



UNITEAM NEWS

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Shipping Adventure

Shipping has always been an adventure. Since ancient times shipping has had to deal with a multitude of risks and codification of such risks had already commenced some thousand years before the Christian era. For example, the Rhodian Law provided clearly the principles of general average, stating that what is given or sacrificed in time of peril for the sake of all, is to be replaced by general contribution on the part of all who have been thereby brought to "safety".

In most languages there is no difference in meaning between the words Safety and Security, but in English there is. Safety is to reduce the risk of accidental injury or damage, whereas Security is to reduce the risk of deliberate injury or damage.

"Safety" together with "Security" after September 11th have been in the mouth of all and have gradually become critical issues, prevailing all other concerns in the Shipping Industry.

These issues are addressed concisely in a report issued by the Organisation for Economic Cooperation and Development (OECD), (the international organisation which brings together countries sharing the principles of market economy and helping governments to tackle the global economic challenges).

"...World trade is dependent on maritime transport and great strides have been made in recent years to render this system as open and frictionless as possible in order to spur even greater economic growth. However, the very things that have allowed maritime transport to contribute to economic prosperity also render it uniquely vulnerable to exploitation by terrorist groups. The risks are numerous and encompass both containerised and bulk shipping. The vulnerabilities are important and range from the possibility of physical breaches in the integrity of shipments and vessels, to documentary fraud and illicit money raising for terrorist groups. Finally, the stakes are extremely high, as any important breakdown in the maritime transport system would fundamentally cripple the world economy..."

Hence, whilst we can appreciate the additional burden created by the Ship Security Plans, we must all focus and co-ordinate our efforts to ensure that together we can meet the new requirements of the ISPS Code and move forward with the rest of the shipping Industry.

New Terminal

M/V "CCNI Chagres" was alongside the new Angamos Terminal at Mejillones during its official opening by the President of Chile, Mr Ricardo Lagos who led the proceedings and can be seen in the picture making his inaugural speech.

According to information kindly provided by Capt. Miroslaw Dabrowski of the vessel, the terminal has been built in 2 years, at the approximate cost of USD121 million. The main purpose of the terminal is for the export of copper and the principal investors in the terminal are the local authorities and "Codelco", the biggest Chilean Copper exporter owned by the Government. As for the "CCNI Chagres," she provided an appropriate background for the cere-

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President of Chile, Mr Ricardo Lagos

mony. The actual ceremony took place a few hundred metres from the vessel with additional speeches from the Mayor of Mejillones, the Chairman of Cadelco and the manager of Mejillones harbour.

Ballast Water - IMO

On 13 February 2004 the IMO adopted the *International Convention for the Control and Management of Ships' Ballast Water and Sediments*. The Convention will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage.

The Convention will require all ships to:

- Implement a **Ballast Water and Sediments Management Plan** (specific to each ship and approved by the Flag Administration)
- Utilize a **Ballast Water Record Book**
- Conduct ballast water management practices to **specified standards**

The Convention defines two standards to which ships must comply:

Ballast Water Exchange Standard:

Ships must achieve 95% volumetric exchange of ballast (pumping through three times the volume of each ballast water tank shall be considered as satisfying the standard). Whenever possible, ballast water exchange should be undertaken at least 200 nautical miles from the nearest land and in water at least 200 meters in depth. Where this is not possible, the exchange should be undertaken at least 50 nautical miles from the nearest land and in water at least 200 meters deep.

Ballast Water Performance Standard:

Notwithstanding the technology to comply does not yet exist, ships will have to be fitted with ballast water treatment systems to enable the vessel to reduce the discharge of a specified quantity and size of "viable organisms per cubic meter" of ballast. (Source: [Liberian Shipowners' Council, Issue 158, November 2003](#))

Bees

During M/V "APL Egypt" transit of the Panama Canal on the 10.01.04, O/S Albert Aung Pe spotted an unlikely group of stowaways on board. A 'bee-ball' was found at 11.30lt during anchor watch on the starboard anchor chain near the windlass.



A "bee-ball"

According to tradition, it is a sign for a wealthy future, but we have yet to hear of anyone involved, coming across a newfound wealth.

Learning about the country of your Colleagues



The Republic of Estonia – located in the east coast of the Baltic Sea, bordering Latvia in the south and Russia in the east. Despite its northerly location, Estonia enjoys a mild climate because of marine influences.

Mainly a lowland, Estonia has numerous lakes, which are important for both shipping and fishing. Its area of 45,100 sq km includes around 800 islands along the Baltic Coast and is populated by around 1.6 million people. Estonians, who are ethnically and linguistically close to the Finns, make up about 65% of the population; Russians constitute almost 30%, and there are Ukrainian, Belarusian and Finnish minorities. Estonian is the official language but Russian, Latvian and Lithuanian are also spoken.

The country's capital and largest city is Tallin.

The Estonians settled in their present territory before the Christian era. Over the centuries, the territory came under the influence of Denmark, Germany and Sweden until 1710 when the area was transferred to Russia. Russian occupation lasted until 1918 when Estonia was proclaimed independent.

It was occupied by Russia again in 1939 and was incorporated into the USSR as a constituent republic in 1940.

Estonia again declared its independence from the USSR in 1991. The last Russian troops were withdrawn in August 1994 and Estonia will join the European Union with another 9 countries on 1st May 2004.

P&I News Lifeboat Drills

Introduction

A 50,000 GT tanker was alongside in a South American harbour. The chief officer decided to make use of the opportunity to conduct a lifeboat drill. The drill involved the launching of the starboard lifeboat with a crew of four onboard.

What happened

The lifeboat was successfully launched and motored around the harbour. Once the lifeboat returned to the vessel the boat's crew hooked on the lifeboat falls. As the retrieval operation commenced, the recovery party under the charge of the second officer, found that the electric motor for the falls winch would not start.

The duty engineer was called and went to the motor contactor panel, located in the funnel, from where he managed to operate the falls winch motor manually.

The lifeboat was hoisted by this method to deck level with all the four men still in the boat. Despite a warning shout, the winch motor was not stopped before the davits brought up hard against the stops and the wire falls parted. The lifeboat fell to the water, turning over as it did so, spilling out the crew.

A fishing craft in the vicinity witnessed the accident and rushed to rescue the crew from the water. The crew were then ferried to the shore from where they were taken to hospital by ambulance.

All four of the lifeboat crew suffered injuries ranging from major fractures to concussion, though fortunately no one was killed. The lifeboat was extensively damaged.

What lessons can we learn?

One of the principal causes of lifeboat drill accidents appears to be deficient or incorrect maintenance, in many cases associated with a lack of familiarity with the complicated release mechanisms and systems.

There are a number of contributory factors that combined to result in this particular accident. Initially the problem stemmed from the fact that the winch safety switch cover plate had allowed the entry of salt water, causing corrosion within the switch and the electrical circuit.

The instructions for routine checks of the winch safety switch and davit cut-out switches at lifeboat drills contained in the manufacturer's instructions were not followed and the issue of water ingress had not been addressed through routine maintenance.

There were also criticisms levelled at the lack of knowledge demonstrated onboard, with certain officers not being aware of the correct procedures for restoring the lifeboats despite all having been onboard the vessel for a number of months. (Source: North of England P & I Club, Case Study PI 025, Personal Injury)

Institute of Chartered Shipbrokers - Training



It is the aim of our Company to set high standards of

professional services to the shipping industry through educating members of our staff. For this reason the Company fully promotes any kind of training which broadens the knowledge of our employees. As part of our continuous dedication to training, each year we enrol three members of staff to participate in the "Understanding Shipping" course, a 9-month course aiming to enhance knowledge in general shipping matters.

The photograph shows our Chairman Mr Gerhard Ruether after he had presented the diplomas to Mr Photis Hadjiphotiou (Purchasing Officer), Mr Steve Illman (Financial Accountant) and Miss Evi Onisillou (Flag State Administrator) who have completed the course this year with distinction.

Photograph of the Year 2003

The winner of this year's photograph competition as awarded by our Panel of judges, Xanthe Christodoulou (Insurance Administrator), Liza Modestou (Payroll Manager), Lucy Nicolaou (Fleet Personnel Operator – Team Leader), is the photograph of a Singapore Straits Sunset taken by Capt. Zoran Jovanovic who was on the M/V "Monte Pelmo" at the time. The picture was shown already in our September edition, but is displayed again below, together with one of the runner-ups taken by C/O Tin Htoo Lwin during his stay on board the M/V "Silver One." Our Panel of judges were impressed by the quality and the quantity of photos submitted this year and look forward to receiving more photographs during the year 2004.



Singapore Straits Sunset



M/V Silver One

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 month period.

"Best Photograph" Year 2004 !

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 shots.

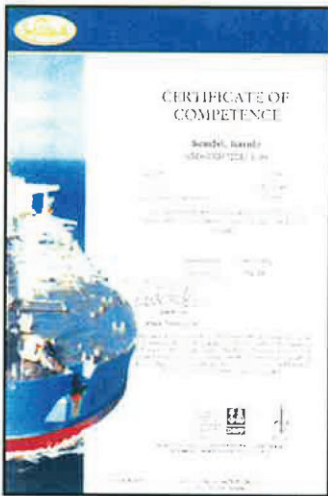
Prize of USD 300.- for the selected best picture of the year.

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.

ISPS Code Training



As part of our ISPS Code Training we have sent to all vessels under our QSE Management the following Seagull Computer based training modules:

Security Awareness CBT to enable crew to demonstrate knowledge and understanding of the requirements for Ship Security Plans, as outlined in the IMO International Ship and Port Facility Security Code.

Ship Security Officer CBT Certified by DNV according to the DNV SeaSkill, Standard for certification of learning programs, the International Ship and Port Facility Security (ISPS) Code (reg. 13.1 & 13.2) and the competence requirements from the IMO model course outlines given in STC 34/14 (Annex 7 & 8) allowing Officers to undertake Ship Security Officer duties.

We have already had a good feedback regarding the usefulness of the program and have received the first set of test results for the Ship Security Awareness CBT from most ships. In addition, we are proud to announce that C/O Karoly Somfai, from M/V "Hans Lehmann" was the first person to complete the Seagull Ship Security Officer Training and receive his Ship Security Officer Training Certificate.

Humour

The English Language

Have you ever wondered why foreigners have trouble with the English Language?

Let's face it, English is a difficult language.
There is no egg in the eggplant
No ham in the hamburger
And neither pine nor apple in the pineapple.
French fries were not invented in France.

We sometimes take English for granted
But if we examine its paradoxes we find that
Quicksand takes you down slowly
Boxing rings are square
And a guinea pig is neither from Guinea nor is it a pig.

If writers write, how come fingers don't fing.
If the plural of tooth is teeth

Shouldn't the plural of phone booth be phone beeth
If a vegetarian eats vegetables
What does a humanitarian eat ?

English was invented by people, not computers
And it reflects the creativity of the human race
(Which of course isn't a 'race' at all)

That is why
When the stars are out they are visible
But when the lights are out they are invisible
And why it is that when I wind up my watch
It starts
But when I wind up this observation,
It ends

Dedication

A woman's husband had been slipping in and out of a coma for several months, yet she stayed by his bedside every single day. When he came to, he motioned for her to come nearer.

As she sat by him, he said, "You know what? You have been with me all through the bad times. When I got fired, you were there to support me. When my business failed, you were there. When I got shot, you were by my side. When we lost the house, you gave me support. When my health started failing, you were still by my side... You know what?"
"What dear?" She asked emotionally.
"I think you bring me bad luck."

The Alternative Quiz

Select your answer from the options given after the question.
Good Luck!

1. Do they have a 4th of July in England? Yes / No
2. How many birthdays does the average man have? 1, 2, 3+, 5+, 10+
3. Some months have 31 days; how many have 28? 1, 2, 3, 6, 9, 12.
4. Is it legal for a man in California to marry his widow's sister? Yes / No
5. Divide 30 by 1/2 and add 10. What is the answer? 10, 35, 50, 70, 90
6. If there are 3 apples and you take away 2, how many do you have? 1, 2, 3
7. A doctor gives you three pills telling you to take one every half hour. How many minutes would the pills last? 20, 40, 60, 90
8. A farmer has 17 sheep, and all but 9 die. How many are left? 1, 3, 5, 7, 9
9. How many animals of each sex did Moses take on the ark? 3, 2, 1, 0.
10. How many two-cent stamps are there in a dozen? 1, 3, 6, 9, 12.

Answers

1. Yes, it comes after the third of July!
2. Just one!
3. 12 (all of them!)
4. No, because he is dead!
5. 70, [30 divided by 1/2 equals 60] Takes some thinking.....
6. 2, you took them, remember?
7. 60 start with the 1st pill, 30 minutes later take the 2nd, then 30 minutes for the 3rd.
8. 9, Nine
9. 0, Moses didn't have an ark, No ah did!
10. 12, There are 12, 2 cent stamps in a dozen!



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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