



EDITORIAL

"Success through Teamwork" is the motto of UNITEAM MARINE.

As defined in the Merriam-Webster dictionary, teamwork is "work done by several associates with each doing a part but all subordinating personal prominence to the efficiency of the whole". That is the theory and it might sound a bit complicated.

In reality teamwork can have different faces: in this edition of our UNITEAM MARINE NEWS you can read about two rescue experiences, where teamwork saved lives. Two other examples from on board show that teamwork can also be fun, for example the planning, organisation and execution of activities such as the table tennis championships on board of MV Northern Debonair and MV APL Malaysia.

We also received a movie for our annual photo and video competition, created by Captain Oleksandr Kryuchkov, showing the teamwork and team spirit on board MV Northern Precision. To our request to show the movie to our seafarers at UMTC or during presentations, Captain Kryuchkov responded: "The more people who watch the movie, the better. Please use it on any UNITEAM MARINE event and during presentations." Good teamwork helps to improve our lives – and the lives of others.

The Editorial Team

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AN EVENTFUL WEEK AT UNITEAM MARINE IN YANGON

UNITEAM MARINE invited their Clients and Ship Owners last May to visit the Training Centre in Yangon and to take the opportunity to participate in workshops with their Myanmar crew members.

Some of our Clients, Norddeutsche Reederei H. Schuldt GmbH & Co. KG, KG Reederei Roth GmbH & Co., United Seven GmbH & Co. KG, Rickmers Reederei GmbH & Cie. KG, Rickmers Ship Management (Singapore) Pte. Ltd and Lomar Shipping Limited, honoured us with their presence, with ten participants in total. The seminars were attended by more than 100 Myanmar crew members.

Additionally over 80 seafarers were trained in a technical and fleet personnel workshop conducted by Captain Thomas Reppenhagen, Fleet Personnel Director and Mr. Vytautas Rimeika, Technical Director of UNITEAM MARINE.

But not only crew members attended the classes. The company representatives along with a large number of UNITEAM MARINE Managers and instructors from the Training Centre had also a chance to take part in interesting courses.

With the professional support from MTI Network, one of the largest shipping crisis media management networks, UNITEAM MARINE conducted two training sessions on how to deal with media relations in the event of a marine incident.

The highlight of the event was the annual Senior Officers' Dinner at the Traders Hotel in Yangon, in a festive setting with nearly 300 guests. The evening was complemented by live music and a slideshow of pictures taken by our crew during their time at sea.

Mr. Holger Ruether took this occasion to introduce himself to the audience. After completion of his academic studies and gaining international working experience in the maritime industry, including a period in China, he is glad to have joined the Board of Directors of UNITEAM MARINE.

Our Group Managing Directors, Mr. Peter Merkel and Mr. John Hadjiparaskevas, also greeted all participants.

Finally, Electrician U Myo Win was asked to take the stage to receive the first UNITEAM MARINE Environmental Awareness Award.

He had contributed greatly to an internal technical investigation on board, helping to protect the company's reputation.

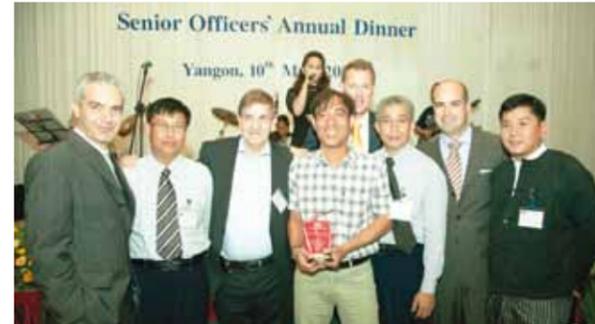
The night continued with lively conversation, and many guests were able to make acquaintances, not only of each other, but also of their colleagues and even family members.

The climax of the week was the laying of the foundation stone for the new girl's orphanage in Thanlyin township, Yangon, a unique experience for our guests from overseas and all other in attendance. The date, time and place of the ceremony had been calculated by the monks who led the Buddhist ceremony with great reverence.

Mr. Markus Hempel, Managing Director of Norddeutsche Reederei H. Schuldt, symbolically handed over a generous donation on behalf of Dr. Bernd Kortuem, Chairman of Norddeutsche Reederei H. Schuldt, whose contribution made the project possible.

All in all, this week provided all participants with a good insight into our Training Centre, strengthened our relationships with our clients, and offered an exceptional cultural experience.

Andreas Schantz



A NEW CHAPTER IS WRITTEN: CHANGES AT UNITEAM MARINE UKRAINE

On establishment of the office in Odessa, UNITEAM MARINE UKRAINE took on the role of an administrative support office, with the duties of a call centre and document processing outfit.

Today, five years later it is developing into an important recruitment section and Ukrainian Officers form a very large pool of our Officers base.

UNITEAM MARINE UKRAINE is headed by Mr. Maksym Kostin, the Office Director and assisted by four capable and efficient staff. The office now performs full scope duties of recruitment, processing and administration for all our

Ukrainian Officers. In fact, you can say that they are fully operational; 24/7 on call anytime!

Mr. Kostin said, "Throughout the last few years of operations in Ukraine, we witnessed the large shortfall of Officers in the international shipping industry and we cannot afford to sit still waiting for things to happen. Ukraine has many capable Officers and Engineers in the maritime industry and therefore the expansion of recruitment tasks was a natural progression."



He further added, "The challenge now is to keep our valuable resource poolers to stay with us for a longer term. To this effect, combined with the quality of new and sophisticated tonnage of our Clients, we are adapting our HR strategies; we are increasing our contact opportunities with our Officers and concentrate in providing them with the necessary training courses to update their knowledge in the ever-changing developments in our industry."

UNITEAM MARINE UKRAINE will soon be moving to its new and bigger premises located at No. 1, Leytenanta Shmidta Street, Odessa - a nice and easy to remember address.

It is in the central business district and nearby the Odessa Central Train Station.

The new premises will also provide for a learning hub whereby Officers can attend training courses and get updated knowledge.

Johnny Sim

ODESSA LEARNING HUB

It is the time of a new beginning in UNITEAM MARINE UKRAINE, where we are in the process of establishing a learning hub - a focal point for learning activities for our Ukrainian Officers.



The concept of the Odessa Learning Hub is one whereby our UNITEAM MARINE Officers can comfortably get into the conducive domains of knowledge, extract the information they need and reflect on what they had learned, increasing their eagerness to apply the new understanding in their workplace.

On 1 July 2012, UNITEAM MARINE UKRAINE - Odessa Learning Hub - has been awarded The Swedish Club Academy's Certificate of Authorization to conduct the popular MARITIME RESOURCE MANAGEMENT (MRM) Courses.

Two MRM courses were well attended by Officers and Engineers.

Capt Igor Tymofyeyev who participated said: "This is a highly interesting course and I strongly recommend my fellow

UNITEAM MARINE DEVELOPMENT OF SOCIAL MEDIA GUIDELINES

Social media includes web-based and mobile-based technologies which are used to turn communication into interactive dialogue among organizations, communities and individuals.



UNITEAM MARINE respects the desire of all its employees to use social media. However, we would like to emphasize that the use of online social networking forums such as YouTube, Facebook, Twitter, Wikipedia etc., sometimes makes it difficult to distinguish between public and private types of communication.

The guidelines below are designed to outline UNITEAM MARINE's philosophy regarding the use of social media by its employees.

- **Be a positive ambassador** – Social media connects the public and private spheres. Your views and actions online can have an impact on the company's reputation. Be aware of this and the consequences it can have.
- **Be accurate** – Never publish incorrect information about the company online. If you are unsure of the correctness of what you are writing, check with UNITEAM MARINE - Corporate Communications who are always there to help.

Employees of UNITEAM MARINE on board and ashore are not authorized to publish sites on Facebook or other social media platforms in the name of UNITEAM MARINE or similar names such as UNITEAM MARINE SHIPPING, UNITEAM MARINE LIMITED, UNITEAM MARINE (YANGON) LTD. etc.

Furthermore, it is not allowed to copy and upload pictures, contents, logos or any other unapproved information relating to UNITEAM MARINE and/or UNITEAM MARINE's offices, clients or vessels under management and to publish them on social media without permission: This is copyright infringement and an illegal action.

● **Be yourself** – Social media is a forum for you to represent your own views and ideas. Always ensure that if you are talking about UNITEAM MARINE online, that you have made it clear that any statements are your own and do not represent the views or values of UNITEAM MARINE.

- **Be respectful** – avoid violating the privacy of your colleagues, co-workers and clients etc.
- **Be responsible** – do not post online what you would not say to people in person or in public. Would you be comfortable if your comments were seen by your mother, friends, colleagues or employer?
- **Be thoughtful** – Never use social media as a platform to harm, insult, threaten or embarrass others.
- **Be aware** – If you find hurtful or abusive notes about UNITEAM MARINE on social media forums, please help us to contest such negativity by informing UNITEAM MARINE - Corporate Communications who can respond appropriately.

The full social media guidelines are also available on www.uniteammarine.com.

The designated Communications person for UNITEAM MARINE is Ms. Anja Frauboese. Contact: marketing@uniteam-hamburg.de

MV OPS HAMBURG – BOARDING EXERCISES WITH THE NETHERLANDS ARMY

Given the recent piracy nightmare mainly centred in Somalia, the picture of a small boat full of well-armed men is normally the last thing we want to see approaching our ships. However, in this case the combatants are on our side.



Captain Aung Myo, Master of MV OPS Hamburg reported a boarding exercise with the army of the Netherlands on 14 June 2012.

At 13:20 hrs Dutch Army river boats communicated with MV OPS Hamburg requesting to carry out boarding exercises while the vessel was approaching the Port of Rotterdam.

Captain Aung Myo and the pilot agreed

and permission was granted to the boats.

One boat had 14 armed soldiers, the other had four soldiers with media equipment.

At 13:25 hrs the river boat came up on the port side and prepared to board MV OPS Hamburg with portable hook ladders.

A few minutes later ten armed soldiers entered the bridge.

By 13:33 hrs the soldiers had left the bridge and vacated the vessel.

At 13:40 hrs the army boarded the vessel again but now from the right stern.

After all soldiers boarded for a second time, Captain Aung Myo and the pilot asked them to stop the exercise as the vessel was already in the process of going alongside.

At 14:06 hrs MV OPS Hamburg berthed safely and securely alongside at RST terminal at Port of Rotterdam. The boarding by the soldiers was altogether a remarkable experience and spectacle.

seafaring colleagues to attend." Chief Officer Viktor Bondar added: "It is a well-organized and helpful programme and I learned many management tips which can be used on board."

The Odessa Learning Hub shall altogether be lining up a list of interesting courses for the Ukrainian Officers which includes Risk Assessment, Maritime Resource Management, Company Cultural Awareness courses and the Leadership Evaluation and Development Program. More courses will be conducted in the future. Also a full suite of Computer Based Training software programmes are made available for the Officers who are following a self-paced learning. More details are available in the UNITEAM MARINE UKRAINE office.

The Hub will be a focal point for knowledge sharing and it is intended to have the Community Of Sharing Experiences

(COSE). COSE is when participating Officers come together in a learning room to exchange the rich depth of their on-board experiences and viewpoints through a sharing session.

Chief Engineer Valeriy Gorobyi who also attended the MRM course said: "COSE is an excellent idea. We learn from each other's experiences. Officers who attend such sessions are given the opportunity to reap the benefit of acquiring knowledge from more sources. In this manner, our learning curve is much steeper."

We look forward to seeing all of you at the Odessa Learning Hub soon!

Johnny Sim

YACHT RESCUE OPERATIONS

**Experiences of
MV CMA CGM St. Martin**



On 23 May 2012 the CMA CGM ST.MARTIN was en route from Kingston (Jamaica) to Port-au-Prince (Haiti). Our position was about 140 nm from Port au Prince at 17:30 hrs when we received a Mayday over VHF Ch. 16 from SY "Dutch Touch". Radio contact was promptly established and the distress position identified.

The cause of distress was a torn sail, broken rudder and subsequently a loss of control of the sailing yacht. The yacht was 16 nm from our vessel and thus it was promptly decided to proceed to her assistance. The weather conditions were: Wind Direction ESE Force 6 Bft, Sea Direction ESE Scale 5 and Swell Direction ESE 3 to 4 metres.



The alarm was raised and all crew presented at muster station to prepare for the search and rescue operation. By 19:16 hrs we had sighted the damaged yacht and approached her from the weather side for protection. While keeping the yacht on our lee side, we sent a messenger rope for picking up the towing line from the yacht and passed the mooring on our vessel.

By 19:30 hrs with 2 lines (towing lines from the yacht and mooring lines from the vessel) secured and fastened to the sailing yacht our vessel slowly commenced increasing speed to resume the voyage.

Unfortunately, the securing point on the yacht was not strong enough to withstand the towing force at 6 kts. At 19:40 hrs it broke and the towing lines had to be cast off the yacht.

At 19:42 hrs the crew members of the distressed yacht decided to abandon her. By 20:40 hrs all three persons with their belongings had safely boarded our vessel via pilot ladder. The voyage to Port-au-Prince was resumed, with our three guests very sad about their experience but extremely grateful for the assistance that saved their lives.

Stephen Fyfe

**Experiences of
MV CSAV CANTABRIAN**



"CSAV CANTABRIAN" en route from Freeport (Bahamas) to Barcelona (Spain).

11-July-2012 TC=079 Speed=16.5
North Atlantic, 660 nm WSW of Flores Isle (Azores).
Wind - S3, Sea - S2, Swell - S2m.

Around 11:00 hrs, the third mate, who was the OOW, spotted a weak echo on the radar screen about 12 nm on port bow. A few minutes later, when visual contact was established, the object was identified as a 30 ft sailing boat, with a 078 course and a speed of 2 knots according to ARPA. When the distance was close to 7 miles a sequence of light signals (reflection of sun-rays) originating from the boat was observed by the 3/O and Master was informed immediately.

Upon arrival on the bridge, I watched the boat for a short period - at that time it was 5 nm on our port beam - and corroborated that the light signals were emanating from the boat's deck and were not reflections from the water surface. Engine was ordered to standby, additional personnel were summoned to the bridge and a few unsuccessful attempts were made to establish radio contact with the boat.

After receiving confirmation from the duty engineer that ME was ready for manoeuvres we commenced slowing down and altered course toward the sailing boat.

At 11:30 hrs radio contact was finally established:

Boat name: TIRCIS BA
Flag: France
Crew on board: 1 (one)
Name of skipper: D. John
Nationality: French
Info: from Caribbean to Azores, due to "unfavourable" weather (long period of calm) a voyage delayed and stock of fuel, water, and provision is running out.
Required assistance: supply of fuel, water and food.
None had any hesitation as to "What to do?"



General alarm was sounded, crew were ordered to organize requested supplies and to prepare and standby for lowering the rescue boat.

At 12:10 hrs the vessel lay adrift at a minimum safe distance from the yacht.

The rescue boat with three crew members was lowered into the water and, after loading the requested quantity of fuel, water and food, it proceeded towards the "S/B TIRCIS BA". The rescue boat safely reached the yacht and the crew shifted supplies on board.

During a short conversation our rescue boat crew learned from the yacht's skipper that the planned four-week period of his crossing was much exceeded owing to lack of wind, and that he had spent a month at sea already. Under present weather conditions he needed another two weeks to reach his destination. The skipper expressed his heartfelt thanks to the crew and confirmed that no further assistance was required. The rescue boat made its way back to the vessel.

At 12:30 hrs, after recovering the rescue boat and wishing a safe voyage to the "TIRCIS BA" and her brave skipper, we sounded a long greeting blast and resumed our voyage to Barcelona. The lone figure standing at the yacht was gratefully waving to us until the boat was lost from our sight...

I would like to mention that all crew demonstrated very good skills during the above operation: everything was done perfectly, without any delays or errors. Special thanks to Third Mate Nyi Nyi Nyein Chan and the rescue boat crew - Chief Mate Dmitriy Gulyaev, Third Engineer Viorel Nedelcu and A/B Maung Maung Naing.

Captain Mykola Stasyuk

TABLE TENNIS COMPETITION ON BOARD

An international table tennis competition took place on board MV Northern Debonair on Sunday, 8 April 2012. There were twelve participants.



The winner was Bosun Mr. Win Min Tin (Myanmar). Second place (only two points behind) was taken by Chief Mate Georgiy Popov (Ukraine).



All the fans agreed that the most dynamic and exciting game was played between AB Nay Bone Lin (Myanmar) and Deck Fitter Andriy Syomyn (Ukraine). They won the prize for the "best fight".

Captain Dmytro Budynsky

Captain Krzysztof Kolodziej reported on the table tennis championship held on Sunday, 3 June 2012 on board MV APL Malaysia.

THE VICTORS:

1st place: Deck Cadet Mr Cheng Hui
2nd place: Oiler Mr Kyaw Zay Ya
3rd place: AB Mr Kyaw Lin Phy



If you have any interesting news from on board that you'd like to share with our readers, you are invited to send your story and pictures to marketing@uniteam-hamburg.de !

A SEAMAN'S LIFE

The most frequently asked question related to the seafarer's life is: What is your seaman's life like?

Here's my reply:

- S** – Safety
– Stress
- E** – Environmental Protection
– Encouragement
- A** – Awareness
– Ability
- M** – Management
– Mindful
- A** – And
- N** – Neighbourliness (= teamwork)
– Normalize
- L** – Lawful
– Lonely
- I** – Implement
– Innocence
- F** – Fulfil
– Far from home
- E** – Evaluate
– Earn money

By C/O Soe Min Aung, CMA CGM St. Martin

PORTRAIT OF 2/E DYMTRIO VOLOSHYN



Dymtro Voloshyn has been with UNITEAM MARINE since 2009.

HOW DID YOU JOIN UNITEAM MARINE?

It was purely by chance, thanks to my daughter. Whilst accompanying my daughter to the theatrical company where she works, I noticed the office of UNITEAM MARINE nearby and I simply went inside to find out about possible employment. As you know, first impressions are often the most important and decisive, and so it turned out in this case. I was struck by the atmosphere of goodwill and courtesy among the employees working there. A few days later I returned and expressed my desire to work for UNITEAM MARINE.

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

Every time you board a new vessel, you gain new work experiences. My most fascinating experience occurred during my first contract as third engineer. I supervised and took part in repairing the main engine by replacing the cylinder liners. It came about by chance: our second engineer was ill and I was entrusted with this task. Consequently had to take full responsibility of this assignment which was completed successfully.

DO YOU HAVE ANY FAVOURITE PORTS OR CITIES?

In my years of life at sea, I have visited many of the world's beautiful ports and cities, but my favourite place is my native city of Odessa, where I still live, where I was a student, and where I met the girl who became my wife and the mother of our beloved daughter. It is the city I always long to return to, a city with a great history, traditions and beautiful sights.

IS THERE ANY PART OF THE WORLD WHERE YOU HAVEN'T BEEN YET?

The only places I haven't been are parts of Australia and Antarctica.

WHAT DO YOU LIKE MOST IN YOUR JOB?

Everything – and always trying to do it all to the best of my abilities.

DO YOU HAVE ANY HOBBIES? WHAT DO YOU WHEN YOU HAVE LEISURE TIME ON BOARD?

I am interested in 3D graphics and in my free time I try to improve my knowledge and abilities in this area. Like most other people, I enjoy good films and good music.

HUMOUR

UNDERSTANDING ENGINEERS

Two engineering students were cycling across a university campus when one said,

"Where did you get such a great bike?"

The second engineer replied,

"Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want."

The first engineer nodded approvingly and said,

"Good choice: The clothes probably wouldn't have fit you anyway."

MV ANL WINDARRA DONATION TO OUR ORPHANAGE

Master Nanda Kyaw Thu Swe and crew members of M.V. ANL Windarra have donated US\$ 1225 to the Myittar Yang Chi orphanage fund.

MDA wishes to thank the Captain and his crew for their kind participation and generous donation.



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 2012!

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



Some additional provisions "found" while drifting in Gulf of Guinea - by Capt. Zsolt Kovacs, MV United Milos

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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@uniteam-hamburg.de

