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UNITEAM NEWS

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Certified acc. to
ISO 9001: 2000



ISM Certified

UNITEAM MARINE LIMITED -20th ANNIVERSARY !

It's a celebration! – This August we are rejoicing the 20th Anniversary of the "Uniteam" name.

Although our management team has been in Cyprus since 1978, twenty years ago, when we were deliberating on the name that could be specially chosen as the future name of our Company, unavoidably we could not decide on anything else, other than a name that could express our concept of a "united team". A team of caring, qualified and experienced personnel gaining satisfaction in being members of our organisation, coming together, sharing together, working together and succeeding together. Indeed our Company's policy "Success Through Teamwork" is integrated not only throughout our Quality System but also our entire company's spirit, both ashore and onboard.

Being actively involved in all aspects of ship management Uniteam has since expanded into a multinational company, with offices in Cyprus, Germany, Myanmar, Lithuania and Singapore. The main objective for which Uniteam was established, based upon customer satisfaction, was to render ship owners services; consequently we are currently providing services in Crew Management, Technical Management and full Operations, Post-Chartering operations, Freight Management as well as Financial Administration and Consultancy services.

With over 28 years of experience, we presently manage a large fleet of vessels ranging from 2,000 to 170,000 dwt, trading worldwide, comprising of Multi-purpose, Container vessels and Bulkcarriers, under various flags including Liberian, Marshall Islands, German, Antigua & Barbuda, Cyprus, Myanmar and the Netherlands. All ships are supplied with qualified and experienced Officers and Ratings to suit Clients' needs, selected by Uniteam mainly from Germany, Myanmar, Lithuania, Poland, Hungary, Russia, Ukraine, Croatia and Romania.

For many years Uniteam has invested in a combined on-board and ashore training programme. Commencing with 30 Cadets in 1978, we now have more than 200 Trainees in various departments. All Trainees receive additional English tuition (at the company's Marlins Approved English Language Training and Test Centre), safety training, ISM Safety Management System and ISPS (International Ship & Port Facility Security Code) familiarisation prior to joining. Depending upon their specialisation, Trainees also attend seamanship, technical or catering classes either in school, our facilities or hotel. All Myanmar Officers are trained at the Company's own Bridge and Engine Simulators provided with applications for Ship manoeuvring and shipping traffic simulation in harbours, approach channels and in congested straights. Training is

carried out by experienced Masters and Engineers who have served onboard Uniteam's managed vessels for many years.

Uniteam is and has always been committed to quality and has its quality system modelled upon the ISO 9000 International Quality Assurance Standard, incorporating the

requirements of the IMO's ISM Code. Since 1996, it has maintained the ISO 9000 Certification and the ISM Document of Compliance. The Quality System ISO 9001:2000 has also been implemented in our offices in Germany, Lithuania and Myanmar.

On the occasion of this anniversary, we have taken the pleasurable opportunity to reflect on our growth over the years and our commitment to continuous customer satisfaction and achievement. Our objectives have been and are continuing to be attained as a result of the dedication of our company personnel, both the management and employees in our offices world-wide as well as our Officers and crew members serving onboard our vessels. Many of our long serving and loyal employees have been with our company for more than one or two decades and many have joined our company as bright



young university graduates or undergrads and have remained with us ever since. We have also benefited from the fresh outlook and efforts of talented newcomers to the company.

Our celebrations are with all of you who make up our Uniteam family, we congratulate you and we wish for many more happy and successful years together in the future.



Fitters' lathe machine and gas welding training at Uniteam facilities at Yangon

LETTER FROM FLEET PERSONNEL

A subject often discussed at our regular management meetings, apart from the various shipping related matters are the contents of the next edition of our UNITEAM NEWS.

So I thought, why not use this opportunity to write a short article to reach all our seamen onboard and on vacation with a message from the Fleet Personnel Department.

Successful crew management depends a lot on good planning and efficient communication. Therefore from our side we try to keep in close contact with all our seamen on board or on vacation. Our colleagues collectively in our offices, try to work out reliable long-term planning ensuring at the same time that whenever possible, individual interests and requests are met.

As much as we endeavour to keep personal contact with all our Officers and Engineers, the number of ships and consequently the number of seamen employed set some limits.

If we know your preferences well in advance, then we try to adapt our planning to suit your own needs, within the context of our specific and vessels' trading requirements. In turn, a certain flexibility and understanding from your part would be appreciated as unforeseen changes can occur, sometimes for reasons which are entirely beyond our control. These may include last minute cancellations when colleagues, despite having reconfirmed their readiness, often even after having signed their contract, declare that they are unable to join as planned due to family illnesses, children, housing needs and other reasons.

Situations look different from the perspectives of the seafarers on board and on vacation. To avoid misunderstandings and hurting feelings, it is important to keep in touch with our office for discussing any problem you may encounter so that all of us, taking all parameters into consideration, may try to find a workable solution.

It is well known to us that our success depends to a large extent on the performance of the crew we employ onboard our managed vessels and that our seamen have to be kept satisfied to do a good job.

Many times, matters which seem absolutely clear to one party may cause severe difficulties to the other, hence a minor alteration could result in having not only to re-adjust one position but also seriously affect the overall crew planning. On top, we always have to meet Owners' requirements as well and in such complex situations, it may well happen that individual seafarers may not be fully pleased with the final arrangements.

We are aware that it is extremely difficult to please everybody at all times, but occasionally all of us have to compromise to meet urgent requests from our colleagues. With mutual patience, understanding and flexibility we can make our co-operation successful and long-lasting.

Whenever you feel you have any constructive suggestions as to how we may improve our services to you further, we would be most pleased to hear from you. Only with your feedback will we be able to identify areas of improvement.

Likewise, we are always happy to hear when our arrangements have been to your satisfaction. Fortunately, positive comments do reach our offices regularly encouraging us to continue with more dedication.

For those who are spending the summer months onboard - please remember that next year it may be your turn for a summer, Christmas or Waterfestival at home and for those who this year have a nice vacation - please keep in mind that next year we may have to rely on you for our summer, Christmas or Waterfestival related crewplanning...

Bon voyage and happy summer holidays.
(Captain Thomas Reppenhagen)



The picture above shows the fleet personnel of Uniteam Cyprus (first row left to right) Charoulla Pirikki, Evi Anastasiou, Anastasia Stavrou, Christina Miltiadous, Madalena Davies, (second row left to right) Angela Ward, Evi Onisilou, Lucy Nicolaou, Georgia Droussioutou, Eva Socratous, Maria Christodoulou, (third row left to right) Maksym Kostin, Sebastian Cyrson, Krzysztof Dyba, Naing Win Tin, Thomas Reppenhagen, Kyaw Naing Tun and Ko Ko Lwin

MARPOL NEWS

With effect from 19.05.2006 regulation 14 of MARPOL 73/78 Annex VI entered into force and requires all vessels to burn low-sulphur fuel in SOx Emission Control Areas (SECA). The first of these areas is the Baltic Sea SECA which became effective on 19.05.2006. The North Sea SECA will become effective on 22.11.2007.

According to the above regulation, when a vessel enters a SECA, the sulphur content of fuel oil used on board must not exceed 1.5%.

At the point of entry into a SECA, vessels must already be using fuel with a sulphur content of less than 1.5%. To achieve this, procedures must be in place so that the change over from high to low sulphur fuel is completed before the entry into a SECA. Details of the start and end time of the change over, ship's position, fuel oil tanks used and their contents should be recorded in the log book.

Chief Engineers are requested to ensure that the vessel's emissions when entering into a SECA are at the limits enforced by MARPOL and in case of any queries to contact their Managers' /Owners' technical departments immediately.

M/V "HOUSTON EXPRESS"



The picture above, of the 8411 TEU vessel, was taken by Chief Officer Mr Riccardo Bogansky during a man overboard and a lifeboat drill in the Red Sea in March 2006, whilst the vessel was underway from Singapore to Southampton, loaded with a total of 7751 TEU.

P & I NEWS

MISTAKES AND LADDERS

INTRODUCTION

A 70000 GT bulk carrier was departing from a European port. The vessel had a pilot onboard and had just reached the pilot station.

With the pilotage completed the pilot thanked the master and officers and was escorted down to the disembarkation deck. The pilot then chatted to the launch crew on the VHF as they manoeuvred alongside the vessel.

WHAT HAPPENED?

Two experienced AB's had rigged the pilot ladder, under supervision of the bosun, and due to the freeboard being in excess of 9 metres it was used in conjunction with the accommodation ladder.

With the accommodation ladder deployed and resting against the side of the vessel the pilot proceeded down to the pilot ladder.

The second officer, who was out on deck and monitoring the operation, was in constant contact with the wheelhouse, and there was a lifebuoy with a self-igniting light provided. The pilotage area was bathed in bright sunshine and the operation appeared to all be going to plan as the pilot stepped out onto the pilot ladder.

The pilot continued downwards, but after about four rungs the pilot ladder gave way and snapped hurling the unsuspecting pilot into the sea. Fortunately the pilot missed the launch waiting at the bottom of the ladder.

The second officer reacted promptly by throwing the lifebuoy overboard and informing the wheelhouse. The vessel was positioned away from the pilot and brought to a stop as the launch rescued the pilot from the sea.

The pilot was pulled on board and the launch rushed back into port to get access to medical aid. The pilot was quite fortunate in only having suffered a broken leg, bruising and minor cuts.

WHAT LESSONS CAN WE LEARN?

After the incident and as a part of the investigation that was conducted the remains of the broken ladder were recovered from the vessel and sent to a laboratory for analysis.

The examination confirmed that, despite the ladder's outward appearance being acceptable, many of the inner rope fibres were disintegrated due to prolonged exposure to the elements — particularly sunshine and salt water.

In all other aspects this ship was very well run and operated. As such the vital lessons to be learnt are that despite the vessel following all the correct procedures in regards to the pilot transfer operation, there had not been any consideration paid to the condition of the ladder itself — with terrible consequences.

All vessels within this particular fleet now pay great attention to the methods employed in safely and correctly storing the pilot ladders — they are now stowed in a dedicated dry locker, and are appropriately protected from the sun, deck and sea water.

WHAT DO THE REGULATIONS SAY?

SOLAS

Chapter V Safety of Navigation provides the regulatory framework for the safe transfer of marine pilots.

Regulation 17 Pilot Transfer Arrangements covers the application of the regulations and such matters as

transfer arrangements, access to the deck, equipment and lighting. The basic premise being that the arrangements to transfer the pilots shall efficiently fulfil their purpose of enabling pilots to embark and disembark the vessel safely.

In a case such as this, it states that the pilot transfer appliances should be kept clean, properly maintained, stowed and shall be regularly inspected to ensure that they are safe to use.

ISM

Such a serious incident in relation to a pilot transfer operation could constitute a valid reason for authorities to consider that a major non-conformity exists in the vessel's safety management system, as covered by the ISM Code.

Section 10 of the ISM Code covers the maintenance of the ship and its equipment. Section 10.3 further states that the company should identify which equipment if it failed would result in a hazardous situation. The pilot ladder should be listed amongst such equipment, and within the SMS there should be specific measures adopted to promote the reliability of such equipment. (Source: North of England P & I Club, Signal Experiences, Case Study PI 026)

UDON WILLIAM

On Saturday 29 April 2006, as I was hurrying home around 1220 hours, I caught Don enjoying his after-lunch smoke and we exchanged our usual banter about the hazards of smoking. Early Monday morning, on Worker's Day, I was informed that Ko Don had passed away at 0530 hours.



Don was a thorough gentleman. He was soft-spoken, courteous and obliging to a fault. Quite a few in the hospitality industry did not know that he was formerly a well-liked and very competent marine radio officer (CDC 10030), who joined Uniteam way back in March 1989 and had 8 seaborne assignments under his belt before being grounded as the Bayview Beach Resort Reservation Manager...a position that he served with distinction and pride.

He was popular and we never saw him lose his cool or miss a single day of work – even when he was taken to the hospital a few months ago, he was back at his desk the next day, such was his dedication to duty. Devoted to kith and kin, he lived a quiet and peaceful life and even though his passing was untimely, he went away peacefully.

We miss him sorely for our Don was a brother seafarer, a colleague and most of all, our friend. (U John Hla Tin)

AN UNEXPECTED ENCOUNTER

Whilst our vessel was en-route to destination port of Honolulu (USA), on 19th June 2006 at 14.50 LT at a position about 200 NM South-easterly of the Midway Island, the 2nd Officer Mr. Zaw Min Oo (CDC 30744) noticed a subject emerging out of the surface of the water just at 4.5 NM ahead of our vessel's course.



A prompt and clear report was given to the Master being at that time in the Radio room and the heading course was immediately altered to give wide berth to an unknown object. Seconds later, it was clear that the unknown object was identified as a submarine. After a while we passed clear the submarine without having any radio contact from their side. No movement of the submarine was detected by ARPA since it was first noticed.

The reasons causing the submarine to get afloat just ahead of a vessel approaching and later remain drifting are unknown.

The 2nd Officer Mr. Zaw Min Oo being on watch exhibited his perfect capabilities to maintain proper watchkeeping and professional duties under unusual circumstances, which were much appreciated by Master.

Such an incident, believe could be circulated and discussed with all other vessels for alerting all Officers on watch to be vigilant at all times whether their vessel is sailing on open seas or on coastal waters.

(Captain Oleksandr Mazurkin - MV "IBUKI")

WORLD CUP FEVER !



The World Cup games in Germany have not left anybody untouched.

Uniteam Office in Hamburg is not an exception.

The picture shows, frauke Garbers and Dana kuessner of Uniteam Hamburg Fleet Personal Dept, dress in national colours of the German Team.

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 2006 !

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.



Captain Zoran Jovanovic has captured with his lens the magic and beauty of mother nature in its entirety by depicting the absolute symmetry and the perfect aerodynamic shape in the flight of this young bird.

HUMOUR

World Cup Final ticket

A man had great tickets for the World Cup Final.

As he sits down, another man comes down and asks if anyone is sitting in the empty seat next to him. "

"No" he says. "The seat is empty."

"This is incredible!" says the other man. "Who in their right mind would have a seat like this for the World Cup Final, the biggest sporting event, and not use it?"

"Well, actually, the seat belongs to me. My wife was supposed to come with me, but she passed away. This is the first World Cup Final we haven't been together since we got married."

"Oh ... I'm sorry to hear that. That's terrible. But couldn't you find someone else, a friend or relative, or even a neighbour to take the seat?"

The man shakes his head. "No. They're all at the funeral."

Husbands !!!

God comes and says, "I want the men to form two queues

- one line for the men who dominated their women, and

-the other one for the men who were dominated by their women.

Also, I want all the women to go away so that no man and woman can talk"

Next times God comes back, the women are gone and there are two lines. The line for the men who were dominated by their women is 100 miles long, and in the line of men who dominated their women there is only man.

God gets mad and says, " You men should be ashamed of yourselves. I created you in my image, and you were all manipulated and guided by your mates.

Look at the only one of my sons who stood up and made me proud. Learn from him!

Tell them. my son, how did you manage to be the only one in this line?"

The man replies, " I don't know my Lord, my wife told me to stand here"

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.