



HELP THE FLOOD VICTIMS IN MYANMAR

URGENT APPEAL

As you might have heard in the news, the recent floods in Myanmar have affected 11 out of 14 regions; it is the worst flood disaster in Myanmar in recent decades. Chin State, Rakhine State, Magway Region and Sagaing Region have been severely affected by the floods. The people in these areas need help – many of them have lost their homes and all their belongings. We would be thankful for any donations that are made. **Your donation is greatly appreciated.**

Bank details of Myanmar Development Aid e.V.:

Deutsche Bank Hamburg
Key word: Flood victims
Account number: 1300425
Bank code: 20070000
IBAN: DE04 2007 0000 0130 0425 00
BIC: DEUTDE33HAN



DONATIONS FROM ON-BOARD:

Crew members can pass their donations to the Master. All money collected will be placed in the Uniteam Marine cash box for safekeeping and the relevant sums will be sent to Yangon to help those affected by the floods. Our colleagues on-board have already donated an astonishing USD 36.065 and we are incredibly grateful for their support.

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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 in our company.

We appreciate your feedback and welcome any articles of interest or humour that you would like us to include in our publication.

Email us at marketing@uniteamservices.com

UNITEAM MARINE AWARDS LONGSTANDING SEAFARERS

Uniteam Marine greatly values the loyalty of all its employees. Without loyalty, true success can never be realised.

In recognition of our loyal Seafarers and their great length of service, Uniteam Marine has implemented an award system to acknowledge net sea service served with Uniteam Marine. This award programme will be effected as of December and certificates will be awarded for the following classifications:

- 5 years net sea service
- 10 years net sea service
- 15 years net sea service
- 20 years net sea service
- 25 years net sea service

Initially, certificates will be presented to all Seafarers retroactively but as the programme moves forward certificates will be presented on a quarterly basis to those Seafarers celebrating a jubilee.

Seafarers from Myanmar will receive their awards at our main office in Yangon and Seafarers from Ukraine will receive their awards at our office in Odessa.

Seafarers from other countries will receive their awards individually. For example, certificates will either be awarded on-board or in one of our offices / agencies or delivered via airmail to a home address.

Inspired by our motto "Success Through Teamwork" and our continuously faithful Seafarers, Uniteam Marine looks forward to welcoming an increasing number of long-standing Seafarers who work diligently and effectively as a team.

John Hadjiparaskevas, Managing Director



UNITEAM MARINE TECHNICAL FUNCTION

The Uniteam Marine Technical Function, based in Hamburg and Singapore, has been provided with the prerequisites to expand capacities and consequently the amount of technically managed vessels by Uniteam Marine.

The extent of the services provided by the Technical Management enable ambitious, quality-conscious Owners to meet the demands of the market.

Beyond the regular Technical Management scope, it has been noted that there is an increasing request by customers to pro-actively comply with national and international rules and regulations and furthermore, implement measures and modifications on-board the vessels, increasing energy efficiency and improving the environmental friendliness and consequently the green foot print of the vessels. Uniteam Marine Technical Function supports customers to be as competitive as needed in a demanding market.

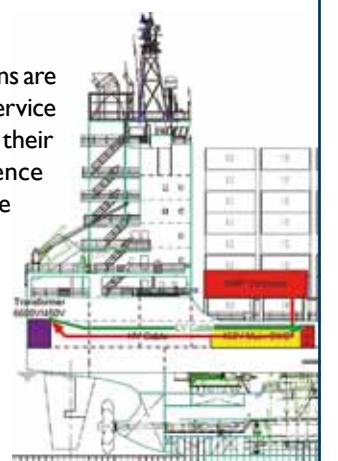
There is a wide range of possible hull and engine modifications some of which can be carried out during regular ship operations, whereas some require the use of a shipyard or even dry dock. An assessment of the customer's needs is the first step. Suitable measures and modifications will be identified, based on whether they are both technically and commercially feasible. With these results in hand, the customer will be assisted in choosing the most suitable measures and modifications which will then be commissioned and implemented under supervision of the Uniteam Marine Technical Function.

The projects range from cold ironing, allowing ships to connect to shore power supplies in ports, to complex tank modifications, enabling vessels to sail long periods in "emission controlled areas," burning bunkers with low levels of sulphur and nitrous oxide and minimising airborne emissions. In addition to the various main engine modifications, there are options such as trim optimization programmes, retrofits of hull and propellers, frequency controlled engine room equipment and super slow steaming modifications which enhance vessel's performance.

As the assessment of customer needs requires a specific and detailed sailing profile for each vessel, including for example a speed and consumption matrix, cost effective methods are developed incorporating existing databases and data histories. The use of state of the art "planned maintenance programmes" enables close monitoring on maintenance, validity of certificates, integrated procurement of spare part supplies.

The above mentioned modifications are carried out with the excellent service and efforts of the ships' crews, their support and on-board experience allowing effective and competitive implementation of environmentally friendly, economic and energy efficient measures.

Jure Kutlesa, Technical Director



DRY-DOCKING OF MV ANTWERP TRADER



Dry docking is supposed to be a planned routine operation, but things do not always work out that way.

The current owners took over MV Antwerp Trader in the Caribbean in December 2014 and it was decided that the vessel would be dry docked for Class renewal. It was important that the new crew, and new technical manager, familiarise themselves with the ship as quickly and thoroughly as possible so that all the necessary preparations could be made for the visit to the shipyard. As the vessel was in the Caribbean, the availability of suitable docks in the region was investigated together with suitable suppliers for the major items needed for the repairs.

However, financial factors always play a major part in any docking plan and it was decided that it made more commercial sense for vessel to be docked on the European side of the Atlantic. This meant a very busy round of calls and negotiations to find a suitable slot for the vessel in the required time frame.

After a lot of hard work and meticulous preparation MV Antwerp Trader finally docked down in Bremerhaven, Germany.

The German winter weather was less than favourable for the blasting, painting and other repairs that were necessary. It was a daunting task to have the vessel finished in the short time allotted to the task however, excellent co-operation between the yard team, the subcontractors, Class and, of course, our first-class crew meant that the vessel emerged on time and looking good for re-delivery to the Charterers.

The job of a Technical Manager is always challenging and can sometimes be repetitive and frustrating but when you see a shiny polished propeller below a smooth, well painted hull on a sunny undocking day there is always a warm glow of professional satisfaction.

Krzysztof Kropiewnicki, Technical Manager

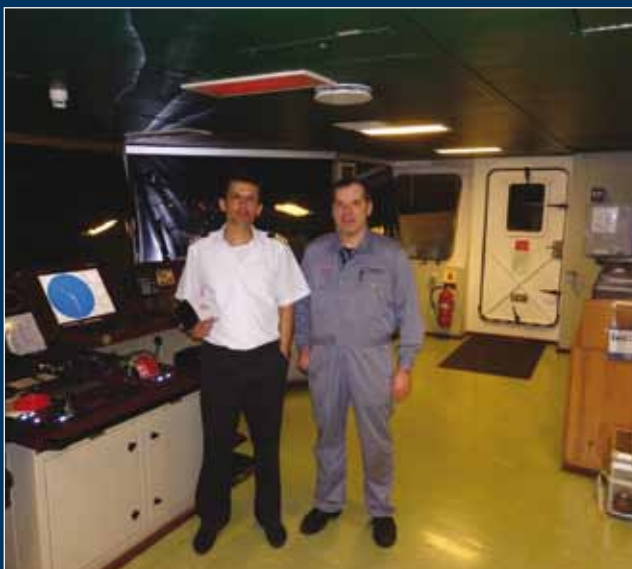
EXCELLENCE IN DUTY

Hard and diligent work effectively communicated to concerned parties is something that we always appreciate and is something that not only enhances all our reputations but can also save lives.

It is for this reason, our Technical Director sought to acknowledge and appreciate Captain Dmytro Konopatchykov and Chief Engineer Marat Tsobulski, in recognition of excellence

in duty during an extraordinary situation. I had the pleasure to hand over a watch with an engraved dedication to Captain Konopatchykov and CE Tsobulski, thanking them for their outstanding and exemplary commitment.

Andrzej Mach, Technical Manager



AMVER AWARD FOR MV NEW YORK TRADER

As per an invitation from the Singapore Shipping Association and the United States Coast Guard (USCG), Mr. Zaw Pe Win, Office Director of Uniteam Marine PTE. LTD. (Singapore Office), attended the 2015 Automated Mutual-Assistance Vessel Rescue (AMVER) Award Ceremony in Singapore on the 20th April. He accepted the Certificate of Merit on behalf of the crew members of MV New York Trader for their voluntary participation in the Amver System. This is a formal acknowledgment to the ship's crew and the company / owner for supporting the programme and for their commitment to safety at sea whereby they contributed to saving about 1,330 lives in 2014.



The genesis of the Amver System ultimately finds its roots in the RMS TITANIC disaster in 1912. However, the resultant idea of a ship reporting system that could identify other ships in the area of a ship in distress, which could then be sent to its assistance, would not become a reality until the advent of computer technology. As late as the mid-twentieth century the world's commercial shipping fleet and burgeoning air transport system lacked an available full-time, global emergency reporting system. On the 15th of April, 1958 the United States Coast Guard and commercial shipping representatives began discussions which led to the creation of Amver.

Originally known as the Atlantic Merchant Vessel Emergency Reporting (AMVER) System, it became operational on the 18th of July, 1958. Amver began as an experiment and was confined to waters of the North Atlantic Ocean.

Today, over 22,000 ships from hundreds of nations participate in Amver. An average of 4,000 ships are on the Amver plot each day and those numbers continue to increase. The Amver Center Computer receives over 14,000 Amver messages a day. The success of Amver is directly related to the extraordinary cooperation of ships, companies, SAR authorities, communication service providers and governments who support this international humanitarian programme to protect life and property at sea.

On behalf of the Owners and the Uniteam Marine Management team, we congratulated the Master and crew of MV New York Trader and expressed our great appreciation to their good efforts, dedication and commitment to safety at sea.

Zaw Pe Win, Office Director, Uniteam Marine PTE.LTD.
Kay Wiesner, Technical Manager

SEAS OF PLASTIC: THE OCEAN CLEANUP



As our oceans become more polluted by plastic waste a revolutionary project is underway to try to fix the problem. The Ocean Cleanup, founded by 20 year-old Boyan Slat, has initiated the largest clean-up in history.

Plastic pollution makes up the majority of marine litter. It is on a massive scale and is a growing threat. Initiatives to combat the problem face the challenges that it would take too long and cost too much money to collect up the trillions of plastic pieces. The Ocean Cleanup has a different approach. Instead of going after the plastic, it is developing technologies involving an array of long floating barriers to let the ocean currents capture the plastic itself. The beauty of this approach is that it is large scale, efficient and environmentally friendly.

THE PROBLEM

Society is unable to store and recycle all of the plastics we use - this has led to millions of tons of plastic waste ending up in our oceans. The United Nations Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP) has estimated that most of the waste originates from land-based activities – whereas around 20 percent comes from fishing boats, cargo ships and oil rigs.

As a result of the Coriolis effect (the Earth's spinning) some of this plastic has drifted to and accumulated in five rotating sub-tropical currents, known as gyres. Once in a gyre, the plastic objects are shredded to microplastics to form a kind of plastic soup. The biggest is the Great Pacific Gyre and the plastic problem was first observed there in 1997 by Oceanographer, Captain Charles Moore, who named it the Great Pacific Garbage Patch. He suggests these gyres amount to as much as 40 percent of the planet's ocean surface — roughly 25 percent of the entire earth, which gives an indication of the extent of the problem.

These huge plastic gyres endanger the ocean's ecosystem and can harm marine life and ultimately humans at the end of the food chain. In 1999, Captain Moore estimated there was as much as six times more plastic than zooplankton on average in our oceans. Following an expedition in 2014, he estimates the ratio to be more than 100 to one. Plastic pollution is also a carrier of invasive species.

In addition to environmental concerns come the cost consequences of plastic pollution. For example, cleaning of

coastlines and impact on tourism. According to a report by the Asia-Pacific Economic Cooperation (APEC) from 2009, the costs of removing debris from beaches is on average USD 1,500, and up to USD 25,000 per ton.

As the gyres are mostly located in international waters, responsibility for solving the problem must be inter-governmental or independent private initiatives.

THE OCEAN CLEANUP PROJECT

The Ocean Cleanup and its founder Boyan Slat is one such initiative. Slat has invented a method with the mission of cleaning up the Great Pacific Garbage Patch.

While working on a school project, 16-year-old Slat started studying oceanic plastic pollution and the problems in cleaning it up. He came up with his passive clean-up concept and in 2013 started The Ocean Cleanup foundation.

A team involving 100 volunteer scientists and engineers spent a year carrying out a feasibility study, which was published in June 2014. It concluded that the passive system was likely to be a workable and cost-effective method to remove almost half the Great Pacific Garbage Patch within 10 years.

The next milestone will be the Mega Expedition in August 2015. Up to 50 vessels will collect data during a three week period. They will cover in parallel a 3.5 million square kilometre area between Hawaii and California. This will result in the creation of the first high-resolution map of plastic in the Pacific Ocean.

THE TECHNOLOGY

It has always been assumed that cleaning the oceans was impossible, due to the vastness of the areas in which plastic is concentrated and the significant harm that could be caused to sea life during the process.

Slat has other ideas. Instead of going after the plastic using boats and nets, The Ocean Cleanup Array, a series of long floating barriers, uses the natural movement of the ocean currents to passively collect plastic in front of the booms. The plastic can then be removed and collected by ship for recycling. By using booms rather than nets the possibility of catching and harming marine life (by-catch) is significantly reduced.

The technology is going through a series of up-scaling tests. During 2016 an operational 2,000 metres long pilot Array will be deployed in coastal waters off Tsushima, an island between Japan and Korea. It will be the longest floating structure ever deployed on the sea, just two per cent of the full scale structure which will be 100 kilometres in length. The goal is to deploy the Array in the Great Pacific Gyre in three to four years time.

CONCLUSION

Some people working in this field believe marine plastic pollution recovery is a bad idea. Marcus Eriksen, Director of Research and co-founder of the 5 Gyres Institute takes the view that the problem needs to be tackled at its source, "upstream changes in product design and producer responsibility...are the long-term solutions we need".

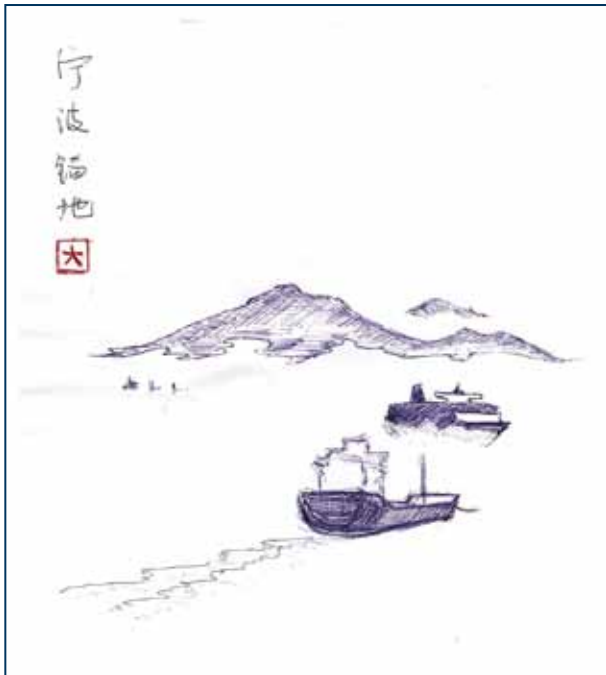
Captain Moore also believes the main focus should be on preventing the flow of plastic waste into the marine environment. However, he also supports marine clean-up initiatives, "Although cleaning the ocean today appears to be impractical, we embrace the creativity of those trying to solve this problem".

Shipping can play its part in tackling the problem at source. In a previous article from 2009 we looked at the plastic pollution problem and increasing scrutiny of garbage disposal from ships following implementation by the US of MARPOL Annex V and its complete ban on disposal of plastics from ships. See also our Gard Alert on the revised MARPOL Annex V.

Boyan Slat is very clear that The Ocean Cleanup is not providing the solution to the plastic seas problem. Its main contribution is to significantly reduce the concentration of plastics in the gyres. He too advocates prevention of more plastic entering the oceans and is committed to raising awareness about the problem and its solutions. There are also plans to develop spin-offs of its collection technology for implementation in river deltas etc. to help reduce influx of new plastics into the sea.

Source: Gard

ACTIVITIES ON-BOARD



"This picture was drawn by me with a pen. I have always been great admirer of Japanese "Sumi-e" ink-painting and also the Chinese version of it. I like the way emptiness is used to "fill" the composition and I also try to follow this "zen" (or chan) method.

We – the pre-digital era generation – often had to use pen, pencil or brush instead of PC-mice. As a youngster I liked to draw very much, but even if painting I mostly stuck to monochrome. Even in photography I considered black and white more an art than coloured photos.

I painted this picture as we were at anchor at Ningbo roads and there was a shallow fog all around. Of the more distant vessels only the superstructure or the masts could be seen and the hills' feet were completely missing, just like on the scrolls or in the movies of Kurosawa Akira. It just needed to be drawn, there was no camera or smart phone on the bridge but there was paper and pen.

Later I asked the Chinese pilot to write "Ningbo Anchorage" in the upper left corner, just like on the scrolls.

Since the original scrolls always bear the painter's seal in a red box, I faked one for myself. Although I can write my name in Arabic & Hindi, I find it impossible to write in Chinese therefore, I translated it.

"Nagy" (the 4th most common family name in Hungary) means "big" hence the corresponding Chinese ideogram of "tai".

Captain Gabor S. Nagy, MV Kimolos Trader



2nd Engineer Tomas Grinius has arranged street style basketball courts on-board of three NRS vessels. He enjoys the game himself and tries to attract as many crew members as possible to join him for a game. In this picture you can see him on-board of MV Northern Practise.

PHOTO & VIDEO COMPETITION 2015



"Sunset Monsters" by Bosun Thu Ya on-board MV Northern General



"Sunset at Malacca Strait" by Chief Cook Kyi Soe on-board MV Northern General

HUMOUR

A rather old minesweeper was cruising a lonely stretch of the South Pacific and was overtaken by a new Australian cruiser.

All the US sailors admired the new ship and the Captain sent a blinker-light message to the Aussies:
"You are beautiful."

Less than 10 seconds later, the Aussie ship blinkered back:
"I'll bet you say that to all the ships."

ONGOING COMPETITIONS

"Success through Teamwork – Experience on Board"

Please send us your experiences on board reflecting our motto. We will publish one experience quarterly.

Prize: USD 200,- for every published article for the crew's entertainment fund.

"Best Photograph & Video" 2015!

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.

PORTRAIT OF KRZYSZTOF KROPIEWNICKI



Krzysztof Kropiwnicki has been with Uniteam Marine since the 20th of February, 2014. He works in the company's Technical Function in Hamburg.

HOW DID YOU JOIN UNITEAM MARINE?

After working for several years as a Chief Engineer and completing my sea service, I decided to take up a shore based position in the Technical Department. I have been working in shipping companies for decades and spent the last ten years in Hamburg. Due to my last company downsizing I looked to join a reputable company based in Hamburg with an international environment.

WHAT ARE YOUR MAIN DUTIES AS TECHNICAL MANAGER?

The main duties are to monitor the condition of the vessels and their performance, ensuring fluid economical operations and to provide daily technical support to the fleet for services and repairs, including dry-dockings.

WHAT DO YOU LIKE MOST IN YOUR JOB?

In this job you have no chance of being bored - every day provides new challenges.

DO YOU HAVE ANY ADVICE FOR COLLEAGUES WORKING IN THE ENGINE ROOM?

Be systematic and have a good plan with priorities.

DO YOU HAVE ANY CREDO OR MOTTO IN LIFE?

There are many unexpected issues in life – you cannot be prepared for all of them, but you can try as much as possible.

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Photographs:
Uniteam Marine, crew of Uniteam Marine

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

