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*Summer  
Time*



## UNITEAM NEWS

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## NEW REGULATIONS COMING INTO FORCE

During the last few years International Shipping was forced to operate in an increased regulatory environment which has completely transformed the way Shipping Companies and vessels are being operated.

The number of New regulations is so voluminous that Shipping companies are obliged to constantly follow up International developments ensuring compliance of their vessels with every new piece of legislation coming into force.

New regulations are the result of changes in International Conventions as well as new requirements imposed by individual States.

Beyond the milestone of the introduction of the ISM Code a few years ago, we have recently experienced the implementation of amendments in SOLAS Chapter XI leading to the much discussed ISPS Code and the resulting Ship Security Plans, Ship Security Alert Systems, AIS transmitters, Continuous Synopsis Records, the permanent marking of the IMO Number on the ship's superstructure etc., just to name only the main issues.

Increased environmental awareness has recently led to amendments in Marpol - Annex VI convention, for monitoring and controlling of Nitrogen and Sulphur gases emitted from ships, a by-product of burning of the fuel used for the vessel's propulsion. This regulation came into force on 19 May 2005.

Examples of the Regulations imposed by

individual States include the Panamanian Authorities' requirement, effective from the beginning of this year, for all vessels with capacity to carry more than 400 Metric Tons of Oil or Fuel to submit a Panama Canal Shipboard Oil Pollution Plan (PCSOPEP). Non compliant vessels would not be allowed to transit the canal.

New legislation imposed by the USA includes the enforcement of US Ballast Water regulations as from August 2004 as well as the introduction of new Electronic reporting requirements as from 6 June 2005 for all vessels calling in the USA.

In accordance with US Coast Guard new rules, all vessels / vessel operators have to submit Electronic Notices of Arrival and Departure (e-NOA/D) to the Coast Guard's National Vessel Movement Centre either on-line via Internet or by e-mail as attachment. Submission of the e-NOA/D requires the vessel to be equipped with suitable Software and have at least access to E-mail.

This has created a number of problems especially for older vessels which are only equipped with SATCOM C terminals and are thus unable to comply with the new requirements. In these cases, the e-NOA/D can be submitted by the vessel operator on behalf of the vessel.

In addition, with effect from 8 August 2005 the US Coast Guard requires all Non - Tanker vessels calling in US waters to have in place a "Non Tank Vessel's Response Plan". Despite the above



The photograph shows MV "Savannah Express", a newbuilding which has come under our Crew-management from Messrs Norddeutsche Reederei H. Schuldt. The vessel which is chartered by Hapag-Lloyd is one of the biggest containerships in the market and has capacity 8,400 TEU. She is flying the German flag, is 332.40 m long, 43.30 m wide and capable of steaming at 25.40 Kts.



enforcement date, all vessels must submit their plans to the Coast Guard by 9 July 2005 and must have on board proof of such submission.

Future regulations to come into force will include the new so called "Super" ILO convention which will consolidate all existing shipping regulations as well as adding new requirements and the new revised MARPOL Annex IV relating to the handling of sewage from the vessels.

Despite the increased difficulties for Shipmanagers, Owners and vessels in operating in a more demanding and regulated environment, we have not experienced any disruptions or problems in the operations of our vessels. This has been primarily achieved with the help and effort of the leading Officers and crew on board, whom we sincerely thank.

## RIGHT WHALES



An unusual warning was circulated by the Marshall Islands administration on 19 April 2005.

Vessels trading in the East Coast of USA and close to Cape Cod Canal, Massachusetts were warned that large aggregations of right whales had been sighted near areas of heavy traffic at Cape Cod bay. These included a number of mother / calf pairs observed near the surface, making them particularly vulnerable to the risk of collision with vessels in the area.

Right whales were named by whalers who considered them "right" whales to hunt, since they were rich in fat, easy to catch (relatively slow swimmers) and floated after being killed.

The Right Whale is an endangered species close to extinction. It is estimated that there are about 4,500 right whales alive. They grow to about 17 m long and weigh 20-30 tons. They usually have a black to grey colour with white and / or brown patches. Calves are blue to grey coloured. Their life expectancy is about 60 years, although this figure is uncertain.

The gestation period of right whales is about 12 months and the newborn is able to swim with the help of his mother within 30 minutes of being born. The size of the baby is 5.0 m reaching 9.0 m within one year. Calves remain with their mothers for 2-3 years and possibly reach sexual maturity at about 10 years of age. Females give birth at 2 to 7 year intervals.

Masters transiting the Cape Cod area are reminded to exercise extreme caution and operate at the recommended safe speed. Approaching a right whale closer than 500 yards is a violation of the United States Federal and State Laws.

## MV "MARE DORICUM" CREW DONATION

We wish to relay a Big Thank You to all onboard the "Mare Doricum" for their very kind collection of USD 825 for crewmember AB Tun Tun (a) Maung Maung Tun, who was hospitalized for a short period at Moji on 9 May 2005, having fractured his right forearm. He was later repatriated and arrived safely back in Yangon for follow up medical attention.

We are sure that their thoughtfulness is greatly appreciated by Mr. Tun Tun (a) Maung Maung Tun and whenever we hear of such warm actions on our vessels, we are always touched by the togetherness and care of our Officers and Crew for each other.

## MYANMAR NEW YEAR



This colourful card is the contribution received from MV "Robert Rickmers" on the occasion of the Myanmar New Year and the Thingyan Water Festival.

According to references, water festivals have been celebrated in Myanmar since more than 500 years ago. Water is a symbol of cleanliness and auspiciousness. Myanmar people believe that celebration of the water festival can wash away evils and sins committed

during the whole year, purifying them physically and spiritually, thereby preparing and bringing them into a happy new year.

## LÜBECK

This is the first of a series of articles giving a brief history and description of the towns and cities where Uniteam and our clients have a significant presence.



The main office of one of our esteemed clients is based in Lübeck, the former "Queen of the Hanseatic League" and one of the three North German Cities titled "The Free and Hanseatic cities" and is situated in Northern Germany on the Baltic Sea.

Today Lübeck is a thriving port but the town's heyday was during the medieval times as a key player in the Hanseatic League. The Hanseatic League was a collaboration of towns mainly inspired by mercantile considerations with conferences held in Lübeck between 1358 and 1669. The cargos and trade influenced at that time by the Hansa league were herring, salt, grain, timber, honey, amber, ships stores and other bulk commodities. Lübeck held a central and commanding position at the Baltic side of the Danish Sound.

A modern city, enclosed by historic walls, was built in 1250 with four gates: Holstentor, Burgtor, Mohlentor and Hoxtertor. The first two mentioned can still be seen today. The merchant houses, warehouses and narrow streets of the Old Town have been designated by UNESCO in 1987 as part of the world's cultural heritage.



During the second world war allied bombing raids destroyed one fifth of the



historic Old Town. The central part of the town was badly damaged but to the great credit of the citizens of Lübeck the houses were rebuilt according to the original designs.

Recently, the beautiful Harbour has become popular where the old-time sailing ships recall the days when the ships of the Hanseatic League used to deliver their cargoes to the nearby warehouses. The lovely old warehouses remain and they create a special atmosphere and provide a back drop to the Old Town Festival and Lübeck's Freindship-Party.

## BOWLING CONTEST —

In line with our company's policy to support Charity events, Uniteam Marine personnel took part at a Bowling marathon competition, organised on 10 April 2005 by the Cyprus Shipping Council, with two teams.

The event was a great success and the amount collected has been donated to local Charity organisations.



The top picture shows members of our first team, from left to right George Constantinou, Andri Charalambous, Madalena Davies and Steve Illman. Krzysztof Dyba, Evi Onisilou, Julie Mavrokordatou and Andreas Sofocleous, members of our second team, appear in the picture below.

## P&I NEWS CONTROLLING SECURITY RISKS FROM STEVEDORES

Since the introduction of the ISPS Code, the obligation has been placed on ships'

crews to ensure that stevedores do not present a security risk. In many parts of the world where the stevedore workforce is well regulated, this should not be a problem. Elsewhere, however, this may cause significant difficulties.

An advantage of controlling stevedore operations under the ISPS Code is that it should also be an opportunity to identify and control the stevedores on-board, thus preventing casual theft and pilferage as well as, preventing assistance being given to stowaways.

This article provides examples of the sort of measures ship operators might include in their ship security plans to implement the two key elements of stevedore control: access and restricted areas.

**Controlling access route:** At any level of security, access to the ship should be tightly controlled. Initially this means establishing the ways by which access can be gained, for example using cargo equipment, as well as by accommodation ladders and ramps.

The approved access route, usually the accommodation ladder, should be permanently manned and only persons who have a proper reason should be allowed to board. All stevedores boarding and disembarking should be positively identified by an appropriate means of identification, such as an identity card or boarding pass – preferably including a photograph – which can be verified. This may also provide the opportunity to ensure that stevedores are not allowed on board unless they are wearing suitable personal protective equipment.

Having established controls on the authorised access routes, the unauthorised routes should be guarded. This can be achieved by closing and locking ship-side doors, removing over-side ladders, fitting guards on mooring ropes or anchor cables and ensuring that the deck and over-side areas are well lit. There may be a particular problem with stevedores using cargo equipment to board and this should be discouraged.

**Designating restricted areas:** Although access to the ship is controlled, there is still a possibility that stevedores may try to hide as stowaways, or enter the accommodation or cargo areas not being worked. The second line of defence on the ship is to designate restricted areas to which no one has access except authorised members of the crew.

Examples of restricted areas are the bridge, machinery spaces, crew accommodation, stores spaces and cargo spaces where no cargo work is taking place. Fitting suitable locks, surveillance monitoring equipment and devices that detect intruders automatically can protect these. The added advantage of these precautions is that they reduce the risk of personal injury and pilferage. Restricted areas should also be patrolled regularly and guarded in times of heightened security.

As a final precaution, and to supplement the measures taken under the ship security plan, a stowaway search should be carried out before the ship sails to ensure that no stevedores remain hidden aboard. (Source: North of England P&I Club Signals, Issue 59, April 2005)

## CYPRUS RALLY

Once a year, the attention of motor racing fans focuses to Cyprus when the world's top drivers and racing teams meet on the island for the Cyprus International Rally, organised and run by the Cyprus Automobile Association since 1970.

Early competitions were nothing like we see today. As a reward of the organisers' efforts over the years, the Cyprus rally was included in the FIA WRC (World Rally Championship) calendar in the year 2000 and has retained its position since.

This year's competition took place between 12 - 15 May 2005, in what is



Pictures showing a car during a special stage and the winners of the rally were provided by Julie Mavrokordatou of our Technical Department.



considered by the drivers to be one of the hardest races of the competition on soil and tarmac.

Sebastien Loeb driving a Citroen Xsara was this year's winner. Manfred Stohl also with Citroen Xsara was in second place and Markko Martin with a Peugeot 307 was third.

## BLOOD DONATION

The Cyprus Shipping Council organised a blood donation for all its member companies on 16 June 2005. The blood donation usually attracts around 70 donors, which the Limassol Blood Donation Coordinating Committee is most grateful to receive. As a founding member of the Cyprus Shipping Council, Uniteam is proud to always participate and regularly contribute to this noble cause.

This time blood was donated by our Mr. Thomas Reppenhagen (shown on the picture below), Mr. Krzysztof Dyba as well as Mr. George Constantinou, Mrs. Daniela Ioannou and Mrs. Eva Socratus.



## 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.

## THE SEVEN WONDERS OF THE WORLD

A group of students were asked to list what they thought were the present "Seven Wonders of the World". Though there were some disagreements, the following received the most votes:

1. Egypt's Great Pyramids
2. Taj Mahal
3. Grand Canyon
4. Panama Canal
5. Empire State Building
6. St. Peter's Basilica
7. China's Great Wall

While gathering the votes, the teacher noted that one student had not finished her paper yet. So she asked the girl if she was having trouble with her list. The girl replied, "Yes, a little. I couldn't quite make up my mind because there were so many."

The teacher said, "Well, tell us what you have, and maybe we can help." The girl hesitated, then read, "I think the 'Seven Wonders of the World' are:

1. To See
2. To Hear
3. To Touch
4. To Taste
5. To Feel
6. To Laugh
7. And to Love

The room was so quiet you could have heard a pin drop. The things we overlook as simple and ordinary and that we take for granted are truly wondrous!

*A gentle reminder* - that the most precious things in life cannot be built by hand or bought by man.

## DID YOU KNOW

- The ship, the Queen Elisabeth 2, is always written as QE2. QE II is the actual Queen
- The same ship burns 4 litres of fuel for every 15 cm she moves
- The Dollar Symbol (\$) is a U combined with an S (U.S.)
- Our eyes are always the same size from birth but our nose and ears never stop growing
- At Latitude 60 degrees South you can sail all the way around the world
- All of the cobble stones that used to line the streets in New York were originally ballast stones carried in the hulls of Belgian ships to keep an even keel
- The pupil of an octopus's eye is rectangular

- Dracula is the most filmed story of all times, Dr Jekyll and Mr. Hyde is second and Oliver Twist is third
- The name "Jeep" came from the abbreviation used in the army for the "General Purpose" vehicle, G.P.
- The word "byte" is a contraction of "by eight"
- The word "pixel" is a contraction of either "picture cell" or "picture element"
- Babies are born without knee caps. Knee caps do not appear until the child reaches 2 - 6 years of age

## HUMOUR

Why did Billy go to a movie with his 18 friends?

Because entrance below 18 not allowed!

After taking photocopies of documents, Billy always compares it with the original for spelling mistakes.

At a bar in New York, the man to Billy's left tells the bartender, "JOHNNIE WALKER, SINGLE" and his companion says, "JACK DANIELS, SINGLE".

The bartender approaches Billy and asks, "AND YOU, SIR?"

Billy replies : "BILLY BOND, MARRIED ....."

## Eye Halve a Spelling Chequer

Eye halve a spelling chequer  
It came with my pea sea  
It plainly marques four my revue  
Miss steaks eye kin knot sea.

Eye strike a key and type a word  
And weight four it two say  
Weather eye am wrong oar write  
It shows me strait a weigh.

As soon as a mist ache is maid  
It nose bee fore two long  
And eye can put the error rite  
Its rarely ever wrong.

Eye have run this poem threw it  
I am shore your pleased two no  
Its letter perfect in it's weigh  
My chequer tolled me sew

## 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.