



SUCCESS THROUGH TEAMWORK

CONTENTS

- WAYS TO WELLBEING
- LEARNING ON THE GO
- TAKEOVER OF THE FIRST TANKER
- ONCE UPON A TIME IN UNITEAM
- SEAFARER'S WALK
- MV PERSEUS RESCUE OPERATION
- EXPERIENCES OF DECK CADET ALEXANDRA GEORGIU
- SEWAGE
- THINK LSR - SLEEP, STRESS AND SAFETY – MANAGING FATIGUE
- ELECTRO-TECHNICAL OFFICER ISTVÁN CSÁK - 30 YEARS OF UNITEAM MARINE HISTORY
- PORTRAIT OF BOSUN WIN SOE HTWE
- WINNER OF THE PHOTO AND VIDEO COMPETITION 2020
- ONGOING COMPETITIONS
- PHOTO & VIDEO COMPETITION 2021
- IMPRINT

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

WAYS TO WELLBEING

I know that there are some subjects that if we do not talk about them or choose not to read about them, then generally they do not come up in everyday conversation when onboard, at home or in the office.



You are probably doing some of these actions already without being aware of it. To get the most from these “Five Ways to Wellbeing”, try to combine all of them daily. Your wellbeing, whether onboard or ashore, is very important to us. On this note, I am very pleased to announce that this year we are partnering with some truly great people at ISCA Wellbeing who will be delivering some fantastic support resources and insights into improving our wellbeing.

Feel good, function well.

Richard Knighton, Fleet Personnel Director

We are all probably at least aware of our own wellbeing and probably less so of others'. In my experience, rarely do we give ourselves time to think about how we might improve it. This might just be the first step to improving your wellbeing and that of those around you!

Wellbeing is feeling good about yourself, the world around you and functioning well in your everyday life, most of the time. Being resilient and coping with the normal stresses of life is also an important attribute of wellbeing for which we in the industry are familiar with due to the nature of our chosen profession.

A review of the most up-to-date evidence, research and well-documented programmes suggests that building the following five simple actions into our daily lives is important for wellbeing.

1. Connect – it is good to talk! Always live in the moment.
2. Be Active – take the time to be active, sea conditions permitting!
3. Take Notice – catch sight of the beautiful and unusual that can be taken for granted.
4. Keep Learning – try something different and set yourself a challenge you will enjoy achieving.
5. Give – do something nice for someone. Give someone your time, your words or even just your presence. Research has found that showing an unselfish concern for others can improve physical health in a variety of ways.

LEARNING ON THE GO

Our Uniteam Training “Done in Sixty Seconds (DISS)” mobile e-learning brings training to you on the go, wherever you go!

We are committed to the continued professional development of our seafarers and we established our newest learning program called “DISS” in 2019. DISS is a mobile learning program specifically tailored to the needs of Uniteam Marine seafarers. Using micro-learning modules, it includes an extensive range of over 150 module titles with many more exciting modules in development.

Technology aims to make our lives easier, to enable us to learn and work more efficiently. We believe it is essential to also deliver training on the go and in bite-sized pieces, and DISS does exactly that!

The TalentCards app is free to download from either Google Play or the App Store, as are all our modules for our Uniteam Marine poolers once you get an entry code from Uniteam Training.

We want to recognise those seafarers who have incorporated e-learning into their everyday lives, showing commitment to continuously complete DISS modules. This platform allows you to take ownership of your learning journey and develop your knowledge at your own pace.

As an incentive to utilise the program, we are awarding cash prizes for monthly overall winners for 1st, 2nd and 3rd place for those who have the highest score. There will also be annual awards for the overall leaders.



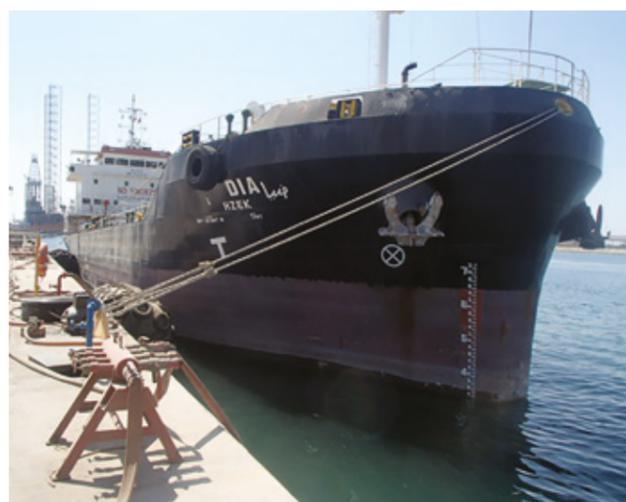
AB Aye Min was one of our first prize-winners for November 2020

If learning is an act of exploration, then technology equips the explorer for the journey of a lifetime.

Richard Knighton, Fleet Personnel Director

TAKEOVER OF THE FIRST TANKER

15 October 2020 marked a new milestone in the history of Uniteam Marine as we took over the management of our first oil tanker, the *MT Dia*.



It is a natural and important development in the evolution of the company to apply our high standards of management within the tanker industry. The smooth transition of management was achieved despite the obstacles imposed by the COVID-19 restrictions thanks to the dedication of the crew, the owners and our Uniteam Marine management team in what are now familiar coordinated team efforts to overcome any restrictions encountered.

Uniteam Marine has always believed in organic growth of the company, allowing us to achieve our quality standards as we grow together with our crew and clients. So, whilst this milestone is an important one in the history of Uniteam Marine, it is also just the beginning of what will, in time, become a Uniteam Marine managed tanker fleet.

Stephen Fyfe, Fleet Director

ONCE UPON A TIME IN UNITEAM

We have become a very big company, thousands of people, all nationalities, cultures and customs, and you have all had your experiences, good and bad.

We have been in business for 40 years and some of you have been there since the beginning. Imagine the knowledge you have acquired, what stories you could tell... Do we want to preserve all your experiences and tales? YES! In Uniteam Training, we would like to launch a new program called "Once Upon a Time in Uniteam", where Uniteam Marine seafarers share their experiences and stories in a short video that will be shared among your colleagues. Stories are very powerful, and research has shown that people remember them much better than formal learning materials.

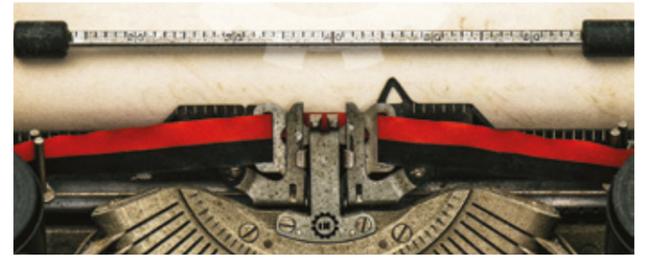
WOULD YOU LIKE TO TELL US YOUR STORY?

A story could be a good thing or a bad thing, something you learned, something you are not afraid to share, something you want to celebrate, something you regret, something that gave you nightmares, something that could help your

younger colleagues avoid the same mistake you made (accidents or injury), something that scared you, etc. If you are interested, we would like to ask you to tell your story. Record yourself on your mobile phone and send it to us. We will include your short video on our TalentCards app, and the video will be shared among Uniteam Marine seafarers.

A FEW RULES:

- 1) Please tell us your name
- 2) NO other names or dates: do not mention customer or other people's names, or the name of the ship you were on (not important)
- 3) Tell us what you want to share with us in maximum 3 minutes
- 4) We prefer English, but if you are more comfortable in your own language, go ahead!
- 5) Ask yourself questions, for example "How did I feel when that happened?", "What did I do?", "Could I have prevented it?"
- 6) Tell your story in a quiet environment, tell it when you are on your own, tell it in your own words
- 7) Look into the camera and press record
- 8) Email us the video file to: tinmaungtun@uniteamtraining.com. We will review your video, and let you know whether we will post it.



- 9) We will only use the video for internal purposes to share it with your colleagues through the TalentCards app already on your mobile phone (same as "Done in Sixty Seconds" and "On The Go"). We will NOT post your video on Facebook, Twitter or any other social media. This is video BY and FOR Uniteam Marine seafarers!
- 10) If you change your mind, and do not want to see your video posted any more, let us know. We will IMMEDIATELY remove your video, no questions asked!

We look forward to receiving your stories. As Doctor Who said, "We're all just stories in the end. Just make it a good one."

Paul Van Empel, Managing Director, Uniteam Training

SEAFARER'S WALK

As we say goodbye to 2020, our thoughts are very much with the "Unsung Heroes of the Sea", who continue to supply the world despite the unprecedented hardships and challenges they face during the pandemic.



As a statement of solidarity with our seafarers, Mr Philippos Philis, President of the Cyprus Shipping Chamber (CSC), invited members of the chamber's Board of Directors to join him in a walk along the Cyprus coast. Our Managing Director, John Hadjiparaskevas, was delighted to take up the challenge.

The aim of the walk was to highlight the discrimination being suffered by seafarers. During the course of the pandemic, many governments have refused seafarers essential medical care, and the constantly changing travel restrictions which have disrupted or prevented crew changes continue to affect both the wellbeing of the individual seafarer and the efficiency of the worldwide shipping industry as a whole. This discrimination highlights the urgent need for all governments to treat our seafarers as "key personnel" in relation to COVID-19.

The walk started from the Old Harbour Pier in the centre of Limassol and followed the coastline to the ruins of the ancient city of Amathous, some 10.5 km to the east. In order to comply with the current restrictions imposed by the Ministry of Health, it was decided that each Board Member would walk alone, setting off at 5-minute intervals in order for this initiative not to be seen as a "public event".

The walk itself was an act of solidarity as well as a symbol of how we can adapt to Covid restrictions to meet our goals. In the past year we have all been stretched to the limits to find imaginative and workable solutions to the problems caused by the succession of lockdowns and travel restrictions. It has been hard, and not always successful, but we can say that we have always tried our utmost in the prevailing winds to do our best for our crew. We trust that we are now in the final stretch of this journey, and we look forward with hope that this pandemic will soon end, and that we will once again be able to move freely between our places of work and our loved ones.

Peter Chilman, QSE Manager

MV PERSEUS RESCUE OPERATION

Early in the morning on 18 November 2020, *MV Perseus* had departed Algeciras port bound for Casablanca, Morocco.



The sun was just rising. There was a fresh easterly wind and not much traffic, as it could be expected during this routine Gibraltar passage. The crew had already been released from their stations; Captain Oleksandr Lasitsa and Chief Officer Stepan Shonik were on the bridge.

Shortly after entering the traffic separation scheme a floating object was noticed by our Chief Officer. After a few minutes we realised that it was a capsized boat with two persons on it. In the following seconds the general "Man overboard" alarm was sounded and crew informed accordingly. At the same time "Tarifa Traffic" was informed on the respective VHF channel. The vessel performed a Williamson turn and slowly approached the boat, making a shelter from wind and waves. We got an order from the traffic centre to remain on scene and wait for a rescue speedboat from the Spanish Coastguard. All ships in the area were informed accordingly. Our crew were standing by with heaving lines and life rings ready to use. The two persons on the capsized boat were encouraged by crew and monitored continuously.

In 25 minutes, rescue boat *Salvamar ARCTURUS* arrived at our position and the two persons were successfully rescued. We were released from our duty and *Perseus* resumed her voyage towards the Moroccan coast.

Human life is priceless. We just did what we should – no more, no less ...

It is strange that several vessels already passed the same area before us and their crew did not notice the capsized boat with people on it.

Capt. Oleksandr Lasitsa, MV Perseus

EXPERIENCES OF DECK CADET ALEXANDRA GEORGIU

At the age of 18, immediately after I graduated from high school, I was so confused and worried of which direction I should take regarding my studies and ultimately my future.

At that time, I was torn between two completely different directions of studies – veterinary science and nautical science. After a lot of thinking and advice from friends and especially my mother, I decided to study nautical science. Today, I honestly believe that this is the best decision I have ever made and do not regret it at all. I am already on the third year of my studies and I feel so grateful, happy and fulfilled as I am really enjoying my studies as well as my experience onboard, which I will never forget as it was great.



I had the opportunity to join the container vessel *MV OPS Hamburg* for six months as a cadet; this was my first experience onboard of any vessel. Prior to joining the vessel, I was prepared for the worst-case scenario as I did not know what to expect. It was a big adventure and challenge for me, leaving my family, my comfort zone and travelling onboard a vessel knowing nobody. Luckily, everything was perfect. I had a great team to rely on, I was one of them, a team player, and day after day I became more familiarised with the operations of the vessel. There were many days and nights being tired from the necessary work onboard, but I never gave up. I was always one of the first to volunteer to assist.

From all the crew, regardless of their ranks, I learned so many things that under any other circumstances I would not have been given the chance to. These people, the crew onboard, became my second family. A group of people from different cultures and different mindsets, becoming one team. I will never forget my first experience onboard, neither the crew I met.

After such an experience and now knowing the whole picture of this profession, I cannot imagine myself doing anything other than this. I am enthusiastic and proud to do this job. I know that things may get difficult sometimes, however I am willing to get the job done and will do my best to succeed. My goal is to one day become a Master.

I would like to take this opportunity to thank Uniteam Marine and the whole crew from *MV OPS Hamburg* for this opportunity and your support. I look forward to working with you all again!

Alexandra Georgiou, Cadet

SEWAGE

Why flushing sewage into the sea, “the world’s biggest toilet bowl”, makes no sense

Typical components of sewage include water, nutrients, organic matter, bacteria, viruses, parasites, endocrine disruptors, suspended solids, micro and macro plastics, microfibrils, industrial chemicals, slaughterhouse waste, sediment and heavy metals – each of which individually and together work to harm coastal and marine ecosystems.

This is a global problem, with equally significant challenges in high, middle and low-income countries alike. Globally, an estimated 80 per cent of sewage is discharged into the environment untreated. Sewage pollution greatly affects public health, quality of life and coastal identity and economies.

Are you aware that ...?

The sewage waste produced by a ship depends on the number of crew members and the type of ship. On average, 0.01 to 0.06 cubic metres of sewage is produced per person in a day.

The sewage waste produced on a ship can further be divided into two categories: black water and grey water.

The black water comprises the following wastes produced on a ship:

- Waste generated from drainage and in any other form from toilets and urinals
- Waste generated from the drainage of a medical dispensary, sickbay, etc. via washbasins, washtubs and scuppers located in such premises
- Drainage from the cargo hold of living animals, or other wastewaters when mixed with the drainages of such spaces

The grey water produced on a ship comprises:

- Waste generated from the drainage of dishwashers and washbasins in the galley
- Waste generated from the drainage of cabin showers, baths and washbasin drains
- Waste generated from the drainage of laundry
- Wastewater from interior deck drains
- Refrigerator and air conditioner condensate

Whenever a ship arrives in a port, an inspector representing the port state may inspect the ship for any deficiency. The most targeted area by any PSC authority is the ship’s pollution prevention management plan, which includes the sewage waste management.

What are the best mitigation measures?

In these challenging times, it is important not to lose sight of our environmental goals. Environment Compliance Function (ECF) at Uniteam Marine have set sewage pollution prevention actions incorporating best practices for the reduction of grey water generation and the efficient operation of sewage treatment systems such as:

- Providing rank-specific training to crew in Marpol Annex IV best practices
- Minimising the production and discharge of grey water
- If the vessel has sufficient storage capacity, storing grey water prior to crossing 12 nm from the nearest shore base line and discharging it after leaving the 12 nm zone while the vessel is underway after departing port
- Using non-toxic and phosphate-free soaps and detergents in grey water
- Using biodegradable soaps and detergents where possible unless there is evidence they could be harmful to the marine environment
- Removing as much food and cooking oils as is practicable when cleaning dishes prior to rinsing
- Ensuring the sewage treatment plant (STP) and comminuting and disinfecting equipment are maintained according to makers’ instructions and the STP is operated correctly by the ship’s crew
- Guaranteeing the sewage discharge valve is shut and sealed/locked within territorial waters and logging of the opening and closing of the discharge valve in the Engine Logbook

As a result of continuously implemented best environmental protection practices, since 2014 the Environmental Compliance Function at Uniteam Marine is guiding vessels on a path of long-lasting success with a record of:

1. Zero pollution at sea
2. Zero environmental violations
3. Zero environmental observations during external inspections

Capt. Dimitar Abadjiev, Environmental Compliance Manager

THINK LSR

Sleep, Stress and Safety – Managing Fatigue

“About 4 minutes later, the skipper reduced the ferry’s speed to 12kts as it approached the next stop. He then sat back in his chair and closed his eyes. Moments later, the skipper awoke with a start to find the ferry heading straight for a pontoon only 50m ahead. He immediately set full thrust astern and attempted to turn the ferry, but a heavy landing could not be avoided.”

This extract from a report by the UK Marine Accident Investigation Branch (MAIB) describes the few minutes before a collision which resulted in two people being injured and the vessel being taken out of service for repairs – all because the skipper was tired.



And this was not an isolated incident:

“On 6 April 2018 a bulk carrier struck the Ergon – St. James Terminal Wharf of the Lower Mississippi River. Fortunately, no one was injured and there was no pollution, but the ship and the wharf sustained damage which cost \$6.25 million to put right.”

The United States National Transportation Safety Board found that the probable cause of the accident was due to the fatigued pilot’s misjudgement of the turning manoeuvre.

“At 0304hrs on 1 July 2017, a bulk carrier and an oil tanker collided in the Dover Strait approximately 5 nautical miles to the west of Sandettie Bank. Both vessels were damaged in the collision but were able to proceed to nearby ports for damage assessment.”

The subsequent investigation found that the tanker’s master had been present on the bridge for over 14 hours and was probably suffering from fatigue, which was likely to have had an adverse effect on his decision-making.

“In the early hours of 3 December 2016, the bulk carrier Muros ran aground on Haisborough Sand, 8 miles off the Norfolk coast.”

The MAIB investigation concluded that the Officer of the Watch’s performance was probably adversely affected by a low state of alertness.

There are many, many other cases of fatigue causing, or contributing to, serious marine accidents, perhaps most notably the Exxon Valdez oil spill. This incident led to the severe pollution of 11,000 square miles of ocean, and the effects on the local ecosystem, and the local economy, are still being felt some 30 years after the event.

All humans, regardless of race, nationality, age or rank or occupation, are affected by tiredness and fatigue; no one is exempt. Taking over a bridge watch, or any other safety-critical duty, when overtired is not safe; many watchkeepers will have experienced the sensation of being on the verge of falling off to sleep, either through fatigue or boredom. There are many things that can be done to help prevent this from happening, such as standing up, moving around, getting some fresh air and turning down the heating. However, if these do not work, another watchkeeper should be called either to assist or to take over.

Of course, accidents caused by fatigue are not confined to the shipping industry; research conducted in the UK found that fatigue was a factor in 25% of fatal and serious road accidents.

The message is simple: tiredness can kill. The questions is: how do we manage fatigue to stop it becoming fatal?

When considering how people become fatigued, we must not just assume fatigue is simply due to long hours and a heavy workload. These factors are certainly direct causes, but other factors also help determine how, and when, people become tired. These include physical fitness, diet, interest in the task they are performing, perceived level of risk, the time of day, the physical environment (i.e. light, noise, vibration, temperature, motion) and sleep disruption due to stress.

Stress, particularly, can be a major factor in causing fatigue. While the main symptoms of fatigue are a general feeling

of weariness or being tired or drowsy, stress-related fatigue is usually accompanied by other symptoms:

- Sore or aching muscles, or feeling of muscle weakness
- Headache
- Moodiness, irritability or agitation
- Dizziness and blurred vision
- Loss of appetite
- Difficulties with short-term memory
- Inability to concentrate or focus on tasks
- Slowed reflexes or difficulty making decisions
- Feelings of powerlessness to change a situation
- Lack of motivation

Stressful events can elevate levels of the hormone cortisol in the blood for prolonged periods. Research suggests that elevated levels of cortisol will disrupt sleep patterns and lead to insomnia.

It is important to try and recognise the causes of stress-related fatigue. These may include pressure of work, conflict with colleagues, health or financial worries, separation from loved ones and, particularly in the current COVID-19 pandemic, fear of the unknown and uncertainty about the future. It is not always possible to remove all stress factors, but recognising the causes and discussing them with others can be a start towards formulating effective coping strategies.

STCW regulations do, of course, recognise the dangers of fatigue and specify the hours of rest to be taken by each seafarer. However, this is only part of the solution, and eliminating fatigue as a major cause of accidents requires action at many different levels.

The first level starts at the ship design stage. A person’s ability to sleep, and sleep well, is very dependent on their physical surroundings. It is therefore important that living accommodation is as stable and free from vibration as possible, and that individuals can control ventilation, temperature and light levels to create the optimum conditions for restful sleep. The design of work spaces is also important to reduce stress and fatigue, as is the design of clothing and equipment.

The second level relies on the adoption of a Company Fatigue Management Plan. This is a formal commitment on the part of the company or organisation to reduce the so-called “sleep debt” and requires the active participation of the company, the Master and the individual seafarer. An example may be as follows:

1. The Company ensures:

- A clear commitment to STCW, MLC and the ISM Code requirements
- Consideration of environmental factors when building, buying or repairing ships
- Adequate rest for joining crews before assuming duties
- Adequate time for proper handovers at crew change
- Adequate manning levels for the vessel’s operational schedule
- Voyage length, time in port, length of service and leave ratios that allow time for rest
- The promotion of crew physical and mental health and wellbeing
- Consistent support to Masters if they decide to stop operations due to unsafe levels of fatigue

2. The Master ensures:

- All elements of the company policy are met
- Adequate shore leave, onboard recreation, and family contact
- Effective work/rest arrangements and napping opportunities
- Potentially hazardous tasks are scheduled for daytime hours
- Crew education and training to recognise and mitigate fatigue
- Creation of an open, just culture for reporting and dealing with fatigue
- Rotation of high-demand and low-demand tasks
- Accuracy of individual record-keeping of hours rested/worked
- Adequate heating, ventilation, air conditioning and lighting
- Minimisation of noise and vibration in rest areas

Article continued page 4...

...Think LSR continued

- Promotion of a healthy lifestyle and diet
- All problems with the management of fatigue are reported honestly and accurately to the company

3. The seafarer ensures:

- Adequate personal sleep arrangements
 - Aim for deep, uninterrupted sleep 7–8 hours per 24-hour day
 - Take strategic naps
 - Develop pre-sleep routine, e.g. warm shower, light reading
 - Ensure dark, quiet, cool sleep area and comfortable bed
 - Avoid interruptions during extended period of sleep
- Adequate diet and fitness
 - Avoid alcohol and caffeine before sleep
 - Eat regular, well-balanced meals, but eat lightly before bed
 - Exercise regularly – it increases alertness both on and off duty
- Adequate self-monitoring
 - Accurately record hours of work and rest
 - Minimise disturbance of rest/sleep patterns
 - Take a break between work periods
 - Get sufficient sleep before periods of high activity

It is recognised that operational and commercial pressures can mean that establishing an effective fatigue management plan may seem easy in theory, but difficult in practice. However, a successful plan can produce very significant benefits – one Canadian company found that

in a three-year period:

- The personal injury rate fell by 80%
- The major accident rate fell by 60%
- The staff turnover rate fell by 35%

All of which saved the company a significant amount of money, and much more importantly, saved individuals the pain and trauma of injury.

It must be stressed that the way to overcome the dangers of fatigue is through awareness, personal responsibility and, most of all, imaginative and effective management:

“Fatigue is a common precondition in accidents. The crew of this vessel had been working excessive hours and were all completely exhausted. The skipper’s decision to anchor overnight so everyone could get some rest was sensible, but better working practices could potentially have ensured that they were not exhausted in the first place.”

Stay Safe – Sleep Well – THINK LSR!

Data is taken from the UK MAIB Safety Digest 1/2019 and “The Human Element – a guide to human behaviour in the shipping industry” published by the UK MCA. Both publications UK Crown Copyright, used with permission.

Peter Chilman, QSE Manager

ELECTRO-TECHNICAL OFFICER ISTVÁN CSÁK 30 YEARS OF UNITEAM MARINE HISTORY

It all started in 1991 with the first Uniteam Marine assignment as an electrician onboard *MV Marland*, followed by many more voyages under the Uniteam Marine flag.

What are your memories from such a long time of service with us?

I still remember that the founder and Chairman of Uniteam Marine, Mr Gerhard Ruether, had a unique and very personal relationship with the crew – particularly in the early years when the company was still small. He regularly visited the crew onboard and held “four-eyes” meetings during which the seafarers had the opportunity to give direct feedback to the “big boss”. Once, during such a visit onboard in Trieste, Italy, he suggested to me to start a second professional career as a Marine Engineer, and to become one of Uniteam Marine’s future Chief Engineers. I responded that I prefer to advance in the profession I know very well and which I like a lot. I believed I could serve the company better as an Electrician.

Was there a moment during your service with Uniteam Marine when you felt proud of your achievements?

Uniteam Marine informed me that one of their clients ordered a series of newbuildings from a German shipyard and they asked me if I could go onboard to take over one of these brand new ships – of course I agreed, and this ship and her sisters really became “my babies”.

Maybe you have an anecdote or an unusual story to tell?

I was very unfortunate once, when a thief had stolen money from my credit card through credit card fraud. It was just at the beginning of my vacation and all my hard-earned money from the previous contract was lost. How to survive



my leave days without a penny? Friends were unable to help me out for a period of several months at home, and I thought I must go onboard again straight away. I called the Uniteam Marine office and told them about my misery, and I was offered a cash advance on account of my next contract, so that I could enjoy at least some weeks at home.

Despite reaching the official retirement age of 65 in 2020, Mr Csák would have loved to do one or two more contracts onboard Uniteam Marine managed vessels, but the COVID-19 pandemic made him decide to stay at home and to start enjoying his well-deserved retirement – after spending 30 of his total 40 years of working at sea with Uniteam Marine!

Thank you, Mr Csák, for staying loyal to Uniteam Marine all those years. The entire Uni-TEAM wishes you all the best for your next chapter of life!

The interview was arranged by Capt. Thomas Reppenhagen, Sales and Client Relations Director

PORTRAIT OF BOSUN WIN SOE HTWE



How did you join Uniteam Marine?

After I left my previous company around 2010, Uniteam Marine had some vacancies. I was interested and applied. After passing my interview, I became a Uniteam Marine crew member.

Do you have advice for young people who would like to become a seafarer?

I would like to advise young people to always try their best and learn seamanship to become a good seafarer.

Do you have a favourite port?

Bremerhaven is my favourite port because the city is beautiful and peaceful to visit.

What do you like most in your job?

I mostly like carrying out tasks regarding seamanship.

Do you have a credo/motto in life?

My credo is “Experience is the master of life.”

WINNER OF THE PHOTO & VIDEO COMPETITION 2020

Thank you for your votes – The winner for 2020 is **ETO Thet Htoo** with his picture “Beauty of Suez”. ETO Thet Htoo wins USD 300!

2nd – 5th prizes (a surprise box) go to:

- BSN Aung Kyaw Oo
- OS Wai Phyo
- AB Nay Lynn Swe
- OLR Kyaw Zin Latt

Congratulations!

ONGOING COMPETITIONS

“Success through Teamwork - Experience onboard”

Please send us your experiences onboard 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 2021!

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 photo or video of the year.

PHOTO & VIDEO COMPETITION 2021



Sailing forward – taken by C/O Banyar Thein Win, MV Northern Dedication

IMPRINT

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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.

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

