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20 Years



UNITEAM NEWS

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"UNITEAM Class" SEAFARERS

A vision of the future for most shipping companies includes improved maintenance effectiveness, increased machinery efficiency, as well as reduced accidents and deficiencies. An essential element to accomplish these improvements is the skill and the performance of seafarers who maintain the ships.

We are all aware nowadays of the increasingly numerous inspections from Flag State, Port State, Sanitary Authorities, Charterers, Class societies etc. each demanding a condition of the vessel's up-keep to a certain standard.

Combined with progressively faster cargo operations in port, the crew have continually less opportunities to perform even basic maintenance, both on deck and in the engine department. At anchorage, in most of the ports worldwide, the authorities do not allow any maintenance of the ships' hull. The only time remaining for maintenance is during sailing, if the crew will be lucky with the weather conditions and a long enough sailing time.

To keep up with the changes in the industry, seafarers have to be well trained and educated before joining a vessel so that, when they come on board, they are ready to respond efficiently in any situation, taking at the same time the required safety precautions against the every day dangers in their working environment.

It is for this reason that we have identified the need of effective feedback systems from the ships and developed appropriate courses at our training facilities.

The senior officers have to be vigilant at all times, monitoring our seafarers' performance, leading and guiding them how to work properly, safely and efficiently. Diligent reporting through the fitness reports reveal the training needs of each individual seafarer and enable us to develop the appropriate programs, remedying any shortcomings and improving the skills of our crewmembers.

However, this process can only be successful with the willingness of individuals and their desire to improve professional knowledge, complying with all mandatory rules and regulations, as well as being alert to perform duties safely and competently during all their service time on board.

Continual improvement through assessment, evaluation and training entwined with our company's spirit of unity, "Success Through Teamwork", is the key to achieving and maintaining "Uniteam Class" seafarers.



NRS SEMINAR FOR SENIOR SEAGOING STAFF

On 7th and 8th of September, Norddeutsche Reederei H. Schuldt GmbH & Co. KG (NRS) invited approximately 25 of their senior seagoing staff currently on vacation for a seminar during which company specific topics and also general matters relating to crewing, chartering, technical issues, international regulations and P&I / loss prevention were presented and discussed.

It was already the second event of this

kind and similar meetings shall be held regularly once or twice a year to enhance the good relationship between the NRS office staff and the seagoing personnel onboard their vessels.

Representatives from Uniteam attended as well and Mr Peter Merkel of our Hamburg office together with Capt. Thomas Reppenhagen from Cyprus gave a short presentation about the history of Uniteam and our training facilities at

Yangon.

Apart from the shipping related topics on the agenda, there were some outdoor teamwork exercises to be done which -judging from the picture- were great fun.

The feedback received from all participants was positive and for those of you who have attended, we would be pleased to receive any suggestions as to how such seminars can be further improved. For other NRS poolers who have not yet had the opportunity to attend one of the seminars, the next event is anticipated to take place in December when a similar number of senior seagoing staff will be invited.

Such interactive seminars are becoming more and more common and in fact other Clients of ours have started similar meetings. From our part we fully support this form of dialogue between the various parties which improves the understanding for each other, ensuring a safe and efficient operation of all ships.



MONTENEGRO

As a continuation of our earlier articles presenting the various countries from which our seafarers come from, we have the pleasure to introduce Montenegro in this edition, a country which has just emerged as a sovereign state after the population opted for independence in a May 2006 referendum. Montenegro, which means "Black Mountain" borders Croatia, Bosnia and Herzegovina, Serbia and Albania. The small republic has a beautiful Adriatic coast line, high mountain ranges and protected national parks.



The outstanding unspoilt scenery of Montenegro amazes visitors. The views of the valleys and lakes are declared to be some of the most beautiful in Europe. The small country covers an area of 13,812 sq. km and has a population of 600,000 with a very rich history and honourable descent.

Like many of the Balkans, Montenegro is expanding its tourism industry and many northern Europeans even purchase property in the region, attracted by the Mediterranean climate and the Adriatic coast line with its stunning beaches.



Famous Ports

Bar: Bar represents a modern town that is expanding every day. Although it is a port town with a capacity of 5 million Tons per year, it is amazingly clean and has many developed green areas. Around it there are many tourist attractions. In the old town of Bar, Haj Nehaj Fortress, with the remnants from the 15th century fortress and the castle of King Nikola, represent the historic and cultural monuments of this town. There is also an olive tree that is more than 2000 years old which still gives fruit, Skadar lake, with one of the biggest habitats of birds, as well as a large number of monasteries and churches. Numerous festivals and cultural events are held such as the International TV Festival, Meetings under the Old Olive Tree and the Bar Chronicle.

Kotor: Located along one of Montenegro's most beautiful bays Kotor is a city of traders and famous sailors, with many stories to tell. The Old City of Kotor is well preserved typical of the Middle Ages, built between the 12th and 14th century. Medieval architecture and numerous monuments of cultural heritage have made Kotor an UNESCO listed "World Natural and Historical Heritage Site". Through the entire city the buildings are criss-crossed with narrow streets and squares. At one of them there is the Cathedral of Sveti Tripun. Carnivals and fiestas are organised each year to give additional charm to this most beautiful city of the Montenegrin littoral.

P&I NEWS

CASE 1

DOWN THE SLIPPERY MODE

The incident

The third engineer and an engine room oiler were injured during what should have been a routine purifier clean, involving a lifting operation, on board a ship entered with the Association.

What happened?

The ship berthed and the chief engineer decided that the lubricating oil purifiers should be shut down and allowed to cool prior to a routine strip down and clean of the forward most purifier. The ship was fitted with five centrifuges in a designated fuel room.

The third engineer was dismantling the purifier with the assistance of the engine room oiler. The oiler set up a chain block on an overhead lifting beam via a running block. The two men lifted the purifier bowl clear of the frame and then realised they needed a clear space on which to land the purifier bowl. While they were positioning a sheet of plywood for this purpose and due to the excessive trim the purifier bowl began to run aft.

The third engineer tried to stop the bowl but only managed to trap his fingers between the bowl and the cleaning bay. The bowl continued to run aft until it ran into the after most fuel oil purifier. At this point the moving bowl sheared off the fuel supply pipe to the running purifier spraying both men and the purifier room with hot fuel oil. Both men suffered minor burns to their hands, arms and faces and the clean up task presented the crew with a considerable work load.

What went wrong?

The cleaning of the lube oil purifier was not fully discussed at an inter-departmental level and the task was undertaken when the ship had an excessive stem trim.

The running block should have been locked prior to and during the lift and only released when it was safe to do so. The third engineer and the oiler were not wearing gloves and had their boiler-suit sleeves rolled up thus they had little protection from the hot oil when the feed pipe was sheared.

What can we learn from this incident?

All tasks undertaken on board ship should be fully discussed at the daily work meeting.

All personnel should wear the correct personal protective equipment for the task in hand. Whenever mechanical lifting is undertaken those persons conducting the lift should be fully aware of the correct operating procedures and safe practices. The problem of excessive trim can have serious implication for all lifting operations.

CASE 2

MOST COLLISIONS OCCUR AS A RESULT OF AN INADEQUATE LOOKOUT BEING MAINTAINED

The incident

A collision occurred in good weather off the entrance to a large estuary, between an in-bound cargo ship and an out-bound oil rig supply ship.

What happened?

The ships were crossing, with the cargo ship about 10 degrees on the starboard bow of the supply ship. When they were about 4 cables apart the cargo ship, seeing no avoiding action being taken by the supply ship and receiving no response to either VHF or whistle signals, put her helm hard to starboard.

At about the same time, and for navigational reasons, the supply ship's course was altered about 45 degrees to port. Despite the clear weather however, the cargo ship had still not been seen. This was in addition to the fact that the supply ship was fitted with two radars, which were both operational. There had also been two officers on the bridge of the supply ship until just before the alteration of course. These officers had many years experience sailing in and out of this estuary.

After the alteration of course the officer remaining on the bridge of the supply ship started to engage the auto-pilot. As part of this operation he had to kneel on the wheel house deck and use a spanner to operate the valves on the hydraulic steering system. When he eventually stood up from this task he saw the cargo ship and immediately put the engine control to full astern. However, despite an instant response, there was contact between the starboard bow of the supply ship and the port quarter of the cargo ship.

What went wrong?

This case is a classic example of a collision having been caused by a gross failure to maintain a lookout.

What can we learn from this incident?

We must never allow familiarity to lead to complacency.

However familiar we may become with a particular sea passage or harbour approach etc, we must never allow to reduce our vigilance when it comes to maintaining a proper lookout or the organisation of responsible watch-keeping and good bridge management procedures. (Source: North of England P & I Club)

WHAT'S IN A NAME

Myanmar names are often confusing to foreigners. This is most evident when travelling abroad. Unlike other cultures where there is a first name, a middle name and a family name, all Myanmar names start with U for gentlemen and Daw for ladies. This causes confusion for Customs and immigration Officers at international airports who normally call a Myanmar national as Mr. U or Mrs Daw.

More humorously though, the person called would not answer, as he would not know who is actually being called.

Apart from that there are also such prefixes as Ko, Maung or Ma or Nga for adolescents and children. Even expatriates staying in the country, but not accustomed yet to Myanmar names, just cannot comprehend the system.

But there is a system. Myanmar names are not randomly picked. Each word has its own meaning and a name can influence a person's destiny. Every day of the week has its own corresponding alphabet, an animal sign and a numerical value. For instance Monday is assigned the alphabets *ka, kha* etc, the numerical value is 1. Tuesday is assigned the alphabets *sa, sah, za* etc and the numerical value is 2. But the one curious thing is Wednesday which is divided into 2 parts; the morning and afternoon. The morning part has a tusked elephant as its animal sign and the afternoon part, called Rahu, has a tuskless elephant. However the alphabets and the numerical values are the same.

When giving a name there is a rule that the first word of the name should correspond with the day of birth (i.e. Kyaw starts with the alphabet *Ka*, which corresponds to Monday) and the second or third word should be in advancing order, i.e. Monday to Tuesday to Wednesday (or Monday-Thursday-Friday) not in retro order like starting with Monday and backwards to Sunday. For example, for the person born on Wednesday the name should have the alphabets starting with *Ya* or *La* and go forward to Thursday to Friday *Ha* and then *Tha*.

Then there are also planetary signs and notations under which mystical powers each is born; like *atunbwa* meaning accomplishment with the potential to be successful in the future, *thaikbwa* meaning riches, i.e. with the potential that one will make a fortune in life. All these have to be taken into account when giving names, for as stated earlier, Myanmar people believe that the name influences a person's destiny and if the name is not appropriate that person can suffer the consequences. In villages you may find people with names like Ko Khwe (Mr Dog) or Ko Wetgyi (Mr Big Pig). They are nicknames and as some of these people live in remote areas and cannot approach the astrologers to calculate for them and get proper names, they are stuck with these nicknames.

All these particulars at one's birth are recorded on a palm leaf called a *zarda* and kept in a small wicker basket near the altar.

The *zarda* will have drawings of the Myanmar concept of the Universe, the four runic alphabets; *sa, da ba* and *wa* on one side. On the other side will be all the details of the owner's birth: the time as calculated according to Myanmar method, the season and month, the position of the planet under whose influence the child is born etc. The owner's name is also written with a wish that the bearer shall live for 120 years! Every Myanmar Buddhist has such personal *zardas* at his or her home no matter whether this person be a high official or a lowly labourer. When the person dies, his *zarda* is then thrown into a stream or river. Rather confusing but what's in a name (Source: "Enchanting Myanmar" Guide)

A PROUD FATHER

C/E Joerg Krueger who has been serving with our company since 2001 is very proud of his son Stephan Krueger. It is quite normal to be pleased and gratified about our children but Mr. Krueger has one more reason; Stephan is a member of the German National rowing team and he aims to represent his country at the 2007 World Rowing Championships for under 23's in Glasgow.

Stephan Krueger, who is just coming up to his 18th Birthday, started rowing in



1997 and has since gone on to win major titles in Germany. In 2005 he was the German champion in Skiff (typically a small flat-bottom boat) and won a Silver medal in Skiff at the World Junior Championship held at Brandenburg, Germany. In 2006, he has become the German Champion in double scull and also won a Bronze medal in double scull at the World Junior Championship at Amsterdam, Netherlands. For the unaware, scull boats used to be low profile duck hunting boats propelled by long stern oar moving from side to side to propel the boat forward. In racing, scull boats are the long slim low profile boats for one, two or four rowers we often see on TV.

Stephan Krueger presently rows for the Olympic Rowing Club of Rostock, established since 1956 on river Warnow. Training with the club normally requires a tough 18 hours a week, which have to be scheduled between his High School Classes and homework.

We congratulate C/E Mr Joerg Krueger for the achievements of his son and wish Stephan all the very best in his dream to participate at the 2007 World Rowing Championships in Glasgow.

CORRECTION

Our desktop demon has put his finger in our last edition. This picture published in the June edition of Uniteam News was in fact sent to us by Captain Alexander Kordic. Many thanks for the beautiful contribution.



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.

CSC CHARITY BEACH VOLLEY TOURNAMENT

The Cyprus Shipping Council (CSC), the professional body promoting the interests of Cyprus shipping in general, organises a variety of charity functions. One of the sporting events that has been instituted in recent years as an annual event is the Beach-Volley Tournament, at which Uniteam, as one of the founding members of CSC, participates regularly. This year the Tournament commenced on Sunday, 10th September 2006 and shall continue until Sunday 1st of October. Twenty teams from various Shipping Companies in Limassol have entered into the competition raising thousands of pounds for charity and children in need, as well as providing the opportunity for friends and families to have fun at the beach.

We wish our team, the "Uniteam - All Stars", the very best of luck in the tournament.



The picture above shows the beach volley team of Uniteam Cyprus (first row left to right) George Constantinou, Krzysztof Dyba, (second row left to right) Eduard Bankovic, Photis Hadjiphotiou, John Hadjiparaskevas and Stephen Fyfe

COFFEE

A group of graduates from university, highly established in their careers, got together to visit their old university lecturer. Conversation soon turned into complaints about stress in work and life. Offering his guests coffee, the lecturer went to the kitchen and returned with a large pot of coffee and an assortment of cups:

Porcelain, plastic, glass, some plain-looking and some expensive and exquisite, telling them to help themselves to hot coffee.

When all the graduates had a cup of coffee in hand, the lecturer said: "If you noticed, all the nice-looking, expensive cups were taken up, leaving behind the plain and cheap ones. While it is normal for you to want only the

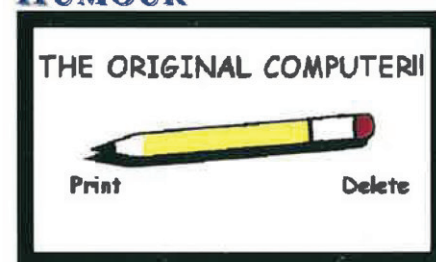
best for yourselves, that is the source of your problems and stress.

What all of you really wanted was coffee, not the cup, but you consciously went for the better cups and are eyeing each other's cups." "Now, if Life is coffee, then the jobs, money and position in society are the cups. They are just tools to hold and contain Life, but the quality of Life doesn't change."

"Sometimes, by concentrating only on the cup, we fail to enjoy the coffee in it.

So don't let the cups drive you...enjoy the coffee instead." (Contributed: Capt. Tin Maung Tun)

HUMOUR



Memory was something you lost with age
An application was for employment
A program was a TV show
A cursor used profanity

A keyboard was a piano
A web was a spider's home
A virus was the flu
A CD was a bank account

A hard drive was a long trip on the road
A mouse pad was where a mouse lived

Mental Asylum

During a visit to the mental asylum, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalized.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No." said the Director, "A normal person would pull the plug." Do you want a room with or without a view?

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.