



## MESSAGE FROM THE CHAIRMAN



*2013 has been another challenging year both for the shipping industry and for our company.*

*Certain owners, pressured by the international financial decline, the oversupply of ships, loans, regulatory issues and the need to generate and raise capital, decided in many instances to sell vessels, mostly for demolition.*

*Others, in consideration of the fact that prices for new and second-hand ships continue to be competitive, have cautiously commenced discussing new purchases of ships to add to their fleets.*

*Although we have not seen marked changes in the global economic climate, there is a general feeling of hope and the perception that we shall soon be reaching a turning point. It is also forecast*

*that worldwide trade will grow marginally in 2014 and, with increased supply and demand, will continue to improve.*

*Unavoidably, our company was also caught in this dilemma of ambiguity and reserved optimism, with a percentage of vessels that our clients decided to sell leaving our management, but at the same time with a number of new vessels being added to the fleet we manage.*

*Irrespective of the prevailing situation we have continued to upgrade our facilities and procedures, in a continuous effort to develop our most important asset – our crew.*

*With the strong backing of our clients, our “On Board Trainers” scheme continues to actively support our shipboard teams.*

*In Ukraine, we have implemented Maritime Resource Management and Leadership programmes, environmental coaching, and we utilize the Crew Evaluation System for the assessment of our officers.*

*In Myanmar, while maintaining all our various courses, we have added a complete technical workshop to our training infrastructure, and we are further expanding our simulators with the addition of a 360-degree state-of-the-art bridge simulator, which will be fully commissioned and operational before the end of the year.*

*Through planned tutoring and learning we aim to improve the skills and competencies of our seafarers and to meet each employee’s needs and fulfil their ambitions.*

*Our new office building in Yangon is nearing completion and, aside, we have just inaugurated our second orphanage, this one for girls, near our boys’ orphanage, the “Myitar Yaung Chi” (Ray of Love).*

*Safety and commercial success go hand in hand. We prevent accidents by showing respect and consideration for our colleagues and the environment, by taking pride in our professional knowledge and by careful planning. This leads to more efficient ships and better results for our clients.*

*Let us all work together in the spirit of teamwork. Whether you are serving onboard or ashore in our company’s offices, I wish to thank you for your efforts and hard work and extend Season’s Greetings and wholehearted best wishes to you and your families – especially the children – for health, happiness and joy.*

**Gerhard Ruether**

## CONTENTS



MESSAGE FROM THE CHAIRMAN

UNITEAM TRAINING

OPEN DAYS AT UNITEAM UKRAINE

ODESSA – 18TH NRS ROUND TABLE

REINFORCING OUR SINGAPORE TEAM

A CLOSE TEAM – THE CREW ON MV LOS ANGELES EXPRESS

TRANSFER OF SY CLANVI TO MYANMAR

FINES FOR BURNING NON-COMPLIANT FUEL IN EU PORTS

CYPRUS SHIPPING CHAMBER CHARITY BEACH-VOLLEYBALL TOURNAMENT

PORTRAIT OF FLEET PERSONNEL OPERATOR ANDREA LEISE

CLASSIC RECIPES FOR CHRISTMAS

“MUST HAVE” – WORLD LITERATURE FROM MYANMAR

MYTH OR TRUTH

ONGOING COMPETITIONS

HUMOUR

## UNITEAM TRAINING



Following the start of the organizational architecture project, and after extensive consultations with Price-WaterhouseCoopers (PWC), the Board of Uniteam has decided to establish “UNITEAM TRAINING” in Myanmar starting in early 2014. This new company will consolidate all the activities of Uniteam Marine Training Centre (UMTC) and Uniteam Offshore Training Centre (UOTC) under one name: UNITEAM TRAINING (UT).

UNITEAM TRAINING will be a business unit just like UNITEAM MARINE, and UNITEAM MARINE will become UT’s biggest customer right from the start.

This company will be well-positioned to tap the exciting opportunities in the fields of marine, oil & gas, and industrial training, especially in Myanmar, but also for the international market. UNITEAM TRAINING will operate ultramodern training facilities from the downtown area, as well as from the Thanlyin compound. Training offered by UT will comply with the highest international standards, and the curriculum will expand with new courses.

The coming months will see a number of activities, such as the launch of a new logo and website, the introduction of and training in a new modern Management System, consultations with existing UMTC and UOTC staff, team-building exercises, discussions with existing customers and prospects, and beginning the overhaul of the entire course catalogue of marine and oil & gas courses. There’s a lot of work ahead of us, but the vision for the new company is clear: “Delivering Great Training”.

The UNITEAM TRAINING business unit will be led by Paul van Empel as managing director. In the coming years, UT will invest further in training software, simulators and curriculum, but most importantly in its team of instructors and support staff.

With the opening of the Myanmar economy, the future of high quality training looks bright.

We will build a training company for the 21st century; the likes of which has not been seen in Myanmar: More to follow!

**Paul van Empel**

## OPEN DAYS AT UNITEAM UKRAINE



How do we attract seafarers who are not familiar with UNITEAM MARINE? How can we prompt and encourage them to become part of our team? How can we best present ourselves?

Uniteam Ukraine hosted its first open days at our office at 1 Leytenanta Shmidta Street in Odessa on 5 and 6 September.

The open days were announced in local maritime newspapers and crewing websites to attract seafarers from the Ukraine. In addition, our cooperating partner Vita Maritime was also looking for interested candidates wishing to take part in the event.

Altogether, nearly 100 seafarers from various ranks joined us for the open days. To maximize the success of the event, the different ranks – from engine cadet to master – were invited at different times. A total of ten groups were formed and attended presentations in our classroom at the UNITEAM MARINE learning hub. The seafarers were given a general introduction to UNITEAM MARINE, our office in Odessa and the various training programmes at the learning hub: Maritime Resource Management courses, authorized by the Swedish Club; Computer Based Training courses provided by SEAGULL; MLC 2006 awareness courses; Environmental and Waste Management Training (MARPOL) courses; Risk Assessment and Courses of Sharing



Experience; and UMLEAD (promotion evaluation) courses.

Especially the cadets attending the event who came directly from nautical universities were aware of the fact that learning does not end when leaving school. Constant changes require learning and training as a way of life, necessary to perform any job well. After – but also during – the presentations, which were led by Captain Thomas Reppenhagen (Fleet Personnel Director), Maksym Kostin (Director Uniteam Ukraine) and Andrej Janzer (Training Manager), the seafarers were given the opportunity to ask questions. Sessions of 90 minutes were planned for each group. The time was well used on both sides with UNITEAM MARINE and the seafarers having the opportunity to get to know each other.

We hope to welcome some of the participants to our team in the near future. Definitely, these open days were not the last that will be held in our office at Uniteam Ukraine.

Anja Frauboese

## ODESSA – 18TH NRS ROUND TABLE

As there are over 500 Ukrainian seafarers employed in various positions on board our managed vessels, of which more than 300 are serving as poolers on board Messrs Norddeutsche Reederei H. Schuldt & Co. KG (NRS) vessels, it was a natural decision to organize the 18th NRS Round Table in Odessa.

Around 30 senior crew members of NRS/ UNITEAM MARINE as well as seafarers from Northern Crewing Services accepted the invitation and joined us for the two-day event on 25-26 September, focusing on training, education and motivation of seagoing staff, as well as on recent developments within owners' fleets. The round table started with a general overview of the shipping industry, focusing on the ongoing recent crisis, given by Managing Director Markus Hempel, who shared a cautiously optimistic outlook for the future.

Three groups were formed to examine and discuss different topics and daily problems experienced on board. The immediate proximity and involvement of everyone present helped tremendously in understanding the various demands and requirements, avoiding a "one-way" lecture as all the seafarers actively voiced their opinions on various subjects and shared their experiences with the NRS Management. One of the major points of discussion was the MLC 2006 implementation on board, focusing on problems and solutions.



The round table is an ideal way to network with others in our field, to interact with those who share the same problems and are seeking solutions. In today's shipping business it is important to share knowledge, and NRS Round Table seminars are a valuable opportunity to do this for all involved.

"This round table in Odessa will surely not be the last," said NRS managing director Markus Hempel – the positive reactions from the seafarers and the results confirmed his comments. The event was very professionally organized and all individuals involved in the organization of the event deserve our thanks.

Captain Udo Stoermer

## A CLOSE TEAM – THE CREW ON MV LOS ANGELES EXPRESS



The five-year-old daughter of Oiler Tin Tun Aung (CDC 54313) had been hospitalized with dengue fever in July at the beginning of week 29, and his wife contacted the crewing department in Yangon to forward this information to her husband on board.

On 20 July, in spite of his personal problems, we celebrated Mr. Tin Tun Aung's birthday, surprising him at 8 am with presents, candles, a warm happy birthday song and a wooden sunflower in the engine control room. The sunflower with the smiley face was handmade by our 2/E Harald Nierath.

The following day (21 July) a crew change was planned at Pusan. Oiler Min Min Tun (CDC 34859) was scheduled to be relieved, having started his contract on 02.12.2012. However spontaneous the decision to stay on, it wasn't easy for him to explain the delayed vacation to his 10-year-old daughter, who was missing her father very much.

Knowing that finding a replacement for Tin Tun Aung at such short notice was impossible,

Mr. Min Min Tun stepped up and offered to stay on board. He explained that the supportive atmosphere in the engine department was a very good reason to stay for one more voyage.

After taking care of some formalities, Mr. Tin Tun Aung was able to go home to assist his family.

Master, officers and the crew of MV Los Angeles Express solicited donations to support a fellow crew member in this difficult time and cover some expenses. The morning of the 21st, C/E Krueger handed over USD 1000 to Oiler Tin Tun Aung, who was deeply touched and filled with gratitude.

The sunflower fit into his suitcase and arrived home intact. We hope the good wishes that accompanied this present were of help to the family in those difficult times. Later, we were happy to hear that his daughter has fully recovered and is at home again.

on behalf of Captain Zbigniew Strugala, Master, Officers and Crew of MV Los Angeles Express: C/E Joerg Krueger

## REINFORCING OUR SINGAPORE TEAM

Two young senior officers from the fleet, Mr. Phyo Thi Ha Kyaw and Mr. Kyaw Si Thu Myint, joined our Singapore office as marine superintendents. Both had been working as chief officers and already attained their master's licence.

Mr. Phyo Thi Ha Kyaw and Mr. Kyaw Si Thu Myint are currently gaining experience in various operational capacities in our Singapore office. They will be visiting the vessels calling at Singapore and the Asia region and meeting with crews on board, extending their support and assistance.

In addition they will be monitoring and controlling cost effectiveness and efficiency for local crew operations including flight, hotel, local transport and medical arrangements.

Both will also assist other offices and departments by being involved in conducting ISM/ISPS internal audits on behalf of the QSE department, coordinating cash settlements on behalf of the accounts department, purchasing and delivering stores and other items for the Training Centre in Yangon, among other activities.



### Contact details:

**Mr. Phyo Thi Ha Kyaw**  
phyothihakyaw@uniteammarine.com

**Mr. Kyaw Si Thu Myint**  
kyawsithumyint@uniteammarine.com

Phone: +65 6220 0221.

We warmly welcome Mr. Phyo Thi Ha Kyaw and Mr. Kyaw Si Thu Myint to our Singapore Team.

Zaw Pe Win

## TRANSFER OF SY CLAN VI TO MYANMAR

SY CLANVI began the tradition known to the builder and designer Perini Navi as "Blue-water sailing yachts", merging innovative design, cutting-edge technology and elegance to provide a world-class sailing experience.

She was built in 1983, completely refitted in 2004 and partially refitted in 2008 at La Spezia, Italy.

She has five beautifully equipped suites and can accommodate up to 12 guests.

The full-beam master cabin aft has a private entrance from the main deck, a walk-in closet and head & shower.

Two guest suites (midship) are fitted with queen size beds and head & shower, while another two guest suits (midship) open into one full-beam cabin with the central longitudinal bulkhead lifting up and folding at the backhead.

The saloon with bar is located midship at the main-deck level. As with all other cabins it is equipped with high-performance audio and video equipment.

All cabins for the staff are located in the forward section and can accommodate up to six crew members. Each cabin contains its own head & shower and, unlike some new vessels, the crew accommodation can be completely closed aft from the rest of the boat, ensuring the crew can rest and relax while not disturbing the other passengers.

With a mutual agreement between the owner and UNITEAM YACHTING it was decided that the full management of the yacht would be taken over by Uniteam Yachting after the necessary refurbishment, following a two-year lay-up.

To bring the yacht into better overall condition (technical, operational and decorative) we have engaged our Myanmar crew, and



from March 2013 one senior electrician, one assistant electrician, one 4th engineer and one OS/Messman joined the yacht in Viareggio, Italy.

The highly motivated crew, challenged by their new experience on the yacht, has carried out excellent work, which will be continued in Myanmar until the project's completion.

In order to bring the yacht to Myanmar, she has been loaded on the heavy-lift type vessel MV Rickmers Singapore that has just arrived at Singapore via Jakarta.

*Eduard Bankovic, New Building Director*

## CYPRUS SHIPPING CHAMBER CHARITY BEACH-VOLLEY TOURNAMENT

The Cyprus Shipping Chamber organizes a charity beach-volleyball tournament every year between September and October. The event has taken place with great success since 1996 under the auspices of the Minister of Communications and Works.

Participation over the years has been overwhelming, making the tournament a tremendously pleasant experience. The aim is to raise money for charity and, at the same time, to organize a "social event" for all shipping companies in Cyprus. The net profits from this year's event will be donated to the "One Dream One Wish" children's charity association, which fulfils the wishes of children suffering from cancer and related diseases.

UNITEAM MARINE has participated in the event since its beginning in 1996, being particularly sensitive to the fact that it is a charity event, with a team named "Uniteam All Stars". This year's team of nine for the Charity Beach-Volleyball Tournament once



**Our "Uniteam All Stars" team. From the top left: Tim Charalambous, Romanos Yiagoudakis, Emiliou Couvas, Joseph Andreou, George Sofokleous and from the bottom left: George Constantinou, Holger Ruether, Erodotos Charalambous (Team Captain) and Andreas Sofocleous.**

more demonstrated both their great interest and skill as they enjoyed this friendly competition.

*Erodotos Charalambous*

## FINES FOR BURNING NON-COMPLIANT FUEL IN EU PORTS

EU Directive (1999/32/EC), covering the sulphur content of marine fuels, was amended in 2005 (2005/33/EC). As of 1 January 2010, ships berthed in a European Union (EU) port must use marine fuel with a sulphur content not exceeding 0.1% by mass (Article 4b(1)). The Directive also states that sufficient time must be allowed for the crew to complete any fuel changeover operation as soon as possible after arrival at berth and as late as possible before departure. Ships that, according to published timetables, are due to be at berth for less than two hours are exempted from the requirement (Article 4b(2)). The Directive was amended again in 2012 (2012/33/EC), bringing EC legislation in line with MARPOL Annex VI on the requirement for the use of low sulphur fuels, and the current EU requirements can be summarised as follows:

Type of ship:	Max fuel sulphur content outside SOx ECAs <sup>1</sup>	Max fuel sulphur content inside SOx ECAs
a) All ships excluding b) and c) below	3.5% from 18 June 2014 0.5% from 1 Jan 2020	1.0% until 31 Dec 2014 0.1% from 1 Jan 2015
b) Passenger ships on regular services <sup>2</sup> to/from EC ports excluding c) below	1.5% until 1 Jan 2020 0.5% from 1 Jan 2020	Same as above
c) Ships at berth in EC ports	0.1%	0.1%

From time to time Members and clients contact Gard to ask for advice when a ship has been fined for burning non-compliant fuel in an EU port. Gard has recently been notified of three different cases where ships have been fined for alleged breaches of a state's national legislation concerning sulphur content of marine fuels used in ports.<sup>3</sup>

### Case A:

A ship at an outer anchorage, waiting for a load berth, did not perform a fuel changeover operation. However, the authorities still considered the ship's position to fall under the regulatory definition of 'at berth'<sup>4</sup> because it was securely anchored inside the port limits and providing crew with accommodation and associated services (hotelling).

### Case B:

A ship arrived in port without having compliant fuel available on board. Although low sulphur fuel had been ordered well in advance and was to be delivered immediately upon arrival in the port, bad weather prevented the bunker barge operations and the ship was not able to complete its fuel changeover operation within what was considered a "reasonable time" by the authorities.

### Case C:

A ship completed its fuel changeover operation immediately after berthing, but upon inspection by the local authorities, it was discovered that the delivery note for the low-sulphur fuel being consumed in port only indicated that its sulphur content was less than 0.4% - and no fuel samples had been analysed upon delivery to establish if the fuel's actual sulphur content was exceeding 0.1% or not.

After more than three years in operation, shipowners and operators calling at EU ports should be fully conversant with the applicable regulations. However, given that there may be differences in enforcement, even within member states, recent cases indicate that Members and clients should continue their focus on providing crew with proper instructions on the purchase and use of low sulphur fuels. The following should be noted:

- The requirements for fuel changeover contained in the EU Directive apply from the moment the ship is securely moored or has anchored in port, but since the Directive does not contain a common definition of 'port', the delimitations of each port are established locally. Ships intending to burn high sulphur fuel at outer anchorages within EU ports should therefore, for each individual port call, seek the advice of their agent as to whether or not a specific anchorage falls within 'the port' for the purposes of sulphur emission compliance.

- Guidance on the term 'sufficient time' for the crew to complete fuel changeover operations may vary within member states, e.g. UK authorities will in general consider one hour to be sufficient time to complete fuel changeover operations but recognising that the time may vary depending upon ship type and ship systems (ref. MCA's MGN 400 (M+F)).

- Authorities are likely to expect a ship to have compliant fuel onboard on arrival at the berth and will not accept additional delays in the changeover operation caused by time spent procuring and taking delivery of compliant fuel after berthing.

Useful clarifications are also provided in the EU document: "Questions and Answers on the use of fuel containing not more than 0.1% sulphur in ships while at berth".

<sup>1</sup> The current EU SOx ECAs are the Baltic Sea and the North Sea, including the English Channel.

<sup>2</sup> Regular services means: "a series of passenger ship crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either: (i) according to a published timetable, or (ii) with crossings so regular or frequent that they constitute a recognisable schedule".

<sup>3</sup> It is important to remember that each EU member state has implemented the EU Directive through their national legislation.

<sup>4</sup> Ships at berth means: "ships which are securely moored or anchored in a Community port while they are loading, unloading or hotelling, including the time spent when not engaged in cargo operations".

Source: GARD AS

## PORTRAIT OF FLEET PERSONNEL OPERATOR ANDREA LEISE



Ms. Andrea Leise has worked as Fleet Personnel Operator at the Uniteam Marine Hamburg office since 1 August 2011.

### 1 HOW DID YOU JOIN UNITEAM MARINE?

I had been working in the hospitality industry for about 10 years and was looking for a new challenge.

I found the job advertisement on the internet and even though I had no expertise or prior experience in shipping I sent my application to Mr. Stoermer. After my interview I was sure that this was exactly what I was looking for!

### 2 WHAT ARE YOUR MAIN TASKS?

I assist with crew changes all over the world. I make all the arrangements before embarkation such as proposing seafarers' service to the vessel's owners, arranging contract documents and making travel arrangements. I'm always in contact with the vessels and with port agents to ensure that our crew is safely embarking or disembarking.

Recently I also took over the care and support of our German deck and engine cadets.

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

I like working with people from different backgrounds and nationalities and enjoy the challenges of a dynamic working environment like the shipping industry.

### 4 DO YOU HAVE ANY CREDO OR MOTTO IN LIFE?

Before you speak, let your word or words pass through three sieves: Is it true? Is it kind? Is it necessary?

## "MUST HAVE" - WORLD LITERATURE FROM MYANMAR

Many world famous authors, such as Rudyard Kipling in *The Jungle Book* and George Orwell in *Days in Burma*, have been carried away by the beauty of Myanmar.

Pablo Neruda, the 1973 Nobel Prize winner and one of the greatest poets of the 20th century, started his diplomatic career as honorary consul in Yangon. In his memoirs, Neruda writes of the country with fascination:

"The steamer had just begun to roll on waves of the Bay of Bengal as I sat down and wrote *Widower's Tango*, an exemplar of my tragic poetry, dedicated to the woman I had lost, because the volcano of fury seethed restlessly in her blood. How great the night, how lonely the earth."

The Bengali author Amitav Ghosh created a memorable Burmese family saga with his work *The Glass Palace*, which is often described as the "Doctor Zhivago of Southeast Asia" and offers insight into the old, great kingdom of Burma. Ma Thanegi, Burma's great artist and intellectual, wrote tongue-in-cheek narratives about the continuing superstitious belief in the Nat ghosts. Thanegi is convinced that Nats still have people under their control! All of this, as well as many endearing anecdotes, can be found in Ma Thanegi's *The Native Tourist: A Holiday Pilgrimage in Myanmar*.

Published in 2009, *The River of Lost Footsteps: A Personal History of Burma* is a more current book by Thant Myint-U, historian and grandson of former UN Secretary General U Thant. Captivating and intense as a novel and at the same time factual and clear, the development of Burma/Myanmar is unfolded in colourful language.

Have fun with some of my favourite reading choices.

Jessica Merkel

## CLASSIC RECIPES FOR CHRISTMAS

Advent is for many in Germany the best time of the year. Traditional food is baked, Christmas decorations are made and the daily opening of the Advent calendar lets excited children count down to the arrival of Santa Claus.

Here are two classic recipes for biscuits.

### Great Granny's Butter Biscuits

(my children's favourite biscuits, not only at Christmas-time)

Ingredients: 250g butter, 250g sugar, 500g flour, 1 sachet baking powder (abt. 2 teaspoons), 2 eggs, 1 sachet vanilla sugar

Preparation: Cream together softened butter and sugar, add eggs and mix; then add flour bit by bit, baking powder and vanilla sugar. Knead very well, cover the pastry and put in the refrigerator for half an hour.

Flour a working top and roll out the dough on it. Cut out biscuits in different shapes. Place the biscuits on a baking tray covered with baking parchment paper. Bake at 150 – 180 degrees C until light brown.

The biscuits can be enjoyed plain or decorated with icing, sugar sprinkles etc.



Zoe Ioannou  
3 years old

### Vanilla Crescents

Ingredients: 150g butter, 75g sugar, 80g ground hazelnuts, 200g flour, a pinch of salt, 2 sachets Bourbon vanilla sugar

Preparation: Mince the butter bit by bit with the sugar, salt, flour and hazelnuts and quickly make a smooth dough. Form the dough into a ball; wrap it in aluminium foil and leave in the fridge overnight.

Next day, portion the dough, cut into strips and form rolls. Cut 4cm pieces from the roll, quickly form into crescents and place on a baking tray lined with baking parchment paper. The vanilla crescents should be baked in a pre-heated oven at 190 degrees C for about 12 minutes. After baking leave the biscuits on the baking tray for a few minutes to cool down and sprinkle them with vanilla sugar while still hot.

Happy Christmas!

Daniela Ioannou



Lefteris Ioannou  
12 years old

## 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.

## MYTH OR TRUTH

### "CHRISTMAS WASN'T CELEBRATED BEFORE CHRIST"

Yes, it was.

The Bible is full of references to the birth of Christ centuries before he was born. Seeing that the Bible dates back more than 8 centuries before Christ it is simple to see that Christmas was celebrated in advance of His coming. Isaiah, who wrote of Christ nearly 800 years before the Nativity, penned words in scripture that almost any fan of Christmas will recognize: "...and his name shall be called Wonderful, Counsellor, The mighty God, The everlasting Father, The Prince of Peace..." Isaiah 9:6

Complicating the argument amongst historians and scriptorians is the fact that many pagan traditions are mixed with religious traditions in the celebration of Christmas. Long before Christ pagans engaged in a number of winter festivities celebrating the Winter Solstice. Their use of evergreens and traditions of merry making were "adopted" by early Christian leaders who attempted to teach the divinity of Christ by making these ancient traditions "fit" with the story of Jesus.

Source: [christmasmyths.com](http://christmasmyths.com)

## HUMOUR

### WHAT A BOY WANTS FOR CHRISTMAS

David accompanied his father out shopping to the toy department of Macy's one Christmas Eve.

Dad said:

"What a marvellous train set. I'll buy it."

The girl behind the counter looked pleased and murmured, "Great, I'm sure your son will really love it."

Dad replied with a glint in his eye,

"Maybe you're right. In that case I'll take two."

## 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, Eduard Bankovic, Erodotos Charalambous, Paul van Empel, Daniela Ioannou, Joerg Krueger, Jessica Merkel, Udo Stoermer, Zaw Pe Win

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

