



UNITEAM NEWS

Edition: September 2004

Uniteam Representative Office In Singapore

With the increased number of our ships calling at the hub port of Singapore it was since long considered important to have an on scene representative and coordinator.

We are now pleased to announce that with effect from 1 July 2004 our Fleet Personnel Manager Mr Zaw Pe Win has been permanently relocated to Singapore after having served in our Cyprus Offices from January, 1999.

Zaw Pe Win is working from a fully operational office located at the premises of our agents in Singapore Messrs Transocean Shipmanagement (PTE) Ltd. His main task is of course the provision of services to all our vessels, coordinating with Masters and Crew,

assisting in crew changes, deliveries of cash to Master etc.

Within the short period, Zaw Pe Win is already a constant visitor on all our vessels calling at Singapore. He is available at all times and can be contacted

care of Transocean Shipmanagement (PTE) Ltd, 36 Craig Road, 089674 Singapore, Tel: +65 6225 9918 (Direct line), Fax: +65 6225 6621, Mob: +65 9666 9934, E-mail: zawpewin@uniteammarine.com.

During the second week of September, he attended five of our ships consecutively. M/V "Alianca Singapore" and M/V "MSC Ornella" were berthed next to each other. Zaw Pe Win took the opportunity to capture this event and furnished us with the picture.



INDEX

Page 1

- Uniteam Representative Office In Singapore
- ISPS Pre-Audit

Page 2

- View from the Bridge
- Floods
- Capt. B. A. Beunink
- P&I News

Page 3

- The Youngest Cadet
- M/V CCNI Chagres-Dry-docking
- Unexpected Visitors to "MSC ELA"

Page 4

- Competitions
- Suggestions
- Did you Know That...
- Humour

ISPS Pre-Audit

M/V "CSAV Valencia" and M/V "CCNI Atacama" were the first two out of four sisterships to come under our full management after the implementation of the ISPS Code on 1 July 2004.

MV "CSAV Valencia" which is currently trading between West Coast South America and the Mediterranean was successfully taken over by Capt. J. Grzech and our Technical Director Mr V. Rimeika at Valencia on 31.08.04. MV "CCNI Atacama" which is on service between West Coast South America and North Europe was taken over by Capt. K. Halstrick and our Technical Manager Mr J. Kutlesa at Hamburg on 01.09.04. The vessels which were built in Poland as bulk carriers / container vessels, are about 185 m long, 32.20 m wide, with 44,583 DWT and are flying the Marshall Islands flag.

Our QSE / ISPS team has worked hard for the preparation of the Ships' Security Plans well in advance of the takeover. The Plans were timely submitted and subsequently approved by Germanischer Lloyd on behalf of the Marshall Islands Flag Administration. After a successful Pre-Audit of the vessels' Ship Security and ISM systems on board by Germanischer Lloyd surveyors, the interim Safety Management Certificates and International Ship Security Certificates were issued and both vessels finally sailed as scheduled without delays.



View from the Bridge



After the crossing of the Ocean and the unending shades of blue, the transit of the Panama Canal is always a welcome change. Below is a picture provided by Capt D. Ivanovic from MV "Delaware Bridge", a 4700 TEU gearless container vessel currently trading between East Coast North America and the Far East.

Floods

Heavy monsoons and low pressure systems have wreaked havoc this summer in South Asia, where, from early June till the end of August, millions have become homeless due to floods and high waters.

Myanmar this year had also its share, with torrential monsoon rains abetted by unexpected snow-melt causing considerable damage to certain areas of the country.

We learnt from our personnel aboard the MV "Road To Mandalay" that their usual worksite was under water and that they had to set up a temporary shore station, outside Shwe Kyet Yet in Mandalay.



Capt Thet Naing who was visiting the "Road To Mandalay" discovered that the direct route from Mandalay International airport to Shwe Kyet Yet was also inundated and that the waters of Myit Nge river had flooded over at 4 other places between the airport and greater Mandalay.

Responding to the temporary situation, he purchased and loaded a car full of biscuits and instant noodle packets at Mandalay and managed to negotiate his way to the "Road To Mandalay" provisional worksite by avoiding the Amara Pura district, which was also partly flooded.

Meanwhile, worksite personnel procured rice bags from Sagaing by boat and the foodstuff was finally distributed by Uniteam and the personnel of the "Road To Mandalay" to the needy people around the station.

It is really an irony that while huge tracts of our planet earth are under water due to incessant rainfall and high tides, other regions are brought to the very brink of disaster due to drought and aridity. Although with modern technology weather conditions can be precisely forecasted, unfortunately in certain cases we are unable to actually cope with the magnitude and overwhelming might of Mother Nature.

John Hla Tin

— Capt. Bernhard A. Beunink —

With deep regret we had to take note of the sad news that our long-standing Master, Capt. Bernhard A. Beunink has passed away shortly before his 60th birthday on 30th July 2004.



All those who had the pleasure to sail with him will certainly remember him as an experienced Master and pleasant character who loved his profession and performed his duties with enthusiasm and high motivation.

He left a wife and two sons. On behalf of all our seagoing colleagues and our office staff we relay our heartfelt condolences to his family.

P&I News

Maritime Security-They shalt not pass

INTRODUCTION

A 55,000 GT general cargo vessel had just arrived alongside at an American port. A group of immigration officials were on the quay awaiting the arrival of the ship.

Once the gangway had been lowered the officials proceeded to board the vessel.

WHAT HAPPENED?

Once the officials reached the head of the gangway the duty watchman stopped them.

The vessel was ISPS compliant and was operating at Security Level 1, so the watchman was under strict instructions to stop all visitors and request identification.

The senior immigration official was asked to provide photo identification but refused point blank. He stated that his uniform was his identification and that he should be immediately shown up to the master's cabin.

He argued for some time that as a government appointed officer he did not have to accede to such requests. He brushed past the watchman and gained access to the accommodation.

At this point the watchman panicked and uncertain of the correct response, he frantically tried to stop the other immigration officials as they all followed their superior into the accommodation, but they simply continued.

Finally the watchman responded correctly, and called for assistance. The ship security officer and a number of crewmen were then able to intercept the immigration officials as they made their way up to the master's cabin. After a short exchange the immigration officials agreed to the demands of the SSO and duly produced their identification.

WHAT LESSONS CAN WE LEARN?

We are becoming increasingly aware of instances such as this, in which certain officials try to gain access to vessels without following the demands of the vessels' crew and as such the ISPS ship security plan.

In this instance the crewmember was understandably confused and nervous by the heavy-handed approach and attitude of the immigration officials. Unfortunately this led to a delay in offering an appropriate response.

It is vital that crewmembers of all ranks are made clear not only of their responsibilities, but also of their powers. If the crew of this vessel had acted with a faster, more professional response it is likely that such a situation as developed could be avoided.

Within the SSP there should be procedures laid down for the proper response to visitors who refuse to supply identification, these need to be enacted the very instant that someone refuses to comply.

The ship security officer made a full report of this breach of security and in this instance the company security officer made strong complaints about the behaviour of the immigration official. Disciplinary measures were eventually taken against the officer in question.

The vessel then started a full training programme onboard encompassing the required way of dealing with such an incident. There were a number of failings demonstrated in this incident:

1. The immigration official acted in an inappropriate manner in attempting to gain unauthorised access to the vessel.
2. The ship security officer did not provide adequate training and support to the gangway watchman.
3. The gangway watchman did not enact the ship security plan in a prompt and effective manner.
4. The company security officer did not provide contemporary threat information to the vessel; it was found that this type of incident had happened on a number of occasions previously and the CSO had not forwarded this advice to the vessel. (Source: North of England P & I Club, "Signal Experiences")



The Youngest Cadet

The youngest Cadet in our Company is by no comparison Ye Naing Ko, born in Limassol on 9th August, 2004. He is the latest addition to the family of our Fleet Personnel Manager, Mr Ko Lwin, who happily takes turns in the night watch.

M/V CCNI CHAGRES—Dry-docking



When the vessel was last dry-docked at Asmar Shipyard in Talcahuano of Chile, after the pumping out of the water on the first inspection of the hull of the vessel, our Technical Manager Mr Jure Kutlesa was surprised to notice a good number of squid which remained on the floor

of the dock. As Mr Kutlesa explained the delicacies ended up again in the water and for sure they were savoured by the fish in the area.

Unexpected visitors to "MSC ELA"

On 30.08.04 we were pleased to welcome M/V "MSC ELA" in Limassol, on a short call as she was heading to northern Europe. Fortunately her stay was extended for a day and interested Uniteam employees were invited to visit the ship for familiarisation.

Five of us, lady employees : Anastasia Stavrou, Barbara Antoniou and Vasilias Ioannou from the Crew Personnel Department and Skevi Michael and Xanthe Christodoulou from the Operations/Insurance Department were enthused to have the opportunity for a visit, especially since we had never before seen in reality, such a brand new container carrier of GT 54,304 and TEU of over 5,000.

Well, upon our first sight of the vessel alongside the terminal quay, our expectations were exceeded. She appeared magnificent! Her LOA of almost 300 m occupied half of the pier. Apparently she was one of the largest container carriers to have called in Limassol. We were feeling inquisitive as we boarded to find out more of how this beautiful large vessel worked.

Going up the gangway, we were greeted by the friendly smile of the Myanmar Security Officer and following the required security procedure, we all had to sign in and wear our identification badges. The first stop was at the bridge and Captain Hans Joachim Stengl, very kindly took his time, to show us around and explained the various equipment using the latest technology in shipping and answered all our basic questions. The wide view from the bridge looked amazing to us, so many containers, so much work which must be involved in their handling, yet the impression all around was remarkably calm.

The next stop was the engine room and Chief Engineer Harald Thiele led the way. Surprisingly, compared to past visits on other vessels, this modern engine room was silent and we commented on the vastness of the machinery needed to run the vessel.

We could have easily stayed onboard asking many more questions all day long but unfortunately, it was time for our visit to end and to return to the office.

Thank you very much Captain Stengl, Chief Engineer Mr

Thiele and all the crew we met onboard, for making our unexpected educational visit such an interesting pleasure.

Xanthe Christodoulou

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.

Did You Know That...

Largest Passenger Liner (Cruise Ship): The Cunard Line's *Queen Mary 2*, is 345 m long and has a beam of 41 m. At approximately 150,000 gross tons, *Queen Mary 2* is nearly three times larger than *Titanic* (46,000 gross tons), and has space for 2,620 passengers and 1,253 crew.

Largest Cargo Vessel: The world's largest ship ever built was the oil tanker *Jahre Viking* (formerly the *Happy Giant* and *Seawise Giant*), at 564,763 tons.

The tanker was 458.45 m long, had a beam of 68.8 m and a draught of 24.61 m. Declared a total loss after being disabled by severe bombardment in 1987-8 during the Iran-Iraq war, the tanker underwent extensive renovation in Singapore and Dubai, costing some \$60 million and was relaunched under its last name in November 1991. (Source: Guinness World Records)

Humour

One dark night outside a small town, a fire started inside the local chemical plant and in a blink of an eye it exploded into a massive blazing fire.

The alarm went out to all the fire departments for miles around. When the volunteer fire fighters appeared on the scene, the chemical company president rushed to the fire chief and said, "All of our secret formulas are in the vault in the centre of the plant. They must be saved. I will give \$50,000.00 to the fire department that

brings them out intact." But the roaring flames held the fire fighters off.

Soon more fire departments had to be called in as the situation became desperate. As the firemen arrived, the president shouted out that the offer was now \$100,000.00 to the fire department who could bring out the company's secret files.

From the distance, a lone siren was heard as another fire truck came into sight. It was the nearby rural township volunteer fire company composed mainly of pensioners over the age of 65. To everyone's amazement, the little run-down fire engine, operated by these Pensioners, passed all the newer sleek engines parked outside the plant ... and drove straight into the middle of the inferno.

Outside, the other firemen watched as the Pensioners jumped off and began to fight the fire with a performance and effort never seen before.

Within a short time, the Pensioners had extinguished the fire and saved the secret formulas.

The grateful chemical company president joyfully announced that for such a superhuman feat he was upping the reward to \$200,000.00, and walked over to personally thank each of the brave, though elderly, fire fighters.

The local TV news reporters rushed in after capturing the event on film asking: "What are you going to do with all that money?"

"Well," said the 70-year-old fire chief, "The first thing we do is to fix the brakes on that damned stupid old truck!"

" New ISPS Code Sign !!! "



A concerned husband went to a doctor to talk about his wife. He says to the doctor, "Doctor, I think my wife is deaf because she never hears me the first time and always asks me to repeat things." "Well," the doctor replied, "go home and tonight stand about 15 feet from her and say something to her. If she doesn't reply move about 5 feet close and say it again. Keep doing this so that we'll get an idea about the severity of her deafness".

Sure enough, the husband goes home and does exactly as instructed. He starts off about 15 feet from his wife in the kitchen as she is chopping some vegetables and says, "Honey, what's for dinner?" He hears no response. He moves about 5 feet closer and asks again. No reply. He moves 5 feet closer. Still no reply. He gets fed up and moves right behind her, about an inch away, and asks again, "Honey, what's for dinner?"

She replies, "For the fourth time, vegetable stew!"



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

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