



UNITEAM NEWS

Edition: June 2003

Myanmar Ambassador's Visit

We had the pleasure to welcome on board M/V Yokohama Senator during her call in Hamburg on the 28th of March, the Myanmar Ambassador in Germany. The picture below shows (from left to right): Mr Peter Merkel, Mr. Perera, Daw Thandar Swe (Wife of the Ambassador), his Excellency U Nyunt Maung Shein (Ambassador), U Zaw Tun Win (Attaché of the Embassy) and Chief Officer Than Win. We sincerely thank his Excellency for his visit to one of the ships under our management and his kind interest in our Myanmar crew and our company.



Klaipeda Office

Our Office in Klaipeda was relocated to larger premises and now occupies a big part of the top floor of the Javine building shown in the picture above. The office is located amongst the main business area for shipping in Klaipeda, close to the port and the new ferry terminal. The communication details remain the same, but the new office address is:

"Javine" Building
Minijos Str. 43(45)
LT-5802 Klaipeda

ISPS Code

The International Ship and Port Security (ISPS) Code is bringing about a whole new security conscious era in shipping. The Code is designed to increase the security for seafarers, to control the content of cargo within containers and to tighten port security. Its aim is to reduce piracy, kidnap, vessel hijacking, theft from the Port and prevent stowaways from having possible access to ships, smuggling and desertions. Following the push by the US Government to implement the ISPS Code sooner than the original IMO plan and also due to the high media coverage on terrorist activity, the focus of the ISPS Code has turned to anti-terrorism rather than its original goals.

However, it should be remembered that anti-terrorism forms only a very small part of the Code and that its objectives still remain intact, despite any political or media interference. For the ships, the code will simply mean the formulation and documentation of best working practices for already existing security procedures.

INDEX

Page 1

- Myanmar Ambassador's Visit
- Klaipeda Office
- ISPS Code

Page 2

- News From Shan Lane
- Miss Columbia Contest

Page 3

- P & I News—Loss Prevention
Oil pollution
- Gantry Crane Collapses
- Northern Vessels
- Ukraine

Page 4

- Competitions
- Suggestions
- Basic Principles of Safe
Working Practices
- Words of Wisdom
- Humor

Level 1 Security level in the ISPS Code, is the normal everyday security awareness, such as monitoring who is coming on the ship, allocating proper watches etc. Level 2 security would result in for example, doubling the watch in piracy areas. Level 3 would mean that there is an imminent threat to the vessel whereby the vessel is anticipating or is under attack, or the port where the vessel is located is anticipating or is under attack.

Furthermore, the vessel will receive more updated or accurate information about the potential risks in her particular trade, so that the crew may take more informed decisions about the security actions necessitated.

In addition to the above, each ship is to have a certified Security Officer on board who will be responsible for security and liaising with the Company Security Officer and port officials. For this purpose, we are recommending that all Masters and Officers contact their own national training schools to obtain relevant training and certification, in line with the proposed IMO Guidelines as soon as possible. It is important to remember that ships must have a Security Plan in operation by the 31st of March 2004 at the very latest in order to achieve the required certification before the 1st of July 2004 deadline.

The new regulations additionally require ships to be fitted with an AIS (Automatic Identification System), which will automatically inform the local coast guard of the vessels' presence, by VHF, in approach to coastal waters.

The vessels will also be equipped with an emergency alert system, which, can be activated when they come under threat.

In ports around the world, you should see in the coming year an increased security supervision, especially in well-developed countries in North America, Europe and the Far East, where movement in and out of Port areas will be much more controlled and monitored, as port authorities have already started to implement their own security plans.

News From Shan Lane

Here in Yangon, we are gradually entering the monsoon season, so there is no excuse for our seafarers to be outside enjoying themselves while on leave. As the time for indoor activities is here, our new computer lab and study room is proving to be a useful addition to the centre. The lab is available throughout the day, particularly in the afternoons, for anyone who would like to pop by and work on their English or catch up on some Maritime training films. We have a good selection of networked safety and ISM videos, so individual students can study at their own speed, while practicing important computer skills and testing and improving their English levels. My office is right next door and I am always available for help and ad-

vice on using the lab, so feel free to drop by when you are back home, and share your experiences with some of our new cadets. On a similar note, we have recently hired our own multimedia programmer, Aye Zaw Lin, who will be working on training software here at the English centre and at the main office. If you would like to see your vessel featured in future training material, we would love to see any images or video that you have, especially concerning safety issues, or just everyday life on board.

Paul Morris
ELT Co-ordinator
Yangon



Computer Lab

Miss Columbia Contest

Normally, the activities in a port are characterised by loading and discharging of containers, gantries, forklifts, stowage and securing of cargo, just port and ship operations!

But, not always! Our vessel was approaching her berth in Cartagena, Colombia and something appeared to be a little different, strange and unusual. There were spotlights, a long catwalk, big stages, tuners, loudspeakers and so much equipment as if an open air rock festival had been set-up next to the vessel's berth. There were plenty of people moving around the area, but no stevedores in sight.

The mystery was soon resolved. It was announced that the Miss Colombia competition 2002 / 2003 would take place and the Master and Chief Officer were invited to be guests at this show which was broadcasted live on the national TV. Our seats were located in a good position close to the event. All the models were



Miss Columbia
Contestant

beautiful and attractive; excitement for our eyes. Beauties which you can find only in south America. We returned alone to our ship but with an unforgettable impression of exotic feminine nature and, perhaps, we have seen even the new Miss World. By the way, the M/V CCNI Chagres, pictured behind the contestant, was

the most beautiful of her Class in the port.

Capt. Rene Hennig

P&I News Loss Prevention

Oil pollution: Onboard a cargo ship in an Italian port the Captain, the Chief Engineer and others were scrambled up on deck and accused of having caused a fairly large oil slick that was floating in the vicinity of the ship. But no bunkering operations had taken place onboard and no nighttime pumping or transfer of oil within the ship had been undertaken.

Findings: The P&I Club representative came onboard very quickly. All material facts onboard the ship were established in the presence of the authorities, and a joint expedition out of the oil slick took sealed samples of the oil on the surface. Samples of the ship's bunker oil were also taken – again jointly. A neutral and objective laboratory soon concluded and confirmed that the oil slick did not originate from this vessel.

Loss Prevention : Cases such as this are bound to happen again. Port authorities, upon detecting that oil has been spilled, will very quickly direct their attention to the nearest vessel and direct immediate blame at the Captain and his crew. The only way to address the situation is to see to it that all facts are gathered in a reliable manner.

The best person to do this is the local P&I Club representative who has the knowledge and contacts required. In the present case, the ship was not to blame. But even if it turns out that the ship may be at fault, it is much better to have precise and correct facts at the P & I Club's disposal rather than being exposed to exaggerated claims. (Source: Gard Loss Prevention Circular No. 10-02)

Gantry Crane Collapses

We received the following pictures from Capt. Jerzy Pawlowicki who was serving on the M/V "Felicitas Rickmers". The pictures show a gantry crane, which collapsed onto a vessel in Surabaya due to high winds. The Gantry crane had just completed loading of M/V "Felicitas Rickmers" and proceeded to the



next vessel to assist with cargo operations when the crane collapsed without any warning. Unfortunately the crane driver died in the incident, but luckily there were no other injuries. Remember, do not take anything

for granted on board and always be aware of your surroundings.

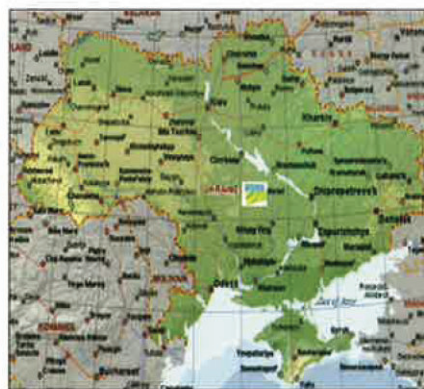


Northern Vessels

Below is a picture of the M/V Northern Endeavour, received from C/E Valerij Melnyk of the M/V Northern Enterprise. They are Sister vessels under Uniteam Crew management. The photograph was taken whilst the vessels were passing each other in the Indian Ocean. The Northern Vessels are 2400 TEU vessels trading between the Far East and the East Coast South America via Durban.



UKRAINE



Ukraine is located in Eastern Europe, on the north coast of the Black and Azov Seas, has an area of 603,700 square kilometres and is inhabited by about 49 million people.

It has 7 neighbours: Romania, Moldova, Hungary, Slovakia and Poland in the west, Belarus in the north and Russia in the east. The biggest city – Kiev (with the population of over 2.6 million) – is the country's capital. Ukrainian is the official language although Russian is commonly known and widely spoken.

Native Ukrainians amount to about 73% of the country's population, with 22% of Russians and the remaining 5% divided mostly among the other neighbouring nationalities.

From the 12th century until 1990, Ukraine was not a united and independent country. Due to its location, resources and rich agricultural areas the country has always been a tempting prey to all neighbouring powers. The Ukrainian territory was ruled by bordering countries and over the time parts of the Ukraine belonged to Poland, Lithuania, Russia, Austria, Germany and Soviet Union.

In 1922 Ukraine was annexed to the Soviet Union as another socialist Republic. The language and religion were banned.

During the Perestroika era the Ukrainian independence aspirations came to life again. Following the break-up of the Soviet Union and democratic reforms in the Eastern Block, Ukraine was declared independent in 1991.

Competitions !

Our two ongoing contests are :

"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 are collecting from all our ships any interesting photographs (normal or digital), during the course of the year.

Anything extraordinary, bizarre, funny or beautiful, please do send us your shoots.

Prize of USD 300.- for the selected best picture of the year.

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.

We would like to take this opportunity to thank, Captain Rene Hennig, Captain Jerzy Pawlowicki, and C/E Valerij Melnyk for their contribution of articles for this newspaper.

Basic Principles of Safe Working Practices

Properly plan your work in advance, as checking to ensure that you are performing the work carefully after you have already started maybe too late.



Words of Wisdom

"Motivation determines what you do... Attitude determines how well you do it."

"An obstacle is something you see when you take your eyes off the goal."

"Knowledge without practice, is just like a glass eye, all for show and nothing for use."

"The intuitive mind is a sacred gift and the rational mind is a faithful servant. We have created a society that honors the servant and has forgotten the gift." Albert Einstein

"Many of life's failures are people who did not realize how close they were to success when they gave up." Thomas A. Edison

Humor

By the time the sailor pulled into a little town, every hotel room was taken. "You've got to have a room somewhere," he pleaded, "or just a bed, I don't care where." "Well, I do have a double room with one occupant-an Air Force guy," admitted the manager, "and he might be glad to split the cost. But to tell the truth, he snores so loudly that people in adjoining rooms have complained in the past. I'm not sure it'll be worth it to you." "No problem," the tired Navy man assured him "I'll take it." The next morning the sailor came down to breakfast bright eyed and bushy tailed. "How did you sleep?" asked the manager. "Never better." The manager was impressed. "No problems with the other guy snoring?" "No, I shut him up in no time," said the Navy guy. "How did you manage that?" asked the manager. "He was already in bed snoring away when I came in the room," the sailor explained. "I went over, gave him a kiss on the cheek, and said 'Goodnight beautiful,' and he sat up all night watching me."



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