

EDITORIAL

Channels of communication have changed: from smoke signals and fire in prehistoric times, to pigeon post in the 5th century BCE, radio since 1896, television since 1927. And then in 1983 the advent of the Internet completely changed the way people communicate.

UNITEAM MARINE published Social Media Guidelines last year in an effort to help everyone associated with our group to understand the risks involved in using social media. Messages can be conveyed by anyone with access to a PC to masses of people in a very short time through social media platforms such as YouTube, Twitter and Facebook.

Sharing information and pictures with family and friends from wherever you are in the world is one of the great benefits of social media, and we are glad that our crew can enjoy this connection. However, there are also risks, especially if negative comments or images are posted on these sites. If something is posted on the Internet, it is virtually impossible to stop the dissemination of or delete the information you have shared.

So... please always think twice before sharing information.

- Consider the impact and consequences of sharing your views.
- Never publish incorrect information.
- Do not post online what you would not say to people in person or public.
- Keep in mind that it is illegal to harm, insult or threaten an individual or a company.

We want all our UNITEAM MARINE family to enjoy the benefits of modern communication and social networking. It is for this reason and to protect the vast majority of users that we take very seriously any threatening behaviour against individuals or groups and companies on social networks. This can even result in dismissal or other action deemed appropriate.

Even with the development of exciting new ways of communication offering new opportunities, direct communication is still more appropriate when there is a problem to be solved. A good face-to-face conversation will often prove to be more valuable and satisfying than posting a "like" on Facebook.

The Editorial Team

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UNITEAM MARINE YANGON WELCOMES RICKMERS DELEGATION

On 27 February Bertram R.C. Rickmers (Chairman, Rickmers Holding / Rickmers Reederei), Ronald D. Widdows (President & CEO, Rickmers Holding and Rickmers-Linie) and Bjoern Sprotte (Managing Director, Rickmers Shipmanagement [Singapore] Pte. Ltd.) took advantage of the opportunity to visit our UNITEAM MARINE Yangon office and training centre during their business trip to southeast Asia. They were warmly welcomed by our Chairman, Gerhard Ruether, and Holger Ruether.

After smooth immigration processing on arrival at the Yangon Airport using the newly implemented business visa, they proceeded directly to their first meeting, visiting our Yangon Training Centre.

Capt. Win Zaw and Capt. Holger Rolfs presented an overview of all existing courses, of the training centre itself, and of all future training projects.



There followed a guided tour, during which they had the chance to inspect all simulators in full operation. Afterwards they observed a live sea survival exercise under heavy weather conditions at the Uniteam Offshore Training Centre led by Paul van Empel. In addition to presenting a course overview, he also gave a preview of several new training projects. Only to name two of his current projects, he is working on a state-of-the-art firefighting training centre and a fast rescue-boat training course.

The second part of the introduction took place in Thanlyin, just a 45 minutes car journey away from our Yangon office. About 1.5 hectares of land are available to expand existing training facilities and set up new projects.

The timing was fortunate, as our guests were able to have a first-hand look at the new VRTEX Arc Welding Simulator, which had just arrived the night before.



U Moe Zaw Aung, our Technical Workshop Instructor, was extremely proud to be able to present this innovation and provide detailed answers to all questions.

Although the schedule was extremely tight and fully packed for just one day, the Rickmers Management Team did not want to miss the chance to visit the boy's orphanage Myittar Yaung Chi, not far from the workshop. As soon as we arrived the boys immediately took the lead and showed their rooms to our guests. In addition, they showed off the nearly finished building of the new girls' orphanage.



Nay Oak, only 12 years old, performed his favourite song, "Lovefool" by The Cardigans, before the group returned to Yangon.

Despite the intensive programme, there was still ample time over dinner at the Savoy Hotel to discuss the events of the day and the status of the shipping industry.

But to make the tour really complete there was still one element lacking — a visit to the Shwedagon Pagoda. Our guests even managed this with an early check-out from the hotel and a stop at the pagoda on the way to the airport.

Andreas Schantz

INTERVIEW WITH WELDING INSPECTOR RICHARD LANE

Richard Lane is the Training & Technical Support Manager of the Lincoln Electric Company (Asia Pacific) Pte. Ltd. based in Singapore.

He is an AWS Certified Welding Inspector and brings to the job more than 31 years of practical and theoretical experience. He travels more than 200 days a year throughout Southeast Asia to conduct training and provide technical support. We were able to interview Richard on 13 March 2013 during a two-week training programme at our workshop at Thanlyin, Yangon.

RICHARD, AS YOUR PROGRAMME IS NEARLY COMPLETED, CAN YOU PLEASE EXPLAIN TO OUR READERS WHAT HAS BEEN THE PURPOSE OF YOUR VISIT?

What I have mainly done during the first week was to check the installation of all the equipment as per the 'Lincoln' recommendations and make sure that everything is correctly commissioned. The training on the equipment was focused on welding safety and the four basic welding processes (SMAW, GMAW, GTAW & FCAW). The objectives were to improve



Richard Lane (left), Trainee and Chief Ingenieur Pe Pe Tin (right)

the trainers' process knowledge and skills, both in the classroom and in the laboratory, as well as to update them on the latest welding technologies for each process...continues on page 2

INTERVIEW WITH WELDING INSPECTOR RICHARD LANE *CONTINUED.*

... Other topics included the oxyfuel process and plasma arc cutting. The second week was focused on the commissioning and training of the new VRTEX 360 Welding Simulator.

WHAT MAKES THIS WELDING SIMULATOR SO SPECIAL?

This welding simulator is the most advanced in the market so far. The major difference compared to other generations of welding simulators is the head shield with the built-in 3D display. With this system you can actually see the electrode and can in fact watch what you are welding, which is very different to many other simulators. Besides a few distributors, Caterpillar is the only other company using the simulator for training purposes. The UNITEAM MARINE VRTEX simulator is the first one in a training facility not only in Southeast Asia but the whole of Asia. No other company or training facility uses this machine for training yet.

WHAT IS YOUR OVERALL IMPRESSION OF THE NEW UNITEAM MARINE WORKSHOP COMPARED TO OTHER TRAINING FACILITIES YOU HAVE SEEN IN THIS PART OF THE WORLD?

Actually I was telling U Moe Zaw Aung that I am very impressed with this facility and have not seen plumbing like this with the gas manifold system anywhere in Asia before. Usually people just have cylinders or run an ordinary gas hose from the manifold. But this is done professionally. The guys from Prime Orbital Technologies Pte. Ltd. did a fantastic job. It is really a professional system.

HOW WOULD YOU DESCRIBE YOUR TRAINING PHILOSOPHY?

The plan was to prepare and educate UNITEAM MARINE instructors to train the seafarers. Since they are all experienced welders I could accelerate the training and spend more time watching how they teach. I plan to come back in three months to make sure that your instructors follow the correct coaching procedures and fine-tune their teaching skills. The most important thing about a good instructor for me is his willingness to share his knowledge and see his students become even better than he is.

AS FAR AS I AM AWARE, THIS IS YOUR FIRST TIME IN MYANMAR; HOW DO YOU LIKE IT SO FAR?

Coming to Myanmar for training was an exceptional opportunity for me. It's the highlight. UNITEAM MARINE and the colleagues around U Moe Zaw Aung looked after me very well. My wife came over the last weekend to visit me in Myanmar and we had a wonderful time; we even tried the circular train of Yangon, which was a lot of fun. I definitely would like to come back.

Richard Lane was interviewed by Andreas Schantz

GOOD BYE, BBB



What had started on the 19 December 2001 in Gioia Tauro came today the 14th March 2013 to an end — 11 years, 2 months and 26 days later.

MV HLL Baltic, somehow internally renamed in 2003 the Big Blue Baby, was handed over to buyer's representatives Dubai Trading Agency at 22.00 hrs LT OPL Singapore.

Captain Serhii Klochenko, the remaining crew and I would like to say thank you and bye-bye to our BBB. As usual, she took it with a smile.

Tim Goettsche, HLL

THE MLC 2006 IS HERE TO STAY!

For the uninitiated, MLC 2006 is just another convention that provides seafarers with more "rights" so that they can "whine" more. Some are petrified of the detail in the convention. Many were unable to comprehend the legal jargon. Well...for us at UNITEAM MARINE, we are pleased that it has finally arrived.

Love it or loathe it, MLC 2006 is here to stay. Called the "Super Convention" or, affectionately, the "fourth pillar" of the international regulatory regime for quality shipping (the other three being SOLAS, STCW and MARPOL), it essentially secures the right of the world's more than 1.2 million seafarers to decent working and living conditions on board.

As seafarers we have to conduct ourselves dutifully, diligently and responsibly; only then can we expect our rights to be effective. The MLC 2006 is not a one-way street! Seafarers' rights will now be made transparent and their commitment to work should be forthright, too. For example, it is the duty of the ship-owner to provide proper accommodation and meals, and pay wages in a timely manner; on the other hand, seafarers are expected to keep their spaces tidy and be committed to their work schedule and the quality of their work. It is all about balancing the scale and providing a level playing field for all involved.

Over the past nine months, I, as the Director of Corporate Training, has been conducting MLC 2006 courses for all our Crewing Managers and Staff in Yangon, Cyprus, Ukraine and Hamburg. MLC 2006 awareness courses were also conducted for the Senior Officers to prepare them for the on-board MLC 2006 audits.

In my previous job I was seconded to work in the International Training Centre, Turin, Italy. This ILO training centre has conducted MLC 2006 courses for the international government officials, flag state inspectors, port state control officers, ITF and IMEC representatives since 2009.

It is very encouraging to conduct these courses for our Crewing Managers and Office staffs. In many of our discussions, important crewing issues were clarified and I am glad to enhance their awareness of what they have always been doing. We have to keep up the level of communication in order to maintain and improve the quality of our workplace (both on board and ashore).

We are pleased to declare that we are now MLC 2006 READY!

Johnny Sim

FIREFIGHTING – THINK ABOUT IT!

Every seafarer is acutely aware of the dangers of fire. There is nowhere to run to at sea, and the safety of the ship, her cargo and her crew are dependent on the ability of those on board to contain and extinguish fires quickly. Experience within the UNITEAM MARINE fleet shows that there is no shortage of enthusiasm when conducting fire drills, and that our seafarers have a sound knowledge of the equipment available to them. However, fires are not extinguished by enthusiasm alone and it is important to remember the science behind how fires start and spread.

Nothing in this article should be new to the seafarer, but I hope that considering the five key areas below will ensure that a ship's firefighting efforts are focussed as effectively as possible.



THE FIRE TRIANGLE

Never forget the basics! A fire needs fuel, heat and oxygen to keep burning; remove any one and the fire will stop. Think which element may be removed most easily and concentrate firefighting efforts accordingly. In some circumstances a fire may be quickly brought under control by cutting off its fuel source or, in the case of electrical fires, disconnecting the power supply. It is important that ventilation is stopped quickly to avoid feeding oxygen to a fire, and that compartments are shut down completely if initial firefighting efforts are unsuccessful – fire doors and fire flaps must never be prevented from closing. Think about the action of fixed and portable firefighting systems – don't forget that CO₂ and dry powder have little or no cooling effect.

A FIRE HAS 6 SIDES.

It is important to establish and control the boundaries of the fire, and to understand the hazards in adjacent compartments. Think three dimensionally!



FIRE SPREADS IN 4 WAYS:

1. Conduction
2. Convection
3. Radiation
4. Direct flame contact

Each method may have a different relative importance depending on the space, what is burning, and the stage of development of the fire. Think about how each method may spread the fire.

HEAT RISES, WATER FALLS.

A statement of the obvious, but it is surprising how often uptakes and spaces above the fire are ignored and boundary cooling is only carried out on the same level as the fire. Do not forget to consider the effects of fire fighting and boundary cooling water on ship stability.

SMOKE MUST BE CONTROLLED.

Smoke is the biggest hazard to personnel and must be rigorously controlled both during and after the fire. Make sure that the spread of smoke is restricted when fire breaks out, and think about smoke clearance plans for each section of the ship once the fire is extinguished.

To provide real training, fire drills must be more than just getting the hoses out as quickly as possible. Use your knowledge to imagine what a real fire will look, feel, sound and smell like. Consider how and why heat and smoke will spread in different parts of the ship. Discuss these issues and use "table top" exercises to complement regular fire drills.

Don't let fire outsmart you!

Peter Chilman, DPA/CSO

FLOODING OF CARGO HOLDS ON CONTAINER VESSELS

Approximately one third of all Gard's P&I claims associated with container vessels are cargo-related. Types of such claims vary but generally involve shortage, deterioration (e.g. of foodstuff), physical damage, wet damage or loss overboard. Gard has recently seen an increase in the number of wet damage cases resulting from flooding incidents in the cargo holds; incidents which have the potential to give rise to substantial claims. The purpose of this circular is to review the main causes of such flooding incidents and to increase awareness on measures to prevent similar incidents in future.

INCIDENTS

In one case, a vessel developed an unexpected list half an hour into ballasting, which was then stopped. The cargo holds were checked immediately but nothing wrong was found. Ballasting was resumed and completed some hours later. It was only then that flooding was detected in one of the holds. Some 20 containers were immersed in several metres of ballast water. Following cleaning operations it was discovered that ballast had leaked through a manhole cover. This incident gave rise to significant cargo claims.

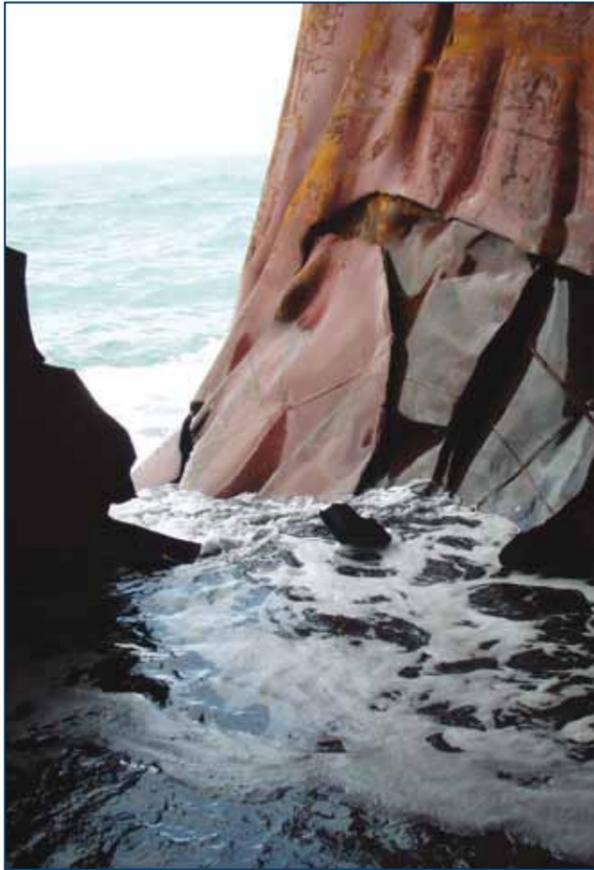
In another ballasting case a cracked valve in the ballast tank system caused leakage into the cargo hold. The leakage was only detected during sounding of the cargo holds many hours after the ballast operation was started. Flooding of the hold affected numerous containers, again giving rise to significant cargo claims.

CAUSES OF FLOODING

As the above incidents suggest, flooding of cargo holds most commonly occurs during ballast operations. In the case concerning the manhole cover, cleaning work within the ballast tank had been completed immediately prior to loading and the manhole cover was not closed/tightened properly. Other cases have involved cracks in bulkheads to adjacent ballast tanks, corrosion on ballast tank vent pipes or defective non-return valves. It can also be said that a contributing cause to flooding and certainly to the extent/impact of flooding is the delayed detection of the flooding which may be due to inadequate monitoring routines or a malfunction in the cargo hold bilge alarm system.

PREVENTION

- Checks should be made to ensure that ballast water is flowing into the designated tank and to ensure that ballasting is stopped in a timely fashion in order not to over pressurise or overflow ballast tanks.



- Checks should also be made to ensure that ballast water is not leaking into any other tank or into a cargo hold through a leaking manhole cover.
- Ballast tanks fitted with automatic sounding gauges should be regularly fully tested for accuracy of monitoring systems. Spot checks/manual soundings should be taken to ensure accuracy of the gauges.
- Cargo hold bilge alarms and gauges should be regularly inspected, maintained and tested. Even if the vessel is fitted with cargo hold bilge alarms and automated sounding gauges, these cannot always be relied on to function properly and spot checks should therefore be made with manual soundings. It is also prudent to undertake regular visual inspection of the cargo spaces. The effectiveness of the non return valves for bilge ejector systems should also be regularly tested and verified.
- All manhole covers (ballast, fuel etc.) in cargo holds should be regularly inspected and properly closed/tightened after every tank inspection.

Source: GARD AS

PORTRAIT OF SINGAPORE OFFICE DIRECTOR ZAW PE WIN



Mr Zaw Pe Win joined UNITEAM MARINE as an apprentice seaman in 1993. After gaining experience as a seafarer for several years and attaining an officer's licence in 1999, his career was shifted ashore as Crewing Manager at UNITEAM MARINE's head office in Cyprus.

Due to the gradual expansion of the fleet, he was transferred to Singapore in 2004 to care for vessels managed by UNITEAM MARINE that regularly call in Singapore and the Far East region. In 2008, UNITEAM MARINE opened a new office in Singapore, UNITEAM MARINE Pte Ltd, where Zaw Pe Win continues his service as Office Director.

HOW DID YOU JOIN UNITEAM MARINE?

During my time at university in Yangon around 1990, my brother was already with UNITEAM MARINE as senior cadet (he now serves as master on one of our vessels). He impressed me with all the interesting places he'd been in the world and how different they were, as well as sharing stories about the challenging life of seamen. That led me to become a seaman and join UNITEAM MARINE a couple of years later.

WHAT ARE YOUR MAIN TASKS?

Among various tasks, it is especially important for me to visit our vessels whenever time permits. I meet with seniors and ratings, give assistance if needed, monitor and observe conditions and performance, and inform the respective offices of anything that needs to be taken care of.

More importantly, I help and facilitate the smooth and timely transaction of monthly home allotments for on board crew members to family members in their home country, which is organised jointly by the Limassol and Yangon offices.

WHAT DO YOU LIKE MOST IN YOUR JOB?

Mostly I'm involved in the crew management sector which includes a lot of human resource management issues. It is always important to understand the basic principle of our job: our real assets are our crew members, and meeting the needs and expectations of our clients requires us to make the best use of our work force.

Before a crew member is deployed, a rigorous crewing procedure is followed: careful screening and selection as per STCW requirements, checking previous service, as well as providing for required training, medical check-up, certification, travel, etc. As a result, dismissal action against crew members is very rare and is used only as a last resort to address performance or disciplinary issues.

Nonetheless, different personal backgrounds and countries of origin can result in different attitudes, behaviour and cultural morale.

Understanding different cultures and respect of one another is important in our crewing, because 70% of dismissals stem from interpersonal issues and conflicts, be it between Asian and Asian, European and Asian, or European and European.

Unlike dealing with technical issues, crewing involves human elements, and recognizing how sensitive these issues can be is extremely important. That makes visits on board so vital, having personal contact with crew members, understanding their issue in the context of the real on board situation. Whether the issue is personal or performance-related, we make every attempt to sort things out, either right away on board or through the respective offices.

By doing so, we can potentially mitigate bigger cases into smaller ones or solve the smaller ones without ever reaching the various offices and potential discipline or dismissal measures.

Successfully sorting things out brings me the greatest satisfaction. ...continues on page 4

UNITEAM TOURS & TRAVEL DONATES TO MYITTAR YAUNG CHI ORPHANGE

Uniteam Tours & Travel is actively trying to maximize the benefits of tourism to charities and especially where needed. With MDA (Myanmar Development Aid e.V.), our guests have the opportunity to learn more about how they can contribute to local welfare.

As part of an effort to distribute proceeds to Myittar Yaung Chi Orphanage, the team of Uniteam Tours & Travel visited the orphanage on Sunday, 7 April, just before the Thingyan Festival began.

Our offer – tips from our guests – consisted of Shwe Yin Aye, which is specially served during the Festival and includes coconut milk and green-coloured Myanmar hand-made rice noodles, jelly, bread, and sticky rice and cookies.

Our guests' support to our charity activities is always very much welcome and we express our deep appreciation to them.

Bo Bo Kyaw, General Manager Uniteam Tours & Travel



PORTRAIT OF SINGAPORE OFFICE DIRECTOR ZAW PE WIN *CONTINUED.*

SINGAPORE IS AN EXCITING CITY WHERE LOTS OF VESSELS CALL. DO YOU HAVE ANY INSIDER TIPS ON WHAT TO VISIT IN SINGAPORE – WHAT ARE YOUR FAVOURITE AREAS?

Our seafarers who have already visited Singapore during their call here know this place well as “bittersweet” because, on one hand, there are a lot of good places for shopping, eating, sightseeing, entertainment and many other tourists’ attraction.

But on the other hand, some ships stay for only a few hours and all stores, bunker, provisions, various internal and external auditors, spare parts suppliers, ship repairs, surveyors, etc. come on board as soon as a ship arrives in Singapore. So all crew are fully engaged with those jobs.

First of all, you should know what the weather is like in Singapore before you visit this place. It can be hot, wet and humid, and you can have three seasons in one day.

If you’re looking for transport during peak hours, forget about finding a cab within 5-10 minutes, as you will need to queue for at least 30 minutes at a taxi stand. Unless you can take the crowded MRT or a bus, or walk, I suggest carefully timing your shore visit, paying special attention to your ship’s departure time.

Singapore has many interesting places to visit: Resorts World Sentosa, which includes a Universal Studio and World’s Largest Aquarium attractions, Gardens by the Bay, Wildlife Reserve Zoo Night Safari, and The Singapore Flyer, etc. ... so you may need a few days to complete the tour.

Depending on your interests and travel schedule, I would suggest checking out the following web link for complete visitor information. (Just bring enough money!): www.yoursingapore.com/

DO YOU HAVE ANY CREDO OR MOTTO IN LIFE?

I used to share a motto with our crew members that regardless of whether you are on board or in any other industry, “respect and be professional in your own work”: that means you are not doing your work just to earn a wage. It also reflects your personal integrity in every aspect of your work. Then you will always deserve more than you earn.

MYTH OR TRUTH

CONFUSED ABOUT SHARKS? WE’RE HERE TO DISPEL SOME OF THE BIGGEST MYTHS ABOUT SHARKS:

Myth: Sharks are hungry man eaters looking for any chance to attack.

Fact: Sharks are not hunting humans. Most “attacks” on humans are mistakes due to poor water visibility or are inquisitive bites. This is why there are so many more bites than fatalities.

Myth: Sharks are all the same.

Fact: Shark species are incredibly diverse with very different sizes, shapes, habitats, diets and behaviors. There are approximately 500 shark species, but only three (white, tiger and bull) are responsible for the majority of all bites.

Myth: All sharks are voracious predators.

Fact: Basking sharks and whale sharks, the two largest species of sharks, are filter feeders that feed on fish eggs and other tiny organisms.

Myth: The only good shark is a dead shark.

Fact: Sharks play a vital role in keeping marine ecosystems balanced and healthy. Additionally, sharks help coastal economies through ecotourism. Many people are willing to pay large sums of money for the opportunity to dive with sharks.

Myth: If a shark attack has not occurred, it means they do not live in that area.

Fact: Sharks inhabit all of the world’s oceans – from inshore, coastal waters to the open, deep-blue sea – and some can even be found in freshwater rivers and lakes.

Myth: Shark fins grow back if they are cut off.

Fact: A finned shark thrown overboard will drown, bleed to death or be eaten by other sharks.

Source: Oceana – protecting the world’s oceans

BOOK RECOMMENDATIONS

New Arrivals – tested for you!

Clash of Cultures:

Tom Wolfe, *Back to Blood* (English publishers: Little, Brown and Company[US]/Jonathan Cape [UK]); *Back to Blood* (German publisher: Karl Blessing Verlag) 2013
If you enjoy Tom Wolfe you really must read his latest book and follow the “clash of cultures” in wild and crazy Miami.

Nations:

Daron Acemoglu and James Robinson, *Why Nations Fail: The Origins of Power, Prosperity, and Poverty* (English publishers: Crown Business [US]/Profile Books [UK]); *Warum Nationen scheitern. Die Ursprünge von Macht, Wohlstand und Armut* (German publisher: Fischer Verlag) 2012

An award-winning professor of economics at MIT and a Harvard University political scientist and economist evaluate the reasons that some nations are poor while others succeed, outlining provocative perspectives that support theories about the importance of institutions.

Who Rules the World:

Ian Morris, *Why the West Rules – For Now* (English publishers: Straus & Giroux, New York [US]/Profile Books [UK]); *Wer regiert die Welt?* (German publisher: Campus Verlag) 2011

Ian Morris tries to find the answer. A book full of wise ideas.

Middle East Thriller:

Tom Clancy, *Locked On* (English publishers: G.P. Putnam’s Sons [US]/Berkley [UK]); *Ziel erfasst* (German publisher: Heyne Verlag) 2012

The new great Middle East thriller with agent Jack Ryan, Jr. After *Against All Enemies*, another good thriller.

Neighbours:

John Lanchester, *Capital* (English publishers: Faber and Faber [UK]/W.W. Norton & Company [US]); *Kapital* (German publisher: Klett-Cotta) 2013

You will soon fall in love with the unforgettable characters living in Pepys Road, an ordinary street in the Capital (London).

Children:

Andrew Prentice and Jonathan Weil, *Black Arts: The Books of Pandemonium* (English publisher: David Fickling Books); *Pandämonium – Die schwarzen Künste* (German publisher: cbj Jugendbuchverlag, Random House) 2012

Hopefully your children will sleep...dark but brilliant!

Richard Ungar, *Time Snatchers* (English publisher: Putnam Publishing Group); (German publisher: cbj Jugendbuchverlag, Random House) 2012

Your children travel and follow young Caleb through different times to the world’s most interesting places.

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



“Golden sunset” - by 2/0 Myo Than, MV United Tenorio



“Don’t Kiss Me Baby” – by Fitter Yan Aung, taken on MV Tete Rickmers

HUMOUR

The sailor and the priest

A sailor and a priest were playing golf.

The sailor took his first shot, missed and said, “#@\$, I missed.”

Surprised, the priest replied, “Don’t use that kind of language or God will punish you.”

The sailor took aim and hit his second shot. Again he missed and under his breath the said, “I #@\$, n missed again.”

The priest overheard and replied, “My son, please don’t use that language or God will punish you.”

The sailor took his third shot and once again he couldn’t help mutter, “Oh #@\$,!”

The priest said, “That’s it, God will certainly punish you.” Suddenly a bolt of lightning came down and killed the priest.

In the distance a deep voice said, “#@\$, I missed”.

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



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