



# UNITEAM NEWS

Edition: December 2003

## Message from the Chairman

As another year draws to a close I take this opportunity to convey our heartfelt Season's Greetings to all of you.

In our continued endeavours of better serving and satisfying our clients' requirements, 2003 has been an important year for our Company, amidst challenges of fulfilling our goals, operating responsibly, enhancing our personnel training and improving our Offices' infrastructure and computerisation.

This could have never been possible without the individual effort of each and every member of the Uniteam family, either serving on board our vessels or in one of our Offices and a warm thank you is extended to all of you.

In the year ahead we look forward with great anticipation to working closer together, reaffirming our commitment to strengthening the quality of our services.

All best wishes to you and your families for a Merry Christmas and a peaceful, safe and prosperous New Year 2004.

*Gerhard Ruether*

## M/V "Los Angeles Express" Naming Ceremony

Captain E. J. Schulz and Chief Engineer R. Nilsen are proudly taking up position with all their crew in this commemorative picture taken at the port of Singapore on the 11th November 2003, during the naming ceremony of this modern 6,732 TEU, 300 meters long, 85,928 DWT new building, which is the latest vessel to come under our crew management.



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## ISO 9001

During the recent ISO/ISM external audits, all of our offices attained the new ISO 9001 Standard, which replaces the old ISO 9002. The new ISO 9001 Standard concentrates on a Total Quality Management approach and has a greater focus on meeting the Customer's Requirements. The basic additional principles of the ISO 9001 Standard are as follows:

### Customer Focus

Our company has to focus its efforts in meeting the requirements of our customers.

### Contract with customer

These requirements are dictated by the terms and conditions of the contract, stipulating our obligations to our clients which we have to perform to their satisfaction.

Out of our contracts, our company draws up the parameters for measuring Customer satisfaction, by obtaining their structured Feedback on each point of the services offered by us.

## Objectives

Our Departmental Objectives also derive out of our Contract.

## Process / Procedures

To meet Customer requirements and our objectives, processes and procedures have to be developed.

"Process" is the combination of procedures within the company. e.g. Safety Management Process, Accounting Process, Technical Management process.

"Procedures" are the individual plans of action within each department, such as the procedures followed in carrying out a Crew change, obtaining Flag administration Licences, ordering of spare parts etc.

## Goals

To assess if we are meeting our Departmental objectives we need to understand how we are really performing. Therefore, we are required to have statistics measuring whether we are really meeting our objectives or not.

## Continuous Improvement

Realistic goals have to be set for improvement so that we can constantly upgrade our performance.

Whilst this system has been operational in our company for many years already, it is now more formalised, aiming to a continually higher performance level.

## Our Klaipeda Office

After five years the Klaipeda branch office continues to grow.



From Left to Right: Mrs E. Vapsviene, Mr R. Skinkys, Miss R. Damulyte, Mrs D. Almoniene

## ISPS Code—USA Maritime Security—Foreign-flag Ships

Rather than individually approving security plans for vessels overseen by foreign flag states, the US Coast Guard plans to undertake an extensive monitoring effort as part of its oversight of non-US vessels. As part of its port state control program, the USCG will verify that foreign vessels have an approved, fully implemented security plan, and they will be tracking the performance of owners, operators, and flag administrations.

Recent information obtained by Liberian Shipowners' Council (LSC) regarding the scope of the USCG program to monitor foreign flag vessels, indicates that foreign flag shipowners should be prepared for substantially more than the usual aggressive USCG port state control inspection.

LSC recommends that shipowners anticipate that vessel crew (both those with specific security duties and those with only general duties) will be questioned on their responsibilities in security scenarios, and that the vessel crew will be subjected to unannounced drills by the USCG, to verify the effectiveness of the ship's security plan.

In particular, it is likely that **access control provisions** would be regularly tested by port state control officers to assure that the control and documentation procedures were in fact operational. (Source: Liberian Shipowners' Council, Issue 158, November 2003)

## M/V "Felicitas Rickmers"



The above picture shows the engine crew taking a well earned break from a busy ship visit conducted by our Technical Director Mr E. Bankovic.

## Piracy & Armed Robbery—Another Good Year for Pirates

The International Maritime Bureau's October report addresses piracy incidents in the period from January to September 2003. It reveals that 2003 may become another record year for piracy incidents.

While there were 370 attacks in year 2002, there have already been 344 attacks in the first 3 quarters of 2003.

### High Risk Piracy Areas:

It is advisable to exercise extreme caution when transiting the following areas:

#### Southeast Asia and the Indian Sub Continent

**Bangladesh** - Chittagong and Mongla at berth and anchorage.

**India** - Chennai, Cochin.

**Indonesia** - Anambas Island, Balikpapan, Bintan Island, Dumai, Gaspar (Gelasa) Straits, Pulau Laut, Samarinda, Tanjung Priok (Jakarta).

Samarinda, Tanjung Priok (Jakarta).

**Malacca straits** - avoid anchoring along the Indonesian coast of the straits. The coast near Aceh is particularly risky for hijackings.

**Malaysia** - Pangkor.

**Philippines** - Manila.

**Vietnam** - Haipong, Vung Tau.

### **Africa and Red Sea - Gulf of Aden**

**Somalian Waters** - Eastern and Northeastern coasts are high-risk areas for hijackings.

**West Africa:** Bonny River, Conakry, Dakar, Dar Es Salaam, Lagos, Tema, Warri.

### **South & Central America & the Caribbean**

**Brazil** - Belem.

**Colombia** - Buena Ventura.

**Dominican Republic** - Rio Haina.

**Guyana** - Georgetown.

**Jamaica** - Kingston.

**Peru** - Callao.

**Venezuela** - Puerto Cabello.

**Colombia** - Barranquilla, Buena Ventura, Cartagena.

(Source: Liberian Shipowners' Council, Issue 158, November 2003)

## **Learning about the country of your Colleagues**



**The Republic of Latvia** — located in Eastern Europe bordering Estonia in the north, Lithuania in the south, the Baltic Sea in the west, Russia in the east, and Belarus in the southeast.

Latvia is a fertile lowland with numerous lakes and hills to the east. Its area of 64,589 sq km is populated by approximately 2.3 Million citizens. Native Latvians constitute 58% of the population and Russians amount for 30%. Other minorities include Belorussians, Ukrainians and Polish. The country's capital Riga is the biggest city with over 867,000 citizens. Other important cities are Daugavpils and Liepaja.

Since the 13<sup>th</sup> century the Latvian territory was inhabited by Baltic tribes people. The territory came under the influence of Germany and German became the official language of the region. The land was conquered by Poland in 1562 and later by Sweden from 1629 to 1721 and thereafter by Russia from 1721 until 1918. Despite being under continuous occupation, the Latvians preserved their language, customs and folklore.

The Russian Revolution of 1917 gave the Latvians the opportunity for freedom, and the Latvian Republic was proclaimed on Nov. 18, 1918. It was occupied by Russian troops again in 1939 and incorporated into the Soviet Union in 1940. Latvia again declared its independence on August 21, 1991.

They became a UN member on Sept. 17, 1991, and were recently invited to become a member of NATO, as well as of the EU in May 2004.

## **What is the ISPS Code?**

The International Maritime Organization's (IMO) Diplomatic Conference of December 2002 adopted new Regulations to enhance maritime security through amendments to SOLAS Chapters V and XI. Chapter XI, previously covering ship safety has been split into two new chapters, XI-1 and XI-2.

Chapter XI-1, Special Measures to Enhance Maritime Safety, has been extended to include additional requirements covering ship identification numbers and carriage of a Continuous Synopsis Record.

Chapter XI-2, Special Measures to Enhance Maritime Security, has been created and includes a requirement for ships and companies to comply with the International Ship and Port Facility Security (ISPS) Code. The ISPS Code contains two parts. Part A is mandatory, while Part B is recommendatory and contains guidance for implementation of the Code. The USCG has decreed that sections of Part B of the Code will also be taken into consideration. Chapter XI-2 also sets out requirements for ship security alert systems and control and compliance measures for port states and contracting governments.

### **In summary the ISPS Code**

- Enables the detection and deterrence of security threats within an international framework.
- Establishes roles and responsibilities.
- Enables collection and exchange of security information.
- Provides a methodology for assessing security.
- Ensures that adequate security measures are in place.

### **It requires ship and port facility staff to**

- Gather and assess information
- Maintain communication protocols
- Restrict access; prevent the introduction of unauthorised weapons, etc.
- Provide the means to raise alarms
- Put in place vessel and port security plans; and ensure training and drills are conducted.

## **P&I News**

### **Engine Breakdown**

The casualty described below is a good example of the importance of well-trained seafarers.

The vessel in question was equipped with four engines (of approximately 4,000 kw each) and with a diesel electric propulsion system.

When the breakdown occurred all four engines were running as normal on HFO 380 cst., and nothing unusual was noticed. Without any warning, one cylinder in one of the engines exploded. As a result, the piston

rod came out of the crankcase door which again caused damage to the oil module, and a fire broke out.



Damaged crankhouse door with broken hinges



Broken piston rod.



Crankshaft and access for cylinder liner.



View of engines after fire.

Suddenly a serious situation had developed, but due to the quick reaction of the crew the HI-FOG system was activated and after 15-20 minutes the situation was brought under control and further damage was avoided. The cause of the explosion is not yet clear, the incident still being under investigation.

There is reason to believe that reduced, or lack of, oil cooling to the actual piston has caused the breakdown.

So far the investigation has shown that the piston crown in the actual cylinder split from the piston skirt, which resulted in the crankcase explosion and fire in engine room.

The explosion caused extensive damage to the engine, which led to the complete renewal of the engine block, crankshaft, piston, bearings, etc., and renewal of many electrical cables and other equipment.

No personal injuries arose from the incident, but there was significant mechanical damage that caused the vessel to stay at a shipyard for a long period, during which she was off-hired.

#### Lesson learned

Quick reaction from the crew and repeated fire drills ensured that more serious damage was prevented. (Source: GARD NEWS, Issue 172, November 2003/January 2003)

## 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.

## 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 6 months period.

### "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.

## Humour - The Battle of the Genders

### 11 REASONS WHY DOGS ARE BETTER THAN WIVES

01. The later you are, the more excited they are to see you.
02. Dogs will forgive you for playing with other dogs.
03. If a dog is gorgeous, other dogs don't hate it.
04. Dogs don't notice if you call them by another dog's name.
05. A dog's disposition stays the same all month long.
06. Dogs like it if you leave a lot of things on the floor.
07. A dog's parents never visit.
08. Dogs are not allowed in shopping malls.
09. Dogs agree you have to raise your voice to get your point across.
10. Dogs do their snooping outside rather than in your wallet or desk.
11. Another man will rarely steal your dog.

### 3 WISE WOMEN

Do you know what would have happened if it had been Three Wise Women instead of Three Wise Men?

They would have asked directions, arrived on time, helped deliver the baby, cleaned the stable, made a soup and brought practical gifts.

### SANTA

Why Santa cannot be a man?

Men cannot pack a bag; men are not interested in stockings unless a woman is wearing them; responsibility for Christmas would require a COMMITMENT.



**Greetings and our best wishes for a happy and prosperous New Year 2004**



### UNITEAM NEWS

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](mailto:shipman@uniteammarine.com)

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