



UNITEAM NEWS

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Security Enforcement Top Priority of US Coast Guard

Implementing the ISPS Code and new regulations top the list of priorities for the US Coast Guard, according to the Admiral Larry Hereth, Director of Port Security for the Coast Guard, who said in an interview that the Agency is now focused primarily on Maritime Security.

The Coast Guard has not yet begun to address enforcement issues and actions to be taken in the future when violations or discrepancies are found during inspections; however, it will be "very aggressive in pursuing compliance," said Admiral Hereth.

We believe that the Coast Guard will use the current Port State Control program to enforce the new regulations. Ships will be boarded and checked for compliance with all regulations, including the security system. The boarding officer will most certainly ask to see the International Ship Security Certificate.

If an inspector finds faults, he will expand the examination until he is satisfied that the ship is in compliance. Indeed, he may as well ask to look at the security assessment report. We cannot emphasize strongly enough how important the security assessment report is. Without a report that fully and completely addresses threats and security issues, the ship security plan is useless. If the Coast Guard inspector is not satisfied with the report, he may detain the vessel until the coast Guard learns to its satisfaction how the vessel will address the deficiencies.

Such a detention would be considered a "strike" against the Flag State, as well as any Recognised Security Organisation that approved the ship's security plan.

Security has become the key role for the US Coast Guard, now that it has transitioned into the newly created Department of homeland security. While homeland security has long been one of the Coast Guard's missions, in the wake of the terrorist attacks its priorities shifted dramatically towards protecting the nation's vast and sprawling network of ports and waterways. (Source: Hudson Marine Management Services, Newslink, August 2003)

New Vessels

M/V Robert Rickmers and M/V Lisa Lehmann are latest additions to our fleet, both vessels came under the Uniteam management during the past 3 months.

M/V Robert Rickmers is a 1730 TEU Fast Feeder Container Carrier new building, which left the Szczecin shipyard on the 2nd July 2003 to commence her commercial life on the open sea in Hamburg on 04th July under Time Charter with Messrs. CSAV, Valparaiso. The vessel is presently trading between Europe, West Coast Africa and East Coast South America.

M/V "Lisa Lehmann" (ex M/V "BORNHOLM") is a 3925 GRT General Cargo Vessel, which was built in 2001 and trades in the Baltic Sea area.

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M/V Lisa Lehmann



M/V Robert Rickmers

Ships without Accident Award **CONGRATULATIONS!!!**

More than half of the vessels which have been under our management for the whole period from 01st of January till 30th of June 2003, in recognition of their effort to operate without any injury, were awarded with the 'Ships without Accident' Prize of USD 200 for their Entertainment Box.

We warmly congratulate all crew of these vessels for their commitment in conducting their work in a safe manner. We also wish to encourage all our fleet to continue their efforts in promoting and enhancing safety for all. Let us carry on in keeping your ship a safer place to operate. We are aware of the difficulties in a shipboard environment, but our goal and wish is to be able to give this award to all our ships in the imminent future.

English Language Training Centre

Here at the ELT Centre in Yangon we continue to explore ways to make English language learning a

continuous process, and not one that ends once a seafarer finishes his course and sails off into the horizon gleefully throwing his exercise books into the ocean.

By now, everyone should have received the first trial of our onboard study pack and we hope they are proving a useful aid. Our intention is that English practice be integrated into general training sessions, so we have tried to make the material as relevant as possible. As we receive feedback and suggestions we are implementing them into a 'new, improved' version to be published later this year, so please feel free to let us know what you think and we will do our best to make it interesting, current and accurate. Please remember that we are always available for advice and assistance here at the ELT Centre, and are especially interested to see how different vessels are coping with the challenge of maintaining a good practical English level.

Another new venture for the ELT Centre is the production of computer based training materials in conjunction with our new multi-media programmer Aye Zaw Lwin. Our aim is to create a series of training programs and videos set on Uniteam crewed vessels, and we hope that this will be a further incentive for our seafarers to brush up their skills on a regular basis. So, if you would like to see your vessel or crew featured in such training materials, we are always happy to receive videos, images or just stories from our extended Uniteam family out there on the seven seas.

Paul Morris
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Best Photograph 2003

We have received an official entry for the Best Photograph of the year from Chief Officer Tin Htoo Lwin 17798 of the M/V Silver One. Many photographs have been submitted from the experiences of our crewmembers in Japan in February, up through the Suez Canal to La Spezia and onwards to the frozen lands of Alaska. The photograph shown below is of the Ice palace created on the forecastle of the M/V Silver One, a Panamax Bulk Carrier built in 2000.



Forecastle Winterland

We have also received very good photographs from other crew including some photographs received from Capt. Zoran Jovanovic on the M/V Monte Pelmo, one of which is shown below:



Sunset on the Singapore Straits

We would like to thank all our members who have forwarded photographs to our office and wish to encourage you all to continue doing so.

P&I News

Over-weight container—or not

A 16,000 GRT container vessel was discharging its deck cargo by shoreside cranes at a port in the US. Shortly after the lifting of a 40ft container a loud noise was heard, the crane spreader buckled, the container fell down on the hatch pontoon and was slightly damaged. No personal injury.

Findings

The container in question was stowed on the starboard side and supported partly by securing points on the hatch cover, partly by points on pedestals aft of the hatch. The stevedores claimed that the container was overweight and in excess of 40 tons. According to the manifest the box weighed 26 tons and well within the SWL of the shoreside crane in the discharging port and the shipside crane in the loading port which had been used at that time. A closer examination by the Gard Services representative proved that the weight of the container had indeed been as manifested. The cause of the accident was that the securing cones had not been released and turned into "open" position. The crane driver had simply applied force until the cones and the spreader broke. In the end, the stevedore company accepted responsibility for the incident and paid damages.

Loss Prevention

All fastening devices should be released by whoever is responsible for the preparing of a container stack for discharging. In the present case, the stevedore company had contracted to do this job. They failed to do it properly and were prepared to take responsibility for their mistake. However, it is certainly also the job of the onboard personnel to check that everything

the onboard personnel to check that everything within the scope of the vessel's area of responsibility is readied and prepared for the activity to be undertaken. It is normally fairly easy to see whether a stacking cone is in the open or closed position – and in the present case the mistake ought to have been noticed by a passing cargo duty officer. (Source: Gard Loss Prevention Circular No. 10-02)

Monte Pelmo

Below is a photograph of the crew on board M/V Monte Pelmo forwarded to us by Capt. Aleksandar Kordic. The M/V Monte Pelmo is a Panamax Bulk Carrier under our Crew Management, built in the year 2000, and she is currently on Time—Charter to Hanjin



M/V Monte Pelmo Crew

Learning about the country of your Colleagues



The Republic of Romania – situated on the west coast of the Black Sea, between Bulgaria, Serbia, Hungary, Ukraine and Moldova. About 22 million people inhabit its area of approximately 237.5 thousand square Km

and its capital is Bucharest. Romanian is the official language and native Romanians constitute over 80% of the country's population, with the rest divided between Roms (10%), Hungarians (8%), Germans (1.5%) and other minorities. Nearly 80% are Orthodox Christians.

About a quarter of the country's territory is still covered by forests. Romania as a country was formed in 1860s. During the following decades Romania, proclaimed as a kingdom, was successfully involved in many military conflicts in the area and after WW I the

country's territory doubled. After WW II, Romania came under the strong influence of the Soviet Union and the communist Romanian Workers' Party took over the rule of the country when the People's Republic of Romania was proclaimed. The consecutive party leaders Gheorghiu-Dej and Ceausescu managed to gradually reduce the Soviet Union's influence on Romania's politics and economy. Unfortunately, despite apparently improving relations with Western Europe, they transformed Romania into an isolated, totalitarian, fully police-controlled country. Ceausescu's relatives manned all key positions in the country and all activities were strictly controlled by the huge secret police (Securitate). Growing social unrest eventually exploded in December 1989 and Ceausescu and his wife were eventually tried and sentenced to death.

The following years were a period of political and economical struggle. Gradually, political procedures were established and the country gained the chance to take advantage of its location and resources and, eventually, to overcome the economic difficulties.

Words of Wisdom

"If a man will come to me with a problem he will have a partner for a solution. If he waits until after the fact, I will be his judge."

George Washington

"Having the ability to do something yourself, includes knowing when to let others help you."

Sherri Mogenson

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 July 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 Jovanovic, Captain Kordic and Chief Officer Tin Htoo Lwin for their contribution to this newspaper.

Humor

Extracts from Accident Reports

Describe in your own words, the events leading up to the incident:

"I swerved to avoid an oncoming mackerel when the accident occurred"

"We approached the junction and threw out our anchor. Even though I flashed my lights, the approaching ship remained on the wrong side of the sea, and hit me"

"While negotiating a particularly tricky set of waves, we became entangled with other shipping. The waves were not there yesterday".

"I realised something was wrong with his steering when we were 20 miles out, I attempted to swerve out of the way, but by then it was too late to avoid the impact that resulted 45 minutes later".

"The other vessel attempted to overtake on the blind side of a wave".

So True

I thought I could see light at the end of the tunnel, but it was just someone with a torch bringing me more work.



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