

EDITORIAL

News, particularly good news, is always welcome at the beginning of a New Year.

With the support of Norddeutsche Reederei H. Schuldt, UNITEAM MARINE has opened a girls' orphanage very near our boys' orphanage in Thanlyin.

Having started with 11 boys, we are proud to report that we can now provide a home for 88 boys and 16 girls. Children are our future: it is the responsibility of us all to support those who otherwise would not be given a chance for a decent existence.

Chief Cook Yaw Han, currently on board MV Mare Doricum, is also glad to try something new: he is keen on learning and preparing new recipes from all the countries the crew come from.

The New Year in Myanmar begins with Thingyan – the Water Festival preceding the New Year, is the most exuberant event of the Myanmar year. In the big cities, especially in Yangon, everyone has heard, seen or participated in the boisterous fun, loud music and dance while being doused with water. Water is a symbol of cleanliness and auspiciousness and the Myanmar people hold that this celebration of the Water Festival can wash away sin and evil. The Water Festival is also celebrated on board our vessels, and it is not just the colleagues from Myanmar who enjoy the festivities.

Our very best wishes to all for a Happy Thingyan.

Enjoy reading our news.

The Editorial Team

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INAUGURATION AND NAMING CEREMONY OF THE GIRLS' ORPHANAGE

In the early morning of 26 November 2013, our Chairman Gerhard Ruether, the MD of Uniteam Yangon Jerzy Wilk and the Savoy Hotel General Manager Alexander Ruether were the first to arrive at the Myitar Yang Chi Orphanage to inspect that all preparations were ready for the inauguration and the naming ceremony of the girls' orphanage.



The girls' orphanage was financed through a generous donation by our clients Norddeutsche Reederei H. Schuldt through the Myanmar Development AID e.V. (MDA). Dr Bernd Kortuem, Member of the Executive Board and Managing Director of the Norddeutsche Vermoegen group of companies and his wife Barbara were also present at the ceremony, together with Markus Hempel, Bjoern Schoene as well as our CEO Holger Ruether.

and slowly poured water from the jar to the bowl while the monks blessed the donations of the donors and sponsors. This is a traditional Myanmar blessing that reflects the relief that those who are pouring the water and all who are present at the ceremony will meet again in the next life.

Our orphanage had already been named Myitar Yang Chi (Ray of Love) but now with another building for orphan girls just 200 metres away from where our 88 boys live, there was the need for better identification. Thus Gerhard Ruether named the orphan boy's home "Home Elisabeth" after his beloved late wife Elisabeth, who had made it a purpose to help raising poor children who have no parents.

In his speech, Gerhard Ruether emphasised that the girls who had experienced bad luck and poverty will now be fully supported and provided with a good and safe life in their new home under the care of their teachers. At that point, the ribbon was cut by Dr Kortuem and his wife to name the new building and the girls' orphanage officially opened. One orphan girl and two trainees, Lena Jaeckel and Henrietta Holle, helped with the cutting of the ribbon. Both Ms Jaeckel and Ms Holle have passed their German university entrance qualification and are doing charity work for a few months in both orphanages, supporting the orphanage team and giving English lessons to the children.

After the 16 girls arrived, their new home was named "Home Teresa", to signify that the girls would receive the love and kindness understood by everyone in the world over, at the very mention of the name "Mother Teresa".

Dr Barbara Kortuem unveiled the sign "Home Teresa" on the wall beside the altar whilst two boys sang accompanied by a guitar played by their teacher, Sai Aung Thura, and keyboards played by one of the other boys. All were warmly applauded.

The inauguration ceremony was held in the altar room, a big hall. The girls ages range from five to eleven. They come from the northern Shan State of Myanmar and belong to the Palaung ethnic minority. Although a bit shy, they were still smiling all the time, looking happy. They wore Myanmar traditional dresses and looked very pretty as they sat together in the middle of the hall.

As a surprise, and to the pleasure of all, the girls danced and sang Palaung traditional songs. Finally, Dr Barbara Kortuem and Dr Bernd Kortuem gave each girl a teddy bear as a welcome gift.

Following the tradition, the invited monks were given their lunch, provided by the principals and teachers from Myitar Yang Chi, with the older boys from "Home Elisabeth" assisting their teachers in the preparation of the dishes.

All guests were given a tour of the building and were highly impressed by all the efforts for the benefit of the girls. Lunch was followed by a visit to our Thanlyin workshop.

At the beginning of the ceremony the monks held a sermon, with everyone listening silently and contemplating how to live a good life. The most important part was to come: Dr Bernd Kortuem and Jerzy Wilk sat in front of the monks

Without doubt, a very important day to remember for all who attended, principals, guests, teachers and of course, the children, both the boys and the girls.

Lin Lin Htun, Management System & Accreditations Manager



SHIP-SHORE EMERGENCY DRILL: “MY VESSEL IS AGROUND!”

At 10 o'clock on Wednesday morning, 11 December, DPA Peter Chilman received an urgent telephone call from Captain Roman Ponomaryov of MV OPS HAMBURG. His vessel was aground and one crew member could not be accounted for. The DPA quickly contacted key colleagues and the Emergency Response Team gathered at UNITEAM MARINE offices in Limassol and Hamburg to take control of the situation.

Fortunately this was a pre-arranged drill and the vessel was, in fact, safely on passage from Malta to Algeria. These ship-shore drills are conducted several times a year to train both ship - and shore-based personnel in how to deal with major emergencies. Each ship has an Emergency Response Plan (ERP), giving instructions and guidance to the Masters and crew on how to respond to major emergencies such as fire, flood, collision and grounding. The Master's responsibility is always first to ensure the safety of the ship and crew and immediately thereafter to contact the office so that the full resources of the company can be mobilised and support the vessel.

While the crew carry out the actions necessary to control the situation on board, the Emergency Team gathers in the office to consider the wider implications of the incident and how best to support the vessel in distress. During a drill this will take the form of a tabletop exercise, chaired by the Managing Director with the DPA coordinating the work of the various members and teams and keeping a record of all communications made and actions taken. The Technical Department will establish the current status of the vessel and advise the Master and Chief Engineer on the technical aspects of the emergency. They also, if the situation demands, consider salvage options and identify suitable resources such as tugs and a safe port. As the situation develops they may liaise with the relevant Classification Society and Flag State to determine the best solution for the vessel's problems. The Crewing Department will verify the names, ranks and status of any casualties and monitor their treatment. They will inform the seafarers' families and advise them of developments. Crewing will also identify reliefs for crew members who might be injured and organize transport



and the necessary documentation for joiners and leavers. The Operations Department will liaise with the charterers and ensure that all insurance and legal aspects are handled correctly. Members of the Marine Department are available to offer specialised navigational and seamanship advice, both to the Master and to the key decision-makers ashore. Other specialists knowledge, such as legal counsel or MARPOL advice, will be drawn from within the company or from outside specialists, as appropriate. One key area which must not be overlooked is management of information and in particular any media interest in the situation. It is important to ensure that only accurate information is passed between the ship, the office and any third parties so that decisions may be made on the basis of facts and that uncontrolled speculation does not

cause distress to the families of our seafarers or damage to our company's reputation.

In a real emergency the process could take days, but after two hours of discussions, planning and training it was decided that the OPS HAMBURG was now “safe” and the drill was complete. The emergency team went back to their daily business, lessons learned were disseminated and some procedures modified. We must never be complacent, but we can hope that these exercises leave us a little better prepared to deal with real emergencies when they do arise, and keep our people, our ships and our environment safe.

Peter Chilman, DPA/CSO

MV ATHENS TRADER: SECURITY EXERCISES



In order to train personnel in the fight against maritime terrorism and piracy the Spanish Naval Headquarters submitted a request to conduct security exercises on board our ship, which was granted by the owners after the requisite indemnity letter had been signed.

The vessel arrived at the roads of Cadiz on the morning of 24 October 2013 at 11.30, hove adrift and established a mock terrorist liaison with the Spanish naval frigate “Reina Sofia” (F-84). An anti-terrorist group arrived from the frigate on two boats and 17 persons came on board at 12.10. They searched the ship, her cargo and verified the cargo documentation.

The exercise was completed by 13.00, and the anti-terrorist group left the ship at 13.15.

Captain Valeriy Dobrynin



SEAFARER AND FOOTBALLER – LIVING TWO MISSIONS: ANATOLIY VIRSILAS

I have played on the “TKLS” Football team since 2011 as their main goal-keeper. When I return from an assignment on board, I train in the gym to stay fit, I have intensive training twice a week. My father jokes that I began to play football at the age of one, but when I was seven years old he thought it would better for my health to play tennis. At 11 I was Lithuanian junior champion; at 12 I came second in the international Soviet Union doubles championship (Donetsk, Ukraine), and in 2006 took the gold medal in the Klaipeda city tennis open championship. But regardless of my success in tennis, I never stopped playing football: in 2008-09 my Lithuanian team “Nautica” came second in the Lithuanian 1st lega (2nd level) championship. In 2011 my family moved to Latvia and I continued to play football there.

The Liepaja city football championship took place on 24 November 2013 at the Olympic Centre. As reported by the Latvian newspaper Kurzeme Diena, the exciting B division day game was between TKLS and Lattelecom. The First-half finished 1-1. The second-half was very competitive and after a yellow card to the TKLS team, Lattelecom went 2-1 ahead



from a 6-metre penalty. TKLS equalised 2-2 only 39 seconds before the end of the game. The final score was 3-2 to TKLS and as the team goalkeeper I was named as the Most Valuable Player (MVP) of the day and for the whole B division of the championship.

2/E Anatolij Virsilas

HULL AND MACHINERY INCIDENT – VOYAGE PLANNING AND GROUNDING

A GROUNDING WITH VALUABLE LEARNING POINTS.



THE INCIDENT

During preparation for departure from a loading port, the 2nd Officer of a cargo vessel was assigned a number of different tasks. Once the loading was completed he was called on deck to assist with the bunkering, search for stowaways and carry out draught checks.

However, he did not have sufficient time to complete the full passage plan for the voyage ahead. In the time available, he prepared a table of waypoints for the route and entered the waypoint coordinates into the GPS receivers. A quick brief took place prior to departure, focusing only on the upcoming pilotage and tug operation.

During the first morning of the voyage the 2nd Officer replaced the coastal chart with the overview chart, which covers the Pacific Ocean, and marked the route on the chart and on the plotting sheet. He noted that between two of the waypoints the course line passed close to a small group of islands some days into the voyage. The planned passing distance was assessed by the 2nd Officer to be 10 NM, which was believed to be an acceptable passing distance. On the local overview chart the course line almost touched the islands because of the small scale.

On the fourth evening of the voyage the Master completed his Night Order Book in the usual manner, without any reference to the approaching islands. The positions marked on the plotting sheet showed that the vessel was making progress in accordance with the plan.

During the 2nd Officer's night watch, he suddenly observed a large echo on the radar screen on the port bow. He assumed this had to do with the weather forecasted on the weather routing map and suggested to the AB present that they could expect some heavy rain showers. Binoculars were used to verify the information, but it was too dark to see anything. The 2nd Officer noted that the assumed rain shower was passing clear down the port side at a distance of about 5 NM. No further investigations were made.

The next OOW, the Chief Officer, arrived on the bridge, read the Master's Night Orders, checked the GPS and noted from the cross-track error display that the vessel was on the course line.

He then sat on the pilot's chair immediately adjacent to the radar display. It was very dark and he was unable to assess the visibility.

Before stepping down, the 2nd Officer informed him about the course and which waypoint was up next. The small group of islands and the presumed rain shower observation were not mentioned.

The Chief Officer then glanced at the radar screen and saw a large echo very close ahead. He assumed it was generated by a heavy storm cloud. He then felt the ship hit something. The vessel had hit an island and had run aground. The ship



had grounded on the only group of islands present within hundreds of miles.

The financial impact of the incident was severe for owners and insurers. The incident led to the total loss of the ship and cargo, the escape of the ship's bunkers and possible damage to the environment as a result, but, fortunately, no loss of life.

LESSONS LEARNED

The officer of the watch was following on the plotting sheet and did not consult the BA chart which was available on board. No-go areas were not marked on the plotting sheet. The course took the vessel directly over the island. A number of contributory factors were present, but this article will focus on "passage planning and positioning" and "bridge resource management".

PASSAGE PLANNING AND POSITIONING

When the 2nd Officer had initially drawn the course line on the overview chart, he made an error in plotting the waypoint that was close to the island. This resulted in a course line indicating that the vessel would clear the group of islands by about 10 NM. If the correct waypoint had been plotted, the resulting course line would have indicated that it passed directly over one of the islands. No-go areas were not marked on the chart. Determining such a small passing distance on an overview chart was unsatisfactory and did not conform to the company's instructions of clearing distances when a vessel was in open waters.

Although the bridge team was aware that they would be passing close to some islands, they were not aware of when

that event would take place. The marking of critical areas on the charts would have assisted the bridge team in maintaining good situational awareness of the hazards ahead.

Both the 2nd Officer and Chief Officer were not aware that their vessel was heading towards the group of islands. This was because there was no indication on the plotting chart to alert them of the dangers ahead. It appeared that the bridge team was focused on following the GPS track superimposed on the radar screen instead of monitoring the vessel's position in relation to surrounding hazards. Some hours before the grounding, the 2nd Officer noticed a large defined echo on the radar screen which he failed to identify or investigate as a possible land mass. This important information was not passed to the Chief Mate and neither did the Chief Mate notice it on the radar screen.

BRIDGE RESOURCE MANAGEMENT

Several companies have adopted the concept of bridge resource management to address performance variability. Bridge resource management is often defined as effective management and use of all resources, human and technical, available to the bridge team. The objective is to ensure the planning and execution of a safe passage. One of the most important aspects of bridge resource management is its potential protection against human error. Bridge resource management is not limited or confined to the execution of the passage plan, but is intended to be applied throughout the entire process, including the planning of the passage.

Source: GARD NEWS ISSUE 211 August / October 2013

PORTRAIT OF CHIEF COOK YAW HAN



HOW DID YOU JOIN UNITEAM MARINE?

I joined UNITEAM MARINE in 1992. At that time I was working as a government hotel staff cook. UNITEAM MARINE needed four experienced chief cooks from my country, and was lucky to have been chosen as one of them.

WHEN DID YOU FIRST DISCOVER YOUR DESIRE TO BECOME A COOK AND WORK ON BOARD A VESSEL?

After graduating from school, I decided to become a cook because I didn't see a more important alternative for my future. As I said before, I have worked in a hotel, but I always wanted to see other countries and experience cultures other than my own. And of course the salary of the sea workers was much better than in a hotel.

WHAT DO YOU LIKE MOST IN YOUR JOB?

What I like most is to see that the crew really like my dishes and say "thanks for a job well done, Chief Cook!"

DO YOU HAVE ANY FAVOURITE PORTS OR CITIES?

Yes, I like Singapore very much. The city is fascinating and the people are very friendly.

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

We have mixed crews with different nationalities and I would like to learn to prepare more and more new dishes from all the different countries.

DO YOU HAVE A FAVOURITE RECIPE FOR OUR READERS?

APPLE CAKE

Ingredients:

- 2 c. finely chopped raw apples;
- 1/2 c. sugar;
- 1 egg, beaten;
- 1 c. flour;
- 1 tsp. cinnamon;
- 1 tsp. baking soda;
- 1/4 tsp. salt;
- 1/2 c. chopped nuts;
- 1 tsp. vanilla;
- 1/2 c. raisins.

Place apples in large mixing bowl. Add sugar, stir, and let stand for 1/2 hour. Add the rest of the ingredients and blend well. Pour into 8- or 9-inch greased square pan. Bake at 350° F (180° C) for 35 minutes.

This will be a very moist cake. Serve with powdered sugar sprinkled over each serving with a dollop of whipped cream.

Bon appétit!

BOOK RECOMMENDATION

"STRICTLY ENGLISH - The Correct Way to Write... And Why It Matters" by Simon Heffner

In his book Simon Heffner makes an impassioned case for an end to the sloppiness that has become such a hallmark of everyday speech and writing, and shows how accuracy and clarity are within the grasp of anyone who is prepared to take time to master a few simple rules.

If you wince when you see "different than" in print, or are offended by people who think "infer" and "imply" mean the same thing, then this book will provide reassurance that you are not alone. And if you believe that precise and elegant English really does matter, then it will prove required reading.

An absolute MUST for every UNITEAM MARINE employee.

Publisher: Random House

Captain G.S. Nagy

MYTH OR TRUTH

THE MYSTERY OF MICROWAVES

Radiation from microwaves creates dangerous compounds in your food

"Radiation" might conjure up images of nuclear plants, but it simply refers to energy that travels in waves and spreads out as it disperses. Microwaves, radio waves and the energy waves that we perceive as visual light all are forms of radiation. So, too, are X-rays and gamma rays, which do pose health concerns. But the microwaves used to cook foods are many, many times weaker than X-rays and gamma rays, says Robert Brackett, Ph.D., Director of the National Center for Food Safety and Technology at the Illinois Institute of Technology. And the types of changes that occur in microwaved food as it cooks are "from heat generated inside the food, not the microwaves themselves", says Brackett. "Microwave cooking is really no different from any other cooking method that applies heat to food." That said, microwaving in some plastics may leach compounds into your food, so take care to use only microwave-safe containers.

Microwaving zaps nutrients

This is misguided thinking, says Carol Byrd-Bredbenner, Ph.D., R.D., professor of nutrition at Rutgers University in New Brunswick, New Jersey. Whether you're using a microwave, a charcoal grill or a solar-heated stove, "it's the heat and the amount of time you're cooking that affect nutrient losses, not the cooking method", she says. "The longer and hotter you cook a food, the more you'll lose certain heat- and water-sensitive nutrients, especially vitamin C and thiamin [a B vitamin]." Because microwave cooking often cooks foods more quickly, it can actually help to minimize nutrient losses.

Source: eatingwell.com

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.

WINNER OF PHOTO & VIDEO COMPETITION 2013

Thank you for your votes – the winner for 2013 is 2/O Myo Than with "Golden sunset sky" – he won USD 300!



2nd – 5th prize (UNITEAM MARINE polo shirts) go to:
2nd place – AB Khin Aung Kyi, 3rd place – Fitter Yan Aung,
4th place – Capt. Petar Kolev, 5th place – Capt. Thet Aung Khin

The three pieces of lacquerware go to:

Ma Lai War Zaw (UMYL), Ms Jackie Smith (Lomar Shipping),
Ma Shwe Yee Myo Han (UMYL).

Congratulations!

HUMOUR

A pirate at the local bar discusses his past

A seaman meets a pirate in a bar, and talk turns to their adventures at sea. The seaman notes that the pirate has a peg-leg, a hook and an eye patch.

The seaman asks, "So, how did you end up with the peg-leg?" The pirate replies, "We were in a storm at sea, and I was swept overboard into a school of sharks. Just as my men were pulling me out, a shark bit my leg off." "Wow!" said the seaman. "What about your hook?" "Well", replied the pirate, "We were boarding an enemy ship and were battling the other sailors with swords. One of the enemies cut my hand off." "Incredible!" remarked the seaman. "How did you get the eye patch?" "A seagull dropping fell into my eye," replied the pirate. "You lost your eye to a seagull dropping?", the sailor asked incredulously. "Well," said the pirate, "it was my first day with my hook".

IMPRINT

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Frequency of publication:
Quarterly

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UNITEAM MARINE NEWS is designed to be of interest to our crew and to keep all Uniteam Marine employees informed of developments at our company. We appreciate your feedback and welcome any articles of interest or humour that you would like us to include in our publication.

Please send your feedback, articles, pictures & videos for the photo & video competition to Corporate Communications & Marketing at Uniteam Marine, Anja Frauboese, marketing@uniteammarine.com



GL Systems Certification