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MESSAGE FROM THE CHAIRMAN

We have just received a photograph of MV CCNI Chagres at Hamburg, capturing a colourful rainbow at the vessel's bow.

Traditional folklore associates the discovery at the end of the rainbow with a treasure, a "pot of gold" and symbolically the appearance of a rainbow, with its magic of colours lighting up the sky, depicts a bright and joyful future.

Now at the end of December, we reflect on this year that has passed and on the continuation of our Company's policy to satisfy our Clients' requirements. We appreciate that the success of our achievements lies in the dedication of

our personnel, both on board our vessels and in our offices ashore.

We also share in the inspiration of a rainbow ourselves and treasure the commitment of all our personnel within our teamwork spirit and likewise, look forward to a good and promising future.

We would like to sincerely thank you all for your efforts and relay our Best Wishes to you and your families for a Merry Christmas and a peaceful, happy and prosperous New Year 2005.

Gerhard Ruether



UNITEAM NEWS

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(Photograph kindly provided by Messrs CCNI-Hamburg)

UNITEAM MARINE BALTIC

After the accession of Lithuania into the European Union, it became necessary for the status of our Representative office to be altered and therefore the new name of the Klaipeda office has now changed to "UAB Uniteam Marine Baltic".

Otherwise, there are no differences in the operation of Uniteam Marine Baltic except for the employment of a new colleague Mrs Danguole Grimaliene who

has joined Uniteam Marine Baltic in November 2004. We welcome Mrs Grimaliene to our Uniteam family.

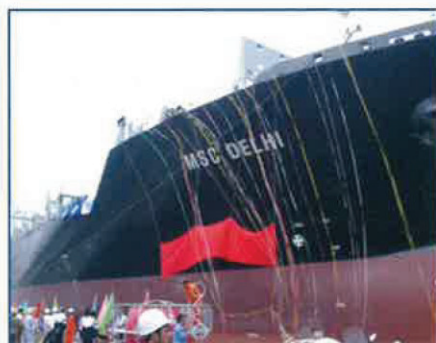


CHRISTENINGS

MV "MSC Delhi" and "MSC Queensland" were christened in Shanghai in the last 3 months. Both are 3600TEU and are presently trading between the Far East and the Mediterranean. The crew were delighted and honoured to take part in the christening ceremonies.



From left to right, Elec S. J. Moczynski, 2/E M. Lebedev (later took over as C/E) Capt. G. Levjy, C/O O. Sokolovsky, C/E O. Dzigajev



"MSC DELHI" Christening

PANAMA CANAL

Inspired by the Panama Canal pictures submitted by Capt D. Ivanovic published in the September issue of Uniteam News, we thought that it would be appropriate to offer you some more detailed information about the Canal and the brief history behind this example of "extreme engineering".

The Canal was first conceived as an idea by Charles I of Spain in the 16th century but was at that time dismissed as impossible for anyone to accomplish such an achievement as a canal linking the 50 miles between the Atlantic and the Pacific across the Central America. The Isthmus of Panama is characterised by mountains, jungle, swamps, torrential rain, hot sun and debilitating humidity.

It was not until 1879 that Count Ferdinand De Lesseps (who had already led the team which constructed the Suez Canal) persuaded the French congress to pass the resolution to build the canal. He achieved this by oversimplifying the

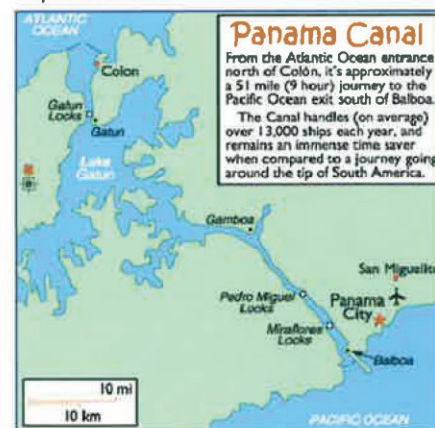
project and by leaving no question as to the method and location of the canal. He proposed that it should extend from the Gulf of Limon to the Bay of Panama. On January 1st, 1880 in a symbolic ceremony, the first turning of soil in an empty champagne box by the young daughter of de Lesseps, marked the start of a very ambitious project.

By 1883 the workforce had reached 10,000 men and rose to 19,000 by 1884. The labour force came from the West Indies, mainly Jamaica. However, the project ran into financial difficulties and in 1899 the French attempt at constructing the Panama Canal was seen to be a failure, despite the extensive work which had been carried out, the value of which was estimated to about \$ 25 million. The reasons behind the failure to complete the project were the attempt of a sea level plan construction, the inadequacy of the machinery used and the very high number of deaths related to malaria and other diseases caused by mosquitoes.

The project was subsequently sold to the United States for \$40 million in 1904 following five years of negotiation and the construction of the canal was resumed by the Americans in the same year. The first step on the Americans' agenda was to improve the workers' standard of living and ensure ill health would be an item of the past. The Panama Canal was finally completed in 1914 and the first transit took place on August 15th, 1914 having cost America around \$375 million and an estimated 25,000 lives. It was the single most expensive construction project in United States history at that time.

Some facts and figures:

The total income from Tolls and other services in 2003 was \$863,556,000 earned from transits by 81 different national flagged ships. However \$100 million per year is invested in ongoing improvements.



The Canal is approximately 80 kilometres long between the Atlantic and Pacific Oceans and currently employs approx 9000 people.

The lock chambers -steps- are 33.53 meters wide by 304.8 meters long. The maximum dimensions of ships that can transit the Canal are: 32.3 meters beam; 12 meters draft in Tropical Fresh Water; and 294.1 meters length (depending on the type of ship).

Ships from all parts of the world transit daily through the Panama Canal. Some 13 to 14 thousand vessels use the Canal every year. In fact, commercial transportation activities through the Canal represent approximately 5% of the world trade.

Steve Illman

THE INSTITUTE OF CHARTERED SHIPBROKERS - TRAINING -

In our continued commitment to training and education of our Employees, every year at least 3 persons are enrolled to participate in the nine month course "Understanding Shipping", organised by the Cyprus Branch of the Institute of Chartered Shipbrokers for the personnel of the Shipping companies operating in Cyprus.



Above is a picture showing (from left to right) Mrs Kate Neophytou, Mr Gerhard Ruether, Mrs Xanthe Christodoulou and Mr George Constantinou, after receiving their diplomas from our Chairman, following the successful completion of their course.

PAYROLL DEPARTMENT

Your wish is our command – On popular demand we publish below a picture of the ladies from our Payroll department and their special greetings that follow:



The picture shows (from left to right) standing Mrs Novia Achilleos, Miss Andri Charalambous and sitting Mrs Elena Georgiou, Miss Liza Modestou and Miss Maria Georgiou.

"To all our Seafaring personnel who sail the Oceans, that have abandoned the known to learn and venture the unknown, that are rich with all the knowledge gained on the way, we would like to say that it is a great pleasure to know you and work with you."

Liza Modestou

What can we learn from this incident?

The master should have taken account of the weather reports when planning the passage of the ship. He should not have allowed himself to be influenced by any perceived pressures to maintain a schedule or over confidence in the ability of the ship to withstand heavy weather due to its size.

The chief officer should have ensured that adequate preparations were made prior to the voyage. Even on a relatively short voyage, the ship should be fully secured if there is any possibility of heavy weather being encountered. This should routinely include the stowing of loose equipment and mooring ropes, placing extra lashing on anchor cables if necessary, and closing ventilators in exposed positions. These precautions should be double checked by the master.

A risk assessment should have been carried out prior to venturing out to exposed areas of the ship in heavy weather. The chief officer should not have instructed or allowed the seaman to go out on to the forecastle in the prevailing weather conditions. (Source: North of England P & I Club, "Signal Experiences")

P&I NEWS HEAVY WEATHER FATALITY

The incident

The chief officer and a seaman went up to the forecastle on a container ship in heavy weather to investigate loud banging noises. The seaman was washed along the deck by a large wave and killed.

What happened?

A 60,000 GT container ship was in the vicinity of a tropical storm in the South China Sea. The wind was Force 11 and the ship was pitching heavily and taking water over the bows.

In the morning, loud banging noises could be heard from forward, indicating that something was not secured properly.

The chief officer decided to investigate. Accompanied by the seaman, he used the under deck side passageway to walk to the forward end of the ship. From inside the forecastle space they could hear the starboard anchor banging on the shell plating.

The chief officer asked the seaman to go up and investigate. The seaman used the access stairs to go out onto the forecastle. While he was outside a very large wave broke over the bow and washed him along the deck hitting a winch bed. The chief officer raised the alarm, and a rescue team equipped with ropes and safety harnesses went out on to the forecastle deck to recover the seaman. Unfortunately he was already dead.

What went wrong?

A number of factors lead to this incident. There was some fault on the part of the master in ignoring weather forecast and continuing on a track that led the ship to be in the vicinity of the storm.

Inadequate preparations were made in securing the ship prior to the voyage. It was later found that the chains securing the anchors were not adequately tightened, mooring ropes had been left out on deck and the hatch leading to the forecastle store had not been properly dogged.

The seaman ventured out on deck without taking account of the exposed position and the exceptionally heavy weather.



Summer: Rangoon 1961.

At the age of 19, in his 3rd year at University, most of his free time was spent in a small bookshop located near the corner of Mg Taulay St. and Bogyoke St.

The Church of St. John is about a hundred feet away from this corner bookstall with one wall along Mg Taulay St. and the other perimeter on 27th St.

A mere 120 feet by 200 feet, it is an oasis amidst the most densely populated area of downtown Rangoon, with Sule Pagoda Avenue and its famed cinema halls such as the Ritz, Globe, Palladium, Carlton and Royal just a stone's throw away.

One fine afternoon when he happened to drop by the bookstall after classes, he heard talk of the crowds converging on the church the night before and the accompanying furor and controversy. Curiosity aroused, he hung around and noticed the throngs slowly packing into the two streets flanking the church. As dusk set in, the first ones to again witness the phenomena were the dwellers

of apartments near the church. Roars of "Miriam, Miriam" (Mary, Mary) and cries of wonder and bewilderment soon echoed from the masses that had piled into the church and were still pressing in from the outside.

Glancing upwards, he began to grow goose-bumps as he saw the pulsing, throbbing light shooting up from the epicenter of the tall coconut palm inside the church. This glow lasted for about ten seconds, subsided and started again.

Third Day – By early evening, he was ensconced on the zinc roof of the convent inside the church and as night settled, the light spectacle began. By this time, the parish priest was literally besieged by his flock swearing it was a miracle ... many of the spectators argued there was a figurine within the glow itself...the crowds roared each time the glow lit up the palm fronds and pandemonium ensued.

But one and all saw clearly and repeatedly, that the greenish-yellow glow was alive with something ... shooting up nearly three feet high before it subsided, only to flash again at synchronized intervals with unabated intensity.

The harried cleric resolved the matter by cutting off the top half of the coconut palm. The hubbub died down and human inquisitiveness simply faded.

The memory of a strange and eerie glow emanating from the very dead-center of a coconut palm, in the little Church of St John, lingers. Then again, it must have been just fireflies going about their courtship ritual.

A True Incident.

Related by John Hla Tin.



* The firefly belongs to the Lampyridae beetle family.

A protein in the fireflies body which is not used for other purposes reacts with a chemical called luciferase. When oxygen is added through special air passages in the firefly's abdomen the protein changes chemically and gives off light. Almost 100% of a firefly's light energy is expended as light instead of heat.

The rhythmic flashing patterns that they make are different depending on sex and species. It is believed that the flashes are part of a signal system for attracting mates. Some scientists even believe the flashing is a warning system to predators that they taste bad.

INTERESTING HOBBIES



Mr Valerij Nedosivin is a Chief Engineer with Uniteam on our coaster vessels and has had a craze for motorbikes since he was 10 years old. At the age of 15 he was already involved in competitions in Latvia, Riga, Estonia and other countries. However, Mr Nedosivin's early passion was finally won over by life at sea, rather than the rough terrain of a motor-cross racing course. Still, 18 years later, his love for biking is intense and he cannot keep himself away from the sport which he now enjoys as a hobby.

Mr Nedosivin presently belongs to an amateur racing group of 17 persons in the Klaipeda region. The youngest member is only 7 years old but despite his young age, he is already 5th in the list of winners in Lithuania. The group races on their own track in Pipirai village, where the highest jump on the course is 15m. The track takes approximately 2 minutes to complete at speeds ranging between 0-50km/hr.

It is an expensive hobby as it requires at least 2 bikes to be maintained but it is worth every cent for the enjoyment of the sport. Unfortunately for this year he does not have so many races to report but hopes to be involved in more competitions to come. We wish him good luck and most of all good fun in this exciting sport.

Emilija Vapsviene

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 month period.

"Best Photograph" Year 2004!

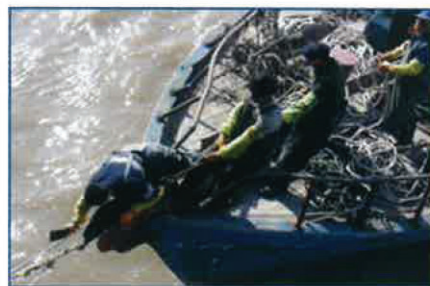
We are collecting from all our ships any interesting photographs (normal or digital), during the course of the year.

Anything extraordinary, bizarre, funny or beautiful, please do send us your shots.

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

FISHING BOAT - ISM CODE

A photograph taken by the crew of the M/V "Mare Doricum" showing the safety standards set on some fishing vessels.



HUMOUR

Agility Test

This is so stupid but true... and it's going to drive you crazy.

While sitting at your desk, lift your right foot off the floor and make clockwise circles.

Now, while doing this, draw the number "6" in the air with your right hand.

Your foot will change direction and there's nothing you can do about it!

Back Seat Cooker

A wife was making a breakfast of fried eggs for her husband. Suddenly her husband burst into the kitchen.

"Careful ... CAREFUL! Put in some more butter! Oh my GOD! You're cooking too many at once. TOO MANY! Turn them! TURN THEM NOW! We need more butter. Oh my GOD! WHERE are we going to get MORE BUTTER? They're going to STICK! Careful ... CAREFUL! I said be CAREFUL! You NEVER listen to me when you're cooking! Never! Turn them! Hurry up! Are you CRAZY? Have you LOST your mind? Don't forget to salt them. You know you always forget to salt them. Use the salt. USE THE SALT! THE SALT!"

The wife stared at him. "What the heck is wrong with you? You think I don't know how to fry a couple of eggs?" The husband calmly replied, "I wanted to show you what it feels like when I'm driving."