



EDITORIAL

"The best thing in our job is having the opportunity to work with many different nationalities", says C/O Piotr Zzyk. This not only applies on board the vessels but also ashore. In the past months seafarers and office staff of UNITEAM MARINE had the opportunity to join in on events and workshops and share ideas with colleagues from other countries:

- In Manila, Philippines, some of our senior officers participated in the Rickmers Senior Officers Conference, sharing their perspectives on topics such as "how to create a happy crew on board".
- In Limassol, Cyprus, the management of UNITEAM MARINE met to review current strategies, processes and procedures. The workshop was attended by nationals from eight countries: Myanmar, Great Britain, Cyprus, Germany, The Netherlands, Lithuania, Poland and Singapore.
- In Yangon, Myanmar, over 200 seafarers took part in the annual officers' event, including workshops with clients, clients, GARD AS of Norway and UNITEAM MARINE.

It is not only working with different nationalities that makes our jobs so interesting; it is also the chance to work in teams – in workshop settings as well as in our daily life on board or ashore. Working in teams allows us to share ideas and leverage each other's skills. "Usually without a team we aren't able to achieve most of our targets", states C/O Piotr Zzyk, whose portrait is included in this edition of our newsletter.

Enjoy reading: and share your teamwork experiences – especially those in cross-cultural teams – and pictures with us.

The Editorial Team

CONTENTS

OFFICERS' EVENT IN YANGON

STRATEGY WORKSHOP IN LIMASSOL

NEW BUS AT UNITEAM MARINE YANGON

RICKMERS SENIOR OFFICERS' CONFERENCE

WOULD YOU TEAMWORK DURING VACATION?

OIL CONTAMINATION OF MARINE BOILERS

PORTRAIT OF CHIEF OFFICER PIOTR ZZYK

MYTH OR TRUTH

BOOK RECOMMENDATIONS

ONGOING COMPETITIONS

PHOTO & VIDEO COMPETITION

HUMOUR

IMPRINT

OFFICERS' EVENT IN YANGON

UNITEAM MARINE invited clients to visit the training centre in Yangon and to take part in the annual officers' dinner. We were honoured by the presence of Norddeutsche Reederei H. Schuldt GmbH & Co. KG, United Seven GmbH & Co. KG, Rickmers Reederei GmbH & Cie. KG and Rickmers Shipmanagement (Singapore) Pte. Ltd.

In addition, this year we were also extremely pleased to welcome six members from Gard AS P&I Club of Arendal, Norway, with whom UNITEAM MARINE is cooperating for the last 30 years.

Representatives from Gard kindly accepted our invitation to deliver presentations on P&I matters to both our seafarers and clients.

The classrooms of the UNITEAM MARINE training centre were opened up to more than 200 Myanmar seafarers who participated in client workshops and seminars.

Captain Thomas Reppenhagen, fleet personnel director, and Mr. Vytautas Rimeika, technical director of UNITEAM MARINE, were also present and conducted technical and personnel workshops with about 80 seafarers attending. Captain Ernesto Yutadco and Captain Anurag Mathur from Rickmers Shipmanagement (Singapore) Pte. Ltd directed a special workshops about their 13,000 TEU vessels for our training centre's engineer instructors, giving them the opportunity to enhance their knowledge.

The specialists from Gard P&I guided us on various topics ranging from operational risks to P&I and marine insurance, from casualty response to ECDIS, pilotage and pilots' handling, claims handling and bills of lading issues.

On the evening of 14 May 2013, 300 guests – our clients, senior officers and office employees of UNITEAM MARINE – joined in the "Get-Together Dinner" at the Traders Hotel.

Captain Jerzy Wilk opened the event, followed by our chairman, Mr. Gerhard Ruether, who thanked our guests for their presence and went on to analyse the current situation and



UNITEAM MARINE's efforts in tutoring and coaching seafarers to the benefit of our clients.

The highlight of the evening was the performance given by seven boys from our Myittar Yaung Chi Orphanage led by Principal U Thet Lwin, Ms. Natasha (trainee) and U Sai Aung Thu Ra (teacher). All resoundingly applauded the amateur group's moving performance. The boys were enthused not only by the warm appreciation of our guests but also with the special Japanese food. They were totally happy.

Our electrician, U Min Aung Hein, was chosen to receive a special "UNITEAM MARINE Environmental Awareness" award. As he was on board the MV Helene Rickmers, however, he was unable to attend the event. The award was accepted on his behalf by our long-serving electrician, U Win Tin.

The event continued late into the night with lively conversation and music.

During the week, our client representatives had the opportunity to visit the boys' orphanage and also the new girls' orphanage in Thanlyin, whose construction is in the final stages.

All in all, the week provided participants with a good insight into the training centre, strengthened relationships, and offered an exceptional cultural experience.

Lin Lin Htun, Project Coordinator



STRATEGY WORKSHOP IN LIMASSOL

A three-day strategy workshop was organized in Cyprus for UNITEAM MARINE. We are pleased to present you here with more information about its purpose and content.

Over the years UNITEAM MARINE has grown into a much larger and dynamic organization. For this reason, the management decided to initiate an organizational architecture project in order to review our current strategies, processes and procedures and ensure that our organization stays on a path to success and meets the challenges of a continuously changing business environment.

As part of this project a three-day strategy workshop was held from 31 May to 2 June in Cyprus. Its purpose was to evaluate and realign our high-level business strategy. Members of the organization gathered to discuss the future plans of UNITEAM MARINE and prepare for anticipated growth. This high-energy event, facilitated by our consultants PwC Cyprus, included structured conversations for sharing ideas and reflecting as a team on the strategic priorities of our business, our vision, mission and core values.

Participants had the opportunity to put into practice various techniques for setting strategy and monitoring results. Techniques included assessment of the company's internal and external environment, evaluation of various strategic options, analysis of key success factors for implementing the various strategic options and the development of constructive action plans. In group sessions participants were encouraged to express their thoughts and share ideas in a



transparent and objective manner. Feedback from the group sessions will be used in the development of future strategy.

The workshop included a team-building activity at the beach. Participants were divided into three groups and asked to build a raft that was then used to "rescue" one team member. Using their analytical and problem-solving skills, they worked together as a team to achieve success.

Despite the workshop's rigorous agenda, colleagues were able to take advantage of opportunities to strengthen relationships and personal bonds, both during work discussions and in rare free moments.

Romanos Yiangoudakis

NEW BUS AT UNITEAM MARINE YANGON

After much anticipation the UNITEAM MARINE bus finally arrived in June 2013. Its main purpose is to ferry instructors and seafarers to our workshop at Thanlyin Township, about 15 miles (25 kilometres) from the Yangon office.



The trip to the workshop takes about one hour, and on the way passengers have a great view from the Thanlyin bridge of the riverside scenery and pagodas.

All were excited to be on board for the first run to Thanlyin, but the happiest of all was our driver, Mr. Win Naing, who puts his heart and soul into maintaining a clean bus.

Lin Lin Htun, Project Coordinator



RICKMERS SENIOR OFFICERS' CONFERENCE



Rickmers Senior Officers' 2013 Conference was held in Manila, where 55 seafaring Rickmers officers and 27 office staff were invited to participate.

UNITEAM MARINE nominated nine senior officers (masters and chief engineers) to attend, together with the fleet personnel director, Captain Thomas Reppenhagen.

Rickmers Shipmanagement (Singapore) Pte were represented by the quality manager, DPA, CSO, Mr. Volker Arends and crewing superintendent, Captain Ernesto Yutadco.

The participants were divided into five workshops, with each group being led by a representative of a different Rickmers department. At the end of the given task, each group collected and distributed discussion points to the others, and then a representative from each team presented the results to the whole workshop. An example of one of the commissioned assignments was "How can we achieve the crew's happiness?" Naturally participants were keen to give their input.

In addition to bringing people together and the conference's teaching objectives, the collection of data and ideas directly from persons serving on board the Rickmers vessels proved especially valuable.

Along with the conference discussions, all present – officers as well as office personnel – participated actively, openly sharing their valuable views and findings on the topics presented.

All officers of UNITEAM MARINE express their sincere thanks and appreciation to Rickmers Hamburg and Singapore office personnel, and especially to Mr. Bjoern Sprotte and Captain Ernesto Yutadco, for giving them the chance to participate at this special Rickmers conference, for their warm welcome on arrival as well as for their kind hospitality and cooperation during the conference period in Manila.

Captain Min Oo (participant/member of UNITEAM MARINE)

WOULD YOU TEAMWORK DURING VACATION?

Now that I've captured your attention, I'll tell you that this is what happened during the UNITEAM MARINE officers' holidays when they expected to be with their families. Instead of vacationing they chose to gather in the UNITEAM MARINE training classrooms on the afternoon of 15 May 2013 for the "beneficial cause" of sharing experiences.



As I was slowly passing the classroom, I noticed a group of senior officers listening attentively to an energetic speaker. My curiosity got the better of me and I entered the classroom to hear more. The leader of the pack was none other than our Master Kyaw Kyaw Lwin (fondly known as Charlie) who was on holiday, and with him were like-minded master mariners – but wait a minute... What are they doing here?

"You see, this is how we conduct risk assessment on board – we have to look out for hidden dangers that seem harmless to the untrained eye. Fortunately for my ship, the bosun had briefed his team on the snap back zone. So when the mooring line snapped, had we not told our crews of the potential dangers, the AB would have been in hospital with serious injuries. They thanked their lucky stars, but I told them to thank their attentiveness," exclaimed Captain Charlie.

As a training professional, I am always impressed with this kind of sharing and learning. And you can bet that this is a very powerful way to learn from one another. We call it the Community of Sharing Experiences (COSE). It is all about bringing like-minded people together to share and learn intensively from each other's experiences to improve their future performance.

"With regard to personnel rest hours, this is how your chief officers can schedule the watches to comply with the MLC 2006 requirements. And one more thing... please be sure they log their rest hours dutifully" said Captain Chit Yee Toe. Senior fleet personnel manager, Mr. Ko Ko Lwin added, "I enjoyed talking to them and having the opportunity to convey the office's wisdom in decisions regarding manpower, which makes their work on board much smoother. I find such sessions not only very valuable, but also personal. Everyone gets to learn and share to the benefit of their seafaring careers."

As I left the classroom, I realized that these senior officers enjoy bonding and sharing their professional experience and perspectives on board. I was impressed with their commitment when they mentioned that they volunteered the time spent in these sessions, considering it as "an extremely valuable investment for their coming postings".

Well said. That speaks volumes of their commitment to work and PROFESSIONALISM!

Johnny Sim

OIL CONTAMINATION OF MARINE BOILERS

The malfunction and breakdown of marine boilers are not new issues although it is well known that only a very thin layer of oil on the surface of the boiler tubes can cause local overheating and possible damage to the boiler. Gard has recently seen a number of claims involving boiler damage caused by the presence of oil in the boiler feedwater system. In several cases, where a minor oil leakage has been discovered by the crew, the boiler has been blown down from the bottom instead of surface blowing resulting in a boiler totally covered with oil. During cleaning after repairs, the oil has not been properly removed from the boiler or from the feedwater piping system which again has led to cracks and an associated loss of integrity in high heat transfer areas.



Many of the reported incidents have led to expensive and time consuming repairs including cleaning of the feed water system and renewal of the boiler tubes. The purpose of this circular is therefore to remind ship owners and operators of the importance of proper boiler operation and maintenance, and to highlight the relevant control measures for preventing, and where necessary handling, oil leakages into the feedwater system.

RECENT CASES

The most common sources of oil contamination are leaking heating coils in fuel tanks and fuel heaters or lube oil heaters. In one recent case it was alleged that fuel oil had been detected in the hotwell which had come from a leak in the fuel oil purifier heater a few weeks earlier. The defective heater was replaced with a new spare and the hotwell was cleaned. The boilers were then put back in operation. A few weeks later the crew noticed a low-level-alarm in the hotwell tank and further investigation revealed water leaking inside the furnace. Opening of the boiler revealed several cracks in way of the fire tubes.

In another case an excessive amount of HFO was discovered in the hotwell. No oil detection alarm sounded since the alarm had been disconnected due to problems with the detection system in the observation tank. During the inspection it was discovered that the feedwater system was completely polluted by oil, and as the common circulating pump was running, this also included the exhaust boiler. The investigations also revealed a feedwater leak into the flame chamber, due to a crack in the wall panel in the auxiliary boiler, and some broken pin tubes due to local overheating. The cause of the feedwater contamination was found to be a broken heating coil in one of the HFO tanks. The heating coil had been renewed during the previous dry-docking, and further inspections revealed that the coil had been mounted with some pipe clamps missing and as a result, vibration had caused the breakdown of the heating coil. The shipowner decided to take the vessel off-hire for a complete cleaning of the feedwater system and retubing of the defective pipes in the auxiliary boiler.

CONSEQUENCES

Issues such as disconnection of the oil detection alarm for the hotwell may lead to major damage. The breakdown may have been avoided if the alarm had been working and the situation would no doubt have been discovered at an earlier stage. The most dangerous type of water contamination is heavy fuel entering the steam or condensate from a leaking heating coil or heat exchanger. If the problem is not discovered in time, the boiler can be completely destroyed by overheating due to reduced water flow and minimised heat transfer/cooling of the boiler tubes. The immediate effects range from foaming and carry over in oil fired boilers to the malfunction of boiler water level controls and even protective shutdown devices. More severe oil contamination may lead to a collapse of the heat transfer rate through the boiler steel, which contributes to a higher metal temperature than the design value¹.

PREVENTIVE ACTION

The following practices and preventive measures should be considered in order to avoid extensive damage due to oil contamination:

1. Alarms, monitoring systems and automatic safety shutdown functions should be tested regularly to ensure that they function properly. Safety alarms and automatic shutdown functions must never be bypassed.
2. If the boiler plant is, nevertheless, operated with bypassed faulty safety shutdown functions, a continuous visual watch should be kept on the water level and any potential oil contamination in the hotwell tanks.
3. Filters installed in the hotwell tank must be replaced regularly or as required. As small amounts of oil cling to the filter material, it is important that the filtering material is carefully monitored and replaced as necessary.
4. Ensure that the oil detecting device in the hotwell tank (if fitted) is working properly.

CORRECTIVE ACTIONS

If there is a suspected oil leakage into the feedwater system, carefully examine and hydro test all relevant heating coils, heat exchangers and other potential leak sources in the steam/condensate system in order to identify the origin of the leakage. Be aware that there could be more than one leakage. The following practices and corrective actions should be considered when oil is discovered;

1. If oil is observed in the hotwell it is recommended to check whether a dark oily film contaminates the boiler water level glasses inside. If so, do not blow down the boiler from the bottom; just surface blow several times. If the boiler is bottom blown, it will become totally covered in oil.
2. After repairs, the piping system, heating coils, pumps, hotwell and heaters have to be cleaned of all the remaining oil. Manufacturers' recommendations and procedures for cleaning should be followed.
3. The boiler must not be started up again until an oil-free feedwater supply is guaranteed.

RECOMMENDATIONS

To prevent boiler damage caused by the presence of oil in the boiler feedwater system, Members and clients should follow manufacturers' recommendations and highlight the above preventive and corrective actions in their procedures. Furthermore, it is recommended to:

- Encourage the crew to report any accidental damage so that it can be inspected and/or repaired as necessary and as soon as possible.
- If repairs on the steam and heating system have been carried out during yard stay, proper inspections should be conducted to ensure that heating coils are properly mounted according to class requirements.

Source: GARD AS, June 2013

1. According to DNV, even a thin film of oil or a deposit as thin as 0.5 mm on the water side can easily increase the metal temperature on the furnace side from a design value of 250°C to well above 600°C under normal operating conditions on an auxiliary boiler rated at 7 bar (DNV Technical eNewsletter, 2 October 2012, «Oil Contamination of Marine Boilers»).

PORTRAIT OF CHIEF OFFICER PIOTR ZYZYK



HOW DID YOU JOIN UNITEAM MARINE?

Directly after academy (2003) I was looking for a crewing company. On the internet I found UNITEAM MARINE, where I was employed as a deck cadet via an agency in Gdynia.

WHEN DID YOUR FIRST DISCOVER YOUR DESIRE TO BECOME A SEAFARER?

It was shortly before I joined the Maritime Academy. I accidentally found a brochure describing such a school, and decided that this could be a job that would offer me financial security and the opportunity to visit many interesting places around the world.

DO YOU HAVE ANY FAVOURITE PORTS OR CITIES?

Singapore and Itajai (Brazil). At both places I have met really nice and friendly people.

WHAT DO YOU LIKE MOST IN YOUR JOB?

Having the opportunity to work with people of many different nationalities. Sometimes I have crew members from as many as seven countries on board, and can compare my culture with others.

WHAT HAS BEEN YOUR MOST EXCITING EXPERIENCE WHILE WORKING ON BOARD?

A few years ago I was working on small general cargo vessels. As we were carrying many kinds of cargo and had many ports, each day of the contract was a real challenge. After years at sea on different kinds of vessels, I can say that this time was an especially exciting experience.

DO YOU HAVE A MOTTO OR CREDO IN LIFE?

My life's motto is: work as a team. As humans we were created to cooperate with each other. At home that means with people in our neighbourhood. On board that means with our crew members. Without a team we usually can't succeed in meeting most of our targets.

MYTH OR TRUTH

NYMPHS

A nymph in Greek mythology is a minor female nature deity typically associated with a particular location or landmark. There are five different types of nymphs, celestial nymphs, water nymphs, land nymphs, plant nymphs and underworld nymphs. Different from goddesses, nymphs are generally regarded as divine spirits who animate nature, and are usually depicted as beautiful, young maidens who love to dance and sing. They are believed to dwell in mountains and groves, by springs and rivers, and also in trees and in valleys and cool grottoes. Although they would never die of old age or illness, and could give birth to fully immortal children if mated to a god, they themselves were not necessarily immortal, and could be beholden to death in various forms.

The following species of water nymphs are distinguished by where they live:

- Haliae (seas and seashores)
- Crinaeae (fountains)
- Limnades (lakes)
- Pagaeae (springs)
- Potameides (rivers)
- Eleiomomae (marshes)
- Oceanids (any water, usually salty)

Potameides showed themselves very favourably inclined to young girls, and gently removed the freckles from all who bathed in their streams. On the other hand they had an aggressive behaviour directed at young men coming near their watery territories, whom they dragged down to their abodes. It was believed by the ancients that they carried water for their river parents.

It is said that when a river nymph dies, the river will dry out.

Source: Wikipedia

BOOK RECOMMENDATIONS

For the summer time I found some interesting new books on the market. 2013 Pulitzer Prize winner Adam Johnson wrote the story about a childhood in North Korea. Nick Dybek will touch you with his novel about the sea. Keynes expert Robert Skidelsky and his son Edward ask the important question: How much is enough for a good life and what do we really need to be happy? Enjoy...

End of summer books:

Peter Heller, *The Dog Stars* (Random House); *Das Ende der Sterne wie Big Hug sie kannte* (German publisher: Eichborn), 2012

Adam Johnson, *The Orphan Master's Son* (Random House); *Das geraubte Leben des Waisen Jun Do* (German publisher: Suhrkamp), 2012

David Baddiel, *The Death of Eli Gold* (Random House); *Halb so wild* (German publisher: Karl Blessing), 2012

Dan Brown, *Inferno* (Doubleday/Random House); *Inferno* (German publisher: Luebbe), 2013

Nick Dybek, *When Captain Flint Was Still a Good Man* (Riverhead Books); *Der Himmel über Greene Harbor* (German publisher: Mareverlag), 2012

How much is enough?

Michael J. Sandel, *What Money Can't Buy* (Farrar, Straus and Giroux); *Was man für Geld nicht kaufen kann* (German publisher: Ullstein), 2012

David Graeber, *Debt: The First 5,000 Years* (Melville House); *Schulden: Die ersten 5000 Jahre* (German publisher: Klett-Cotta), 2012

Fred Pearce, *The Land Grabbers: The New Fight over Who Owns the Earth* (Beacon Press); German translation: *Land Grabbing: Der globale Kampf um Grund und Boden* (German publisher: Antje Kunstmann), 2012

Robert and Edward Skidelsky, *How Much Is Enough?* (Penguin); German translation: *Wie viel ist genug?* (German publisher: Antje Kunstmann), 2012

John Lanchester, *Whoops! Why Everyone Owes Everyone and No One Can Pay* (Allen Lane); *Warum jeder jedem etwas schuldet und keiner jemals etwas zurückzahlt* (German publisher: Klett-Cotta), 2010

Sheryl Sandberg, *Lean In* (Knopf); *Lean In: Frauen und der Wille zum Erfolg* (German publisher: Econ), 2013

Jessica Merkel

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 2013!

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.

PHOTO & VIDEO COMPETITION



“Spider seamen facing the bridge”, taken by OS Kyaw Soe Moe (SDC 59286), MV Cap Irene

HUMOUR

Just minutes ago

A man appears before St. Peter at the pearly gates of heaven.

“Have you ever done anything of particular merit?” St. Peter asks.

“Well, I can think of one thing,” the man offers.

“I came upon a gang of macho pirates who were threatening a young woman. I directed them to leave her alone, but they wouldn't listen. So I approached the largest, meanest, nastiest one. I smacked him on the head, knocked the parrot off his shoulder, ripped out his ear ring and threw it on the ground and told him, ‘Leave her alone now or you'll answer to me.’”

St. Peter was impressed. “When did this happen?” The man replies, “Just a couple of minutes ago...”

IMPRINT

Editor:
UNITEAM MARINE
marketing@uniteammarine.com
www.uniteammarine.com

Frequency of publication:
Quarterly

Editorial Staff of this issue:
Soterios Karantonis, Stephen Fyfe, Anja Frauboese, John Hadjiparaskevas, Capt. Min Oo, Lin Lin Htun, Jessica Merkel, Johnny Sim, Romanos Yiangoudakis

Photographs:
Uniteam Marine, Rickmers Singapore, Kyaw Soe Moe, Alex Sergienko

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 PR & Marketing at Uniteam Marine, Anja Frauboese, marketing@uniteammarine.com

