



# UNITEAM NEWS

Edition: March 2002

## NEW VESSELS

Our Company continues to grow, but so do our responsibilities and our commitments to our crew members and clients.

Over the past year, we have had a healthy fluctuation in the number of ships under our management with some vessels being disposed of by our clients and others being delivered from a shipyard or newly acquired. Similarly our services to some other vessels, which have been under our crew management for a while, have now been extended to include Technical and QSE Management.

As a result, our Hamburg Office has expanded its Crew, Technical, Accounts and QSE Departments. The addition of a number of vessels under our Technical Management there, made it necessary for Mr. Vytautas Rimeika to relocate from Klaipeda to Hamburg.

In Klaipeda, our crewing activities are steadily increasing and have become well established. On the technical side we have recently welcomed a new colleague, Mr. Rolandas Skinkys to supervise the smaller vessels trading in the North and Baltic Seas.

Our Yangon branch closely supports our recruitment and training needs. Various new courses designed with the aim of acquainting our crew with the ever-increasing new legislation and conventions coming into force are being implemented. Our English Training Centre has been relocated outside the office area and it will be headed by a specialist English language co-ordinator from the United Kingdom. In addition, the increased involvement of Captain Holger Rolfs from our office in Limassol will assist in succeeding our objectives and the further design and implementation of new training programs for our seafarers.

On the European side, our co-operation has been extended to agencies in Romania and Ukraine from where we already have Officers serving successfully within the fleet under our management.

At the Limassol Head Office the development of a new in-house computer program, which includes amongst other items the new STCW and Flag States requirements continues, leading to increased streamlining of administrative matters and providing more efficient services to our clients and seafarers.

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*Uniteam Cyprus*



*Uniteam Marine Shipping GmbH*



*Uniteam Marine Limited Branch  
Office Klaipeda*



*Uniteam Marine Crew Management  
Agency Limited (Yangon)*

## Maritime Security

Based on the recent events surrounding the terrorist attack on the United States on September 11<sup>th</sup> 2001, the U.S. has addressed the following proposals to the IMO for which they have received a provisional agreement. The points are summarised as follows.

1. **Automatic Identification Systems (AIS)** – Accelerate the implementation of this system on all ships in international trades as an amendment to SOLAS, which will allow for the tracking of all vessels. The US is trying to ensure a full enforcement not later than 1st July 2004.

2. **Security Plans** -The need for security plans on ships, for ports, and for port facilities. This will involve the conduct of ship and port vulnerability assessments to identify requirements for security plans.

3. **Ship Security Officer/Company Security Officer** - A new Regulation 7 to be added to Chapter XI of SOLAS entitled, " Ship Security Officer". This new regulation would require an officer on the ship to be designated as the ship security officer and list the responsibilities of this officer.

A new Regulation 8 to be added to Chapter XI of SOLAS entitled, "Company Security Officer". This new regulation would require each company as defined in Chapter XI of SOLAS to designate a shoreside company security officer and list the responsibilities of this officer.

4. **Seafarer Identification Verification and Background Check** - The U.S. has recommended a new Regulation 9 to be added to chapter XI of SOLAS, requiring the Administration to verify whether each member of the ship's crew has been convicted of any serious criminal offence and the Administration to issue each person that meets the background check requirement, an identification document with verifiable identification of that person. Existing documents to which the verifiable positive identification could be added may include documentation under the STCW Convention or seafarers identity documents issued under the ILO Convention 108, Seafarers' Identity Documents Convention.

5. **Port Vulnerability Assessments** - As port security risks, port security standards and port vulnerability assessments vary throughout the world, the U.S. proposes the establishment of an international standard for port vulnerability assessments, so the existing port security standards can be assessed and the port security determined and requiring each port to undergo, a periodic port vulnerability assessment.

6. **Port of Origin Container Examination** - The U.S. recommends that further consideration should be given regarding mandatory inspection of freight containers, taking into account any technological advance in portable detection equipment that may be available for shipboard and dockside container inspection application.

7. **Cooperation with the World Customs Organisation (WCO)** - The IMO and WCO should work together through the appropriate mechanism with

the aim of establishing international measures that would enhance the integrity of all cargo.

8. **Information on the ship and its cargo and people** - It is recommended that improved exchange of this information will significantly enhance each country's maritime domain awareness.

9. **Means of ship alerting** - The U.S. has recommended that the IMO sub-committee on Safety of Navigation and the IMO sub-committee on Radio-communications, Search and Rescue be requested to consider means of providing the capability to seafarers to activate an alarm for notifying authorities and other ships of a terrorist hijacking.

10. **Ship Security equipment** - Enhanced by installing appropriate ship security equipment, such as Close Circuit TV etc.

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## The Big Freeze

We have received some photographs from Capt. U Moe Zaw of the crew of the M/V Great Laker taken during their passage through the Saint Lawrence Seaway in Canada.

The temperatures in the St. Lawrence Seaway in January, at the time the photos were taken, were as low as -18 degrees Celsius and an unofficial estimated 600 tonnes of Ice accumulated on board during the voyage into Port Alfred. Fortunately most of our crew operate in warmer climates and voyages into the "big freeze" are not so frequent.



*Entering St Lawrence Seaway*



*Saguenay River*

## International Greetings – Part 1

The below is a phonetical guide to different greetings in the various languages that can be found amongst the different nationalities of crew that we employ at Uniteam. The idea was proposed by Capt Moraru, who is sailing with our company on his first contract. We appreciate the idea and believe it assists everyone in realising the international nature of shipping.

English	Myanmar	Lithuanian	German	Romanian	Polish	Croatian	Russian
Hello	Hav	Sveiki	Hallo	Salut	Czes c'e	De si	Privet
How are you	Nee kong la	Kaip jums sekasi	Wie geht es dir	Che fachi	Jak se, masz	Kako si	Kak dela
Fine	Kong Te	Pujkinj	Fein	Bine	Dorby	Dobro	Horosho
Please	Che zu	Prashau	Bitte	To rog	Prosze	Molim	Pozalusta
Excuse me	Che zu piu pa	Atlejskiit	Entschuldige bitte	Scuza-ma	praszam	izvinite	izvinite
How much	Be lout le	Kiek	Wie viel	Kat kosta	Ile	Koliko	Skolko
Thank you	Ti zu tin par te	Dekoju	Danke schon	Mersi	Dzie, kuje ci	Hvala	Sposibo
Yes	Ho ke	Tajp	Ja	Da	Tak	Da	Da
No	Ma ho	Ne	Nein	Nu	Nie	Ne	Niet

## Pollution – Who Dumped the Garbage?

### The incident

The crew of a fishing boat found garbage floating in the sea. Investigation revealed the name of the ship that had dumped the garbage and the shipowner was subsequently found guilty of dumping plastic at sea and fined \$250,000.

### What happened?

The crew members on the ship had been clearing out the storerooms after provisions and spare gear had been loaded at the previous port. During the coastal passage garbage was supposed to be segregated and those items not allowed to be dumped at sea were to be stored in bins on the aft deck for landing ashore at the next port. However, a crew member decided to dump some plastic garbage bags over the ship's side.

The crew of a fishing boat 15 miles offshore noticed a lot of seabirds attracted by something in the water. They went closer and found that there were a number of split plastic garbage bags floating on the surface. They were able to recover some of the garbage and amongst lots of plastic packaging found a ship's name on a delivery note.

When they returned to port the fishermen contacted the authorities and showed them the evidence. The government agency responsible for marine pollution was contacted and was able to trace the ship.

Subsequently the shipowner was taken to court and fined \$250,000 for dumping plastic waste at sea.

### What went wrong?

The ships crew did not follow the rules for segregating and disposing of garbage.

The ship's operators had provided a management plan which included procedures for segregating, storing and

disposing of garbage. A garbage record book was also in use and an officer designated to be responsible for garbage operations. However, only limited garbage storage facilities were available on the ship and the crew were not provided with any training.

### What can we learn from this incident?

Regulations for the disposal of garbage are governed by Annex V of MARPOL, which has been accepted by almost 100 countries. It requires ships to have a plan for the disposal of garbage and to keep suitable records. Procedures should also be in place within the Safety Management System required by the ISM Code for such shipboard operations.

Although the ship owners had a management plan this was not sufficient. Sufficient storage space should be provided on the ship for garbage, especially when on coastal passage or in parts of the world where disposal ashore are limited or difficult.

The managers and senior officers should ensure that the disposal of garbage is included in the familiarisation training for ship's crew and that this is repeated on regular occasions. (*Source: "North of England P & I Club, Signals Experiences"*)

## Alcohol

Whilst the issue of controlling alcohol consumption on board has not been a problem in our company, alcohol is becoming an issue in International Shipping. In the USA alcohol and drug tests are compulsory for all crew after a serious accident such as grounding, collision e.t.c and is required from specific crew on reports of minor accidents.

The consequences of failing drugs or alcohol tests could result in the permanent removal of the Certificate of Competency thereby ending the seafaring career. It may not be long before the IMO introduces the requirement for companies to record drug and alcohol testing schemes.

Whilst there is no harm in the occasional beer, there are some drinking behaviours that should be understood and controlled, because some drinking habits can lead to alcoholism, or be a sign of someone struggling to control alcoholism.

Alcoholism is defined as a disease that affects the body and the mind. The disease is often progressive and fatal. It is characterised by: inability to control drinking, preoccupation with alcohol, use of alcohol despite adverse consequences and distortions in thinking, most notably denial.

### Alcoholism myths

**Myth:** I can't become an alcoholic.

**Fact:** Anyone can be an alcoholic. Alcoholism affects people of all classes, races, sexes, countries, ranks, etc.

**Myth:** I only drink beer, so I can't be an alcoholic.

**Fact:** Alcohol is alcohol. It simply takes a greater quantity of beer to become drunk.

**Myth:** Alcoholics are weak. If they were stronger, they could just stop drinking.

**Fact:** Alcoholism is a disease not a moral weakness. Alcoholics feel they have to drink and can only stop with help.

**Myth:** Having a drink makes me feel better if I'm feeling sad or depressed.

**Fact:** Alcohol is a depressant. Although its initial effect is stimulating, the effect of several drinks actually depresses areas of the brain which control movement functions and ability to make judgments and decisions. Alcohol is often a factor in suicide.

**Myth:** Alcoholics will only get better if they want to get better. I can't help him/her.

**Fact:** Alcoholics will usually only seek help if they "hit bottom," but that doesn't mean we have to help them drink.

**Myth:** I can handle my liquor, so I must not be an alcoholic.

**Fact:** High tolerance to alcohol often takes a high consumption of alcohol. Alcoholics are famous for "drinking someone under the table" because non-alcoholics do not have a high-tolerance for alcohol.

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## Suggestions

In the last months, we have received numerous suggestions and comments from our crew which we really appreciate. However, we do ask that when sending in Pictures for the newspaper that if possible, they be sent in a digital format rather than the traditional photograph, this will help us in ensuring a good quality picture in the newspaper.

"UNITEAM NEWS" is designed for the interest of our crew and to keep all Uniteam employees informed of the developments within our company. We appreciate and welcome with pleasure your feedback

and any articles of interest, or humour that you would like us to include within our next editions.

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## Humour - Job Reference

Be sure to read through to the bottom...

**1** Bob Smith, my assistant programmer, can always be found

**2** hard at work in his cubicle. Bob works independently, without

**3** wasting company time talking to colleagues. Bob never

**4** thinks twice about assisting fellow employees, and he always

**5** finishes given assignments on time. Often he takes extended

**6** measures to complete his work, sometimes skipping coffee

**7** breaks. Bob is a dedicated individual who has absolutely no

**8** vanity in spite of his high accomplishments and profound

**9** knowledge in his field. I firmly believe that Bob can be

**10** classed as a high-caliber employee, the type which cannot be

**11** dispensed. Consequently, I duly recommend that Bob be

**12** promoted to executive management, and a proposal will be

**13** executed as soon as possible.

**Addendum:** Bob was standing over my shoulder while I wrote the report sent to you earlier today. Kindly re-read only the odd-numbered lines to hear my true thoughts about that idiot!

***We wish you all Happy Easter and wish our Myanmar Colleagues a Merry, Merry Thingyan and a Happy New Year!***



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