



## 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](mailto:marketing@uniteamservices.com)

## ENCLOSED SPACES – INVISIBLE DANGERS

Around 300 people die and 16,000 are injured in enclosed spaces each year, which means somebody dies needlessly almost every day. Perhaps the most shocking statistic is that for every one person requiring assistance, two or three people will die trying to rescue them.

The terms “Enclosed Space” or “Confined Space” suggest somewhere small and inaccessible but this is not always the case; a better term may be “Dangerous Space”. The UK Merchant Shipping (Entry into Dangerous Spaces) Regulations and Chapter 15 of the Code of Safe Working Practices for Merchant Seamen (COSWP) define a Dangerous Space as: “Any enclosed or confined space in which it is foreseeable that the atmosphere may at some stage contain toxic or flammable gases or vapours, or be deficient in oxygen, to the extent that it may endanger the life or health of any person entering that space”. Some of these spaces may be obvious, like fuel tanks, sewage tanks or void spaces but some may not seem at first to be dangerous. Depending on the type of cargo carried, open holds may be deficient in oxygen or contain harmful gases or vapours; compartments which have ventilation ducts from holds or tanks may be dangerous; chain lockers and other spaces which are rarely visited will almost certainly be unsafe to work in.

Dangerous spaces may contain some or all of the usual physical hazards encountered in a ship such as trip hazards, low sills and projections on which to bang your head, dangers from pressurised systems, electricity and moving machinery. Larger spaces may have hazards associated with working at height and if spaces are actually enclosed or confined, there may be a risk of becoming stuck or of individuals suffering from claustrophobia. However, it is the quality of the atmosphere which defines a dangerous space and it is the invisible hazards of an unsafe atmosphere that must be fully understood before working in dangerous spaces.

Only oxygen supports life, therefore if the atmosphere is made up of inert gases such as nitrogen you will not be able to breathe, will quickly lose consciousness and, if resuscitation is not carried out quickly, **you will die**. Other gases and toxic fumes may be given off by particular cargoes, fuels or residues (particularly in sewage tanks) or be present as a result of combustion (carbon monoxide). Death or injury may result from these gases being poisonous, or simply because they have displaced the oxygen that is necessary to support life. Some gases such as hydrogen, hydrogen sulphide and acetylene, and vapours from fuel residues may be explosive. Some of these gases may be detected by sight, smell or taste but it is important to remember that you cannot judge the concentration or the level of risk: only properly used monitoring equipment can give an indication if the space is safe to enter.

**The leading cause of death is lack of oxygen.** Oxygen is used up when metals rust (such as inside a closed chain locker); it is used up during combustion (such as cutting and welding, or when running a diesel or petrol powered motor); it can also be used up by certain cargoes and may be displaced by other gases as discussed earlier. The air we breathe is made up of around 78% nitrogen, 21% oxygen and 1% other gases (mainly argon) and water vapour. This is the mixture that the human body is designed to use, and we have a remarkably low tolerance of any changes. Mental concentration, decision making and physical coordination are quickly impaired almost as soon as the oxygen level falls below normal. Vertigo, headache and speech difficulties may be signs of oxygen deficiency but very often the person suffering from lack of oxygen will not be aware of any symptoms until it is too late. If the oxygen level is really low, or other gases are present, **one or two breaths may be enough for you to lose consciousness and die.**

Too much oxygen is not such a common hazard, but is also dangerous as it will greatly increase the risk of fire and explosion. Materials which do not normally catch fire may burn fiercely or even explode in a high oxygen atmosphere.

Always remember **you cannot see, smell, taste, touch or hear if there is enough oxygen in a space**; you can only find out by the correct use of a properly calibrated and maintained oxygen monitor.

**To control the hazards associated with dangerous spaces two things are essential: a proper risk assessment and a safe system of work controlled by a clear permit to work system. As a seafarer it is very important that you understand the risks and follow the procedures to stay safe. If you see, or suspect, that someone is in difficulty in a dangerous space DO NOT ENTER without assistance and proper breathing apparatus. Remember the golden rule: IF IN DOUBT – KEEP OUT. Stay safe.**



## ENCLOSED SPACES CAN KILL YOU!

Uniteam Training offers a two-day **Confined Space Entry & Rescue Course** which is conducted at the training centre in Yangon.

The course includes a significant practical element and is suitable for anyone who will work inside or around confined spaces. Delegates learn how to identify and control/eliminate the hazards associated with confined spaces, as well as how to operate safely within a confined space work environment.

On the second day of the course, trainees carry out a rescue from a real confined space under the close supervision of the instructors. So far over 1900 people have successfully completed this training. Further details about this course and other training opportunities can be found at [info@uniteamtraining.com](mailto:info@uniteamtraining.com).

*Peter Chilman, QSE Manager, Uniteam Marine*



## DAY OF THE SEAFARER - CYPRUS

Every year on June 25<sup>th</sup>, the shipping community takes the opportunity to express our thanks to the World's 1.3 million seafarers for their contribution to the world economy and our financial and social well-being.

It was in 2010 when the International Maritime Organization (IMO) designated June 25<sup>th</sup> as the International Day of the Seafarer as a way to recognise that nearly everything that we use in our daily lives has been directly or indirectly supplied by sea transport.

Each year the IMO announces a particular theme for our industry to focus on and for 2017 the theme was "Seafarers Matter". This aims to particularly engage ports and seafarer centres to demonstrate how much seafarers matter to them. We also took the opportunity at our Uniteam Marine offices across the globe to show our gratitude to seafarers.



The Cyprus based crew management team participated in this year's celebrations for the International "Day of the Seafarer", by attending a special Cyprus Shipping Chamber members meeting dedicated to the "Day of the Seafarer". During the meeting the Chaplain of the Mission to Seafarers' Centre at Limassol Port, Reverend Canon Ken Wiseman, reported about the worthwhile voluntary work that is being carried out for the welfare of seafarers. In Yangon there were celebrations at the Seafarers' day dinner of the Myanmar Seamen's Federation as well as messages of thanks displayed on screen throughout our local office.

The IMO recently reported that the campaign effectively brought about a global "conversation" among individuals, organisations, industry players and seafarers and created a picture of seafaring as a vital support mechanism for the global economy.

At Uniteam Marine we would like to take this opportunity again to thank all our seafarers for your continued commitment, professionalism and hard work. We would also like to thank our seafarers' families for their courage and cheerfulness in supporting the lives of their loved ones far away.

**Richard Knighton - Fleet Personnel Deputy Director**



## HAPPY INTERNATIONAL DAY OF THE SEAFARER 2017

As part of the celebrations for the Day of the Seafarer 2017, the 15<sup>th</sup> Annual Dinner and Prize Giving Ceremony was hosted on the evening of June 25<sup>th</sup> at the Shwe Shan Kan restaurant in Yangon by the Myanmar Seafarers' Federation (MSF).

The IMO designated June 25<sup>th</sup> as the International Day of the Seafarer in 2010, and since then celebrations have taken place across the world each year. MSF has lead the celebrations in Myanmar for about 15 years, supported by donations and assistance from other related business organisations. Uniteam Marine actively supports the event annually as an act of gratitude towards the seafarer community.

After the opening speech by the authorities and the head of MSF, children of members of MSF who have passed their matriculation examination with at least three distinctions were awarded prizes by the federation and congratulated by the attendees. The celebration continued with a buffet, snacks and a free flow of drinks from the restaurant. "Pann Alinkar" A Nyient, the traditional dance and comedy group made up of students from Myanmar Maritime University, entertained the audience till 10:30 pm and the event was very much enjoyed by all.

The intention of the celebration is to thank seafarers, separated from their families and sometimes working in hazardous conditions to keep the world economy going and help civil society grow. Uniteam Marine would like to let our seafarers know that we are proud of you all and we are trying hard to create the best working environment for you whilst you are at sea. Thank you, and a belated "Happy Seafarers Day" to you all.

**Zar Pann Phyu - Corporate Communications & Public Relations Coordinator**

## PORTRAIT OF STAVROULA CHRISTODOULOU



Stavroula Christodoulou joined Uniteam Marine in March 2015 and works as an Assistant Crewing Manager for Group 3 in Limassol.

### HOW DID YOU JOIN UNITEAM MARINE?

I had the opportunity to join Uniteam Marine as an Assistant Crewing Manager in 2015. Previously I was employed in another shipping Company as a Crew Administrator for eight years, where I gained considerable knowledge and experience in the crewing department. At Uniteam Marine, I had the chance to further develop my knowledge and skills, with a wide variety of training activities, seminars and through the everyday challenges of the job. Uniteam Marine offers employees continuous opportunities for learning and further development of their strengths and abilities, and I am very happy to make the most of these opportunities.

### WHAT ARE YOUR MAIN TASKS?

One of my main duties as an Assistant Crewing Manager is the coordination and updating of the general crew change planning and seafarers' pool status within our group. All vessels must be manned in accordance with their Minimum Safe Manning Document and in full compliance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). A very important task in the Fleet Personnel function is the screening and selection of suitably trained and experienced officers and ratings to meet each vessel's needs. This is done by conducting interviews to select the most appropriate candidates. I am also involved in the everyday communication with clients regarding planning of the crew, obtaining owners' approval of proposed candidates and coordinating the pre-joining procedures and familiarisation of crew according to each client's specific requirements. I also provide support and guidance to our Crewing Operators in demanding and extraordinary cases.

### WHAT DO YOU ENJOY MOST IN YOUR WORK?

What I enjoy most in my work is communicating and interacting with people from different countries and with different experiences and knowledge. Building relationships with people from different cultures is really interesting and rewarding. In our job we are in constant communication with people of different nationalities, however our aims and targets are the same: to keep the vessels running smoothly, to take care of the crew on board and at the same time to protect our company's and clients interests.

### WHAT HAVE BEEN YOUR BIGGEST CHALLENGES AND HOW DID YOU MANAGE THEM?

The human factor is the biggest challenge for me in the shipping industry since people's behaviour is one of the key factors which can lead to success or failure. Human

psychology should also be considered, since seafarers are far away from their homes, families and friends. It is essential that the emotions, psychology and culture which shape our seafarers' behaviour are well understood by Crew Managers, in order to be able to provide support to crewmembers when necessary. Everyone carries some "Cultural Baggage" along with them and you have to respect this and find the way to communicate successfully. The key to successful management of the crew, is to be able to manage both their personal needs and also their technical knowledge and experience. It is essential to keep good communications with crew when they are on leave for smooth future planning, and even more important to keep in close contact with those on board, in order to collect their feedback about any problems and offer assistance and solutions. The performance of the crew on board has to be monitored as closely as possible, as carelessness or poor performance of crew can lead to injuries and other incidents.

### DO YOU HAVE A MOTTO IN LIFE?

Everything happens for a reason!

### WHAT WOULD YOU ADVISE SOMEONE WISHING TO HAVE A CAREER IN SHIP MANAGEMENT?

The only way to be satisfied with your work is to love what you do. By joining Ship Management you will be part of a community which is committed to delivering social improvement and economic development in the world. The global marketplace has expanded tremendously and international economies depend upon shipping for sustainability and growth. The shipping industry offers one of the most diverse and exciting career paths but you need to be alert, adaptable, dedicated and follow the frequent changes in the business environment to have a successful career.

## NORTHERN OLYMPICS

The theme for the day was “Let’s do it together!” when the officers and crew of MV NORTHERN MAJESTIC decided to celebrate the International Day of the Seafarer by holding their own version of the Olympic Games.

17 out of the 19 personnel on board took part (the other two were on watch keeping the ship safe), and competitions were held in four disciplines:

Swimming	“Save the man overboard”
Diving	“Hunting the treasure”
Water Polo	“Shoot the Goal” and
Table Tennis	“Make the Square Round”

The fastest swimmer was 2nd Engineer Oleksandr Zriliy who completed ten lengths of the pool in a very rapid 38.1 seconds, closely followed by Captain Krzysztof Leszkowicz (40.7s) and 3rd Officer Andrii Plotnichenko (43.9s).

For the diving competition, fifty coins from various countries, together with a large number of bottle tops were scattered across the floor of the swimming pool. Captain Krzysztof Leszkowicz emerged as the winner, collecting 23 items, followed by 2nd Engineer Oleksandr Zriliy with 20 items and 3rd Engineer Vitaliy Novikov who recovered 12 coins and bottle tops.

The water polo championship was particularly challenging and very closely fought. The rules were: five minutes in the water, one minute break and change sides for another five minutes. A partly empty, unstable plastic mineral water bottle played the part of the ball. Litres of sea water swallowed in the fight made the players heavier with every minute and after the first five minutes the players were already as tired as horses from the old western movies. But the show must go on! Despite the massive goalkeeper AB Zaw Wing Aung cooperating with OS Hein Hted Oo to cover the whole goal area, the sniper OS Min Thu Kyaw, agile as a Mercedes SMART was ruthless. Playing together with 2nd Engineer Oleksandr Zriliy in a perfect team they showed intelligent positioning, accurate passes, wise cooperation and precision to win the game. 2nd place went to the team of 3rd Engineer Vitaliy Novikov and super-effective shooter, 3rd Officer Andrii Plotnichenko, 3rd place was achieved by Captain Krzysztof Leszkowicz with ETO Sergii Dovgan.

A long and exciting ping pong competition led to a select group of winners: in 3rd place Chief Engineer Dieter Hiller; the 2nd prize went to 3rd Engineer Vitaliy Novikov but the undisputed winner was Bosun Za Lian Kim.



The Seafarer’s day was also marked with a barbecue which was the perfect setting to award prizes, tell some jokes and share funny stories about the competitions.

The time passed very quickly and will long be remembered by all on board; now it is time to get back to work...

**Chief Officer Vitaliy Chekov**

## THE MISSION TO SEAFARERS

In 1836 the Reverend John Ashley wondered how people were coping with life on board the ships that were often sitting out in the Bristol Channel. With this basic human concern he got into a rowing boat and rowed out to one of the ships to see how the people were. He was struck by the loneliness and spiritual needs of the merchant seafarers at anchor, so he kept on visiting crew to offer his support and do whatever he could to help.

Following his example, a number of Anglican ministries followed suit and in 1856 it was decided to establish a single organisation. The Mission to Seamen – as it was known – was made a missionary society of the Anglican Communion. With the spread of British Empire, the mission spread around the world.

The Mission to Seafarers now work in over 200 ports in 50 countries caring for seafarers of all ranks, nationalities and beliefs. Through their global network of chaplains, staff and volunteers they offer practical, emotional and spiritual support to seafarers through ship visits, drop-in seafarers’ centres and a range of welfare and emergency support services.

Whilst the Mission to Seafarers is unashamedly of Christian roots, the very simple ethos of caring for one’s fellow man spreads across all genders, religious faiths and nationalities. No matter your background they offer simple care with no strings attached, which has touched millions of seafarers over the years.

The Mission to Seafarers is a story with a very humble beginning and despite its now worldwide reach, it has maintained its core values, caring passionately about seafarers and their families. It may not be so well known that the Patron of the Mission to Seafarers is Queen Elizabeth II and the President is her daughter HRH The Princess Royal, Princess Anne. But whilst it has a strong support

from Royalty, it is the Port Chaplains and the supporting volunteers in 50 countries around the world that reach out and make themselves available for support wherever and whenever needed.

In 2015 the mission met 550,000 seafarers on board ships, it transported 327,000 seafarers from ship to shore locations and worked on 2,400 justice, welfare and medical cases. The most common cases of help is assisting in communications with home, assisting in cases of abandonment, shipwreck, or piracy and assisting with mental health issues including depression, despair, loneliness, workplace stress and post-traumatic stress syndrome.

If you are a seafarer, the Mission to Seafarers will always be happy to welcome you and help in any way they can; if you are not a seafarer, the Mission will always welcome your support for the organisation that started from a rowing boat and one man’s concern for his fellow human beings.

**Stephen Fyfe – QSE Director**

## CYPRUS SHIPPING OFF-ROAD RALLY

Perhaps the most highly anticipated event of the Cyprus Shipping Community is the Off-road Rally.

For the 2017 event we secured two teams in the lineup for the event to take place on 17<sup>th</sup> June 2017.

Attending this year’s event in Uniteam Marine colours were Capt. Thomas Reppenhagen, Richard Knighton, Vladyslav Ivashchenko, Joseph Andreou and Alexandra Grigorascenco. Divided into two teams named ‘The Pack’ and ‘Wanted in 9 Countries’ we went about sourcing some vehicles ready for the event.

Pre selection of machine was important, however, the choice available from local hire car firms was always going to be limited. With the lack of Subaru WRX STI’s available, team ‘Wanted in nine Countries’ settled for a close second... a Suzuki Grand Vitara. Team ‘The Pack’ secured a local Mitsubishi 4x4 that looked more than equal to the roads ahead.

The 17<sup>th</sup> June was, as is usual in Cyprus, a glorious hot sunny day. We met up at the start line with sunglasses at the ready to be deployed at intervals onto the stages by the starting master / photographer.

Now I must let you know at this point that the Cyprus Shipping Off-road Rally is not a normal rally, in the sense that it is not a race. The annual rally consists of a specific route which is dotted with tasks along the way that have to be performed by each rally crew. The tasks are either physical tasks or questions with the answer to be found in view of the route. Points are gained on the basis of correct answers or how well tasks are completed. The morning went smoothly for both teams with some good individual performances. There was no doubt at this stage that both teams had eyes on the trophy.

After a fantastic BBQ lunch, both teams headed off in good spirits, secure in the knowledge that the morning stage had gone well. With a successful afternoon of games, tasks and safe driving on bumpy roads, both teams headed to the locally famous Ladies Mile beach for the final task involving a pedal boat. This was followed by some well-deserved cold drinks and presentation of the prizes.

Out of a total of 33 teams entered, team ‘Wanted in nine Countries’ came in a credible 9<sup>th</sup> and with a Captain at



the helm, team ‘The Pack’ managed a really superb 2nd place finish with some added silverware for the Uniteam Marine cabinet! Next year we will try even harder! A great day out, enjoyed by all.

**Richard Knighton - Fleet Personnel Deputy Director**

## VISIT TO OLEG STRASHNOV

Along with some of my colleagues at Uniteam Marine, Limassol, I was offered an exciting opportunity to visit the Heavy Lift ship 'Oleg Strashnov' operated by Seaway Heavy Lift in the port of Limassol.

On May 31<sup>st</sup> we set off from the office in the morning towards Limassol port. On arrival at the Eurogate terminal we were met by the shipping company representatives who escorted us to the vessel. Prior to embarking, the crewmembers supplied all the visitors with full PPE and gave us a safety briefing. Our tour began with a warm welcome speech from the Master and a presentation of the vessel's history, unique facilities and modes of operation.

The 'Oleg Strashnov' has generous accommodation, housing up to 200 crewmembers including both construction staff and marine crew. The vessel is built for the effective installation of large, heavy structures. It has a unique hull shape and is outfitted with the latest technology, including a crane with a lift capacity of 5000t. The installed Dynamic Positioning (DP3) system enables the vessel to be employed for the installation of large and heavy subsea structures, such as the foundations for offshore oil platforms.

On deck, we were given access to a wide range of working areas, including the heli-deck situated above the ship's bridge and the Master gave us permission to take some



From left to right: Ms Rodoula Meletiou, Mr Mazen Barhoun, Ms Andri Tittiri and Mr Vladyslav Ivashchenko.

photos. Afterwards we visited the control room on the bridge. It was amazing to see all the sophisticated navigational and Dynamic Positioning equipment.

Later, we used one of the two lifts in order to go down to the engine room. We applied the provided earplugs for protection and were shown the huge engines of the vessel. I noticed that all areas were spotlessly clean.

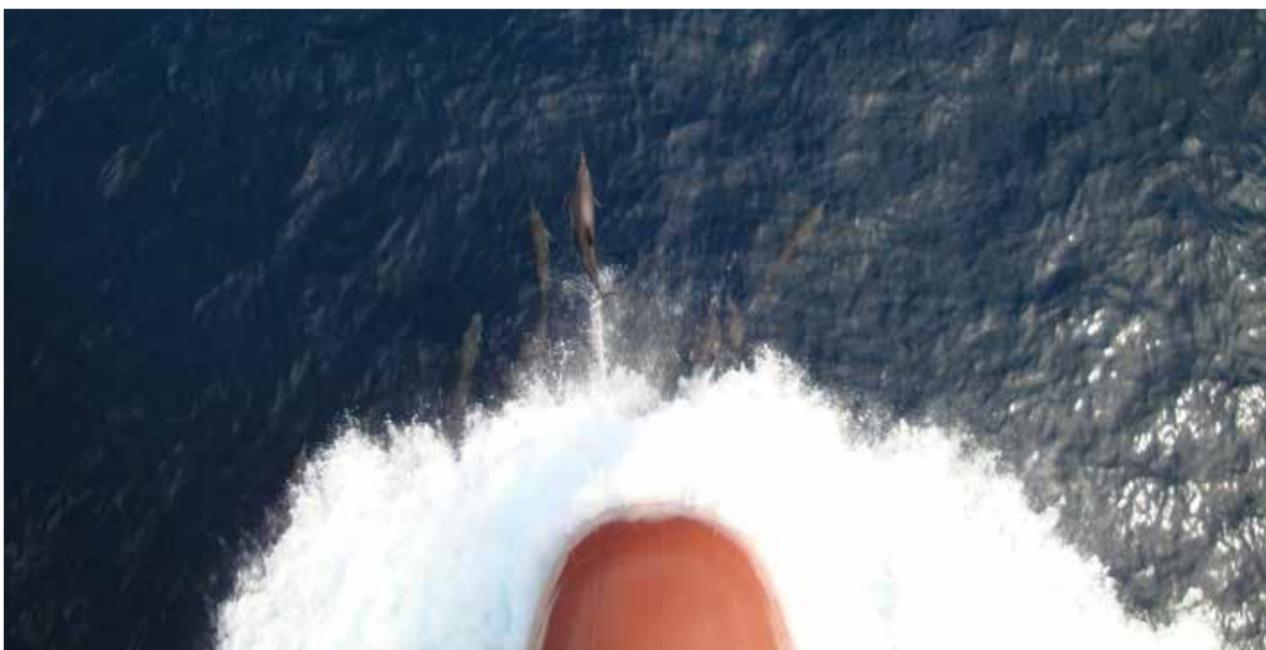
At the end of our tour of the vessel, some of the crew accompanied us to the main messroom where we were treated to 5-star delights of various delicious treats, chocolates, juices and coffees. It was like staying in a very expensive hotel!

My visit to the 'Oleg Strashnov', a state-of-the-art heavy lift vessel, will be forever memorable. Most of all, I was impressed by the pride of the company staff and ship's crew that run this vessel. It was a wonderful experience.

*Andri Tittiri, Crewing Operator - Group I*



## PHOTO COMPETITION 2017



Chasing Dolphins - C/O Regis Manuelito

## 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" 2017!

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.

## HUMOUR

Once upon a time there was a famous sea captain. This captain was very successful at what he did; for years he guided merchant ships all over the world. Never did stormy seas or pirates get the best of him. He was admired by his crew and fellow captains. However, there was one thing different about this captain.

Every morning he went through a strange ritual. He would lock himself in the captain's quarters and open a small safe. In the safe was an envelope with a piece of paper inside. He would stare at the paper for a minute, and then lock it back up. After, he would go about his daily duties.

For years this went on and his crew became very curious. Was it a treasure map? Was it a letter from a long lost love? Everyone speculated about the contents of the strange envelope.

One day the captain died at sea. After laying the captain's body to rest, the first mate led the entire crew into the captain's quarters. He opened the safe, got the envelope, opened it and... The first mate turned pale and showed the paper to the others. Four words were on the paper, two on two lines:

Port Left  
Starboard Right

## IMPRINT

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UNITEAM MARINE  
marketing@uniteamservices.com  
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John Hadjiparaskevas, Peter Chilman, Emiliou Couvas,  
Richard Knighton, Anja Frauboese, Stephen Fyfe, Andri Tittiri,  
Vitaliy Chekov, Zar Pann Phyu

**Photographs:**  
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.

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