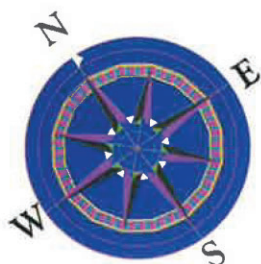




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UNITEAM NEWS

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ISM Certified



NEW ADDRESS

As of 1st September 2005 the new address of Uniteam, Yangon is as follows:

Uniteam Marine
(Yangon) Limited
84 Pan Hlaing Street
Sanchaung Township
11111-Yangon
Union of Myanmar

Tel: + 95 1 535515
Fax: + 95 1 526292
shipman@bayview.com.mm

TRAINING

We are in the process of centralising our Myanmar recruitment and training activities which commenced 27 years ago and have since expanded, serving a pool of more than 2200 Myanmar Seamen, and which include shore based training programs specialising in seamanship, technical, catering and English classes.

The picture above shows the main building of the new complex where the office staff have already moved into, and where the well-established British Maritime and Coast Guard Agency (MCA) approved English Language Training and Test Centre has also been relocated.

Work goes on intensively, to complete the training areas and the Technical Workshops with the aim of finalising all jobs by the inauguration of the new premises, due to take place in mid November.

Two new additions to our training facilities are the Bridge and Engine Simulators with applications for Ship maneuvering and shipping traffic simulation in harbours, approach channels or in con-

gested sea straits, allowing trainees to interact with the different components on board, creating a realistic situation. Both simulators are considered as necessary tools that will enhance and contribute to a result-oriented training of all officers, thereby improving the safety and efficiency of ship board operations.

Training will be carried out by experienced Masters and Engineers who have served on board our managed vessels for many years and are well versed with the company's systems and needs.

The purpose is to focus on identified weaknesses to enhance and reinforce knowledge already attained in Government approved IMO Courses. Hence, it is important that we keep receiving constructive feedback and training ideas through our 'Quarterly Fitness Reports Program'.

Training requires continuous improvement and development and our effort is to invest for the benefit of our crew and ultimately our clients, surpassing the fulfilment of present and future needs.



Bridge Simulator



Engine Simulator

CMA CGM ST. MARTIN AT LIMASSOL

We had a short but pleasant visit on board MV "CMA CGM St. Martin" (Lilly Rickmers) during her recent call at Limassol on 20th August.

The ship was temporarily introduced into the CMA CGM fortnightly service between the West and East Mediterranean and we welcomed the opportunity to visit her at our home port.

It was a hot and humid afternoon when she arrived at Limassol roads at 1400 hrs but the westerly breeze made the heat more tolerable. The pilots boarded more than 2 hours later, after clearing two other ships for sailing and our vessel finally berthed at the East quay at 1630 hrs.

The boarding party consisted of five Uniteam employees and an Owners' representative. Being a typical mid-August Saturday afternoon and an exceptionally quiet day, there were only a few ships inside the port with minimal movement of people and equipment.



On boarding, we met the gangway watchman and another crew member. On completion of the usual Security formalities we were escorted to the Master's office, where both the Master Czeslaw Wolczacki and Chief Engineer Oleksandr Shevchenko, dressed in uniform, warmly welcomed us on board.

After a short general discussion, we split into different groups where the QSE Department performed a brief tour of the ship with the Chief Officer and took the opportunity to check what they could of the QSE system during the short time available. The Fleet Personnel representatives took the time to discuss issues with the crew, whilst those of us remaining were kindly provided with a quick tour of the accommodation, the bridge and the engine room. The crews' messroom was already long occupied by most of the crew, exchanging news with our Myanmar colleagues and there we met the remaining Officers and Ratings. We ended up our tour at the Officers' messroom, after a brief visit to a tidy

galley, where Cook Aung Zaw Latt was preparing a tasty shrimp curry and rice, which we later sampled with pleasure.

We left the vessel shortly before departure with the best of impressions!

John Hadjiparaskevas

MASTER'S CONTROL DURING PILOTAGE

Tight liner schedules, high hire rates and port congestion generate the need for time saving from the part of the vessels. As a consequence, there is increased pressure from vessel operators for quick turn-round of cargo operations and sailing. In some instances this may lead to mistakes which could be the cause of serious incidents if the Master is not extra vigilant.

We encountered one such occurrence on a Saturday night in July. The Vessel was still loading containers at Pusan port container terminal, portside alongside, when the Pilot appeared already at 2200 hours. The Agent advised that he had booked the Pilot earlier, because the berth was urgently needed for another vessel awaiting at roads.

Cargo operations were completed at 2220 hours and our vessel let all lines go at 2242 hours. We had just 20 minutes for heaving up the gangway, putting down and securing all cargo cranes, arranging tug lines and letting all ropes go; and on top, all above operations were performed under the continuous pressure from the Pilot for speeding up unberthing. Two tugs were even ordered for quick maneuvering of the ship.

After departure and turning through to port, the tugs were released and vessel was already heading out when the Pilot commanded slow ahead at 2243 hours and then half ahead at 2250 hours. At the same time a Ferry was entering the port with no Pilot on board. She was at the end of fairway between buoys No 6 and No 10. We had noticed that no VHF contact was established between the Pilot and the other vessel for the safe transit of the vessels, port to port.

Suddenly and without any pre-warning I saw the Ferry initiating a turn to port just ahead of us. I immediately rushed to order "Stop Engine" at 2251 hours and thereafter "Full Astern" at 2252 hours. The Pilot was shouting, trying to communicate via VHF with the Ferry Master, to advise him to turn back to starboard and pass port to port.

There was no response from the Ferry and she finally passed just 30m away ahead of our vessel. The engine was stopped again at 2256 hours, when our ship was between buoys No 9 and No 10, still inside the fairway.

Fortunately, this time there was no contact, collision, damage, grounding or any other casualty to any vessel or pollution. The Port VTS system had completely failed to provide proper information to our ship and made no effort to coordinate the movement of either of the vessels.

I had only received the word "Sorry !" from the Pilot and surely I gained a few more grey hairs.

Time is indeed money but hurrying may cause much more serious consequences to both the vessel and her Owners. Let us all be alert and careful!

Capt. Sonislaw Gapski
MV "Sea Puma"

P.S. We appreciate Capt. S. Gapski's input. We would like to stress that all Charter Parties provide that Pilots are always considered as servants of the Shipowners and therefore the Shipowners themselves are answerable for any wrong actions of the Pilot. Furthermore, the Laws of most countries provide that a Pilot whose employment is compulsory is not regarded as having control of the navigation of the ship, but has his duties restricted to "Advising" the Master of local conditions which affect navigation. The Master of the ship, accordingly, retains full responsibility for directing the course of and manoeuvring of the ship, and the Shipowners retain the liability for the consequences of negligent navigation.

HAMBURG

Hamburg was founded in the first decade of the 9th century as Hamma Burg ("fortified town"). It is Germany's principal port and, after Berlin, its second largest city with approximately 2.5 million residents in the greater metropolitan area.





The official name Freie und Hansestadt Hamburg (Free and Hanseatic City of Hamburg) recalls its membership in the medieval Hanseatic League and the fact that Hamburg is a city state and one of Germany's sixteen states. Hamburg's proximity to the main trade routes of the North and Baltic Seas quickly made it a major port of Northern Europe, and its alliance in 1241 with Lübeck on the Baltic is considered the origin of the powerful Hanseatic League of trading cities.

The city of Hamburg is located near three rivers: the Alster, the Bille and the Elbe. The city-center is beautifully situated around two artificial lakes, the Aussenalster and the Binnenalster, which are formed by the river Alster.

The Hamburg Harbour remains the prized asset of the city and its economy has grown around the port. Despite being 120 km from the sea, Hamburg is one of the largest deep-sea ports for container shipping and can accommodate the largest container ships in the world. Its inland location and its excellent rail, water and motorway connections make it very attractive for the movement of any kind of goods. The port has eventually become one of the major transshipment ports worldwide; with 7 million standard container units (TEU) and 115 million tons of goods transhipped during 2004 the port is the central hub for trade with Eastern and Northern Europe. Trade with the Baltic Sea region alone accounts for 25% of the port's turnover.

As a trade and transport metropolis, Hamburg has more than 90 consulates. 460 companies from Asia alone have their European headquarters or a branch office in Hamburg. An ultra-modern commercial and business district, the "HafenCity" (port city), is currently being built directly on the Elbe river. Hamburg is a location for heavy industries such as steel and aluminium production plants as well as shipyards. It is also the home of highly specialised industries such as the aerospace industry Airbus, which has one of its two assembly plants located there.

It is a leader in medical technology, biotechnology and chemical industries. Three of Germany's largest publishing companies as well as music and Internet businesses are also located in Hamburg.

Hamburg is best visited for a few days in spring or summer – and with a plan of things to do. A typical Hamburg visit includes a tour of the city hall and the grand church St. Michaelis (called the Michel), and visiting the old warehouse district and the harbour promenade (Landungsbrücken). Sightseeing buses connect these points of interest. Of course, a visit in one of the world's largest harbours would definitely be incomplete without having taken one of the harbour and/or channel boat tours which start from the Landungsbrücken.

LOVE THY NEIGHBOUR (AND KNOW HIM)——

I have a particular memory problem – I am terrible with remembering people's faces. For almost ten years I have dwelt in the same place, a small street with four identical houses with a total of seventeen families living there, and I can recognize with certainty only my immediate neighbours (same house). The others I know well enough when I see them in their gardens or garages, but chances are that if I ever met them in other part of the city, I may have proved myself rude by not greeting them.

The funniest of such encounters of the third kind I had five years ago while serving on "Global F", in Chinese port of Qinhuangdao (the "end station" of

the Great Wall, incidentally). One day "Pro Asia" berthed right astern of us, so I went to pay a courtesy visit to her Master. The duty officer told me their Chief Engineer is Polish, so after a rather quick reception by Capt. Boris Katakic I went to see my compatriot. Luckily, I had my own good Chief Engineer with me, Istvan "Hubi" Hubicsak, and the scene went as follows:

In I go, say a cheery 'Hi!' to the figure behind the desk, who smiles happily and answers, 'Well, hello, neighbour!'

I was dead sure he refers to our vessels being moored next to each other, or that he is a very good Christian of the "love-thy-neighbour" creed, but before I managed to comment, he continues by explaining to Hubi:

'We live in same street, next house, and we had to wait until China to have a beer together!'

Believe me, I was flabbergasted, for I saw the guy first time in my long happy life! Naturally being a cool customer, I played the part and "knowingly" confirmed that we are good neighbours indeed, only that rare are the days that two seamen can be ashore at the same time. Until this day he does not know that one of us was a complete stranger to the other until that Far Eastern meeting. Of course, now I would recognise my good colleague Zygmunt Szymikowski from a mile off even in a busy flea market in South London. Especially that next year I had the pleasure of his company on board "Leony" for a whole month...

Capt. Janusz Szczepanski
MV. MSC Queensland

TECHNICAL DEPARTMENT HAMBURG——

Our Technical Department is dedicated in maintaining the ships entrusted to our Technical and QSE Management to the highest standards in accordance with International



From Left to right: Mr. A. Moszczyński, Mr. J. Kutlesa, Mr. S. Szczukowski, Mr. V. Rimeika, Mr. S. Zapatka, Mr. J. Lickiewicz, Mr. P. Duwe

Laws and Regulations and our clients' requirements, ensuring safe and effective operations. The Picture shows the faces behind the names of our Technical Department in Hamburg. Always willing and fully committed to their ships! Keep up the good work!

P&I NEWS - A CO₂ ACCIDENT REMEMBERED

The technician of a manufacturer of CO₂ installations has given details of the following accident in which he was involved more than 20 years ago.

A large ro-ro vessel was lengthened and needed to increase the capacity of the CO₂ battery for the car decks. Eighty more bottles were to be installed in the two-storey CO₂ room, and some were very difficult to mount, as the bottle support brackets had been wrongly fitted by a previous yard. Bottles were connected to stiff copper pipes instead of the flexible hoses in use today, which makes the installation of the bottles much easier. The installation necessitated the removal of the steel cap protecting the valve on the top of the bottles. The chief engineer of the vessel assisted the technician, and tilting one bottle to install it, it fell over. The valve on the bottle hit the steel staircase to deck, and the gas was violently released.

The technician recalls:

"The exit to deck was by a 6-7 metre long, very narrow and steep staircase. I was at the inner end of the room when the accident happened and could not see a thing as the released gas turned everything into foggy grey. "Keep your breath", I screamed to the chief. "Get out!" I knew my way to the ladder and holding my breath I managed to climb out, but the chief did not. He had been hit by the bottle and fallen underneath the staircase. I went in again to search for him and found him on the staircase, injured and panicking. Out of breath we both fainted and fell, he on top of the bottle at the bottom, I on a small platform of the staircase, about one metre above deck. Due to a change of crew, the chief engineer and I were the only two people on board at the time of the accident. Luckily for me, a new motorman came along after a while, and he raised the alarm. When a rescue team with breathing apparatus arrived and got me out, I had been unconscious for 30 minutes, had no measurable pulse and was given respiratory assistance before being taken to hospital. The chief engineer was found dead and completely ice cold by the expanding gas from the bottle. Breathing the CO₂ gas gave me blisters on my lungs and a very sore windpipe. Doctors said the concentrated gas had an effect like acid on my respiratory system. Like the chief engineer I too could have ended my life

there, and was just lucky to survive, by landing on a higher level, possibly with some air draft from the door".

One lesson this accident teaches is how vulnerable the valve of a heavy gas bottle is without the protective steel cap. It also illustrates the importance of following and adhering to the correct protocol for rescuing someone unconscious in an enclosed space area; **RAISE THE ALARM AND GET HELP FIRST.** (Source: Gard News)

WHO CAN FLY WITHOUT WINGS?

We have received numerous pictures recently of our crew performing dangerous jobs at great height, with all safety precautions followed meticulously. Below are 2 of the pictures of our seamen flying high.



Crane Maintenance onboard M/V "Sea Puma"



Cargo hold cleaning on M/V "Monte Pelmo"

COMPETITIONS

Our two ongoing contests are:

"Ship Without Accident" Award !

To promote as well as recognise safe working practice achievements.

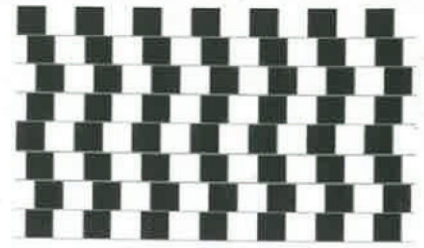
Prize: USD200.- for the crew's entertainment fund, for every ship that achieves zero accidents for a 6 month period.

"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.



Are the horizontal lines parallel or do they slope?

DID YOU KNOW

- Each unit on the Richter Scale is equivalent to a power factor of about 32. So a 6 is 32 times more powerful than a 5! Though the scale goes to 10, 9 is estimated to be point of total tectonic destruction (2 is the smallest that can be felt).

- There is a seven letter word in the English language that contains nine words without rearranging any of its letters, "therein": the, there, in, rein, her, here, ere, therein, herein.

- Compact discs read from the inside to the outside edge, the reverse of how a record works.

HUMOUR

A Good Excuse

A man in his 40s bought a new BMW and was out driving on the Motorway at top speed when he suddenly saw flashing blue lights behind him.

'There's no way they can catch a BMW,' he thought to himself and sped up even more. Then the reality of the situation hit him, 'What the hell am I doing?' he thought and pulled over. The traffic cop came up to him, took his driving license without a word, and examined it and the car.

'It's been a long day, it is the end of my shift, and it's Friday the 13th. I don't feel like more paperwork, so if you can give me an excuse for your driving that I haven't heard before, you can go.'

The man thinks for a second and says, 'Last week my wife ran off with a policeman. I was afraid you were trying to give her back.'

'Have a nice weekend,' said the officer.

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.