



MESSAGE FROM THE CHAIRMAN AND THE CEO



As 2014 comes to a close, we pause to reflect on all we have accomplished as an international team.

Although the over-population of vessels on the waters does little for the shipping industry's profit margins – and with no sign of recovery in sight – we have nonetheless managed to have another reasonable year and moderately expand our managed fleet. Your hard work and dedication, on board and ashore as well as the trust our clients continue to have in us are what enables us to succeed in this climate.

As an efficient and flexible organization, we are relentlessly improving and developing our operations. We are a people-focused business that continues to foster close relationships with all our customers. Since the implementation of our Organisational Architecture Project, we are now better equipped to respond swifly and effectively to the industry and our clients' needs.

Having better aligned ourselves for future growth and challenges, Uniteam Training, as a new business unit, is experiencing an important transition and upgrades. The addition of a complete firefighting facility, a high-voltage simulator and a process-plant simulator for the offshore industry will further expand our training capabilities. The combination of outstanding facilities and the design of our new syllabi focused on competency will ensure that we deliver a training quality second to none.

Whether on board or ashore, we count on your loyalty, teamwork, initiative and proficiency to continue providing high-quality support to all our clients.

We value your commitment and wish you and your loved ones the best of Season's Greetings and a Happy New Year! Together we look forward to another successful year.

Gerhard and Holger Ruether

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RESCUE OPERATION MV UNITED MADERAS

On 14 May 2014, 18.25 hrs Local Time (LT), our chief officer on watch observed castaways trying to give signals to our vessel. He called me on the bridge, and I decided to approach them to get a clearer view.

At 18.38 hrs LT we considered the situation to be very serious and phoned USCG New Orleans for assistance and instructions. They were not able to send a boat (about 235 nm from SW Pass) and requested us to make every effort to pick up the castaways.

At 19.20 hrs LT we succeeded in coming very close to the self-made raft and the crew threw a heaving line. Fortunately, the three men caught the line and we lowered the gangway and rescued them from the raft.

On board we provided a spare cabin to the men where they were able to have a shower and recover. We gave them water, milk, fruit and other food as well as shoes and boiler suits. Communication was difficult because they did not speak English, however we understood that they had been at sea for seven days and did not want to return to Cuba.



In the meantime, we contacted USCG New Orleans and were directed to contact USCG Miami who requested us to proceed to a rendezvous point 229 nm SE from our position to transfer the castaways to a USCG vessel. On 15th May at 15:30 hours LT we met with the USCG vessel and all three Cuban castaways were safely transferred to the custody of the USCG.

Captain Cristian Petresku

Letter of thanks were received from United Seven, the U.S. Coast Guard and the flag state the Republic of Liberia. Uniteam Marine would also like to thank Capt. Petresku and his crew for his professional approach and for saving lives at sea.



LIFE AT QSE

QSE stands for Quality, Safety and Environment. The function's responsibility is to ensure that our ships and seafarers stay safe and that the company remains compliant with the wide range of national and international codes, rules and guidelines that govern modern commercial shipping. Our role is very much one of coordination, and we enjoy working closely with colleagues ashore and afloat from across the Uniteam Marine family.

Perhaps the most important of these codes is the International Safety Management (ISM) code. Its purpose is to ensure safety at sea, to prevent human injury or loss of life, and to safeguard the environment and property: SOLAS (Safety of Life at Sea) and MARPOL (Maritime Pollution Control) are the main pillars supporting the Uniteam Marine culture. The ISM code requires all shipping companies to have a safety management system in place and that this system has to be audited both internally and – most importantly – externally at regular intervals. Safety is everybody's business. The establishment of a safety management system is not just a matter for one department, but it is the QSE's function that takes the lead in ensuring the system is working as it should and pointing out potential problems to the management. This code introduced the role of "Designated Person Ashore" (DPA) to provide a named individual as the link between those on board and has direct access to the company's top management to ensure matters affecting safety and pollution prevention are monitored and allocated the support and resources needed.

Much of the day-to-day responsibility for making sure the system keeps our ships and seafarers safe falls to our three DPAs: Capt. Guenther Trilick in Hamburg, Capt. Tin Maung Tun in Singapore and Mr. Peter Chilman in Cyprus. The three DPAs carry out the annual internal ISM audits of our vessels, which ideally take the form of a four- or five-day stay on board the vessel at sea. This gives the DPA enough time, not only to conduct the formal audit, but also to get to know those on board and understand the challenges they face, to make an assessment of the ship's safety culture, and to offer advice and guidance to the crew. Sometimes vessels' schedules make it impossible for the DPA to sail with the ship, and in these cases the audits will be done in harbour, or, occasionally, at a suitable anchorage. Wherever it takes place, this is always a busy time for both the auditor and the master and crew being audited. During the course of an audit some "Non-Conformities" (NCs) may be found. An NC is not a "black mark" or indication that an individual or group of people are incompetent; it is simply a way of recording that the situation found by the auditor is not in line with the ISM system. When NCs are identified, the

DPA will work with the ship and other colleagues ashore to make sure they are rectified as soon as possible and that any lessons learned are shared throughout the fleet.

An important source of safety lessons are incidents and near misses. Ships are required to report all incidents and accidents, but they are also strongly encouraged to report as many "near accidents" or "near misses" (NM) as possible. These are reviewed carefully by the DPA, often together with our colleagues in the marine, technical and MARPOL functions. Any useful lessons or information are shared anonymously amongst our seafarers as well as our colleagues in Uniteam Training, with the aim of identifying hazards and promoting good practice.

One of the most important tools in any safety system is risk assessment. QSE staff help crews with the production and review of these important documents, ensuring that all hazards are fully considered and understood, and that as many crew as possible are involved in the process.

The second key code is the International Ship and Port Facility Security Code, or ISPS. This was introduced after the "9/11" attacks on the USA as a means of reinforcing maritime security. Like the ISM code, ISPS requires a system of certification, internal/external audits and a designated company security officer (CSO) to monitor the system and ensure that it is working.

In Uniteam Marine, as in most companies, the roles of DPA and CSO are combined, allowing safety and security to be considered together. At the start of a vessel's life, or when it enters our management, the CSO will formulate an individual ship security plan (SSP) to ensure that it meets with the approval of the relevant flag state authority or classification society. The CSO carries out ISPS audits, usually at the same time as the ISM audit, making sure that the crew understand and follow the procedures contained in the SSP. As with the ISM code, any NCs found are recorded and rectified, with any lessons learned then being shared.

The CSO also plays a part in keeping the ship secure on a day-to-day basis by monitoring trends in security threats. There are many potential threats to shipping and the seafarer: piracy, terrorism, stowaways, crime, smuggling and sabotage can all jeopardize the security of our ships and their crews, and it is essential that masters are provided with the best advice with which to counter them. In some circumstances it may be wise to employ armed security guards on our vessels, and the CSO will coordinate their embarkation and disembarkation to make certain that all legal requirements are fulfilled.



The third important code is the Maritime Labour Convention 2006. This convention is designed to ensure that both the seafarer and the company fulfil their responsibilities to each other ensuring that the seafarer has decent conditions of employment.

Clearly much of the work in ensuring compliance with this convention rests with the Fleet Personnel Function and it is they that take the lead on the development of the procedures contained in our Crew Management Manual. However, it is important that the DPA in his role as link between those on board and the management checks that our efforts to comply with the requirements of the convention are actually having an effect, and that they are understood by those on board.

In addition to the direct contact we maintain between our ships and the QSE function, there are also many other tasks that need to be performed to guarantee that our management system is on a firm foundation.

The essential day-to-day administrative work, including the updating of the management system, is carried out by the QSE Director's assistant, Mrs. Daniela Ioannou. Daniela also compiles and analyses many of the statistics used to create management reports and assess our progress towards meeting our goals, monitoring our key performance indicators, as well as providing essential support and follow-up for our QSE managers.

Continuous improvement is a key feature of our management system, and the QSE function, under the guidance of our director, Mr. Stephen Fyfe, are always engaged in meeting this challenge. Whether it is reviewing a report, re-writing a procedure, carrying out drills and exercises to test our emergency procedures or undertaking training to keep us up to speed with the latest best practice or regulations, life is seldom dull in the QSE function. It is important that every individual in Uniteam Marine upholds the good name of our company and ensure that our ships and seafarers are safe and secure. We are proud of the part we play in that critical endeavour.

Peter Chilman, QSE Manager

MEDICAL WELFARE TRIP TO HPA DO, MYANMAR

In August 2014, one of the welfare trips, organized by our Uniteam Marine office in Yangon, took place. Over 40 people joined the trip, among them a large medical team. The head of the department of Hepatobiliary and Pancreatic Surgery and Liver Transplantation of a 500-bed specialist hospital in Yangon, Prof. Thann Lwin, was accompanied by his surgical team as well as a team of physicians, dentists, a pediatrician and a gynecologist. Volunteers from pharmaceutical companies also joined them on the trip as well as some of our seafarers together with Capt. Than Oo, Capt. Thet Naing, Capt. Myat Khaung and Ko Ko Lwin from our Yangon Office.

The destination was Hpa Do, located in Bago, one of the 14 divisions of Myanmar.

In total, 420 patients were examined and treated. Prof. Thann Lwin and his team carried out 36 major and 42 minor operations and provided all medicine required until the patients' discharge from hospital.

The trip was made possible through donations from our Yangon office colleagues and individual seafarers, as well as the Seafarers' Social Welfare Fund. It provided assistance to individuals who are usually not in a position to visit a doctor or



undergo surgery through their own means. As there is virtually no medical insurance system in Myanmar, people must rely on the local public hospitals, which have only limited resources.

The total cost of treatment and surgeries was US\$ 8800. Another trip will be organized when sufficient funds are again available.

Donations are very welcome. Please contact U Nai Maung Maung (naimaungmaung@uniteammarine.com) for further information. We do hope that the next trip can be planned soon.

Captain Thet Naing / Anja Frauboese



CASE STUDIES - COMMUNICATION

One common approach in Shipping has been to identify obvious errors and assume that if we share them around the fleet that those on board will absorb the lessons and thus reduce the risk of having similar unwanted events. The theory seems sound but in practice it does not always have the desired effect.



So, instead of the office pointing out some obvious facts about why a situation went wrong, we decided to send the case study below on board our full managed vessels and asked our crew to tell us what went wrong and why. This style of communication encourages professional discussion, helps to remind ourselves of key issues that may be easily forgotten and keeps our minds fresh and alert to dangers at sea.

We asked each ship to create discussion groups on board and revert with their feedback. There are no right or wrong answers unless of course they contradict the International Regulations for Preventing Collision at Sea ("COLREGS").

The idea was to provide a focus for professional discussion on board and an opportunity to give feedback to the office. Once

the findings from each ship are received they are collated and reviewed by members of the QSE and Marine functions ashore before being shared around the fleet.

To gain the maximum value from this exercise, each ship appoints a mediator, preferably from outside of the navigation team, who will control and encourage the discussion.

The mediator sets the scene and describes the case study which is copied to all, but without the questions. He assigns individuals to groups, making sure there is a mixture of Deck officers and ratings. The groups should be small; research suggests that groups of 5 people or less are best at giving everyone a chance to express an opinion. Everyone is asked to say something and it is important that the senior people do not dominate the discussion. A junior member of the group is nominated as the leader and tasked with collating the group's findings and delivering feedback. The groups should meet in separate rooms and the setting for the discussion should be as informal as possible so that all members of the group feel empowered to speak.

Once the scene is set the Mediator gives the objectives on a flipchart or handout. In this case the groups were asked to consider the following:

1. Find the root cause of this grounding.
2. Describe better behaviours for all parties involved (on the grounded vessel) which will reduce likelihood of repetition.
3. Tell us if you think more/any training would have helped.
4. Tell us if you think any other solution would help.
5. Describe the part played by Authority and Responsibility in this case study. Did any of the persons on the grounded vessel have sufficient or insufficient authority or responsibility to prevent this?

In this particular case it is important to remember that the Master was in his cabin, so he should not be consulted for advice.

The aim is to foster open and creative thinking but the mediator may provide a few hints or suggested topics for discussion if groups are struggling. In this case suggested questions included: What part was played by knowledge of procedures, communications, authority, responsibility or fear? Could the AB have done more? Did the 2nd Officer make any procedural mistakes (did he actually misinterpret the rules)? Should the master have left the bridge so soon after making a course change?

The most important thing is to let the GROUPS come up with the answers. Once the discussion has finished and the groups have decided on their responses these are then collected by the Mediator.

We understand that this was a new experience for many, and particularly for the junior members of the team. However, our crews rose to the challenge and have demonstrated real positive engagement with the process. We have received some excellent feedback and thoughtful, well considered answers. Most participants enjoyed the experience and this shows that this can be a very valuable way of sharing knowledge.

If you would like to try out this scenario we would be happy to receive your feedback and share our findings with you. You can send your comments to qse@uniteammarine.com.

We will be trying other initiatives which we hope will encourage this style of professional based, mentally stimulating and interesting communication. So please keep an open mind and share your ideas.

Stephen Fyfe, QSE Director

CASE STUDY - GROUNDING

A tanker is transiting between two ports in Asia. Once underway, the 2nd Officer (the 12 to 16 watch officer) goes to the bridge to relieve the Master as OOW about 10 minutes before noon. The vessel is about to leave the pilotage area on a northerly heading. The weather is fine with moderate visibility. After the pilot has disembarked, the Master alters to a north easterly course.

The Master passes the con to the 2nd Officer and leaves the bridge shortly after the vessel had steadied on the new heading. The duty AB is at the wheel. The Master did not leave any specific instructions, stating only that he would be in the ship's office and that he should be notified just before the next waypoint. There is presently little traffic around, only one ship on the port side heading in the opposite direction on a south westerly course.

The current north easterly course runs for about 17nm to a position just east of an East Cardinal Buoy where the course is due to change to north westerly. The 2nd Officer plots regular GPS positions on the paper chart. He also monitors the X-Band radar which is set at the 12nm range. However, the vessel tracks slightly to port of the charted course line due to an easterly wind and current.

The traffic becomes denser. 5nm before the turnpoint, the 2nd Officer uses the ARPA to track 4 or 5 vessels grouped closely together just north of the Cardinal Buoy; all heading south east towards the buoy. Three of these vessels have no CPA, neither does a vessel on his starboard side which is also heading towards the same Cardinal Buoy at a north westerly course. The radar also detects a small, slow moving vessel on the port bow – close to the next waypoint. The ARPA indicates that her speed is only about 1 knot.

The 2nd Officer decides to alter course to port for a while in order to give the crossing vessels more space and to allow them to cross ahead safely. He checks the chart to confirm that there is sufficient depth of water on his port side, but due to the traffic situation he does not prioritise updating the position on the chart. He notices the East Cardinal Buoy on the chart, but cannot see the buoy when looking through



the binoculars. He can only see a vessel which appears to be stopped in the water. He does not realise that the vessel which is dead-in-water is working on the buoy and therefore obscuring it. It is his intention to alter course back to starboard and to keep the Cardinal Buoy on his port side after the crossing vessels has safely cleared ahead. He is still looking for the buoy on his port bow.

He gives port helm orders to the AB. After the turn to port, the vessel dead-in-water is now on the starboard bow. As soon as the CPAs indicate that the crossing vessels would all pass well clear to starboard, the 2nd Officer checks again visually for the East Cardinal Buoy but still cannot see it. A voice is heard on VHF channel 16. Someone is calling "You are going into danger". The 2nd Officer moves to the VHF set located on the port side of the bridge and asks who is calling. There is no answer. He checks the chart again. The vessel receives another VHF call - this time from the vessel close to him. This vessel advises that she is working on the Cardinal Buoy and that the tanker is heading towards shallow water. At the same time the east Cardinal Buoy appears behind the dead-in-water vessel, on the starboard side.

The 2nd Officer immediately instructs the AB to 'go to starboard' and stops the engines. Due to the ongoing traffic situation it is now 20 minutes since his last position update. The Master arrives on the bridge when he hears the engines stopping and orders the wheel hard to starboard. A few seconds later, everyone feels the ship judder and the vessel lists to starboard and ground on a sandy bottom.

The 2nd Officer plotted a GPS position on the chart. This put the vessel close to the 10m depth contour, just to the south-west of the East Cardinal Buoy.

How to improve by lessons learnt

Based on the case, you should now perform an on board risk assessment of the incident and the factors which led to it. Bear in mind our vessel's procedures

You can also discuss the keywords below in order to determine on board areas/topics for increased awareness:

- The danger of relying solely on a single aid to navigation – particularly a floating aid. What is onboard practice related to the use of bearings and range from floating and/or fixed objects and aids to navigation on shore?
- Content and purpose of Master's orders (clear expectations when to call the Master; what to focus on during the watch, expected navigational hazards present during watch, use of navigational equipment, additional manning, special handover procedures etc.)
- Amending voyage plan, reducing speed, adequate use of radar (scaling, pulse and clutter) in difficult areas as described? Bridge manning: role, training and responsibilities of lookout
- Bridge Resource Management and task overload. How is the bridge organised dependant on the changing risk for the different areas? How do YOU tell your superior about task overload? When do you ask for assistance?
- Reduction of speed – company policy, vessel policy, expectations from the Master. To clarify: When do we reduce speed onboard our vessel? When do we call the Master to the bridge? (Colreg Rule 6 – Safe Speed)

1. What factors contributed to the incident in the above case?
2. Risk Assessment: Could some of the factors identified be present on board your ship? (How frequent could they be present? How severe could it be if they are present?)
3. In the risk transfer zone (yellow and red), what would you suggest as measures to control the risk? Any additional barriers that could be introduced?

Source: © Gard AS, September 2014

SCHIFFAHRTSREGATTA – A WELL-ESTABLISHED INTERNATIONAL MARITIME EVENT

What began over 30 years ago as a private sailing race between a few shipbrokers has meanwhile developed into a major international get-together for the shipping community in Germany and beyond.



Over 120 yachts and more than 1000 guests, many of them from abroad, participated in the 2014 "Schiffahrtsregatta" – the 32nd year of this race, which has become a firmly established event in the calendar of most shipping affiliates.

The regatta is a welcome opportunity to invite clients and business partners and to foster relations, make new contacts or just have a good time with other people from the same industry. Our CEO Holger Ruether and our Fleet Personnel Director Thomas Reppenhagen took up the invitation of our client Norddeutsche Reederei H. Schuldt to sail from Maasholm to the Danish island of Ærø. As it is traditional for every participant to bring a company flag, the Uniteam Marine flag was hoisted along with many others, turning the small port of Ærøskøbing into a most colourful setting.

Capt. Thomas Reppenhagen, Fleet Personnel Director

PORTRAIT OF CAPTAIN GABOR SANDOR NAGY

HOW DID YOU JOIN UNITEAM MARINE?

I joined UML in 1994 as a newly promoted 2nd mate aboard MV Ina Lehmann. That experience taught me to love small vessels and small crews and determined my further career. For the next 10 years or so I practically refused to join anything else but feeders and coasters. I had excellent mentors aboard, like Capt. Lindner and Kreuder of the Horn Linie & the late Capt. Roth of Lehmann. They taught me a slightly old-fashioned but elegant way of manoeuvring and plenty of small but essential nuances and tricks of seafaring.



I "grew up" on feeders and during my years on the North and Baltic seas I learned the region and the ports well. Thus when I was promoted to captain I could start training for pilotage exemption certificates. I collected quite a lot of these, but later I was sent only to bigger vessels and different regions. As a Swedish pilot put it quite rightly, the "last game that a Master may enjoy", namely manoeuvring vessels single-handedly, was taken away from me.

Wherever we called, I tried to pick up the local language, or at least the maritime version of it, and later I used it with pilots and authorities. That is one reason why I was remembered well by the people.

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

Strangely enough, as a youngster I wanted to become a fighter pilot, but in that job size matters and I was too large for it. Somehow I got the idea to become a seaman, which might be surprising for somebody from a country that has had no seashore for the last 100 years. But in the 1980s Hungary still had a fleet. I graduated in Odessa (then USSR) in 1987 and went to sea aboard MAHART's vessels till 1990.

WHAT WOULD YOU RECOMMEND TO THE YOUTHS WHO WANT TO WORK AS A SEAFARER?

In my opinion the most important skills are language and

communication, then comes flexibility. Like an aikido Master: never resist, use your opponent's momentum. Hence the next advice – approximately 2500 years old – from Sun Tzu: "Know your enemy, know yourself and you can fight a hundred battles without disaster..." But no matter how good you are, you cannot achieve inner peace with seafaring without a good family background, i.e. a loving wife who "keeps the home fires burning".

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

There have been two: (1) While in command of MV Agila, the main engine literally blew up in the middle of the North Sea – on a Saturday night, perfect timing; (2) When MV Marie Lehmann on a New Year's Day was hit by what was later described by the BBC as "the worst storm in written history" – also in the North Sea.

DO YOU HAVE ANY FAVOURITE PORTS OR PLACES?

My favourite places are Lake Mälaren and the port of Västerås in Sweden, and especially Luebeck, Germany where I attended beautiful organ concerts in the Marienkirche and Katherinenkirche.

DO YOU HAVE ANY MOTTO/CREDO IN LIFE?

My credo: You should be invisible for others while completing the requested tasks, but everybody should start missing you when you are not around to do the job.

My motto:

"May I deal with honour,
May I act with courage,
May I achieve humility."

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 2015!

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.

CHRISTMAS AND NEW YEAR'S DAY IN CYPRUS

On Christmas Eve in Cyprus, children go from house to house singing kalanda (Greek carols). If they sing well, they may get some money.

The week before Christmas, delicious cookies such as kourabiedes (shortbread biscuits made with roasted almonds and covered with lots of icing sugar), melomakarona (honey biscuits) and Christmas cakes are prepared. (See recipes below.)

The Christmas feast which mainly consists of stuffed turkey is of major importance especially since Christmas signifies the end of 40 days of lent. During this period, it is not allowed to consume meat, dairy product of any other food derived from animals.

Traditionally, presents are brought by Agios Vassilis (Santa Claus) on New Year's Day, which is the saint's name day. Agios Vassilis is an equivalent of the western Santa Claus or Father Christmas. But nowadays the handing out of presents is mostly done on Christmas Day.

On New Year's Day families cut the vasilopita, which contains a hidden coin. A piece of cake is sliced for every member of the family in order of age and for any visitors. The person who finds the coin is considered to be the lucky one in the coming year. Also in public institutions and private companies, at a convenient time, a vasilopita is cut.

RECIPES

KOURABIEDES: - INGREDIENTS

- 1 cup of butter
- 2½ cups of flour
- 1 cup of roasted, chopped almonds
- 500g icing sugar
- Some rose water (if available)
- 1 egg yolk
- a pinch of baking powder

PREPARATION

Beat the butter, ½ cup icing sugar and egg yolk until frothy. Then add the flour mixed with baking powder, some rose water and almonds and knead together.

Cover the dough and put it in the fridge for about 15 minutes. Preheat the oven to 180 degrees C. / 350 F.

Form plum-sized oval cookies and place them on a baking paper-lined or greased baking sheet, leaving some space between them as the cookies will spread a little while baking. Press the top of each cookie lightly to flatten it a bit. Bake the cookies on the middle rack for about 20 minutes until they take on a light golden colour and cracks appear at the top. Sprinkle the warm cookies with lots of icing sugar.

MELOMAKARONA: - INGREDIENTS

Dough:

- ½ cup oil
- ½ cup butter (or 1 cup oil and no butter for a vegan version)
- 2 tbsp sugar
- zest of one orange
- 1 tsp cinnamon
- ½ tsp nutmeg
- ½ tsp ground cloves
- 4 cups flour mixed with baking powder
- ½ cup milk (or orange juice for vegan version)

Syrup:

- 1 cup honey
- ½ cup sugar
- 1 cup water

Ground almonds (optional)

PREPARATION

Beat the oil, butter, sugar, orange zest and spices until frothy. Add 3½ cups of flour, then add milk and the remaining flour. Form oval cookies and bake at medium heat for 30 minutes. Boil the honey, sugar and water for 3 minutes and skim. Pour the syrup over the warm cookies. Sprinkle with ground almonds. Kali orexi! - Bon appetit!

Daniela Ioannou, QSE Assistant

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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

