

EDITORIAL

From 5 to 8 November 2012, UNITEAM MARINE held its first Chinese Seafarers Seminar, which was attended by 25 Chinese officers and crew. It was co-hosted by Sinocrew Maritime Services, our Chinese manning agent.

Since October 2012, our training centre in Yangon has been conducting Deck officers COC (Certificate of Competency) Class II and Class III courses, which are approved by Myanmar's Ministry Of Transport. The expansion of our training centre has also begun.

The critical importance of education is well known to every culture and society. Knowledge, skills and habits are passed from one generation to the next through teaching and training. Education and experience affect our ways of thinking and acting.

Education and training do not end when leaving school. It is necessary to secure the right training for any specific job in order to acquire the relevant theoretical and practical skills. This can happen through an apprenticeship or at college/university. Throughout our working life, however, we also need continuous training - to maintain, upgrade and update our skills so as to remain competitive and always able to deal with new regulations, different environments and different jobs.

Always be open-minded and flexible when it comes to new tasks, and be willing to learn.

But it is not just about training or learning: As Mr. Myo Kyaw Lwin Oo, a fitter who has been with UNITEAM MARINE since 1987, says: "I believe in the importance of success in the end, but you have to like what you do."

The Editorial Team

CONTENTS

NEWS FROM UMTC: EXPANSION OF WORKSHOPS AND NEW TRAINING COURSES

FIRST UNITEAM MARINE CHINESE SEAFARERS SEMINAR

MEASURES TO PREVENT DRUG SMUGGLING

COMPETITIONS ON BOARD

- MV NORTHERN DEBONAIR HEAVING LINE COMPETITION

- MV CAP GABRIEL TABLE TENNIS CHAMPIONSHIP

THANK YOU MV MOL DELIGHT

BOOK RECOMMENDATIONS

PORTRAIT OF FITTER MYO KYAW LWIN OO

ONGOING COMPETITIONS

PHOTO & VIDEO COMPETITION 2013 AND ANNOUNCEMENT OF WINNERS 2012

MYTH OR TRUTH

HUMOUR

IMPRINT

NEWS FROM UMTC

EXPANSION OF WORKSHOPS



Recent visitors to UMTC will have noticed that our fitters workshop effectively disappeared "overnight", and they may be asking themselves: Has UNITEAM MARINE abandoned fitter training?

Certainly not! When the workshop opened a few years ago, it was designed for up to 12 trainees at a time. With increased demand for technical training, not only for fitters, but also for engineers, it became clear that expansion was necessary. But where? A solution was found in the town of Thanlyin, about an hour's drive from Yangon. Around 3.5 acres of land were purchased containing three existing buildings that previously housed a small factory. At the same time a budget was approved for extending and modernizing the present equipment in line with latest requirements, including a state-of-the-art welding simulator. These actions also take into account UMTC's intention to hold, in the near future, 3/Engineer courses that will include practical workshop exercises.

NEW TRAINING COURSES

Since October 2012, UMTC has been conducting deck officers COC (Certificate of Competency) Class II and Class III courses approved by the Ministry Of Transport in accordance with STCW (1978) and Manila Amendments (2010). The duration of the courses is six months and ten months, respectively.

Instructors have included masters with excellent sea experience from UNITEAM MARINE, English instructors with long, proven records in English-language teaching from the Uniteam Marine Training Centre and Myanmar Maritime University - providing relevant, realistic and meaningful theoretical and practical lessons in various subjects in accordance with IMO model courses.

Examinations for all subjects include continuous assessment throughout the course. Supporting subjects are examined at the end of each semester under the supervision of the Directorate of Marine Administration.

The gas-welding stations have been increased to nine, MMA/TIG (manual metal arc/tungsten inert gas) welding stations have been increased to eight, and an air plasma cutting station has been added. The number of lathe machines has been increased to five to allow additional practical training. Although fitter training was already resumed on 1 January, the installation of the new equipment is expected to be completed by the end of March. Along with the workshop, there are also two lecture rooms, a changing room and space for storage.

The second building will host a separate workshop, which focuses on hands-on training for engineers. It will replicate most of the equipment from a "real" ship, including main engine parts and liners, auxiliary engines, turbo-chargers, oily water separator, refrigeration plant...just to name a few.

For the electricians an electrical/electronic lab will be integrated and a high-voltage simulator will be installed to ensure that HV procedures are properly followed.

The equipment will also include a fully functioning mooring winch and capstan. These will be turned into a mooring simulator, allowing proper mooring training for deck cadets and other trainees, for whom a provision crane will also be made available.

This major investment will significantly extend UMTC's technical training capabilities and enable us to run tailor-made engineer courses for our clients as and when required.

Captain Holger Rolfs



At the end of the course, those candidates from COC Class II who are approved by the Training Centre will have to take written examinations in

- (1) Practical navigation and
- (2) General ship knowledge.

The COC Class II written examination includes

- (1) Navigation
- (2) Cargo storage and handling
- (3) Ship construction, stability, ship safety, security and damage control.

Those passing the written exams and the following oral exam are issued a Certificate of Competency by the Directorate of Marine Administration's Board of Examination.

Based on the positive results of the previous courses, further courses are now planned for 18 February 2013.

Captain Win Zaw

FIRST UNITEAM MARINE CHINESE SEAFARERS SEMINAR

PRAXIS - THE PILLAR OF UNITEAM MARINE'S CONTINUOUS EDUCATION AND TRAINING

Continuous education and learning go beyond the classroom. It is with this in mind that UNITEAM MARINE is adopting the concept of Praxis in training sessions. Praxis is a process whereby a theory, lesson or skills learned in the classroom are subsequently applied and incorporated into good practices on board. Critics of classroom learning do have a point when they comment that classroom learning is pedantic – and this can become a problem when seafarers' knowledge is kept under wraps once they report on board!

Therefore, for optimal returns on training investment, praxis must be liberally applied in all education and training sessions, including seminars.

From 4-8 November 2012, our talent resource pool, comprising 25 Chinese officers and crew who were on vacation at the time, was assembled in the New Alliance Training Centre (NAMTC), Wuhan for the 1st UNITEAM MARINE Chinese

Seafarers Seminar. It was co-hosted by Sinocrew Maritime Services – our Chinese manning agents.

Using the praxis approach, we adopted a refreshing format for engaging the officers and crews in training. A short briefing on the importance of seamanship, engineering, shipboard security, maritime English and shipboard safety was provided by Johnny Sim, Director of Corporate Training, and the lecturers from NAMTC. They then described the routine and difficult problems faced on board and related them to the various subjects (nautical, seamanship, security etc.) using case studies to highlight the problems. The officers and seafarers were subsequently divided into specific project groups for brainstorming. In these sessions the groups are asked to name some current onboard situations and then devise plausible solutions for the problems. At the end of the day, these project groups are required to present their findings, relating what they have experienced and explaining how they can resolve these problems on board. A variety of techniques were employed, including sketches and roles playing. The presentations were lively, enlightening and humorous, and learning retention was relatively high!

To cap this memorable seminar, Captain Thomas Reppenhagen, Director Fleet Personnel, greeted and spoke to the participants via video conferencing. Delighted to have this chance to hear

and interact with Captain Reppenhagen, the officers and crews posed questions on personnel matters and received valuable answers.

"The seminar was really fun, and I hope that you can organize them more often for us," remarked 3/Officer Peng Hui. Oiler Sun Pengfei says that "I learned a lot about shipboard safety. This would be an especially good seminar for me to meet my fellow seafarers from UNITEAM MARINE again."

The success indicated by this feedback has encouraged us to organize more such seminars as our time and resources allow.

Johnny Sim



MEASURES TO PREVENT DRUG SMUGGLING



GENERAL

Drug smuggling constitutes a very serious crime almost anywhere in the world. Affected parties can expect extensive investigations, interrogation, detention and possibly criminal prosecution, conviction and imprisonment. Moreover, assets may be seized as security for hefty fines ⁽¹⁾ and penalties and ultimately confiscated and/or sold.

Gard has recently seen an increase in the number of reported drug detection incidents involving merchant ships calling at ports in Venezuela, Colombia and Ecuador, as well as the Caribbean. It is believed that the latter is increasingly being used as a staging post for drug trafficking, with no shortage of volunteers due to the decline in traditional industries. It is suspected that the drugs were bound for the US, Europe and/or Russia. The purpose of this Circular is to alert Members and Clients to the risks, and suggest measures to prevent similar incidents occurring.

MEASURES TO PREVENT DRUG SMUGGLING

The general aim in all instances is to prevent the illegal substances from coming on board the vessel in the first place. The following are some general guidelines for precautionary measures to be taken before entry into port, whilst in port and after departure. ⁽²⁾

BEFORE ENTRY

• Crew going ashore should be informed of the risk that possible drug traffickers may seek to befriend them in order to achieve their co-operation to smuggle drugs. The crew must understand that, apart from violating company policy, this could be potentially dangerous for themselves, their families, fellow crewmembers etc. Moreover, local authorities are likely to act forcefully against any crewmember who is considered to be associated with drug traffickers.

• Warning posters describing the risks involved in the carriage of drugs should be clearly displayed at the point of the entry/exit to the vessel and within the accommodation areas.

• The ship should keep accurate records of all activities observed and the actions taken by local authorities, stevedores and other shore-based personnel and crew before entry into port, during the stay and immediately after departure.

WHILST IN PORT OR AT ANCHOR

• The master and crew must take all possible precautions to limit access to the vessel and monitor the surrounding area adjacent to the vessel whilst in port. Individuals who have no legitimate requirement for being onboard must not be allowed onboard. The crew should keep a log at the point of entry/exit, and the Master or Chief Officer should be informed if the watch is uncertain as to whether an individual has legitimate reasons to be on board.

• A permanent watchman should be present in areas where stevedores or repair technicians are working on board the ship. During hours of darkness all areas should be well lit in order to facilitate visual monitoring of activities. Any suspicious activities conducted by third parties on board should be reported to the Master. Attention should be paid to small boats approaching the ship and any suspicious activity in the vicinity of the ship which may warrant further investigation. The use of a searchlight during the hours of darkness should be considered.

• The crew should perform regular shipboard inspections throughout the duration of the port call. In ports particularly prone to drug smuggling, it should be considered to employ additional security guards from an approved supplier. When broken/missing seals for compartments, lockers, containers etc., are discovered an investigation should be conducted and if nothing is found the seals should be replaced by the crew. A record should be made in the logbook together with a note of the outcome of the investigation/search and the relevant seal numbers.

• Once cargo operations are completed, the crew should perform a full search of the vessel. In addition to looking for illegal substances, the crew should be on the lookout for stowaways. ⁽³⁾ If there are any suspicions that drugs may have been placed onboard, the Master should request a comprehensive vessel inspection, including inspection of the vessel's hull below the waterline, before departure. The most common measure is the anti-smuggling sub-aquatic survey ⁽⁴⁾ to ascertain that no illegal substances are attached to the vessel below her waterline.

AFTER DEPARTURE

• Once the vessel has sailed and the outbound pilot has disembarked, a thorough search of all compartments should be conducted and the results recorded in the logbook.

ACTION TO BE TAKEN IF DRUGS ARE FOUND ONBOARD ⁽⁵⁾

If drugs are found on board the Master should immediately take steps as set out in the vessel's Emergency Contingency Plan (as per the ISM Code) ⁽⁶⁾ and/or the Ship's Security Plan (as per the ISPS Code), one of which should include steps to be taken with regard to notification to the local authorities. The following general guidelines can also be given:

• The drugs must not be touched.

• Photograph or video the area of the ship where the drugs were found, but leave it untouched and seal it off to prevent any unauthorised access.

• Inform the P&I insurer, the local P&I correspondent and the shipowner/manager.

¹ See Gard News articles "Joint response saves hefty fine" and "Drugs on board - A potential nightmare" (available beginning of August 2009)

² Any guidance provided below should by no means be in conflict with any regulatory requirement related to the ISM and/or ISPS Code(s).

³ It is not unusual for stowaways carrying contraband to be hiding in the funnel space, duct keel or, as was the case in one instance, on a ledge above the rudder on the outboard side of the vessel.

⁴ It is strongly recommended to also perform such surveys at the discharge port, especially when liners are calling Colombian, Ecuadorian, Mexican and Venezuelan ports regularly.

⁵ See Gard's Guidance to Masters, para 3.6 - Drug smuggling.

⁶ IMO Guidelines for the Prevention and Suppression of Smuggling of Drugs http://www.imo.org/includes/blastDataOnly.asp/data_id%3D17265/228.pdf

Source: Gard AS

COMPETITIONS ON BOARD

MV NORTHERN DEBONAIR INTERNATIONAL HEAVING LINE COMPETITION

An international heaving line competition took place on board MV Northern Debonair on Sunday, 2 December 2012 at the Singapore anchorage. The aim was to throw the heaving line as far as possible. Almost all crew members participated.

The best shooter was Chief Mate Artem Avdeev (Russia) with a distance of 26.5 m. OS Maung Myo Min Oo (Myanmar) took second place with 24 m. Third place was shared between AB Moe Zaw Lin (Myanmar) and AB Htin Lin (Myanmar) with 23 m. Winners received prizes from the slop chest.

The whole crew had a lot of fun.

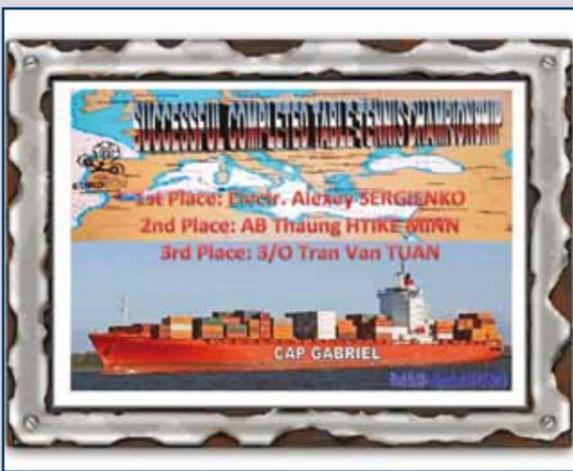
Captain Dmytro Budynsky, MV Northern Debonair



MV Cap Gabriel TABLE TENNIS CHAMPIONSHIP

Captain Krzysztof Kolodziej reports that there was a table tennis championship on board MV Cap Gabriel on 5-6 January.

The winners were:
1st place: Electrician Alexey Sergienko
2nd place: AB Thaug Htike Minn
3rd place: 3/O Tran van Tuan



BOOK RECOMMENDATIONS

New literature and games to help start off the year!

Working together:

Richard Sennett, *Together: The Rituals, Pleasures and Politics of Cooperation* (publisher: Allen Lane, Penguin Books); German translation: *Zusammen Arbeit* (publisher: Hanser)

For 2013, another important subject examined by the veteran sociologist Richard Sennett, as brilliant as his bestselling *The Corrosion of Character*.

Friend or not?:

Ali Smith, *There but for the* (publisher: Hamish Hamilton); German translation: *Es hätte mir genauso* (publisher: Luchterhand)

What do you do when one of your dinner guests (Miles) slips upstairs - and doesn't come back down...for days, weeks, months? You have a problem...

Crime in Italy:

Donna Leon, *Drawing Conclusions* (publisher: Arrow Books, Random House); German translation: *Reiches Erbe* (publisher: Diogenes)

Another great new Commissario Brunetti story - the 20th!

Good friends:

A.L. Kennedy, *The Blue Book* (publisher: Jonathan Cape); German translation: *Das blaue Buch* (publisher: Carl Hanser)

One of the best books of 2012. Highly recommended.

Bestseller:

Carlos Ruiz Zafón, *El prisionero del cielo* (Spanish original); English translation: *The Prisoner of Heaven* (publisher: Weidenfeld & Nicolson); German translation: *Der Gefangene des Himmels* (publisher: S. Fischer)

When you read this book you'll be reminded why Zafón's books are bestsellers!

More Easter eggs for the whole family?

KOSMOS, the German game company, has just brought out two more board games for the whole family: "Angriff der Klonkrieger" (The Clone Wars) in the Star Wars series and "Aufbruch der Händler" (Merchants of Europe) in the Settlers of Catan series. The hours will fly when you play these brilliant strategy games.

Jessica Merkel

THANK YOU MV MOL DELIGHT

We would like to relay our thanks to Captain Kyaw Swa Myo Win and his crew on board MV Mol Delight for their generous donation of USD 1,300. The donation collected on board is a great contribution to the Myittar Yang Chi Orphanage.

Any contribution - large or small - helps our young orphans to achieve a better future.

Thank you again for your caring support.



MYTH OR TRUTH

DID ROBINSON CRUSOE EXIST IN REALITY?

Robinson Crusoe is a famous novel by Daniel Defoe that was first published in 1719. The book is a fictional autobiography of the title character - a castaway who spends 28 years on a remote tropical island near Trinidad, encountering cannibals, captives, and mutineers before being rescued.

The story was influenced by the life of Alexander Selkirk, a Scottish castaway who lived for four years on the Pacific island called Más a Tierra; in 1966 its name was changed to Robinson Crusoe Island.

Alexander Selkirk (1676 - 13 December 1721) was a Scottish sailor who spent four years as a castaway after being marooned on an uninhabited island.

An unruly youth, Selkirk joined buccaneering expeditions to the South Seas, including one commanded by William Dampier, which called in for provisions at the Juan Fernández Islands off Chile. Selkirk judged correctly that his craft, the Cinque Ports, was unseaworthy, and requested that he be left on the island. He tried to persuade some of his crewmates to desert with him, and remain on the island, as he was counting on an impending visit by another ship. However, no one else agreed to come along with him. Selkirk promptly regretted his decision. He chased and called after the boat, but to no avail. Selkirk lived the next four years and four months without any human company.

Selkirk remained at first along the shoreline. During this time he ate shellfish, and scanned the ocean daily for rescue, suffering all the while from loneliness, misery and remorse. Hordes of raucous sea lions, gathering on the beach for the mating season, eventually drove him to the island's interior.

Once inland, his way of life took a turn for the better. More foods were now available: feral goat - introduced by earlier sailors - provided him with meat and milk, while wild turnips, cabbage, and black pepper berries offered him variety and spice.

Selkirk proved resourceful in using items brought from the ship as well as materials that he found on the island. He built two huts out of pimento trees. He read from the Bible frequently, finding it a comfort to him in his condition and a mainstay for his English. When his clothes wore out, he made new garments from goatskin using a nail for sewing. The lessons he had learned as a child from his father, a tanner, helped him greatly during his stay on the island.

He was eventually rescued by Dampier some four years later, by which time he had become adept at hunting and making do with the resources available on the island. Selkirk's story aroused great interest at home, and Daniel Defoe's fictional character Robinson Crusoe was almost certainly based partly on him.

Source: Wikipedia

ONGOING COMPETITIONS

“Success through Teamwork – Experience on Board”

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

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

“Best Photograph & Video” for 2013!

We are looking for interesting photographs and videos from all our ships during the course of the year. If you have any extraordinary, bizarre, funny or beautiful shots and movies, please send them to us.

Prize: USD 300,- for the selected best picture or video of the year.

PORTRAIT OF FITTER MYO KYAE LWIN Oo



Myo Kyaw Lwin Oo has been with UNITEAM MARINE since 1987.

1 HOW DID YOU JOIN UNITEAM MARINE?

I sailed with Hanseatic Shipping Company before joining UNITEAM MARINE in February 1987. UNITEAM MARINE was looking for seamen for the Horn Line, and I was selected for the Horn Cap vessel. Currently I'm working on MV APL Atlanta as E/FTR.

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

There have been many during my years in maintenance. Working together with my engine room crew, I'm always happy and excited when the job is done and the ship is safe.

3 DO YOU HAVE ANY FAVOURITE PORTS OR CITIES?

I like most of them, but my favourite is Singapore. I don't have to work when I'm there and can go shopping with friends, contact my family and enjoy some excellent food. There are many interesting places to see.

PHOTO & VIDEO COMPETITION



According to an Irish myth, a pot of gold can be found at the end of the rainbow...in this case it must be located on a container vessel... – photo by AB Aung Myat Thu, MV Hanse Vision



During loading operations in Kakinada, India, a “supervisor” came on board via a mooring line and watched the “monkey business”. It took 40 minutes to guide – or in this case, chase – the visitor from the vessel – picture taken by Captain Petar Kolev, MV United Tronador

4 WHAT DO YOU LIKE MOST IN YOUR JOB?

I work in the engine room. My responsibilities including welding and, my favourite job, the lathe machine.

5 YOU ARE A VERY EXPERIENCED SEAFARER - DO YOU HAVE ANY ADVICE FOR NEW COLLEAGUES ON BOARD?

Work carefully and be well prepared before undertaking maintenance. Cleanliness in workspaces and protection of the environment are very important. Never give up when trying to solve problems: they represent both a challenge and a pleasure.

6 DO YOU HAVE A MOTTO OR CREDO IN LIFE?

Honesty, professionalism and fairness. I believe in the importance of success in the end, but you have to like what you do.

WINNER OF PHOTO & VIDEO COMPETITION 2012

Thank you for your votes - the winner for 2012 is 3/O San Nyi Nyi Latt (MV Silver One) - he won USD 300!

2nd - 5th prize (umbrella) go to: Capt. Roman Naumenko (MV Hanse Vision), E/E Andrii Kim (MV Northern Practise), DC Thu Kha Win (Wilhelm E), Cook Aung Thant Zin (MV Marietta)

The three polo shirts go to: Nikolas Siebecke (HLL), Messman Zaw Wan (MV Allianca Charrua), Thar Yar Soe (AB Cap Irene) The three pieces of lacquerware go to: Ma Nge Nge Aung, (UM Yangon, Air Ticketing Section), Ma Khaing Thazin Lwin (UM Yangon, Personnel Department), Carina Behrens (Operations UM Hamburg)

Congratulations!

HUMOUR

Reflecting on the past

An old sea captain was sitting on a bench near the wharf when a young man walked up and sat down. The young man had spiked hair and each spike was a different colour... green, red, orange, blue and yellow.

After a while the young man noticed that the captain was staring at him.

“What's the matter old-timer, never done anything wild in your life?”

The old captain replied, “Got drunk once and married a parrot. I was just wondering if you were my son!”

IMPRINT

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Frequency of publication:
Quarterly

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Photographs:
Uniteam Marine, crew of Uniteam Marine, Petar Kolev, Aung Myat Thu

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

