



SUCCESS THROUGH TEAMWORK

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UNITEAM MARINE NEWS

is designed to be of interest to our crew and to keep all Uniteam Marine employees informed of developments in our company.

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

Email us at marketing@uniteamservices.com

THINK LSR

Life Saving Rules (LSR) do what they say they do - they save and protect lives, whether it is wearing a seat belt in your car, not walking under a heavy load, conducting gas tests, or working with valid work permits.

Life Saving Rules are incredibly important and our most important goal is to ensure all seafarers working with Uniteam Marine are safe.

Comply! Intervene! Respect!

There is always room for improvement. It is not about making more rules or regulations, it is about applying existing rules.

Comply!

You and I must comply with standards and procedures. Standards and procedures are implemented on board and we will not find a crewmember on board a ship who is not aware of a Safety Management System, a checklist, a permit to work, a passage plan and so on. The awareness of LSR and adherence to them are equally important.

Fatalities, incidents and near misses occur when you and I either bypass those rules or just do not know the rules.

These rules and procedures are not optional. Sometimes people think that it's up to them whether they are going to follow the rules or not, but it absolutely is not! Compliance is obligatory!

Serious accidents and loss of life are unacceptable and can always be avoided. Stop and consider the life-changing impact that serious accidents and loss of life have on families and friends, it is simply not worth bypassing the rules. Always remember that the rules will save a life and that means family and friends do not need to suffer.

Intervene!

Intervene whenever you see unsafe or non-compliant actions. So often, accidents occur when an unsafe act was observed and seen by others before the accident but they did nothing. So it is important we encourage a culture of intervention where ever we may be. You could be the next person to save someone's life today. The more you intervene, the more you encourage others to intervene and the safer you make your environment for both yourself and others.



THINK LSR

Intervention is not always easy. Shyness, not wishing to offend, fearing retribution from a colleague or a superior often prevent us from saying something. But we all need to realize that intervention helps others and re-enforces a safety culture. Keeping quiet is exceptionally disrespectful. Intervention is a significant sign of respect towards people's good health and most importantly their lives.

Respect!

Respect each other by complying and by intervening when compliance does not exist. You and I are professionals in the shipping industry with our own specialties. We must stand up and be accountable to ourselves and others. Expect professionalism in the conduct of duties on board and intervene against unsafe acts. Sometimes it takes very little to prevent an accident and tragedy.

You can start saving lives right now. Be aware, observe and comply. Most importantly, intervene when you see something is not done the right way. Think about the Life Saving Rules and talk to each other about them constantly. Look out for each other, because it is the best way to save your own life.

Stephen Fyfe, QSE Director

DAY OF THE SEAFARER EVENT IN YANGON

The Day of the Seafarer was founded by the IMO in 2010 with the aim of acknowledging the important role of seafarers. This annual celebration also raises awareness of life at sea and engages support for seafarers' welfare.

This year, the Myanmar Seafarers' Federation (MSF) marked the day with a dinner at the Dolphin Restaurant on 25th June. The event was sponsored by Uniteam Marine and attended by over 500 people including Captain Myat Khaung, Mr Ko Ko Lwin and Mr Aung Aung Kyaw. A highlight of the evening was the presentation of awards to seafarers' children who had passed their matriculation exams with distinction.

The Member of Parliament Mr Maung Maung Ohm, himself a former marine engineer, opened the event with a welcome speech.

Captain Myat Khaung was on stage to present awards to outstanding seafarers' children and posed for photographs with the award winners. Uniteam Marine was awarded a certificate of appreciation by MSF

for their annual contribution to the event. The memorable evening was concluded with an exciting grand lucky draw which was much enjoyed by all participants.

Pyi Phyo Minn, Corporate Communications & PR Coordinator



Captain Myat Khaung handing over awards

SEAFARER WORKSHOP IN ODESSA

In these difficult times it is vitally important that we recruit competent seafarers, and through our well-established office in Odessa we have proved that Ukraine holds a pool of talented and well-educated officers, engineers and staff.

Uniteam Marine takes pride in establishing and maintaining good customer relationships and in this context we consider our seafarers to be "customers" of equal importance to our valued owners and partners.

We are proactive in arranging positive engagement sessions which encourage our seafarers to come together and discuss the problems, challenges, and successes that they have encountered on board.

Uniteam Marine as a service provider is always looking to improve its quality of service. We regularly ask our customers, in this case the seafarers, "what do you expect from us? What do we do well? What could we do better?"

This particular workshop focused on senior officers and engineers employed on our



fully-managed fleet of vessels. In order to share knowledge and stimulate debate we also invited owners' representatives and our longstanding partner Vita Maritime alongside our Technical and Fleet Personnel leadership teams.

The workshop provoked an excellent standard of wide ranging debate and at the end of the two days we had a much clearer understanding of the challenges faced by our colleagues at sea. This knowledge greatly informs and supports our initiatives

to improve our services to our seafarers.

These workshops are proving to be a most constructive and effective platform for sharing experiences and ideas, and developing solutions. The forum acts as an excellent communication bridge between the seafarers, office personnel and of course owners. Uniteam Marine will continue with and expand further these workshops.

Special thanks are due to our colleagues in Uniteam Ukraine for their excellent organisation of this event and as always their level of engagement.

Captain Udo Stoermer, Senior Fleet Personnel Manager

UNITEAM TRAINING: COMING HOME

With the completion of Uniteam Marine's new twelve story building in Yangon, various functions quickly moved out the original Uniteam Marine building at Pan Hlaing 84.

During the subsequent five months, the old building was completely renovated to become the exclusive home for Uniteam Training. "Metamorphosis" probably describes it better, as the interior of the building is now beyond recognition! Students are welcomed by Uniteam Training staff in a modern reception area, with separate counters for Payment and Certificate Collection. The ground floor further houses Uniteam Training's Admin Team as well as a nice

canteen. Students take their classes over three floors with large functional classrooms that are light and airy with new furniture, while the second floor offers a tranquil, open space for the Management Team and Instructors. The fourth floor accommodates the Minibridges, Radar simulator, ECDIS lab, as well as a brand new CBT lab where students can take "Type Specific ECDIS" courses as well as various CBT's.

The completion of the Uniteam Training building brings to an end a long saga of construction activities in Yangon. Our new home will allow us to further advance on our promise to "Deliver Great Training" to our valued students, both from Uniteam Marine as well as from other companies.

Paul van Empel, Managing Director, Uniteam Training

I CHOSE TO LOOK THE OTHER WAY

*I could have saved a life that day,
But I chose to look the other way.*

*It wasn't that I didn't care;
I had the time, and I was there.
But I didn't want to seem a fool,
Or argue over a safety rule.
I knew he'd done the job before;
If I spoke up he might get sore.*

*The chances didn't seem that bad;
I'd done the same, he knew I had.
So I shook my head and walked by;
He knew the risks as well as I.*

*He took the chance, I closed an eye;
And with that act, I let him die.
I could have saved a life that day,
But I chose to look the other way.*

*Now every time I see his wife,
I know I should have saved his life.
That guilt is something I must bear;
But isn't something you need to share.*

*If you see a risk that others take
That puts their health or life at stake,
The question asked or thing you say;
Could help them live another day.*

*If you see a risk and walk away,
Then hope you never have to say,
"I could have saved a life that day.*

Gordon Ogle

LADIES DAY AT UNITEAM TRAINING

In what has become an annual tradition, Uniteam Training invited again the training administration staff of all their Oil & Gas clients to come and attend a Helicopter Underwater Escape Training (HUET) session.

In what has become an annual tradition, Uniteam Training invited again the training administration staff of all their Oil & Gas clients to come and attend a Helicopter Underwater Escape Training (HUET) session. The event, highly anticipated by the Oil & Gas Section from Uniteam Training, took place on May 27, and was attended this year by staff from PETRONAS, PTT EPI, DAEWOO, Schlumberger, and SBM.

Nine brave ladies from these companies faced up to the challenge, and changed their daily office environment/attire for a day of excitement in the swimming pool, practicing helicopter escape and sea survival exercises. Enthusiastic and excellent instruction and care was at hand from all the Uniteam Training instructors, and all successful candidates were treated with cake and issued with a Certificate of Attendance at the end of the busy day.

Ladies Day plays an important role in outreach to our valued clients, and helps improve the understanding of the various courses we offer at Uniteam Training. We look forward to welcoming more staff of our customers to our training centre!

Paul van Empel, Managing Director, Uniteam Training



THINKLSR

CAUSE AND PREVENTION OF CONTAINER LOSS AT SEA

The causes of losing containers overboard are numerous and often complex, though very often basic operational errors are a factor. The consequences of container loss should justify time, cost and effort by ship owners and operators in reviewing and improving preventative measures.

Causes

Heavy weather

Quite apart from casualties, resulting in containers being lost overboard due to e.g. grounding, foundering or collision, heavy weather is often the most common factor resulting in stack collapse during otherwise routine voyages. In the SVENDBORG MAERSK waves of 10 metres reportedly caused rolling in excess of 40 degrees. The master had reportedly prepared for bad weather but did not foresee how much worse the actual weather and wave situation turned out to be. Gard's recent claims experience is that ship handling in heavy weather is also a relevant factor in losing containers. In one case a master proceeded at full speed in an unsuccessful attempt to outrun a typhoon; and in another, a master failed to heed warnings issued by the IMO relating to synchronous and/or parametric rolling by slowing down in following seas.

Failure to comply with the ship's Container Securing Manual (CSM)

A more common cause of stack collapse is the failure to comply with limits for stack or tier weights or stack heights stipulated in the ship's CSM. In some cases we have seen, the CSM itself has not catered for different stability conditions or the use of non-standard containers, such as high cubes. When a container ship is on charter, we have also seen communication breakdowns between the charterer's container planners and the crew, even when using the same computer stowage planning programme. Charterers will naturally look to optimise stowage, but the crew may be reluctant to intervene and upset tight schedules.

Lashing issues particularly relevant to large container ships

The sheer scale of the lashing arrangements on larger ships makes it difficult for a crew to check them against the CSM and a feeling may prevail that there is little danger to the ship if some containers are lost and that it is charterer's problem. The larger the ship, the more lashing equipment there is to maintain, which stevedores may have little interest in handling carefully. Maintenance is not an easy task to keep on top of and incidents do occur because of defective equipment.

The increasing number of containers on board has an obvious effect on the time taken to lash and unlash them, much to the concern of charterers. The use of fully automatic locks, such as those designed to disengage when there is a slight slew of the container around its vertical axis, has raised questions as to whether this sort of movement may be reproduced at sea in heavy weather. Concerns surrounding these locks were first raised by Gard in 2006 (See our LP Circular No 08.06). Fully automatic locks were reportedly in use throughout the deck on the SVENDBORG MAERSK. The Danish Maritime Accident Investigation Report comments that these locks reach their minimum breaking load at lower forces than semi-automatic locks and allow stacks to swing considerably due to higher vertical tolerance. The report does not conclude on the causative effect of these locks. This is obviously a complex issue and it appears further investigations are being made. In at



least two of the significant container loss cases seen by Gard, fully automatic locks were in use and it was surprising that in both cases it was the owners providing fully automatic locks, albeit with the charterer's approval. The concern surrounding the use of the locks, or at least the suitability of certain designs, continues.

Shipper related issues

Failure can be beyond the control of crew and charterer. In the NAPOLI, where over 100 containers were lost, the report by the MAIB found that the weight of 137 of the 660 containers on deck differed by more than three tonnes from the declared weight, resulting in a total deviation of 312 tonnes from the cargo manifest. In other cases, the container itself may be unfit or its contents inadequately secured.

Prevention of container losses

Industry initiatives

A number of initiatives are underway to address shipper-related issues. It is notable that it will be nearly ten years from the "NAPOLI" when, in July 2016 amendments to the Safety of Life at Sea (SOLAS)

Convention are expected to bring into force the requirement for container weight verification as a condition for vessel loading. The World Shipping Council has recently issued guidelines on this new requirement for its member shipping lines. This is a welcome development, together with a new Code of Practice for Packing of Cargo Transport Units.

Amid concerns that the racking and stacking capability of containers could lead to undue stresses, a review is underway by the International Organization for Standardization (ISO) into the standards regarding lashing equipment and corner castings. The MARIN (Maritime Research Institute Netherlands) lashing@sea project is a cross-industry initiative, involving ship owners, lashing suppliers, classification societies and competent authorities. It has conducted valuable investigations into lashing loads and acceleration forces, which has brought about

a greater understanding of the physics involved and areas for improvement in lashing technology and operational procedures. The publication, Safe Transport of Containers by Sea: Industry Guidance for Shippers and Container Stuffers is a useful guide to industry best practices.

Operational review

Referring to some of the causes mentioned above, owners and operators are encouraged to review heavy weather precautions. Forecasts are never completely reliable and a sensible balance must be struck between time scheduling pressures and the risks/consequences of stack collapse and container loss. Ship handling in heavy weather is probably an area where training might be improved. The CSM is a living document that should be reviewed to ensure it is fit for purpose.¹ The same goes for lashings and a review might usefully question whether more effective checks can be made and whether the right choices are being taken on lashing designs.

Looking ahead

As boundaries are pushed, there is an even greater need for continued focus on prevention:

- Container ships with a capacity of over 19,000 TEU are now in service;
- Over 20,000 TEU ships are on order, capable of loading 11 tiers on deck;
- Some Classification Society rules now permit heavier and higher deck loads and/or less strict lashing arrangements at certain stowage locations depending on the routes and seasons the ship

This makes cargo stowage and securing an even more sophisticated operation. It is expected that more operators will adopt special Class notations for route specific stowage and lashing arrangements. Whilst it is positive that this will require a Class-approved lashing computer, concerns may remain about whether safety margins are at a sensible level and whether there is sufficient simple guidance if a route is changed. Proper training in using more sophisticated technology is essential.

Summary

This Insight has looked at the causes and prevention of losing containers at sea. All parties involved in the transport chain must perform their roles in a responsible way - it might take only one container to start a stack collapse, which in a worst case scenario could result in harm to the crew. As reported in part one of this article, the loss of containers overboard is starting to have bigger consequences from an environmental perspective. The costs of property damage and lost time must also be factored in. An overweight, badly stuffed, or unfit container is often undetectable at loading. However, if the container is sound, it rests with the ship and the charterers to stow and secure it properly, in accordance with the CSM, making allowances for voyage variables not contemplated by the CSM. Whilst it is usually the charterers which act as contractual carriers and are often also responsible under the charterparty for stowage and securing operations, the complexity of stack collapse and container loss will often mean that ultimate liability is not clear cut. Certainly, owners can expect to be targeted by authorities for the search and removal of lost containers, as well as shore debris. It is therefore more important than ever that container planners and the crew are on the same page.

1. On 15 December 2014 the IMO issued Revised guidelines for the preparation of the Cargo Securing Manual(MSC.1/Circ.1353/Rev.1) for the purpose of ensuring that CSMs cover all relevant aspects of cargo stowage and securing and to provide a uniform approach to the preparation of CSM, their layout and content.

Source: Gard

PORTRAIT OF CAPTAIN MYO ZIN MAUNG



How did you join Uniteam Marine?

Uniteam Marine is one of the most famous and reliable shipping companies in Myanmar. I had known of the company since I was a junior officer and had always wanted to be a part of it. When I passed my Master's exam my best friend, Captain Tin Maung Tun, introduced me to Uniteam Marine and I became Chief Officer of MV Jock Rickmers. That was 14 years ago.

What do you like most in your job?

I like all aspects of being Captain of a

container ship. However, if I had to pick one task, it would be manoeuvring the vessel in confined waters and using all my skills and experience to bring my precious lady safely alongside in port.

You have been Captain of 13,000 TEU capacity container ships in the past; what are the differences between a smaller ship and a huge vessel, such as the Maersk Evora?

Differences are:

- A 13k TEU vessel is such a huge and long vessel that I have to take particularly care in voyage planning, especially in confined waters.
- A 13k TEU vessel uses a 6600 volt high-voltage electronics system which is much higher voltage than the 440 volt systems used in smaller ships. I have to take extra precautions when handling the high-voltage system.
- According to Maersk charter regulations, all 13k TEU vessels must follow an energy efficiency programme so I must plan carefully to optimise fuel consumption while still achieving the required ETA to port.

TRIP TO MYANMAR

End of February my wife and I were visiting various towns and regions in Myanmar. For a long time it was my wish to travel to the country of my crew with which I'm working already more than 15 years.



Inle Lake

In Yangon, the Shwedagon Pagoda, the Chaukhtatgyi Reclining Buddha and the Scott Market impressed us very much.

One night I planned a dinner with two former oilers I had previously worked with. My eyes became bigger when I saw all in all seven well known bosuns, oilers and ABs at the Junior Duck Restaurant on the riverside. Everybody astonished me with their property. One is now a school bus driver, one is running a taxi and another showed me his small cargo vessel which was under construction in a small yard. This all made me a little bit proud to see how smart they were managing their lives after the sea service.

Unforgettable was a visit and overnight stay at Kyaiktiyo. I was touching the Golden Rock because a lot of stories I have heard before about the incredible balancing and thickness of applied gold leaves.

The sacred Pindaya caves shows abt. 8000 Buddha images and I took a lot of photos.

An umbrella factory gave us a detailed look at the making of the famous Shan paper umbrellas.

As a seaman, a visit on the Inle Lake is a MUST. It's impressive how the fishermen kept their balance on the small boats while using in upright positions an oar at one leg and a net in the hand.

The Five Day Market, the 'Monastery of the Jumping Cats', the silk weaving or boat making attractions were only possible to access by using traditional long boats. The Indein village presented us with 1094 stupas which were partly built during the 11th century.

We experienced a truly unique adventure of a breath-taking ride in a hotair-balloon over the ancient temples and pagodas of Bagan during sunrise.

With a visit of Mount Popa, the unfinished Pagoda of Mingun (50m high of planned 150m), the largest uncracked Mingun Bell, the U Bein Bridge, the 'world's biggest book' at Kuthodaw Pagoda and finally a stay in the city of flowers Pyin Oo Lwin ended our trip.

In a perfect way we were guided by professional guides and drivers with a knowledge like Wikipedia encyclopedia.

We found the tourism in the visited areas well established. The accommodation in all seven hotels was excellent.

We also took a small adventure to experience a traditional Myanmar massage, sample whisky made from palm tree juice and drive by bull cart 'Taxi'.

Thank you very much to all who organised such an unforgettable stay in Myanmar.

Joerg Krueger, C/E MV Houston Express

What has been your most exciting experience while working onboard?

In 2011 I was appointed to deliver Maersk Evora from the Hyundai Shipyard in Usan. My team and I completed all the necessary preparations for the delivery of this fine lady and I was very excited to complete a successful maiden voyage.

Do you have any favourite ports or cities?

Singapore is my favourite port because Rickmers and Uniteam Marine offices are there.

Do you have any advice for prospective seafarers?

I want to convey the message to prospective seafarers that if they work hard, they can achieve anything they want. Never forget the importance of teamwork and the Uniteam Marine motto: "Success Through Teamwork".

BRAINTEASER

NO CHEATING, NOW...

Keep that brain working; see if you can figure out what these seven words all have in common?

1. Banana
2. Dresser
3. Grammar
4. Potato
5. Revive
6. Uneven
7. Assess

Give it another try... Look at each word carefully. You'll kick yourself when you discover the answer. This is so clever...

No, it is not that they all have at least two double letters....

Answer is below!

In all of the words listed, if you take the first letter, place it at the end of the word, and then spell the word backwards, it will be the same word. Did you figure it out?

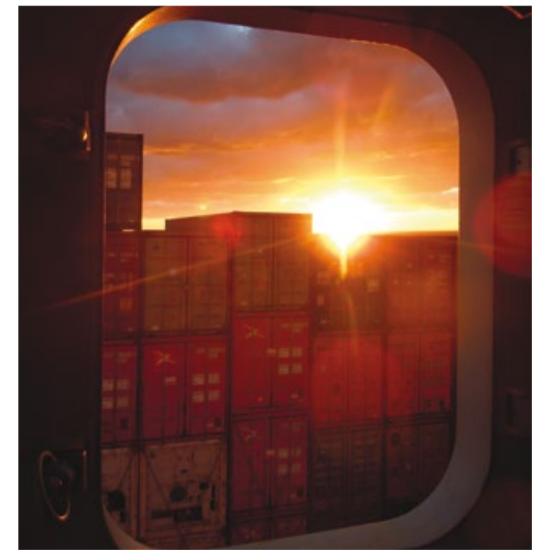
HUMOUR

Mexico

The sailing party was hopelessly lost on the ocean. The sun was going down and the waves were starting to build when one of the sailors growled,

"I thought you said you were the best damn Captain in California."
"Oh I am," replied the Captain firmly,
"but I'm pretty sure we're in Mexico by now."

PHOTO & VIDEO COMPETITION 2016



The beauty of nature – by OS Wai Phy on-board MV Spirit of Auckland

ONGOING COMPETITIONS

"Success through Teamwork – Experience on Board"

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

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

"Best Photograph & Video" 2016!

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.

IMPRINT

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Uniteam Marine, crew of Uniteam Marine

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

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

