 23 June, around 1315 LT (0215 Z), our vessel arrived at the given position to render assistance. We stopped and provided shelter from the wind and swell to the two smaller boats.

The rescue boat from Southern Star was ready to pick up the cement bags from us. At 1325 LT (0225 Z), we successfully transferred the



bags and waited until they were recovered from the Southern Star rescue boat at 1400 LT (0300 Z). We then had contact with all boats involved and made sure they were safe and could resume the course to their destinations.

Later, we received a "Thank you" message from RCC Australia: "Excellent work and in the true spirit of seafaring!" They also let us know that repairs have been made, that SV Storm Vogel and Southern Star were continuing their voyage to Cairns and did not require further assistance.

*Captain Kyaw Win Khaing, MV Kweilin*

## TYPES OF FRAUD

Fraud can come in many different ways, from many different angles. When we speak of "fraud" in the Maritime Industry, we do use it as an umbrella term that goes beyond strict legal definitions, but the meaning is clear: someone is seeking to take advantage of someone else in a way that goes beyond commercial sharp practice.

The following is an overview of the kinds of fraud that may be experienced, but it is far from an exhaustive list.

### BUNKERING FRAUDS

Fuel can be the single greatest expense in the daily running cost of ships. Fuel prices rose over the last 10 years and never really fell significantly. Such values may provide a strong incentive for criminal designs to commit fraud, the incidence of which is said to be on the increase. Commonly, disputes and alleged misdealing are in respect of:

- quantity consumption by the vessel
- quantity of deliveries
- quality of deliveries

#### CASE SCENARIO:

##### Supplier overstated quantity supplied

The Association has been involved in matters where disputes arose over the quantity supplied. At times several days after a supply was made. These issues can be difficult to resolve, as the passage of time makes it more difficult to conclusively determine where fault may be found.

In particular it appears possible by the use of pumping air into bunkers as well as heating them to increase their volume and create what has been called "the Cappuccino" effect.

Experienced Engineers will be able to closely monitor a fuel supply and check for visible and physical signs of possible problems, including monitoring the temperature of the supply as well as checking for signs of air supply.

#### Lesson learned:

It is important to properly prepare for and monitor the supply of fuel oil to the vessel and not downgrade its operational significance. Experienced crew, assisted by a Bunker Surveyor, can significantly assist in the mitigation of this risk scenario. A mass flow meter on board the receiving vessel can also assist to determine exact quantities supplied, as mass measurement may be more accurate than volume.

#### CASE SCENARIO:

##### Bunkers are adulterated and off specification

Disputes over bunker quality are not uncommon, and often related the precise specifications, ignition quality, viscosity or other important factors.

Beyond those quality issues which simply make a Chief Engineer's life more difficult than usual, are those which potentially can cause significant if not catastrophic damage to a vessel's engines.

Bunker fuel is a heavy fuel oil product, resulting from the refinery process of crude oil and it contains a great many chemical and metal traces. Ship engines are designed to deal with these, but unusual or excessive concentrations may cause problems. Furthermore the Association is aware of cases where bunker supplies were co-mingled with waste oils originating from a number of sources, including waste car oils and vegetable oils from the restaurant industry.

#### Lesson Learned:

Wherever possible new bunkers should be pumped into empty tanks on board the vessel and not co-mingled with existing stores. These bunkers should not be used until tests are performed to determine the exact nature of the supply.

For claim purposes, bunker manifold samples on the receiving vessel can have the best evidential value if taken and stored properly.

#### CASE SCENARIO:

##### Crew colluded with Bunker Supplier to short change on a supply of fuel

A Chief Engineer on board a Tanker vessel was sentenced to a fine and imprisonment after being found guilty of having colluded with a Bunker Supplier to steal over 100 tons of fuel oil which was sold on to another vessel. The C/E had been induced into this course of conduct with a bribe, a small % of the value of the fuel, from the Supplier. The fraud was detected as the concerned authorities were aware of the general risk and had been monitoring possible suspicious activity which ultimately allowed for all the Conspirators to be caught.

#### Lesson learned:

Even relatively modest sums of money can be sufficient to entice people to commit a fraud. Given the key place bunkers hold in the vessel's operational cost, careful voyage monitoring as well as on and off hire surveys, and bunker supply surveys are important in mitigating this risk. Ensuring rigorous staff training and company mandated codes of conduct are also important in this regard.

#### CASE SCENARIO:

##### Vessel is invited to conduct illegal bunkering off a West African Nation

Vessels trading to, from, or in the area of West Africa may be contacted by parties seeking to facilitate the supply of cheap bunkers outside of regular and established bunkering spots.

The potential fraud is the possible facilitation of the sale and purchase of stolen or smuggled bunkers and the avoidance of customs duties and other taxes which would have been due on the supply of the bunkers had they been procured properly.

This particular scenario comes with the added risk that vessel's enticed to meet one of these alleged bunkering opportunities, may in fact be lured into an ambush designed to facilitate a piracy & kidnapping attack on the vessel.

Security Contractors Dryad Maritime assisted the Association in highlighting these risks in the following Web Advisory to Members:

<http://www.skuld.com/topics/voyage--port-risks/piracy/gulf-of-guinea/piracy-and-bunkering-risks-in-the-gulf-of-guinea/>

Even without the risk of a pirate ambush, such transactions are likely to fall foul of numerous laws as well as contractual agreements.

If the vessel sells part of the cargo, then that would be theft and outright criminal conduct. It may also amount to smuggling. Buying cargo, or particularly bunkers, may amount to smuggling and customs evasion.

In any of these scenarios the vessel is at risk of detention, possible confiscation, and the crew may be subject to arrest and criminal prosecution.

A variation of this scenario may see the vessel inadvertently take cargo originating from a country that is subject to sanctions, and which cargo may have been co-mingled or transited via repeat STS through a 3rd party jurisdiction.

#### Lesson Learned:

A deal that looks too good, probably is. The best way to ensure vessels stay both physically and legally safe is to ensure that they do not engage in activities which come with a high degree of suspicious circumstance, significant economic inducement or believed advantage, as well as other Red Flags (which are explained further below in the Loss Prevention Section).

### CARGO AND DOCUMENT FRAUDS

These frauds can come in many different forms. It can involve the sale of cargoes that do not exist, fraudulent misrepresentations on Cargo Documents, the attempt to illegally claim on Letters of Credit, fake Letters of Indemnity, as well theft of cargo and / or cheating over quantity and quality.

#### CASE SCENARIO:

##### Forged Bills of Lading with the intention of stealing the cargo

The Fraudsters create a fake set of Bills of Lading that looks sufficiently genuine against which they seek to take delivery of the cargo in advance of the genuine Receiver.



This fraud may have received some "Insider" assistance, as the Fraudsters will need key information – if not a copy of the genuine Bill – in order to ensure they can achieve delivery at the discharge Port.

The Ship-owner and genuine Receiver (or unpaid Shipper) are then left to fight it out as to whose Insurers will have to cover the loss, or worse who will have to take the direct hit (as some loss scenarios may not be covered by standard insurance).

#### Lesson Learned:

Ensuring that there is always a clear chain of custody for any set of original Bills is very important. Local Shipping Agents, if they want to avoid being held liable, will also have to ensure that they conduct proper checks against documents presented to ensure their genuine nature. If in doubt, a phone call can help to clear up many issues and concerns. If, however, serious concerns persist (such as clear errors or inconsistencies on documents) then calling a "halt" to operations will be a prudent step to take.

#### CASE SCENARIO:

##### "Fake Cargo Sale" – a parallel transaction

The Fraudsters will seek to create genuine looking Bills of Lading or other Cargo Documents, copying corporate styles and logos, and going as far as including genuine ship and shipment details. The Fraudsters appear to be well informed about the particular type of cargo being shipped.

In one particular case, the Fraudsters knew of the exact trading pattern of a Member's vessel and were able to give credible details of her route and alleged cargo, so as to make the transaction appear legitimate. They offered to sell a cargo that allegedly was on board, but the vessel was in fact trading a different cargo altogether that had been sold already to genuine buyers from genuine sellers.

The Fraudsters seek to gain by seeking a Buyer for their alleged cargo and then either obtaining payment direct or by way of a Letter of Credit opened in their favour as part of the transaction.

In some cases involving the Container Industry, the Fraudsters go so far as to create fake websites, and give fake tracking numbers, to give the appearance of a genuine shipment that can be tracked "live".

#### Lesson Learned:

Fraudsters can take significant steps to create a legitimate appearance for their scheme. cursory or brief checks may be insufficient to detect the underlying scam. Unless dealing with known and proven counterparties (who confirm the deal back) extra caution should be taken to ensure a particular proposed offer is in fact genuine.

One particular Red Flag to this type of Fraud is that the offered cargo may be at a significant discount to prevailing market prices, and aiming at trapping a Buyer with a deal that is "too good to pass on".

#### CASE SCENARIO:

##### a sub-Charterer or Freight Forwarder issues / re-issues Bills of Lading with cargo miss-descriptions

The Master of the vessel has the responsibility and right to issue Bills of Lading for the cargo laden on his ship. In practice this is often delegated / contracted out to Charterers and their Shipping Agents on the basis that any Bills issued must conform with Mate's Receipts issued during the loading operation.

*article continues on page 4...*

## TYPES OF FRAUD *contd.*

It is important to ensure that Bills do accurately reflect the cargo laden, because a knowing miss-declaration, for instance claiming that a cargo of cars is "new" while they are fitted with old engines, is a fraud. The 3rd Party Buyer of the cargo expects new cars, not refurbished vehicles, and he is paying the price for new cars.

Once the true nature of the cargo is discovered the Buyer will usually be able to take action for his loss against the Vessel, and there will be no defence where clean Bills were issued for unclean cargo.

This can create problems for ship-owners where the Bills are issued, or perhaps re-issued, by a Party several steps removed in the contractual chain, and these Bills contain clearly inaccurate information. The Owner may not even know that this event has occurred, until confronted with a cargo claim at the discharge Port.

Typically the "fraud" will involve:

1. a deliberate over statement as to quantity laden
2. a knowing miss-description of the cargo laden
3. the post or ante dating of the Bill of Lading

This is done in order to ensure documents pass as "clean" through the Banking system, obtain more sale proceeds, and put the transaction into sale and Letter of Credit "windows". In all cases, however, misinformation is used to obtain financial benefit, or greater financial benefit, than should have been due had accurate information been provided.

### Lesson learned:

Delegating an important right / obligation such as issuing cargo documents should only be done to trusted counter parties and in line with clear indemnities and counter-obligations to protect the Owner. If a cargo is laden that clearly is not "new" or "clean" then extra care has to be taken that any cargo document issued very precisely describes the exact nature of the cargo.

### CASE SCENARIO: the "Trojan" Container

The Containerization of global trade has given incredible benefits to shipping and the world economy, yet has also given rise to numerous opportunities for fraud.

The "Trojan" Container is the one that is alleged to contain a certain specific cargo, yet upon discharge it turns out that the contents are quite different. The types of incidents the Association has seen include:

1. Cargo of plastic shipped for recycling contained a small amount of used diapers
2. Cargo of rolls of textiles contained smuggled cigarettes
3. A 40 foot box contained 21 illegal immigrants + 2 People Smugglers from Fujian consigned to Los Angeles
4. Various methods to hide drugs
5. Waste and rubbish, or other redundant material to give the impression of [x] tons weight, but the real goods were never shipped (but were paid for)

These are just a few examples, but often the carrier is at risk of fines, criminal charges, rejection of the cargo, detention, disposal and extra carriage costs.

### Lesson Learned:

The volume of containerization as well as the need for fast processing leaves little time to ensure that cargo manifests are checked rigorously and even then physical contents are not routinely checked against the manifest by the vessel (that would be a logistical and practical impossibility in the trade).

A great degree of reliance is therefore placed on Freight Forwarders to ensure that both contents and weight are properly declared. In case of concern, it is better to isolate a box and have it inspected, even leaving it behind, rather than risk a vessel with thousands of boxes on board being detained for alleged immigration, customs and other legal infringements at the discharge Port.

Source: Skuld

## PORTRAIT OF CREWING MANAGER VLAD IVASHCHENKO

Vlad Ivashchenko has been Crewing Manager at the UNITEAM MARINE Limassol office since 01 March 2008.



### HOW DID YOU JOIN UNITEAM MARINE?

I graduated from Odessa National Marine Academy in 1999 and then worked several years at sea as an engineer. At the beginning of 2000s I took shore-based employment as a Crew Manager in a large shipping company. After a year in its manning office in Odessa, I relocated to the company's head office in Cyprus. After five years with this company, I felt I needed new professional challenges. As I had heard many positive comments about UNITEAM MARINE, and the company had a good reputation in the industry, I decided to try my luck and applied for a job. Fortunately, after assessing my previous experience positively, the management offered me the opportunity to join UNITEAM MARINE as Crewing Manager in the Cyprus office.

### WHAT ARE YOUR MAIN TASKS?

The focus of my duties is on managing on-board personnel. It includes arranging crew changes, selecting new candidates, managing the pool employees, establishing long-term crew relief planning, and communicating with the ships and owners. Another important aspect of my work is being responsible for the certification of our seafarers in accordance with international requirements.

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

I most like my contact with the people, and communicating daily with the vessels and the seamen on-board and ashore.

### WHAT HAVE BEEN YOUR BIGGEST CHANGES AND CHALLENGES IN RECRUITMENT IN THE LAST FIVE YEARS, AND HOW DID YOU MANAGE THEM?

Our biggest challenge was the serious crisis in shipping in-

dustry, which started in 2009 and is unfortunately not yet over. Our task was to provide all our fine seamen with employment in this difficult environment for Owners. Fortunately, UNITEAM MARINE steadily plotted its course through the stormy weather, and despite hard times we kept on serving our clients in the best possible way. We have managed to prove to our seafarers that UNITEAM MARINE is a reliable employer, and we highly value their trust in us. After all, this has ultimately made it possible for our company to continue developing and has led to the expansion of our services.

### IF YOU RECEIVE APPLICATIONS FROM SEAFARERS TO JOIN UNITEAM MARINE – WHAT ARE THE KEY SKILLS YOU ARE LOOKING FOR? WHAT ARE "NO GO'S" IN APPLICATIONS?

The application form is the primary source of the information we have about a candidate. In fact, we screen all information provided in the application very carefully. It is very important that the applicant provide full details of his previous experience, such as the types of his previous ships, dates of sign-on and sign-off, details of the previous employers. A definite "no go" for us with the applicant is if we discover any false information. The attempt to hide some sea service, even though it might reflect badly on the candidate, or trying to fabricate some experience would send a very bad signal. Honesty is always highly valued. The candidate should not be afraid to make it clear when they haven't had experience in a particular area. A good candidate can always be provided with additional training in our excellent facilities. I am of the opinion that if a person has right attitude and an open mind, their skills can always be upgraded.

### DO YOU HAVE ANY MOTTO/CREDO IN LIFE?

My motto is that we need to continue to learn all through our life. Being good at what we do is just not enough. Modern life requires us to be competitive, and we can remain competitive only if we learn something new every day...

## HUMOUR

### Old Friends

Two elderly ladies had been friends for many decades. Over the years, they had shared all kinds of activities and adventures. Lately, their activities had been limited to meeting a few times a week to play cards. One day they were playing cards when one looked at the other and said, "Now don't get mad at me. I know we've been friends for a long time but I just can't think of your name! I've thought and thought, but I can't remember it. Please tell me what your name is." Her friend glared at her. For at least three minutes she just stared and glared at her. Finally she said, "How soon do you need to know?"

## IMPRINT

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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, pictures & videos for the photo & video competition to Corporate Communications & Marketing at Uniteam Marine, Anja Frauboese, marketing@uniteamservices.com



## PHOTO & VIDEO COMPETITION 2014



"Solar power for ship energy efficiency", by Captain Kyaw Swa Myo Win, on-board MV Maersk Evora

## 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 2014!

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.