



# UNITEAM NEWS

Edition: June 2004

## Quality Policy

We have amended our Company's Quality Policy. On reviewing the Policy, we decided that it should represent the main objectives and values which have guided the company since inception, which for Uniteam, as the name suggests, is "SUCCESS THROUGH TEAMWORK".

Our strategy has also been changed to better represent the way in which we intend to implement our policy. Strategy means the approach and plan of action, for successful performance. Thus we believe that "Get it right, first time, every time" duly defines our strategy to attain the highest level of professionalism through the implementation of our company's Quality, Safety and Environmental Protection Management System.

We have alerted all our employees of the official change in the quality policy and would request them to ensure that all newcomers are guided into our spirit of cooperation and teamwork, for achieving our goals and high standards of performance.

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## ISPS Code



### ISPS Code External Audit of M/V Sandy Rickmers: GL Auditor, Capt. Min Oo Lwin and C/O Khin Maung Tun

We congratulate all our Crew for implementing the ISPS Code timely and professionally. All Uniteam Technically Managed vessels were prepared, audited and certified well in advance of the 1<sup>st</sup> of July 2004 deadline. The first ships were already certified in April and the last one on the 22<sup>nd</sup> of June 2004. Similarly, all our other Clients' vessels have equally obtained certification timely.

After all this effort, will the ISPS Code actually provide any benefit? We have already witnessed some benefits, for example, of preventing stowaways from boarding ships, with the subsequent costly procedure of repatriation involving P&I Club representatives.

The ISPS Code is not designed to stop all thefts, piracy and terrorist attacks from occurring, but rather to make the ship less vulnerable and a more secure place to work. The more dedication is exhibited in the operation of the ISPS Code and the implementation of necessary measures, e.g. gangway watches etc., the less is the likelihood of security incident breaches, since your ship will not appear to be an easy target. However, ships are not only concerned about security breaches relating to stowaways, pirates or terrorist threats. They are now also subject to stringent security checks by Port State Control Officers who are testing and monitoring the implementation of the Code, through uninvited attempts of getting on board unnoticed to find out whether the system is working.

There is no doubt that the Introduction of the ISPS Code has not been an easy subject, with a very short deadline for implementation. The ISPS issues are not yet all resolved and action is continually being taken on international levels to eliminate any problems arising.

The ISPS Code, like the ISM Code, has been adopted on board and all crew must become aware of their own responsibility to implement security measures for protecting the life of all persons in case of a security incident.

Achieving the International Ship Security Certificate timely is something to be proud of, but this is not the end, it is only the beginning.

**M/V CSAV Itajai—Security Guard**



This picture has been forwarded from M/V CSAV Itajai by Capt. Miroslaw Drozewski. He had stated that "Due to shortage of personnel a special 'Security Guard' was necessitated and fortunately he was hired free of charge."

- Good one Capt. Drozewski!!

**Rescue**

On 16.03.04 at 16:30 hours, whilst M/V Gluecksburg was on passage from Chiwan to Port Kelang in good weather conditions, one person was observed from the bridge drifting in the sea at a distance of about 5 cables on the starboard side of the vessel.

We immediately raised the alarm and initiated a man overboard manoeuvre. At 17:12 hours the vessel stopped and whilst drifting at position 03 42.7'N 105 35.5'E one man was lifted onto main deck/aft station using vessel's port side supply crane and a cargo net, after the person was pulled close enough towards the vessel, with the help of a life ring and a life line.



The rescued man was found floating on a thermo box, wearing shirt and jeans, with no shoes and no documents, but he was in apparently good health with slight injuries and bruises on his back and his left shoulder. He could not speak English but only Thai and we gave him food and clothing. For safety and security reasons he was kept in the vessel's accommodation under constant supervision.

The vessel continued her passage to Port Kelang at 17:15 hrs.

The rescued man was disembarked at Port Kelang into the custody of the Royal Embassy of Thailand with the help of the vessel's P&I Representative and a temporary document was issued for his discharge.



We were later informed by the Thai Embassy that the rescued man's identity was confirmed after his family was contacted. He was 22 years old and he suffered from a mild mental disorder after a head injury during a motorcycle accident. He had run away from home about a month prior to the incident and was employed as a fisherman. Apparently he had been treated so badly on the fishing boat that he had decided to jump ship and he was drifting at sea for 1 day.

For M/V Gluecksburg it was a miracle to discover the fisherman in the middle of nowhere and also to find him in such a good shape! His small black head was barely seen in the waves whilst the vessel was steaming at more than 18 Kts.

Birte Jessen  
Master MV "Gluecksburg"



**Cyprus Accession to the European Union**

Cyprus is located in the Mediterranean sea at the crossroads between the Middle East and Europe, neighbouring with Turkey, Syria, Lebanon, Israel, Egypt and Greece.

Since 1<sup>st</sup> May 2004 Cyprus is the furthest South Eastern point of the European Union, having joined the EU along with the other nine accession countries the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovakia and Slovenia.

The relations between Cyprus and the European Economic Community (EEC), which later became the European Union (EU), have evolved gradually from an Association Agreement in 1972, despite the difficult circumstances created by the Turkish invasion and occupation of 37% of the Island in 1974.

A Customs Union Protocol was signed with the EU in 1987 and the application for full membership was made in 1990. The EU Commission gave a positive Opinion on Cyprus's application in 1993 and the accession negotiations started in March 1998. They were completed in December 2002 in Copenhagen, after hard negotiations to conclude the chapters under negotiation. The accession to the EU was ratified with signing the accession treaty in Athens on 16th April 2003.



Since 1974 Cyprus has been regarded as an economic miracle, with the Cypriot Government encouraging foreign investment and funding through promotion of tourism. Foreign investment was attracted through favourable regulations and tax regime. Shipping was encouraged through the promotion of the Cyprus Flag which led to the establishment of many Ship Management companies on the Island, attracted not only by low tax but also by the location of the Island, the good communications, the well educated personnel and favourable climatic conditions.

The last few years have been very eventful for Cyprus. Like in all the EU accession countries, a large number of new Laws were passed and painful reforms introduced during the process of harmonisation of the Cyprus economy and the legal system in line with the EU criteria and guidelines. The introduction of the VAT and the initiation of social insurance contributions by EU citizens residing in Cyprus were some of the notable changes.

A tax reform package was implemented in 2002. For International Businesses this effectively meant a rise in taxes but despite the considerable increase of the tax rate for most businesses, Cyprus still retains the lowest tax rates in the EU. Shipowning can still opt to be taxed, in line with other European countries, under a more favourable tonnage tax system.

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## 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.

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## 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.

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## Photo Competition 2004

The Picture was taken by Fitter Myo Oo 35351 during the Water Festival celebrations in April on the M/V Robert Rickmers.

Oiler Win Kywe 20711 was performing a Myanmar Traditional Dance.



## P&I News

### Accidents involving crew and stevedores during cargo operations

Fatal or serious accidents can easily occur when crew and stevedores stand on top of moving objects during cargo operations. Regrettably, this is wide-spread behaviour, particularly during lifting operations involving containers, though it is not unknown for personnel to stand on top of gangways or baskets during loading and discharging. This is clearly a hazardous practice since the crane wire can snap, hooks can come loose, and other factors can cause the suspended object to fall or move.

Gard P&I has been notified of several cases involving such practices, resulting in fatalities or serious injuries and high liability exposure - particularly in the US.

#### Recent cases

##### LIFTING CONTAINERS

A fatal accident occurred at a port in Thailand during discharge of empty containers. The vessel's crane was being used together with a manually operated spreader. Two stevedores were positioned on top of the container to lock/unlock the container spreader when lifting, and then again when the container had been discharged. While the stevedores were standing on the container 6 to 7 meters above the wharf, the runner broke, and the container fell on to the wharf seriously injuring the stevedores, one of them has subsequently died.

##### LIFTING A GANGWAY

A vessel was under repair in a US dockyard. A shipyard worker was standing on a gangway that was being lifted on to the vessel, when the crane wire broke. The gangway and yard worker fell down to the ground. The yard worker was seriously injured and died several months later without regaining consciousness.

##### LIFTING A BASKET

At a port in Germany, two stevedores were positioned in a basket to be lifted on board the vessel. The hooks attached to the basket loosened and the basket fell down on to the wharf. One of the stevedores was killed and the other was seriously injured.

#### Recommendations

It is recommended to introduce instructions on board the vessels regulating this behaviour. Crewmembers and stevedores should be clearly advised of company policy and procedures regarding this practice. If stevedores fail to comply, a written protest should be issued and sent to the stevedoring company in order to protect the shipowner in case of accident. (Source: Gard P & I Club, Loss Prevention Circular No. 03-04)

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## Cuppatea

Quite a while before the onset of sophisticated satellite communication systems and the advent of GMDSS, STCW95, and ISM, there was a time when over a 100 ships lay anchored off Bandar Abbas waiting months-on-end to go alongside and discharge their cargoes in a country at war with its neighbour.

Three of the Uniteam vessels with Myanmar crew were also anchored off B.Abbas; the "FXKoegel", its sister ship the "Elisabeth Roth" and the "Claudia Koegel".

They were into their 4th month of waiting and all in all, time had slipped by without their having had to endure any extreme hardships except being careful with fresh water. The authorities allowed the seamen to commute between their ships by lifeboat and there was a surprising amount of socialising and camaraderie; nor did they run out of entertainment as most of the ships carried 3 sets of Walport movies. Still, loneliness and boredom crept in – the men wanted to put out to sea and get away and increasingly, thoughts turned towards home.

...He was bare-bodied, sprawled belly-down on the reed mat at the verandah's edge with hands and chin propped up comfortably on a small pillow, gazing out in leisurely wonder.

It was late April and the huge compound of the old Secretariat had literally exploded with colour.

The incandescent gold of the ngu flowers hung in thick clusters vying with the burnished deep yellow blossoms crowning the top of the majestic padauk tree swaying on his right periphery.

Rare soft-purple blossoms of the small umbrella-like trees lining the sidewalk blended with the ethereal pink of the single cherry tree just behind them while further away, the giant raintrees and khayay trees lent a backdrop of dense primeval green.

And taking centre-stage, the boisterous rock-and-roll red of the flame trees ignited the early afternoon into an irrepresible colour-concert with seats for the show reserved solely for the penthouse dwellers across the thoroughfare. The setting - 10 acres of magical green, gold and crimson smack dab in the heart of downtown.

Lulled into reverie, he heard her voice calling out softly if he would like a cup of char just as the huge mongrel lounging next to him slurped an eager tongue off his cheek telling him it wouldn't mind either, followed by the aroma of freshly-brewed tea. ...

And then being wrenched out of this reverie by the skipper bawling out to him that squid were swarming all over the port side.

Scurrying down to the main deck where his shipmates were excitedly casting make-shift tackle to snare the delicacy, he could not shake off the feeling that his daydream had been induced ...that a message had been transmitted directly to him on an exclusive channel, just to say that even tho' he was eight months gone, she was waiting to make him his cuppa; prepared with finesse, served with love.

**Dedicated to the seafarer.**

**John HLa Tin**

## Did You Know That...

### Largest Propeller

The world's largest propeller has a diameter of 9 m (29.5 ft) and a finished weight of 93.5 tonnes. Designed and manufactured by Stone Manganese Marine Ltd., UK, at IHI Kure Shipyard, Japan, the six bladed propeller was cast on January 30, 1997.

### Most Valuable Shipwreck

The late Mel Fisher from the USA, found the *Nuestra Señora de Atocha* off the Key West coast, Florida, USA, in 1985. The ship was carrying 40 tonnes of gold and silver, and 31.75 kg of emeralds, when it sank in 1622. (Source: Guinness World Records)

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## Humour

There were two twins, Paul and John. Paul was the owner of an old boat. It so happened that John's wife died the same day Paul's boat sank.

A few days later, a kindly old woman saw Paul and, mistaking him for John stated, "I'm sorry for your loss, you must feel terrible."

Paul, thinking she was talking about the boat said, "OH NO! In fact I'm sort of glad to be rid of her. She was a rotten old thing from the beginning. She was all shrivelled up and she smelled like old fish. She was losing water. She just couldn't handle life any longer. I'll just have to find me a better one. I'm glad to be rid of her."

That's when the old woman fainted!

### Signs Seen Around the World

Cocktail Lounge, Norway

"Ladies are requested not to have children in the Bar"

At Budapest Zoo

"Please do not feed the animals. If you have any suitable food, give it to the guard on duty"

Doctor's Office, Rome

"Specialist in women and other diseases"

Hotel, Acapulco

"The Manager has personally passed all the water served here"

Tokyo hotels rules and regulations

"Guests are requested not to smoke or do other disgusting behaviours in bed"

Hotel, Yugoslavia

"The flattening of underwear with pleasure, is the job of the chambermaid"

Hotel, Japan

"You are invited to take advantage of the chambermaid"

A laundry in Rome

"Ladies, leave your clothes here and spend the afternoon having a good time"



## 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