



UNITEAM NEWS

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Uniteam News is designed to be of interest to keep clients, seafarers and employees of Uniteam Group of Companies informed of development within the group.

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

Email us at marketing@uniteamservices.com



WELCOME UNITEAM NEWS

The Only Constant in Life is Change!

Dear reader,

During the past 24 years, we have provided you with features related to Uniteam Marine and the maritime business in a wider sense. However, as you may have noticed, in recent editions, we have changed the layout and format and we have also published articles that inform you about the activities of the other business units under the umbrella of the Uniteam Group of Companies (UGOC): we gave insights into the impressive expansion of Uniteam Cruise Services, you could follow our initial steps into the world of healthcare with Uniteam Healthcare Services, you

were informed about the training and learning programmes of Uniteam Training, and last but not least we reported on important topics of general interest, such as mental health, nutrition and fitness activities.

We believe it is time to revamp the appearance and concept of our quarterly newsletter. In that way we can widen our range of content even more and share insights and news about the various business units that form UGOC.

We like to show our readers what else is happening in the “Uniteam world” and how the various companies are

interconnected. And for you to get to know the employees who work for the other business units of UGOC.

But do not worry: we will still focus on our core activities which are related to the maritime business, but at the same time expand the horizon a bit.

The time has come to say goodbye to UM News – and to welcome Uniteam News!

Anja Frauboese, Head of Corporate Communications & Marketing

INAUGURATION CEREMONY OF MV UNITEAM ENDEAVOUR, THE INTEGRATED MOORING STATION



On 20 March 2023 the integrated mooring station MV Uniteam Endeavour was inaugurated and launched with great success.

Esteemed guests attended the event, including Mr Gerhard Ruether, Capt. Jerzy Wilk, Capt. Than Oo and the Director General of DMA, who performed the ribbon-cutting ceremony.

The head of the Engine Department from Uniteam Training, U Lwin Oo, said a prayer to bless the new vessel, followed by the launching of the new facility by the God Mother, Daw Marlar Thein Shwe, the wife of Capt. Than Oo. The champagne bottle was broken over the bow of the ship, symbolising the launch of MV Uniteam Endeavour. Several important persons from DMA and representatives of established SRPS from Myanmar were in attendance.

The integrated mooring station includes a forward mooring station, chain locker, paint store, bosun store, bunker station, oily water separator, tank for confined space training and a log lashing station. It is connected with the existing facility, which includes the gangway and pilot ladder and swimming pool with lifeboat and life rafts, to do the Basic Safety Training, PSCRB, Sea Survival, and many other training courses.

The mooring training provided includes safe mooring operation, maintenance and inspection of mooring ropes, accident prevention during mooring operation, maintenance of mooring equipment, anchoring operation, emergency towing, chain locker inspection and maintenance, and communication and teamwork during mooring operation.

The paint store is equipped with a ventilation system, watertight door, mock-up fire detection and firefighting system (CO2/sprinkler). Practical exercises such as entering the paint store, starting ventilation before entering, simulating a fire emergency and maintaining the watertight door will be conducted. Practical Surface Preparation & Maintenance (Chipping & Painting) training will also be done.



The facility includes a bunkering station for practical bunkering operations, oily water separator and a log lashing station located behind the mooring deck. These training facilities provide participants with real-life scenarios and hands-on experience that enhance their ability to perform these operations safely and efficiently.

Uniteam Training always believes in training its seafarers and invested in the training facilities to provide competent and qualified seafarers to man the ships entrusted to us by the shipowners.

The launching of the integrated mooring station MV Uniteam Endeavour was one of the proudest moments in my life. MV Uniteam Endeavour is much more than just a ship for our seafarers. It will provide the necessary practical skills to many seafarers, allow them to take important steps for their career development, and help prevent many accidents.

Capt. Tin Maung Tun, Managing Director



DRY DOCKING OF MV LARDOS



MV Lardos joined the Uniteam Marine Fleet in November 2021. Like every newcomer, the good lady required special attention and care to ensure her consistent integration into the new family with regards to quality and operational aspects. Great importance was attached to upgrading her during drydocking class renewal, the third cycle of which she was approaching in 2022 when the maritime sector had just commenced recovering from the COVID-19 stresses. Her trading business led the vessel to China and the decision was made to arrange the drydocking in Cheng Xi Shipyard located in Jiangyn on Yangtze River. China was going through the easing phase of the COVID-19 pandemic whereas shipyards resumed large-scale operation, attracting many vessels to steam into the reopening slots.

Thanks to timely preparations and well-organised supplies as well as precautionary pandemic measures established on board MV Lardos and across Cheng Xi Shipyard, the docking repairs progressed smoothly and without interruptions. Although some unexpected issues triggered some brainstorming, as usually happens during docking repairs. Crew actively participated in the shipyard works and contributed significantly to upgrading her on the deck as well as in the engine room in close cooperation with the shipyard repair team and attending services. One of the major projects was connected with retrofitting her ballast system with an ERMA FIRST ballast water treatment unit FIT 300 designed according to electrolysis and filtration principles meeting applicable IMO and USCG compliance criteria. Components of the ballast water treatment unit were produced in Greece and forwarded to the Cheng Xi Shipyard and united perfectly with the locally prefabricated pipe network into a well-functioning system. Extensive works were conducted in cargo holds, deck structures and machineries and finally renewal of the hull coating.

Day by day the tired-looking lady was converted into a beauty like an ugly duckling grows into a swan. She left the shipyard just before New Year's Eve 2022/23, accompanied at the terminal by managers of the ship repair team looking proud of the job done.

Andrej Janzer, Vessel Superintendent

DRY DOCKING OF MV KALAMOTI TRADER



Kalamoti Trader is the youngest vessel of Uniteam Marine's technically managed fleet.

She arrived at the Zhoushan Huafeng Shipyard to undergo her first-class renewal docking at the beginning of January 2023 as the maritime sector was beginning to regain speed worldwide.

Meanwhile the Far East was preparing for the Lunar New Year, the most widely celebrated holiday in the Chinese calendar. It is also a popular time for holidays, causing business activities to slow down across the region, with shipyards no exception. Lunar New Year commenced on January 21 and the target for Kalamoti Trader was to be ready for sailing before this date. In close cooperation with the owners of the vessel, Lomar Shipping Limited, the shipyard activities were evaluated in minute detail in advance to complete the scope of planned maintenance and surveys in time.



It all worked out well. Even though Kalamoti Trader was subjected to five days of quarantine and isolation upon arrival at the shipyard, this did not prevent attending technical managers from inspecting her remotely from launch boats, to identify and outline additional items for the repair list. Throughout her stay at the shipyard, the crew and the ship's command approached the assigned duties in a diligent and consistent manner, supporting with repairs and maintenance enthusiastically, and contributing to the common goal. The proof of this collaboration was the vessel departing from the Zhoushan Huafeng Shipyard in line with the schedule, fully upgraded technically and cosmetically.

Andrej Janzer, Vessel Superintendent

UNITEAM CAREER DEVELOPMENT INSTITUTE (UCDI)

UCDI, also known as Uniteam Career Development Institute, was established with the aim of providing Myanmar youths with the necessary skills and knowledge to work abroad.

As with many developed countries, Germany has been facing a shortage of qualified healthcare workers to care for its aging population. Meanwhile, many young people in Myanmar are struggling to find employment opportunities.

To bridge this gap, UCDI has started offering German language classes designed



to meet the requirements of the German workforce. A B2 level of German language proficiency is required to work as a healthcare professional in Germany, and UCDI's courses are tailored to help students achieve this. The institute began offering its German language classes in November 2022, and currently has 120 students from diverse backgrounds attending classes at

different levels. Some aspire to become healthcare workers, while others aim to attend higher education in Germany or work on cruise vessels.

Regardless of their aspirations, UCDI is committed to helping all students achieve their dreams by closing skills gaps and preparing them to be confident, competent

and job-ready. UCDI believes that education is the best gift one can give to improve one's life, and language is the key to unlocking many doors of new opportunities.

Capt. Tin Maung Tun, Managing Director



UPDATE FROM UNITEAM CRUISE SERVICES

Cruising is one of the most popular ways to travel the world, and with more than a dozen new ships debuting each year, the options for destinations, itineraries and ship features are endless.

At Uniteam Cruise Services (UCS), we pride ourselves on providing our clients with top-notch cruise experiences, and our crew members play a vital role in making that happen.

We are thrilled to announce that several of our crew members have been promoted after starting their careers with us in junior positions. It is always so fulfilling to see our team members grow and succeed in their roles, and we are proud to have them as part of the UCS family.



One such crew member is Mr Oscar Chan, who started as a Galley Utility in 2018 before being promoted to Shop Assistant in 2021. He is currently working onboard AIDAcosma, which is cruising in the Persian Gulf. This is just one example of how hard work and dedication can lead to exciting career advancement opportunities in the cruise industry.

UCS provides excellent career opportunities for those interested in working on cruise ships. We offer a range of positions in the housekeeping, food and beverage, and galley departments, among others. Our crew members bring diverse backgrounds and experiences to our team. We value diversity and inclusivity, and we strive to create a welcoming and supportive environment for all our crew members.

Working on a cruise ship can be an incredibly rewarding experience. You will have the opportunity to travel the world, meet new people from different cultures, and gain valuable skills and experience that can help you in your future career.

At UCS, we provide our crew members with comprehensive training and support to help them succeed in their roles. We also offer competitive salaries and benefits packages, as well as opportunities for career advancement and growth.

If you are interested in working with UCS, we would love to hear from you! We are already planning for the 2024 season, so now is the perfect time to reach out to us with any questions you may have. You can contact us through email or Facebook Messenger, and we will be happy to answer any questions you may have about working with us.

We will continue to do all that is possible to maintain our position as the local "Cruise Ship Career Partner of Choice"!

Check out our most recent news and offers at:



facebook.com/uniteamcruise



www.uniteamcruise.com

Naing Win Tin, Operations Manager

A NEW CLIENT FOR UNITEAM HEALTHCARE SERVICES



The Uniteam Healthcare Services brand is expanding further. We are pleased to announce that with the inland clinic in Rendsburg (Germany) we have a new client who is going to train a group of Myanmar healthcare professional apprentices to become "Pflegefachkraft" (qualified healthcare professionals).

After online interviews were conducted with a preselected group of applicants in February, twelve candidates were selected by the employer. They shall commence their three years of vocational training in September this year.

Before they can depart from Myanmar, during the next months all required formalities need to be completed with the relevant German authorities. This includes the recognition of their Myanmar national school certificates / university education and the formal approval from the German immigration authorities which are prerequisites for granting a visa.

“We are excited to bring another group of young and motivated trainees from Myanmar to Germany and wish them success for their future professional career in Germany.”

In the meantime, we are in talks with the same clinic who took our first batch of Myanmar apprentices. They asked us to put together the next group for them. Our "pioneers" employed with the same client continue to do well with their vocational training and having been in Germany for a while now, they will be able to support the next group arriving in having a successful start by sharing first-hand experience.

The news has spread fast in Myanmar that Germany can be an option to pursue a professional career, particularly in the healthcare sector where an acute manpower shortage exists. For this reason, we notice an increasing interest to learn German, and our Uniteam Career Development Institute has started offering language training on different levels to meet this demand and to support interested candidates in improving their German language skills.

If ongoing negotiations with potential additional employers lead to success, we will be able to offer employment opportunities to even more applicants. Therefore, please continue spreading the news

that we are hiring, and qualified candidates who meet the selection criteria can send us their CVs or enquire for further details with our Yangon office under recruitment-myanmar@uniteamhealthcare.com

Thomas Reppenhagen, Sales and Client Relations Director



IMPRESSIONS OF MY FIRST VISIT TO (UNITEAM) ASIA

Working in this industry where communication is so efficient and easy through all these modern means like emails and online calls, life became easier. Challenges can be handled instantly with care and assistance from a “faceless” email responder on the other side of the world without the need for a deeper acquaintance between the sender and receiver.

Working in a similar environment and having so many different email correspondences with so many colleagues around the world, I was always curious about who these “faceless” people behind the screen are in person. It is funny to realise that we all work for the same purpose but have no idea who we are actually working with.



Having so many colleagues from various parts of the world, with different lifestyles, culture and time differences between us, makes our work so surprisingly impressive in regards to coordination and progression.



The outcome of every challenging or successful working day brings us all together in an indirect way and creates a bond that builds an interest in meeting the other person that you shared that experience with. Having this similar curiosity, I was always hoping for the opportunity of someday meeting these people that we correspond with daily, encounter challenges and overcome them, and share a face-to-face conversation. Getting to know them and interact with them, without the screen in between. Thankfully, a response to my request for an opportunity was closer than I thought, as the company gave me the chance to travel to our offices in Singapore and Myanmar.

Considering myself an individual who enjoys travelling and loves discovering different cultures, I have never been to Asia before. So that was an experience I was really looking forward to. Moreover, with my first destination being Singapore, I was very much impressed by the artificial beauty and multicultural diversity of the country. However, even more impressive to me was the friendly welcoming

from our colleagues at Uniteam Marine in Singapore. Even though it was my first time visiting them, they made sure I felt comfortable. Since I was very interested in learning about their work practices as port agents, they ensured I was familiarised with most of their procedures. In addition, as I am currently studying academically about port agencies, I had many questions that they were more than happy to discuss with absolute interest and patience, despite their busy schedule.

As good as the visit was, we had to leave the office in Singapore and continue with our journey to Myanmar. Upon arriving in Myanmar, I could feel from first sight that this would be a different kind of experience compared to the one in Singapore. However, similar to Singapore, I received the warmest welcome that I could ever have, from people that we only knew through screens. All in all, with positive energy and smiles everyone welcomed me to their beautiful office and we had the chance to share most of our work-related strengths and challenges faced daily.

I could not be more thankful for their amazing hospitality and willingness to show me around the office and the Training Centre near the Uniteam Building. Despite their busy schedules and personal obligations outside of work, they managed to show us around, in and out of the office, making our experience full of memories that I will always treasure. Through these visits to both offices, I have met so many kind and wonderful people, who I am very grateful to be working together with.



Summing everything together, this experience cannot be expressed in such a short text and I would like to thank everyone that contributed into making these office visits possible and most importantly a massive thank you to all my colleagues from Singapore and Myanmar who shared their time with me. Regardless of the differences and daily



challenges we encounter as a company, I realised that “Success through Teamwork” is not just a slogan for the company, but a principle.

Andreas Costi, Crewing Operator



FAREWELL, PETER CHILMAN

It is with great respect and appreciation that we announce the retirement of Mr Peter Chilman from Uniteam Marine, effective 2 June 2023 after almost 12 years of dedicated service.

Throughout his tenure, Mr Chilman was widely regarded as a professional and skilled colleague, demonstrating a strong commitment to safety and the well-being of our ships and crew. His pre-joining briefings were particularly noteworthy, emphasising the importance of adhering to safe working practices to ensure the health and safety of all involved.

Mr Chilman was a valued team player, advisor, instructor and presenter, possessing a vast array of professional and general knowledge. He is a courteous and well-mannered individual, always open to new ideas and perspectives. His ability to communicate articulately and engage with others was a true asset to our organisation.

Over the course of his career, Mr Chilman worked in numerous countries, with his longest tenure being in Cyprus. With 46 years of service, having begun his career in the British Navy at the age of 16, he now looks forward to retiring to England to be closer to his family and friends and embark on new opportunities.

While we bid farewell to Mr Chilman, we anticipate staying in touch with him and are eager to see what his future endeavours will entail. From serving as a goose warden to restoring old buildings, we are confident that he will continue to contribute positively to his community.

Daniela Ioannou,
QSE Assistant



2023 *Mental Health Series*

#2 The Importance of Mindfulness



Mindfulness is the practice of bringing one's attention to the present moment. It encompasses two key ingredients: awareness and acceptance.



Awareness means focusing the attention on inner processes and forgetting the world around you.

If you feel lost on your own and prefer guidance, there are guided meditations you can find online.

My personal recommendation for guided meditations is Ajahn Brahm. He is a British-born Theravada Buddhist monk, teaching at the Buddhist Society of Western Australia. His meditations are free of charge and can be found at <https://bswa.org/teachers/ajahn-brahm>. You will find a variety of guided meditations on the website! Recentre yourself.

Anja Frauboese, *Head of Corporate Communications & Marketing*

Acceptance is the ability to observe your feelings without judgement.

These guided meditations involve sitting silently and following the guidance to pay attention to your body and mind. There are lots of studies which state that meditation has a positive impact on stress.

What is the purpose of mindfulness? Mindfulness can bring you mental peace which reduces stress, anxiety or pain. It can help you to enjoy life more and understand yourself better. We can train ourselves to notice when our thoughts are taking over.

HOW COULD WE BE MORE MINDFUL?

- Remind yourself to take notice of your thoughts and feelings
- Make a routine out of it: focus on yourself for example in the morning before breakfast, or before you go to bed
- Watch your thoughts, and acknowledge that thoughts come and go
- Be in the moment and forget about the past problems and future worries



TSIKNOPEMPTI

The word "Tsiknopempti" is a combination of two Greek words: tsikna (the smell of grilled meat) and pempti (which literally means the fifth day of the week – with Sunday counted as the first).

As the name suggests, Tsiknopempti is a traditional BBQ event always held on a Thursday, and it takes place during the carnival celebrations known as "Apokries". During the event, big quantities of grilled and roasted meat are consumed, which of course include Cypriot delicacies like sheftalies, souvlakia, souvla and sausages. This day signals the last week that Greek Orthodox Church members can eat meat before the start of the Great Lent (also known as "Tessarakosti" or "Sarakosti"), a strict fasting period of 40 days that leads up to Easter.

During this day, people gather in the streets to celebrate, engulfed in the smoke of the barbeques whilst also enjoying themselves with music and drinks. The festivities usually last the whole day!



On the day of Tsiknopempti, which this year was on 16 February, Uniteam Marine in Cyprus arranged a BBQ event for all employees during their lunch break to celebrate this tradition. Members of staff were encouraged to dress up in their carnival costumes and the best costume was awarded a prize.

Andreas Aristeidou, *Business Development Assistant*

THINK LSR — PERMIT TO WORK AND SAFETY ISOLATIONS



Most accidents occur when there is an unplanned transfer of energy from one place to another. As an example, a hammer dropped from a height will have kinetic energy, and when the falling hammer is stopped by hitting another object it will exert a force into that object, placing the object under stress. If that object is your head, the stress may be fatal.

The purpose of safety isolations is to ensure that there is no unplanned, unsafe transfer of energy from one place to another that will cause damage or injury to people, structures or equipment, or to the environment.

There are many forms of energy but one of the most widely encountered on a ship, and potentially the most dangerous, is **electrical energy**.

Electrical energy is produced, stored, transferred and used throughout the vessel and is essential for the operation of the ship and the safety and comfort of those onboard. But electricity can be very unforgiving to the unwary!

The main hazards associated with electricity are:

SHOCK.

Electric shock occurs when the human body becomes part of a path through which electrons can flow. That is, part of the electrical circuit. The resulting effect on the body can be either direct or indirect:

- Direct. Injury or death can occur whenever electric current flows through the human body. Even currents of less than 30 mA can result in death.
- Indirect. Although the electric current through the human body may be well below the values required to cause noticeable injury, human reaction can result in falls from ladders, or movement into operating machinery. Such reactions can result in serious injury or death.

BURNS.

Heat is generated in an electrical conductor by the flow of electric current through it. The higher the electrical resistance, the more heat is produced. Burns can result when a person touches electrical wiring or equipment that is improperly used or poorly maintained.

ARC BLAST.

Arc blasts occur from high-amperage currents arcing through air. This abnormal current flow (arc blast) is initiated by contact between two energised points. This contact can be caused by persons who have an accident while working on energised components, or by equipment failure due to fatigue or abuse. Temperatures as high as 35,000°F have been recorded in arc blast research. The three primary hazards associated with an arc blast are:

- Thermal radiation. In most cases, the radiated thermal energy is only part of the total energy available from the arc. Many factors, including skin colour, area of skin exposed and type of clothing, have an effect on the degree of injury. Proper clothing, safe work distances and overcurrent protection can reduce the chances of severe burns.
- Pressure wave. A high-energy arcing fault can produce a considerable pressure wave. Research has shown that a person 1 metre away from a 25 kA arc would experience a force of approximately 200 kg on the front of their body. In addition, such a pressure wave can cause serious ear damage and memory loss due to concussion. In some cases, the casualty may be thrown away from the arc blast by the pressure wave and suffer additional injuries.
- Projectiles. The pressure wave can propel relatively large objects over a considerable distance. This may lead to structural damage. The high-energy arc also causes many of the copper and aluminium components in the electrical equipment to become molten. These droplets of molten metal can be

propelled great distances by the pressure wave. Although these droplets cool quickly, they can still be hot enough to cause serious burns or ignite clothing or other objects at distances of 3 metres or more. In many cases, the burning effect is much worse than the injury from the shrapnel effect of these droplets.

The effects of electricity on the human body depend on several factors. The main things to consider are:

- The current and voltage
- The electrical resistance
- The path the electricity takes through the body
- The duration of the electric shock

CURRENT AND VOLTAGE.

High voltage can cause burns and tissue damage at the point of contact, but it is the electrical current that is likely to cause most physical harm. Alternating current will produce a tingling sensation at low values and, at higher current, will cause muscle spasms. These spasms will cause the casualty to lose control of their muscles and, as the current gets to around 15 milliamperes (mA), the victim will be unable to let go of the electrically conductive surface and may “freeze” to the electrical circuit. A current of around 100 mA may cause ventricular fibrillation of the heart leading to death. A large current may also result in burns.

ELECTRICAL RESISTANCE.

The electrical resistance of the human body varies with the amount of moisture on the skin, the pressure applied to the contact point, and the contact area. The outer layer of skin, called the epidermis, has very high resistance when dry but moisture or a cut or other break in the skin will drastically reduce resistance. Shock severity will also increase with an increase in the pressure of contact. Also, the larger the contact area, the lower the resistance. Whatever protection is offered by skin resistance decreases rapidly with increase in voltage, and higher voltages have the capability of “breaking down” the outer layers of the skin, thereby reducing the resistance.

PATH THROUGH THE BODY.

The path that the current takes through the body will also affect the degree of injury. A small current that passes from one extremity through the heart to the other extremity can cause death. On the other hand, there have been many cases where an arm or leg was almost burned off when it came in contact with electrical current but because the current did not pass through the trunk of the body near the heart, the casualty did not die of electrocution.

DURATION OF THE SHOCK.

Generally, the shorter the duration of the shock, the less likely it is that death or serious injury will result. However, if the current is large, or the electricity travels through or near to the heart, death can occur almost instantaneously.

EXPLOSIONS.

Explosions occur when electricity provides a source of ignition for an explosive mixture in the atmosphere. Ignition can be due to overheated conductors or equipment, or normal arcing (sparking) at switch contacts. This is why standard electrical equipment and fittings are not allowed in some spaces onboard and it is important that the rules for specific compartments such as tanks and battery rooms are understood and followed.



FIRES.

Electricity is one of the most common causes of fire both in the home and onboard ship. Defective or incorrectly serviced equipment, together with overloaded plug sockets, are major causes of fires. The message is simple – use electrical equipment correctly, keep it in good condition and do not overload plug sockets. Private electrical equipment onboard should not be left unattended whilst charging.

Energy may also be stored in hydraulic systems and high-pressure air or gas systems.

Compressed air is a concentrated stream of air at high pressure and high speed that can cause serious injury to operators and the people around them. It is possible for compressed air to enter the bloodstream through a break in the skin or through a body opening. An air bubble in the bloodstream is known medically as an embolism, a dangerous medical condition in which a blood vessel is blocked by a clot or, in this case, by an air bubble.

An embolism of an artery can cause coma, paralysis or death depending upon its size, duration and location. While air embolisms are usually associated with incorrect scuba-diving procedures, they are possible with compressed air due to high pressures. This may all seem to be improbable, but the consequences of even a small quantity of air or other gas in the blood can quickly be fatal, so it needs to be taken seriously.

Potential dangers

Unfortunately, fooling around with compressed air has been a cause of some serious workplace accidents caused by individuals not aware of the hazards of compressed air, or proper work procedures.

- Compressed air accidentally blown into the mouth can rupture the lungs, stomach or intestines.
- Compressed air can enter the navel, even through a layer of clothing, and inflate and rupture the intestines.
- Compressed air can enter the bloodstream, and death is possible if it makes its way to blood vessels in the brain. Upon reaching the brain, pockets of air may lead to a stroke.
- Direct contact with compressed air can lead to serious medical conditions and even death. Even safety nozzles which regulate compressed air pressure below 30 psi should not be used to clean the human body. If an air pocket reaches the heart, it causes symptoms like a heart attack.
- As little as 1 bar of compressed air pressure can blow an eye out of its socket.

In addition to the dangers above, a sudden release of compressed air or other gas can cause structural damage and propel objects at dangerously high speeds, causing injury.

To do their work, **hydraulic systems** must store fluid under high pressure, typically above 2,000 pounds per square inch (psi) or 135 bar. One hazard comes from removing or adjusting components without releasing the pressure. The fluid, under tremendous pressure, is also hot. The seafarer can be exposed to three kinds of hazards: burns from hot, high-pressure fluid; bruises, cuts or abrasions from flailing hydraulic lines; and hydraulic injection of fluid into the skin.



OUTSTANDING AWARDS FOR SEAFARERS' CHILDREN

On 11 February 2023, we were pleased to welcome special visitors in our Uniteam Building in Yangon!



Twenty-nine children who achieved one to six distinctions in grade 11 on the government matriculation exam attended the awards ceremony, accompanied by their proud parents.

The Uniteam ballroom was nicely decorated, snacks and drinks were provided, and then the most important part for the children happened! After opening speeches by Captain Thet Naing and Mr Tin Maung Tun, the trophies and prizes were handed over to the girls and boys by both directors and Senior Fleet Personnel Manager Phyo Win Nyunt.

For Uniteam Marine, it is significant to raise awareness of the importance of children's education and we like to motivate the children to achieve good results.

Anja Frauboese, Head of Corporate Communications & Marketing

The planning for the significant event started already mid-December 2022, and seafarers could submit documents to Corporate Communications & Marketing in the Yangon office.

Many systems store hydraulic energy in accumulators. These accumulators are designed to store oil under pressure when the hydraulic pump cannot keep up with demand, when the engine is shut down, or when the hydraulic pump malfunctions. Even though the pump may be stopped, or equipment disconnected, the system is still under pressure. To work on the system safely, it is essential to relieve the pressure before work begins.

Pinhole leak injuries

A common, and dangerous, injury associated with hydraulic systems is the result of pinhole leaks in hoses. These leaks are difficult to locate. If you notice a damp, oily, dirty place near a hydraulic line, DO NOT run your hand or finger along the line to find it. When the pinhole is touched, the fluid can easily be injected into the skin as if from a hypodermic syringe.

Immediately after the injection, the casualty experiences only a slight stinging sensation and may not think much about it. Several hours later, however, the wound begins to throb, and severe pain begins. By the time a doctor is seen, it is often too late, and the casualty may lose a finger or even an entire arm.

Unfortunately, this kind of accident is not uncommon. To reduce the chances of this type of injury, run a piece of wood or cardboard along the hose (rather than fingers) to detect the leak.

Make sure no unplanned transfer of energy causes you harm – make sure safety isolations are in place and always follow the permit to work system.

THINK LSR – THINK SAFE SYSTEMS

Peter Chilman, QSE Manager

COOKING WITH BAYVIEW'S EXECUTIVE CHEF

Grilled Fillet of Red Snapper

RECIPE

Fillet of red snapper	200 g (100 g each)
Mashed lemon & celery potato	100 g
Carrot	20 g
Cauliflower	20 g
Green beans	20 g
Baby corn	20 g
Broccoli	20 g
Onion, chopped	1 tablespoon
Garlic, chopped	1 tablespoon
Butter	1 tablespoon
Flour	1 tablespoon
White wine	50 ml
Cream	100 ml
Salt & pepper	to taste
Lemon	1

METHOD

Cut the fillet into two and wash it well. Season the fillet with salt and pepper. Grill on both sides in a shallow frying pan, presentation side first, in hot clarified butter or oil. Boil the potatoes in salty water until almost soft, remove the skin. Using a spoon, mash the potatoes with butter. Add lemon juice, grated lemon peel, chopped celery, salt and pepper. Adjust the seasoning. Wash the carrots, cauliflower, green beans, baby corns and broccoli. Cook in boiling salted water for approximately 2 to 3 min. Drain well and sauté with butter, onion, garlic, salt and pepper. Adjust the seasoning.

With a wooden spoon, stir the flour into the melted butter a little bit at a time, until it is fully incorporated into the butter, giving you a pale-yellow-coloured paste. This paste is called a roux. Heat the roux for another minute or so to cook off the taste of raw flour.

Using a wire whisk, slowly add the cream and white wine to the roux, whisking vigorously to make sure it is free of lumps. Add salt and pepper. Correct the seasoning and consistency, add lemon juice.

Executive Chef U Tin Tun, Bayview – the beach resort

In a heavy-bottomed saucepan, melt the clarified butter over a medium heat until it becomes frothy. Don't let it turn brown, though – that will affect the flavour.



NEWS FROM THE MYITAR YAUNG CHI ORPHANAGE

Thingyan

Thingyan, also known as the Water Festival, takes place in mid-April. The Buddhist full moon festivals follow the lunar calendar and are therefore always different in terms of dates. Offices, shops and authorities are closed for a few days. People use the time to travel and visit their families, quarrels are settled. At the water festival, people splash and douse each other with water, which is supposed to wash away the sins. The most important festival of the Myanmar people was also celebrated in the orphanage.



Traditions

Buddhist tradition in Myanmar requires youth to spend some time in a monastery for monks or nuns before they reach the age of 18. This is an important ritual and most Burmese people perform this ritual at least once in their lives. The first step for both boys and girls is to have their hair shaved off.

In March, 20 boys from the orphanage took part in this ritual and spent five days like monks in a monastery. The tradition has been suspended for the last two years and all are delighted that it could happen again this year. In the future, the girls, who are still too young, will also take part in this ritual.

Anja Frauboese, Head of Corporate Communications & Marketing



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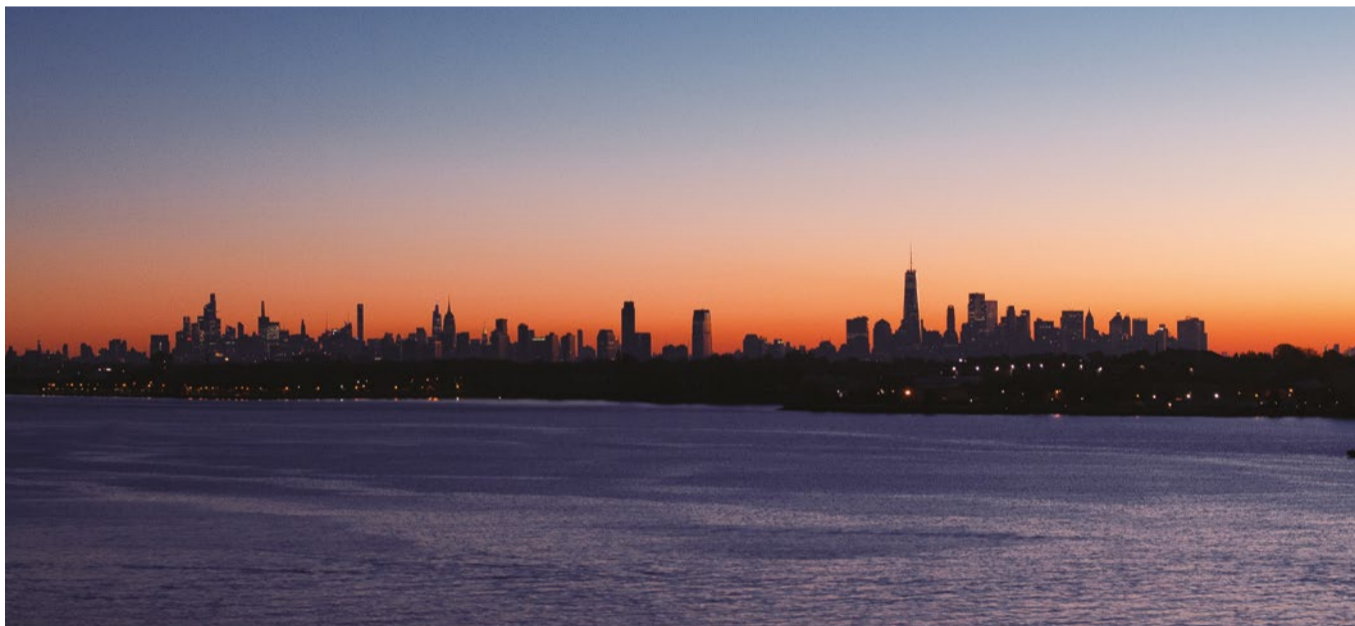
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PHOTO & VIDEO COMPETITION 2023



Skyline of New York – by D/C Denys Bilous, MV Northern Jaguar

HUMOUR

A preacher fell into the ocean and he couldn't swim. When a boat came by, the captain yelled, "Do you need help, sir?" The preacher calmly said, "No, God will save me."

A little later, another boat came by and a fisherman asked, "Hey, do you need help?" The preacher replied again, "No, God will save me."

Eventually, the preacher drowned and went to heaven.

The preacher asked God, "Why didn't you save me?"

God replied, "Fool, I sent you two boats!"

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UNITEAM NEWS is designed to be of interest to our crew and to keep all employees of Uniteam Group of Companies 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



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