



UNITEAM NEWS

Edition: December 2002

Message from the Chairman

Christmas and the New Year seem to have come again at our doorstep very quickly. It has been another busy year, during which we have successfully achieved our goals of meeting our Clients' requirements.

I take this opportunity to thank wholeheartedly all Uniteam employees both on board and ashore for their hard work and dedication. I would also like to relay my personal warmest wishes to all of you and your families for a Merry Christmas and a Happy New Year.

Smooth sailing in 2003 and may the seas be calm and the winds light!

Gerhard Ruether

M/V Sandy Rickmers

Below is a photograph of the crew from the M/V Sandy Rickmers smartly dressed in their uniforms.



English Language Training Centre

Last month the English Language Training Centre in Yangon was pleased to welcome Mr Allister Nisbet, Manager of Marlins. The purpose of his visit

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to offer his advice and support and to evaluate the suitability of our English Language Training Centre as a British MCA approved test centre.

Marlins are the leading company in language training solutions for the shipping industry. Working closely with the ISF, UK Maritime & Coastguard Agency and the IMO, Marlins provide high quality and cost effective language courses and training products, which comply with the rigorous standards required by the shipping industry as set out in the STCW 95 convention.

British MCA approved test centres maintain minimum testing standards demanded by the UK Maritime & Coastguard Agency (MCA). Passing the Marlins Test at an approved Centre is acceptable evidence of competency in English and candidates who pass, satisfy the MCA's language requirements for serving on British vessels.

Mr Nisbet met with the teachers and students and got a first hand view of the challenges facing the English Language training team in Yangon. We were able to show him the progress that we have made within the last year. He inspected the new location of the Training Centre, the material and the new teaching and testing philosophy used in the Centre, all of which are effectively encouraging our Myanmar seamen to continually improve their English.

Mr Nisbet was impressed with the facilities and quality of teaching and shortly after his departure, we were very pleased to receive confirmation that our Training Centre had been approved as an official British MCA approved testing centre. We wish to thank the teachers and staff at Uniteam - Yangon for their ongoing work and also thank Marlins for their regular advice and assistance.

The standards implemented in our English Language Centre in Yangon are in compliance with the requirements of the International Maritime Organisation (IMO), the International Shipping Federation (ISF) and now officially in accordance with the British MCA.

We are pleased that we have achieved these standards and wish to take this opportunity to encourage all our Myanmar crew to make maximum use of and pass by the English Language Centre while on leave in Yangon to participate in this successful and exciting project.

Please remember that in accordance with the STCW 95 requirements, seafarers who are not able to communicate in the English Language are not allowed to serve on vessels on an international trade.

Pictures

We have received from Capt. Oleksandr Krutko pictures of drills and training, carried out on board M/V Asta Rickmers. The following photos show stretcher operations, line throwing apparatus demonstration and rescue boat engine/breathing apparatus demonstrations. We wish to thank very much Capt. Krutko and his crew for forwarding these photographs.



We wish to encourage all crew to send pictures of notable events on board to our office for our reference as well as possible inclusion into the newspaper. However, please remember that Digital pictures sent by disk are easier to store and reproduce than printed pictures.

P&I News

Pandi Articles

Pollution P001 - Oil spills during bunkering operations often occur because the actual pumping rate has not been properly agreed

The incident

A large cargo ship which had been chartered into a liner service was taking bunkers in a northern European port ready for her ocean crossing. During the bunkering operation one of the ship's bunker tanks overflowed and fuel oil entered the river.

What happened?

A bunkering barge was secured alongside the cargo vessel and the bunkering pipes were connected. A pumping rate was apparently agreed at 150 tonnes per hour. However the first bunker tank filled and about 15 tonnes of heavy fuel oil overflowed onto the deck and over the side of the ship into the river.

The tide was on the ebb and a stretch of beach approximately 3 kilometres long was polluted. A boom also had to be placed across the water inlet to a power station to avoid serious damage to the power generating equipment.

Considerable clean up costs and fines were raised against the vessel.

What went wrong?

There seems to have been a failure on board the vessel to appreciate how quickly the bunker tank would fill and, consequently, to open up the next bunker tank in adequate time.

What can we learn from this incident?

Bunkering operations require careful planning and vigilance during the entire operation. Sufficient experienced officers and crew should be assigned to the bunkering operation and should not have any other duties during this time. A pumping rate should be agreed with the bunker barge which can be comfortably accommodated by the vessel.

Careful calculations must be made to determine how long it will take to fill each bunker tank at the agreed pumping rate. A careful check should be maintained throughout to ensure that the bunkers are going into the correct tank and to assess how much fuel is being received. If these measurements indicate that the pumping rate is being exceeded then the bunkering barge should be advised to slow down immediately. Indeed good communications between all those involved in the bunkering operation on board the ship and on the barge are most important.

As the tank which is being bunkered starts to approach capacity, and in plenty of time, the next bunker tank should be opened.

Scuppers should be plugged and emergency clean up equipment should be readily available by the bunkering station. (Source: "North of England P&I" – Signal Experiences)

Love Thy Company

Eleonora has been working for our company for 25 years. She ensures that the crew and their families receive their monthly home allotments in time and to the correct bank accounts. Keep up the good work!!!



Eleonora Maltezou

Institute of Chartered Shipbrokers

As part of our continued effort to encourage the further education and training of our personnel we have supported our following employees to undergo various examinations of the Institute of Chartered Shipbrokers. Our Chairman Mr Gerhard Ruether was pleased to present the certificates during a special ceremony held in the office, to Mr Stephen Fyfe QSE Manager who after completion of his studies and qualifying examinations was accepted as a Member of the Institute of Chartered Shipbrokers; as well as to Mr

Stevan Popov (IT Department), Mrs Anastasia Stavrou (Fleet Personnel Department) and Mr Demetris Hadjidemetriou (Accounts Department) for their successful completion of the year-long course "Understanding Shipping".



Left to right: Mr. Stevan Popov, Mr. Stephen Fyfe, Mr. Gerhard Ruether, Mrs Anastasia Stavrou and Mr. Demetris Hadjidemetriou

Learning about the country of your Colleagues

The Republic of Poland, is situated in the very centre of Europe, on the south coast of the Baltic Sea and bordering Germany, the Czech Republic, Slovakia, Ukraine, Lithuania and the Russian enclave of Kaliningrad. The total area of the country is almost 312700 km².

The country stretches from the Baltic Sea in the north through the lowlands and hilly areas, lakes and forest regions with elevation rising gradually southwards to the sharp ridges of the Tatra Mountains at the Slovakian border with the highest peak at 'Rysy' - 2499 m above sea level. The forest regions still constitute about 28% of the total area of the country.

Warsaw (Warszawa) is the country's capital and the biggest city with the population of about 1.6 mln, which is about 4.3 % of the total country's population of about 38.7 mln.

The population of Poland is homogeneous, with 98.7% being of Polish nationality, only 0.6% Ukrainian and 0.7% others. The same applies to the religious structure, where 95% of the population declares themselves as Roman Catholics, 1.5% as Orthodox and 1% as Protestants. Polish is the only official language although a number of local dialects exist in various parts of the country.

The history of Poland from its very beginning, with

records dating more that 2000 years back, has been through all stages; from the tribal community to a powerful kingdom in the medieval ages. Weakening political and economic systems resulted in the total disappearance of the country at the end of the 18th century when Poland was divided between 3 neighbouring countries, but the Polish nation never accepted such situation. The occupation lasted until 1918 when after the 1st World War Poland regained independence. After the 2nd World War, Poland was put under strong political and economical influence by the former Soviet Union. The situation finally changed in the 1980s when the 'Solidarity' movement overturned the Political grip of the Soviet Union and an independent democratic system was established.



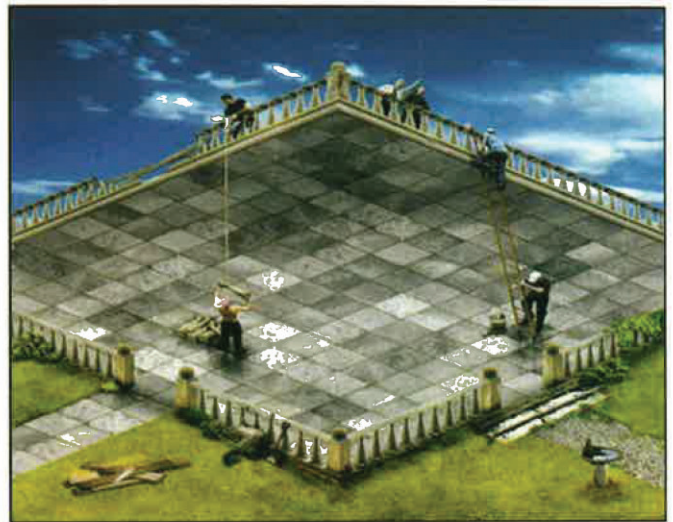
In 1999 Poland became the full member of NATO and presently is one of the 10 candidate countries to become a member of the European Union in 2004.

Suggestions

"UNITEAM NEWS" is designed for the interest of our crew and to keep all Uniteam employees informed of the developments within our company. We would 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.

Basic Principles of Safe Working Practices

It is very important to remember that things are not always what they seem to be. It is worthwhile to make sure that you really know what you are doing before starting any work.



Competitions !

We have pleasure to announce two special contests.

"Ship Without Accident" Award !

To promote as well as recognise safe working practice achievements. Prize: USD200.- for the crew's entertainment fund, for every ship that achieves zero accidents for a period of 6 months with effect from 1st January 2003.

"Best Photograph" Year 2003 !

We have always appreciated to receive photographs from all our ships. Anything extraordinary ? Anything bizarre ? Anything funny ? Anything beautiful ? Please shoot and forward to us. Prize: USD300.- for the best picture of the year.

Our selection committee consisting of Liza, Xanthe and Lucy will be pleased to commence receiving by return the results of your efforts. Normal or digital pictures accepted.

Humor

Car Problems

There are three engineers in a car; an electrical engineer, a chemical engineer and a Microsoft engineer. Suddenly the car just stops by the side of the road, and the three engineers look at each other wondering what could be wrong.

The electrical engineer suggests stripping down the electronics of the car and trying to trace where a fault might have occurred.

The chemical engineer, not knowing much about cars, suggests that maybe the fuel is becoming emulsified and getting blocked somewhere.

Then, the Microsoft engineer, not knowing much about anything, comes up with a suggestion: If we close all the windows, get out, get back in, then open the windows again, maybe it'll work?



Season's Greetings and our best wishes for a happy and prosperous New Year 2003



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284-286 Makarios Avenue, P.O. Box 54086, CY-3720 Limassol – Cyprus

Tel: 357-25846100, Fax: +357-25581706, Telex: 2848 UTEAM CY, E-mail: shipman@uniteammarine.com

Operations/Administration 25846-252, Technical 25846-250, Personnel 25846-220, Accounts 25846-205, QSE 25846-237, IT 25846-236