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UNITEAM NEWS

284-286 MAKARIOS AVENUE
P.O.Box 54086, CY-3720 Limassol, Cyprus
Tel.: +357-25846100, Fax: +357-25581706
E-mail: shipman@uniteammarine.com
<http://www.uniteammarine.com>



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MESSAGE FROM THE CHAIRMAN

Success is rarely the result of luck. It is rather the consequence of hard work and striving for excellence, constant training and improvement and recognising that competence does not mean doing everything individually. Doing a good job means identifying the resources required to get the job done in a spirit of teamwork and efficiency.

Since many years we have been involved with training. From safety and seamanship to health, technical and competency courses, we continually upgrade our facilities for the progress of our Crew and the satisfaction of the needs of our Clients.

Our new office building in Yangon and our just commissioned bridge and engine simulators as well as other facilities have given us the opportunity to improve our resources. But to get the job done we have on the other end, the wholehearted contribution of all our Personnel.

The past year has been a period of achievement, progress and renewed effort and we would like to relay to you all, our sincere thanks for your dedicated commitment and involvement in completing the other end of the puzzle. Let us all work together building on our training successes and embrace the challenges that lie ahead.

This time of the year is the best occasion to express our care for all those who are close to our hearts. wish to Every One of you and your families Joy, a Merry Christmas and a Happy, Healthy and Prosperous New Year 2006. Particularly to all those colleagues who spend Christmas and New Year's day onboard this year, I relay my appreciation and very special greetings.

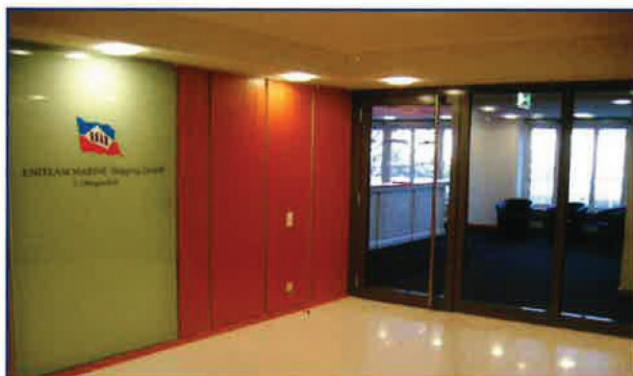
Gerhard Ruether

NEW ADDRESS

On Friday 28th October 2005, UNITEAM MARINE Shipping GmbH moved to new offices.

Telephone and Fax numbers, E-mail and P.O. Box addresses remain unchanged.

New Address:
Glockengiesserwall 3
20095 Hamburg
P.O. Box 10 61 40
20042 Hamburg
Germany



*Greetings and our Best Wishes for a
Happy and Prosperous New Year 2006*



MV "CAP FRIO" IMMERSION SUIT TRAINING

On Sunday 23 October 2005 whilst steaming in the Indian Ocean, en route from Santos to Singapore, south of Reunion Islands, we had conducted immersion suit training in the vessel's swimming pool inside the accommodation.

During the opening meeting, I found out that this was the first opportunity that the crew currently on board had to carry out such training to which they participated with pleasure.

Capt. Corneliu Vasilache
MV "CAP Frio"



MV "CCNI ANAKENA" - INCIDENT AT SALERNO

On 13 September 2005 the vessel was berthed Port Side at Banchine di Ponente, Port of Salerno when this extraordinary incident occurred.

Our OS Nay Htoo Shein was working on the bridge wing when he heard at around 1030 hours some gun shots fired. He saw 2 men running followed by policemen in plain clothes who were firing the warning shots.

The fugitives climbed over the wall of the Molo di Ponente and hid under the tetra pods and Cement Blocks that form the protection on the seaside of the harbour.

Mr. Nay Htoo Shein alerted the Officer on Watch and myself and we all became eyewitnesses of a most unusual and interesting spectacle. Within a few minutes the pier was crowded with cars from all kinds of law enforcement authorities, causing the cargo operations

to cease because there was no space left for trucks. A number of the stevedores left the vessel but some preferred to stay on board to view the spectacle from an elevated angle.

Witnessing all the commotion, we immediately reacted by deciding to change our Security Level to "2". The gangway was raised, the crew were informed and additional patrols were performed. We contacted the Port Security Officer who was, as we found out, with the crowd ashore and arrived on board within a few minutes. He declared that he decided to keep the Port on Security Level "1" since this was not a "Terrorist" related incident. We exchanged a Declaration of Security.

As the excitement escalated, we counted 40 cars on the Pier, several boats on the seaside and 2 helicopters in the air. The police tried to smoke out the men hunted with teargas, but as this was not effective they called 2 tug-boats with firefighting equipment and tried to flush them out from beneath the stones.

At 1200 hours, several high ranking officers came on board with 3 policemen and demanded to search our ship. They searched very superficially as the real purpose of their visit was rather to make use of the facilities of our ship and our fully air-conditioned mess room for apparently conducting a quick conference.



The thriller continued keeping us all in suspense. Suddenly at around 1330 hours all our guests left the vessel with the speed of light, rushing to the waterside. A short while later, two policemen came back to the vessel and asked for a ladder, which was given to them.

The escapade ended at about 1345 hours when the 2 fugitives gave up their efforts to run away, surrendered to the police and were escorted to a police car. By lunchtime, at 1400 hours, and with a shift break imminent, the situation turned rather comic and humorous when all the 40 police cars tried to vacate the port simultaneously and as fast as possible, with

flashing lights and sounding horns.

It was a miracle that no accident occurred. At 1430h the pier was again empty and cargo operations resumed.



All of us had witnessed a Hollywood-like interesting and amusing incident out of the ordinary, which gave us a break from the daily routine.

We also realized that the ISPS Code and all associated training enabled us to react quickly and correctly and to also rapidly establish contact with the Port Facility Security Officer.

Capt. Guenther Reinwald
MV "CCNI Anakena"

MV "MARUBA TANGO" - ISM AUDIT

MV "Maruba Tango" has successfully passed her ISM audit at Livorno on 10-11 October 2005. Apart from the effective implementation of the ISM Code, the attending surveyor Mr Lucio Mastellone has conveyed the following comments to our offices:

"I would like to point out (extra to ISM Audit) the good cooperation and knowledge of the whole crew, the Master and the Chief Engineer. I can definitely confirm that so far it's one of the best crew I met on board.

Congratulations for your support to them"

We feel proud when receiving such messages and we wish to congratulate and thank the crew members of MV "Maruba Tango" for the excellent work and the best impressions relayed to the attending surveyor.



MV "Maruba Tango" Officers and Crew after successfully passing the ISM Audit

FLYING LOW ABOVE GROUND



The photograph above, taken during a christening ceremony of Messrs Norddeutsche Reederei H. Schuldt GmbH & Co. KG, was conveyed to us by Managing Director Mr. Markus Hempel with the following comments:

"I've just received and read the Uniteam News and of course I saw the appeal for pictures for your "Best Photograph" competition and the attached photo came to my mind. It has been taken during the Christening of the MV Northern Decency and shows by fluke, two Uniteam employees, up in the air running on an errand for the Client...."

This would certainly have been a prime contender for the photo of the year award; fortunately Mr. Hempel is not eligible to enter the competition...

P&I NEWS

- KEEPING A SAFE

NAVIGATIONAL WATCH

"Poor watchkeeping" is a constantly recurring factor in published marine accident investigation reports. Reading those reports reveals that poor watchkeeping is a phrase used to describe a failure of Officers of the watch to carry out one or more of their primary duties in maintaining a safe navigational watch.

It follows that many accidents might be avoided if all Officers in charge of a navigational watch at sea (OOW) considered how well they actually understand their duties in maintaining a safe navigational watch.

The duties of the OOW in maintaining a safe navigational watch can be divided into three main functions.

- Watchkeeping
- Navigation
- Global maritime distress and safety system

Watchkeeping 1 – Proper lookout

Maintaining a proper lookout at all times is the primary duty of the OOW and is a mandatory requirement under rule 5 of the International Regulations for Preventing Collisions at Sea (COLREGS). This involves maintaining a continuous state of all-round vigilance, especially by **sight** and **hearing**. The ability to carry out this primary duty must not be impaired by fatigue or workload.

Watchkeeping 2 – Collision avoidance

Collision avoidance must be carried out by applying the COLREGS. The COLREGS are written on the basis of vessels "in sight" or "not in sight" of one another. **Looking by eye** is therefore the primary aid to collision avoidance.

Watchkeeping 3 – Surveillance of the ship

General surveillance of the ship is part of maintaining a **continuous state of vigilance** and could include monitoring how well the helmsman or autopilot is maintaining the ship's course, a general watch over crew working on deck and any additional measures such as those required by the ISPS Code ship security plan (SSP).

Watchkeeping 4 – Navigational Equipment

Periodic checks of the navigational equipment in use should include basic practices of good watchkeeping, such as taking compass errors and comparing compasses regularly, running and monitoring the echo sounder and course recorder, and being **aware of the limitations** and checking for the standard errors when using bridge navigation equipment.

Watchkeeping 5 – Bridge team management

Full attention must be given to the duty of keeping a proper lookout. At any time when the OOW feel that this ability is compromised they must call additional crew to the bridge or if in doubt **call the Master**. A helmsman should not be called upon to carry out the duty of lookout in addition to steering the ship.

The OOW should always be aware of the Master's and Company's standing orders regarding the OOW acting as sole lookout. (Source: North of England P & I Club Signals, Issue 61, October 2005)

- TAKE CARE WHEN

MOORING

The Club has recently seen a tragic case emphasising the very close care and attention required – on board and ashore – during the mooring and unmooring of ships.

The vessel concerned was preparing to leave a river berth and all of the mooring lines except one had been let go. As the current caught the ship the load on the last line, which was held fast on a winch brake, increased significantly. The officer in charge of the mooring station was uncertain whether he had missed an order to let go the last line. But as he sought clarification the line parted suddenly and struck a mooring man waiting on the quayside.

The subsequent death of the mooring man serves as a salutary reminder of the need for particular care in such operations. And important general principles are contained in the UK Maritime & Coast Guard Agency's Code of Safe Working Practice for Merchant Seamen, which makes the point that:



...Immediate action should be taken to reduce the load should any part of the system appear to be under excessive strain...

(Source: The London P & I Club, STOPLOSS Bulletin, Issue 40, November 2005)

BREMEN

We continue our series of articles on cities where Uniteam and our clients have based offices, with a look at Bremen and Bremerhaven in North Germany. Situated on the river Weser they are both old merchant cities, members of the Hanseatic League with long maritime histories. Together they make the smallest German state in both area (400 sqkm) and population (660.000).



Alter Wasserturm (Old Water Tower)

The City of Bremen makes an attractive destination for tourists, with the beautiful market square where you can sit in a street café admiring the historic buildings, town hall and magnificent St. Peter's Cathedral.

The sea port is Germany's second largest, accounting for one third of the State's products; with state-of-the-art technology it is one of the world's best and fastest ports. More than 9000 ships per year visit the ports of Bremen and Bremerhaven.

Daimler-Benz's C-Mark Mercedes and the wings of the Airbus planes are manufactured here and a large aerospace industry and other high-tech operations are located around the City of Bremen.

The city has a huge food, beverage and tobacco industry which employs over ten thousand people and half the coffee drank in Germany is processed in the city; there is an old history of wine trading and brewing which dates back 700 years.

But what makes Bremen special is the curious customs and traditions that still happen throughout the year in the City. Sweeping the cathedral steps is a prime example where a young man wearing a top hat marches up to the cathedral and sweeps for all he's worth whilst bystanders busily throw pieces of paper onto the steps. Until, that is, a young girl rescues the sweeper with a kiss. It is the fate that awaits every bachelor who reaches his 30th birthday without getting married. And while the gentlemen sweep the steps, young women of the same age have to polish the door handles.....



Bremen Rathaus (Town Hall)

DID YOU KNOW

- Money is made of woven linen, not paper.
- A rhinoceros's horn is made of hair.
- Many years ago in Scotland, a new game was invented and the rules were "Gentlemen Only...Ladies Forbidden" Thus the word GOLF entered into the English language.
- Every day more money is printed for Monopoly than the US Treasury.
- Coca-Cola was originally green.

PHOTO OF THE YEAR COMPETITION

Numerous appealing entries were received for this competition out of which we have decided to publish the photographs below.



This photo, showing the familiarity of a pink dolphin with people at Sentosa, Singapore was received from Mr. Igor Krochin, Second Engineer on MV "CAP Salinas".



Captain Than Tun Aung sent us a photo of MV "Ulla R" loading sargolite (Nickel Ore) at a remote terminal at Moneo, New Caledonia. It is published as a reminder to all of us of the difficulties faced by our seamen during their daily service at sea.

INTERESTING QUOTES

"Intellectuals solve problems; geniuses prevent them" (Albert Einstein)

"The trouble with being punctual is that nobody is there to appreciate it" (Franklin P. Jones)

"Age is a question of mind over matter. If you don't mind, it doesn't matter" (Anonymous)

COMPETITIONS

Our two ongoing contests are:

"Ship Without Accident" Award !

To promote as well as recognise safe working practice achievements.

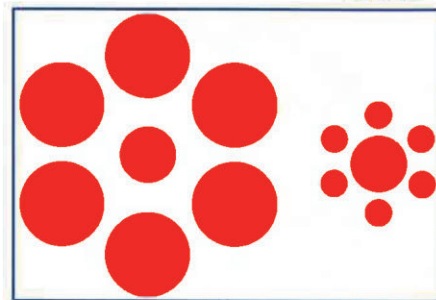
Prize: USD200.- for the crew's entertainment fund, for every ship that achieves zero accidents for a 6 month period.

"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.



Which circle in the middle is bigger?

HUMOUR

"Company Memo"

Notice: Our company requires no further physical fitness programs. Everyone gets enough exercise for:

jumping to conclusions,
beating around the bush,
going around in circles,
dragging their feet,
dodging responsibility,
passing the buck,
climbing the ladder,
wading through paperwork,
pulling strings,
throwing their weight around,
stretching the truth,
bending the rules,
and pushing their luck.

Safety First

Two hunters got a pilot to fly them to Canada to hunt deer. They killed six. As they started loading the plane for the return trip, the pilot said the plane could only take four deer.

The two hunters objected strongly. "Last year we shot six, and the pilot let us put them all on board and he had the same plane as yours".

Reluctantly, the pilot gave in and all six deer were loaded. However, even with full power, the little plane couldn't handle the load and went down a few moments after take-off.

Climbing out of the wreckage, the one hunter asks the other, "Any idea where we are?"

The other hunter replied "Well look at that, I think we're pretty close to where we crashed last 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.

UNITEAM MARINE (YANGON) LIMITED - INAUGURATION OF NEW OFFICES

The inauguration of Uniteam Marine (Yangon) Limited new offices was celebrated on 11th November 2005, with the Myanmar Officials and on 18th November 2005, with our Clients.

The new offices in addition to the recruitment of personnel, are also the centre for Uniteam training which since its commencement back in 1978, has widely expanded to cover all the main aspects of the latest training requirements.

Both inauguration occasions were a great success and we would like to wholeheartedly thank all our Clients and the Myanmar Officials who honoured us with their participation and our Uniteam Yangon personnel for all their exceptional work in organising the events.







