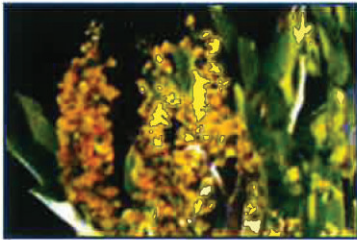




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TO ALL OUR MYANMAR
COLLEAGUES WE WISH A
VERY MERRY THINGYAN
AND
A HAPPY NEW YEAR



UNITEAM NEWS

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ISM Certified

ISPS - SIX MONTHS ON

During the first six months, the ship security element to the International Ship and Port Facility Security Code seems to have passed without too many problems, as some 30,000 ships were properly certified, or were in an acceptable progression towards certification at the July 1 date of enforcement.

The expected chaos around the world did not appear and the ISPS has not yet been shown any excessive abuse in any part of the world.



But the code has made a substantial impact upon some of the background conditions of ship operation, both good and bad.

Some of the positive aspects are better protection from petty attempts of piracy, stowaways, smuggling, theft and pilferage, all this to the seafarers' advantage. However, little has been done from shore based authorities to prevent the professionals carrying out the above mentioned acts.

On the downside, there is stricter policing of seafarers in ports and when travelling, often resulting in problems for shore leave or arranging crew changes and the paperwork required on board has been significantly increased again.

A lot of questions remained open in the run-up towards implementation, such as the introduction of new security equip-

ment and there are still gaps in the ISPS Code that need further attention. However, the ISPS Code certification must so far be regarded as successful and the fact that only 80 ships in the US and Paris MOU ports were detained mostly for very short periods is a testimony to a successful certification.

The certification and implementation has been successful due to the high level of commitment from all parties in implementing the code especially the crew on

board, the management staff ashore and the Classification societies (acting on behalf of the Flag Administrations) who have adapted very well to the requirements of the new Code in such short time.

The crews' adoption of the code is particularly important especially with the amount of additional paperwork at a time when progress was being made to reduce the amount of paperwork being created by the ISM code. Already, we have received numerous cases of stowaways being prevented from boarding our vessels as well as one case where bags of drugs were found by our crew in a container with broken seals.



One of the most important issues of the ISPS Code is for the company to develop and streamline procedures and paperwork, to make the Ship Security Plan easier to implement and less of a burden on the crew to perform and record, especially for the coastal trade.

Having said all of the above, the crucial concern that remains untouched in the international community is the approximately 8,000 ports that still do not have ISPS approval, of which most have made very little progress, if any at all, in setting up even an attempt at compliance.

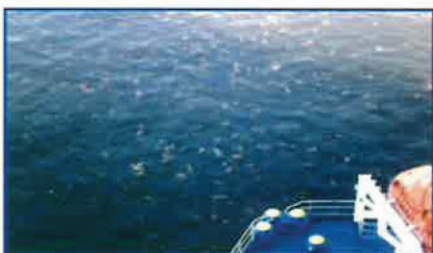
The final success of the ISPS code rests with the ability to develop a joint Security and Safety culture, ashore and on-board but this must be facilitated with rules and regulations created and adopted internationally to assist the extensive efforts of shipping companies.

JELLY FISH

Capt. Thomas Dittrich on the M/V CSAV Valencia reported the following unusual incident:

I regret to inform you about an occurrence jeopardizing the safety of the vessel on arrival Mejillones last night. The vessel was alongside and properly secured on 22 December 2004 – 2254 hours. A few minutes later the Chief Engineer surprisingly reported to me the blocking of vessel's sea chest filters by jellyfish!! I had immediately proceeded and inspected the water alongside the vessel and amazingly the water was full of an incredible amount of jellyfish.

Our ship is equipped with two sea chests from which sea water is sucked into the engine room and is used as a coolant. If the sea chest filters are blocked, there is a very high risk of blackout. Our Chief Engineer and engine staff were continually cleaning the sea chest filters for ensuring the uninterrupted flow of cooling water.



Jelly Fish around the Vessel

This was a very hard job because the time required for cleaning the one filter was just sufficient to avoid blocking of the other sea chest.

The auxiliary engines run with IFO and to restart the whole system can be troublesome. The IFO becomes cold fast and would barely flow through the pipes. In the worst scenario all pipes and aggregates would have to be cleaned before restart.

Due to the difficulties in cooling the auxiliary engines and for avoiding any interruptions in their operation with all associated consequences, I decided to reduce power consumption to the minimum. We stopped the cargo operation on 23 December 2004 -00:20 hours and secured the cranes. The situation improved after one and a half hours and on 23 December 2004 – 01:45 hours I decided to allow cargo operations to commence firstly with one crane. On 23 December 2004 – 02:10 hours, we switched back on the second crane and informed the stevedores.

We attach some pictures so that you may have a better impression of the whole situation. The photograph with the jelly fish around the vessel was taken the following morning when the situation had greatly improved.



Cleaning of a Sea Chest

ERNST RICKMERS - VISIT

I arrived onboard at around 19:00 on the 21st January 2005 following last minute arrangements to visit the vessel in Pireaus. After entering the container terminal through the main gate without being bothered by anybody, to my surprise, I was stopped in front of the vessel's gangway by one of the ship's watchmen. My identity and purpose of visit were thoroughly scrutinized and

my luggage briefly checked before I was allowed to board the vessel. My arrival was communicated by radio to the Duty Officer and after being recorded in the visitors' register and given a visitor's pass and safety helmet, I was allowed to proceed to accommodation, assisted by 3rd Off. Very impressive! The whole procedure was carried out in such a natural way which indicated that the crew had been well trained and the ISPS Code had been efficiently implemented.



During the inspection of the vessel no deterioration in the vessel's condition was detected. The external appearance, condition of accommodation spaces, storerooms, workshops, engine room are still excellent and there was plenty of evidence of continuous and effective maintenance works. The entire port side topside (as reachable from the shore) was freshly coated earlier on that day. Certain areas on the bow flare extremely difficult to access during normal ship's operation, were also recently painted. The forecastle wind breaker was fully coated from the top and spot-painted from the underside. There were no traces of rust all over the open decks. All safety markings were in place. Open cargo holds were properly secured with portable stanchions and safety lines. Accommodation spaces - including galley, messrooms, stores - were in excellent clean condition. The only flaw was a big pile of unsorted garbage in the open poop deck built from all sorts of packings remaining after delivery of provision stocks. This was, however, promptly taken care of by the Bosun. New provision items were already perfectly sorted out in respective stores.



I got a very good impression from meeting the crewmembers. Everybody appeared friendly, they demonstrated a generally good level of English and were wearing safety gear appropriate to the place of work.

Except very few discoloured spots, the general condition of the vessel is still very close to newbuilding standards.

Capt. Krzysztof Dyba

OFFICE AWARDS

Capt. Than Oo of our Yangon Office and Mrs Eva Christodoulou of our Cyprus Office have both completed a 10 year service with Uniteam.

Capt. Than Oo originally started with Uniteam as a Cadet in 1980 and worked his way up through the company on various types of ships to become Master on our General Cargo ships. In 1994, he was invited to join our team in Myanmar and he is now one of the Directors of our Yangon Office.

Mrs Eva Christodoulou joined our crewing department as a bright young local school leaver at the age of eighteen. Trained in-house, she is working as a Fleet Personnel Operator and many of our Captains and crew benefit from Eva's assistance with STCW 95 matters as well as arrangements for the safe and timely embarkation and repatriation from their vessel.

Capt Than Oo and Mrs Eva Christodoulou were presented with a watch by our Chairman Mr. Gerhard Ruether during our Company's Christmas party in Cyprus in recognition of their dedication to the company and as a remembrance of their 10 years Office service with Uniteam.



Tsunami Relief

The tragic events of 26th December 2004 around the shores of the Indian Ocean, shocked the world and the response for donations to help the victims of the devastation caused by the Tsunami was immense.

Uniteam Marine has made a donation for the victims and most of the personnel in our offices around the world were moved and made their own contributions. It was also commendable and praiseworthy that many of our crew, spontaneously supported the relief operation as well; the crew of MV "P&O Nedlloyd Damietta" donated USD 775 and the crew of MV "Yokohama Senator" USD 700. We have also learned that crew of MV "Barcelona Bridge" had made a donation directly.

There are and there will be other stories about the generosity of crews and our staff, for which we are deeply touched and grateful for their compassion.

P&I NEWS ROUTINE MAINTENANCE GOES WRONG

The incident

A deck fitter was carrying out routine maintenance on the hydraulic system for operating the hatch covers on a 15,000 GT general cargo ship. A high pressure hydraulic line came loose and hit him in the face.

What happened?

The general cargo ship was in port and routine maintenance was being carried out by the deck fitter, working on his own. The task was to inspect and service the hydraulic system used to control the opening of the hatch covers. When the fitter loosened the couplings on a hydraulic line next to one of the hatch covers, the line was still pressurised and came loose, recoiling and striking him in the face. He suffered injuries to his nose and eyes and was hospitalised.

What went wrong?

The hydraulic system at each hatch was operated by three control levers. One lever pressurised the hydraulic system for the hatch, the second lever removed the pressure and the third operated the opening and closing of the hatch cover. No gauge was pro-

vided to indicate the hydraulic pressure in the system, operation of the controls for pressurising and depressurising was based on experience..

When the fitter depressurised the system prior to carrying out the maintenance work he had not completely relieved the pressure in the system. Consequently, when he loosened the coupling, the pressurised hydraulic hose had recoiled and struck him in the face.

What can we learn from this incident?

No procedures existed for the maintenance operation. A risk assessment should have been carried out which should have identified the potential hazards and allowed control measures to be taken.

The hydraulic line should have been relieved of all pressure. A pressure gauge should have been fitted so as to indicate when this had been successfully accomplished.

The fitter should have been wearing appropriate personal protective equipment, including eye protection.

A permit to work should have been issued and steps taken to prevent anyone inadvertently operating the hydraulic system controls during the maintenance procedures, although that was not a factor in this incident. (Source: North of England P & I Club, "Signal Experiences")

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 2005 !

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.

PHOTO OF THE YEAR 2004 **WINNER**



Our panel of judges has selected the above picture as the winner for the 2004 Photo of the Year Competition. The picture was submitted by J/E Aung Kyaw Linn Cho who is presently serving on the MV CCNI Austral and he has received his USD300.- prize money accordingly.

— CONGRATULATIONS !!! —

THE SUEZ CANAL

The Suez Canal is a sea-level waterway 192 KM (approx. 107 Nautical Miles) long running north-south across the Isthmus of Suez in Egypt to connect the Mediterranean and the Red seas. The canal separates the African continent from Asia, and it provides the shortest maritime route between Europe and the countries lying around the Indian and western Pacific oceans. It is one of the world's most heavily used shipping lanes. The entry point at the Mediterranean is Port Said and in the Red Sea is the port of Suez.

The Suez canal revolutionized the trade route from Europe to Asia, but it was not always an easy process. The Canal has been dug and re-dug ever since the Sixth Century BC but the current Suez Canal was completed in 1867 by the famous French Canal digger Ferdinand de Lesseps who went on to later complete the Panama Canal as detailed in our December issue of Uniteam News.

There are no locks in the canal because there is no sea level difference between the Mediterranean and the Red Sea. The canal allows ships with up to 15 m (50 feet) of draught to pass allowing a laden 150,000 dwt tanker to transit northbound and a vessel of over 300,000 dwt in ballast southbound. A new category of tanker, the "Suezmax" was designed expressly for this service.

Navigation in the Suez Canal is around the clock. The Canal is a single lane Canal, interspersed with four passing points. Ships transit the Canal, in convoys, two Southbound from Port Said at 0100 and 0700 hrs daily and one Northbound from Suez at 0600 hrs daily.

Today, approx. 50 ships transit the canal daily. Transit Speed is normally 8 knots, except for loaded tankers and heavy bulk carriers where the speed during northbound transit is 7 knots.

Improvements are planned to increase draft to 22 m (72 feet) by 2010 to allow supertankers passage. Presently supertankers can offload part of their cargo onto a canal-owned boat and reload at the other end of the canal.



History:

Great Britain, which had opposed the construction of the canal, became the largest shareholder in 1875 by purchasing the interest of the Egyptian Viceroy. The Convention of Constantinople signed in 1888 by all major European powers of the time declared the canal neutral and guaranteed free passage to all in time of peace and war. Great Britain was the guarantor of the neutrality of the canal.

In 1936, Egypt gained its independence under the Anglo-Egyptian treaty but Britain reserved its rights over the Canal. In 1956, after Great Britain and the United States withdrew their financial support to Egypt to build the Aswan Dam, president Nasser repudiated the treaty of 1936 and nationalised the Suez Canal.

This led to Great Britain, France and Israel invading Egypt later that same year much to the disapproval of the international community, but Egypt won that war. The Canal remained blocked for more than six months from October 1956 until April 1957. Egypt agreed to pay, in six annual instalments, approximately USD 81 million to the shareholders of the Suez Canal and the final payment was made on 1st January 1963.

The Canal was closed again during the Six-Day War in 1967 when Israeli troops reached the Sinai peninsula adjacent to the Canal, the water way forming part of the boundary between Egypt and Israel. Egypt lost considerable revenue as a result of the closure of the Canal.

After the second Arab-Israeli war of 1973, the signing of a piece treaty and the withdrawal of Israel from the Sinai peninsula, the Canal was cleared from mines and wreckage and reopened for navigation in 1975.



HUMOUR

Alzheimer's Test

Count the "F's" in the following text:
FINISHED FILES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF YEARS...(see below)

How many?
3?

Wrong, there are 6!! --No joke. Read it again. The reasoning is explained further down.

The brain cannot process "OF". Incredible or what? Go back and look again!! Anyone who counts all 6 "F's" on the first go is a genius. Three is normal, four is quite rare.