



UNITEAM NEWS

SUCCESS THROUGH TEAMWORK



DECEMBER 2006

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Seasons Greetings

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

Štastliva Nova Godina - Sretna Nova Godina - Šťastný Nový Rok - Happy New Year -

Christmas and New Year are customary good opportunities for celebrations of togetherness and good will. It is always at this Season that we especially remember others and we are thankful for what we have.

At this time of the year at Uniteam, our thoughts are focused on our personnel, who for us represent one big global family, comprising of our Office staff and all our crew who serve onboard our vessels.

We thank each one of you sincerely for your efforts and good work throughout the year. We know that it is the dedication of our Uniteam personnel for more than 25 years, which has enabled us to achieve customer satisfaction and we look forward to us working together happily in the New Year 2007 and for many more future years.

Whether you will be spending the festive holidays at home or onboard your vessel with fellow crew, we wish you and your families,

*All Season's Greetings with great joy and
a very Happy New Year with
Success and Peace throughout the World.*

Gerhard Ruether

ku - S Novim Godom - An Nou Fericit - Srečna Nova Godina - Z Novym Rokom

Faustum - Laimingy Naujyq Mety - Mingalar Hnit Thit Bar - Szczęśliwego Nowego Ro

Head Ut Aastat - Frohes Neues Jahr - Chronia Polla - Boldog Új Év - Annum

TRAINING COURSES

In the month of October 2006, many "Tigers," "Dolphins", "Penguins" and "Sheep" were seen in the Uniteam Yangon premises. Thankfully no "Snail" was spotted. Some of these "species of animals" were also seen doing their exercises in the Uniteam

Yangon Simulation Centre. Well, fear not; these "animals" are, in fact, terminologies used to describe the management styles adopted by Officers managing the ship's teams when working either in the Bridge or in the Engine Room environment.



Front Row Left to Right: Captain Win Zaw (Simulator Instructor - UMTC), Captain Jerzy Wilk (Managing Director - Uniteam Yangon), Mr. Johnny Sim (BRM Instructor - STET), Captain Tan Chin Han (Simulator Instructor - STET), Mr. Kee Lek Yong (Managing Director - STET), Captain Holger Rolfs (Director Training - UMTC)

The training collaboration between Uniteam Yangon and STET Maritime Education Pte. Ltd, a leading Maritime Training Institute from Singapore commenced with the inaugural Vessel Resource Management (VRM) and the Engine Room Team Management (ETM) Courses conducted in the Uniteam Training Centre, from the 10th – 13th October 2006. A total of 10 excited participants successfully completed the program. In addition, Bridge Resource Management (BRM) and Bridge Team Management (BTM) courses were conducted from 16th to 20th October with 10 Senior Officers and 2 Instructors from the Uniteam Training Program. These programs will be held on a frequent basis to ensure that all Myanmar Officers will be given the opportunity to improve their skills.

At the end of the training programs, all the participants were well versed in the principles of effective management of resources and the ability to work together in overcoming simulated emergencies and situations onboard. All participants enjoyed a positive interactive learning environment during classroom lessons, discussions and simulation sessions.

We were flooded with positive remarks about the courses.

Comments such as *"I really enjoyed this course and felt that I should have done it earlier in my professional career!"* and *"this course improved our judgement and decision making in critical situations so that we can reduce our errors and narrow our gaps between management and subordinate Crew"* reflect just some of the opinions expressed after the completion of the courses.

Certificates for the courses are issued jointly by STET and Uniteam.



The Managing Director of STET Maritime Education Pte Ltd, Mr. Kee Lek Yong, being a consultant for the IMO, took the opportunity to provide updates

to our Officers of the latest news and information relating to the ISPS Code.



"It is our Company's policy to ensure that all our Officers and Crews are effective and efficient when working together as one high performing team onboard. This can only be possible when they are well managed and working cohesively towards the common objective collectively. All Officers will be scheduled to attend this program in the near future", were the comments of our Director for Training, Captain Holger Rolfs, who was responsible for overseeing the implementation of the simulator courses and summarizes Uniteam's commitment to the Education and Training of our Seafarers.

CAPTAIN PUZ

When reviewing our regular statistics on our Officers, we notice with pleasure that a lot of our seagoing staff have been with our company for many years and we are proud of this fact and honoured by their loyalty.

On the top of our list is **Captain Darko Puz**, one of our first-rate and experienced Masters, who will soon be celebrating 30 years as a member of our Uniteam family.



Captain Puz joined the company back on 26.02.1977, as a Chief Officer on M/V "Gabriele Koegel", a 9182 dwt general cargo vessel.



His first assignment as a Master came in 1983 on the general cargo vessel M/V "Georg Kurz" and since then, he has continuously been employed on vessels

under our management. He is currently serving onboard M/V "Pro Asia", a demanding multipurpose vessel trading between South America, South Africa and the Far East.

"We would like to warmly Thank You Captain Puz for your dedication and your excellent work for Uniteam over the last 3 decades and we look forward to continuing to enjoy working with you until your retirement in your beautiful homecountry of Croatia."

Let us hope that many other colleagues will follow the fine example of Captain Puz.

KEEPING DRUGS AND ALCOHOL OFF SHIPS

The negative effects of alcohol and drug use are well documented. Seafarers indulging in a 'social' habit can put the vessel, the rest of the crew and the company's reputation at risk.

For this reason and in compliance with the relevant regulations, all shipping companies today have to ensure that their officers and crew are fit for duty, alert and ready to react and respond to emergencies at all times.

Drug and alcohol testing is these days becoming a standard element within maritime drug and alcohol policies. Stringent regulations were put in place to protect shipping within national jurisdictions and this year has also seen a significant change to the US Coast Guard relevant requirements.

In line with the maritime industry trends and requirements, Uniteam has started performing random drug and alcohol tests in cooperation with Medscreen.

Medscreen is a UK company with a global perspective. Founded in 1987 and based in London, with customers all over the world in a wide range of industry sectors, Medscreen has the expertise and provides management solutions for the problems that drugs and alcohol bring to the working environment.

Fundamental to the approach of Medscreen is the recognition that behind every drug test there is an individual. The combined sensitivity, understanding and proficiency when conducting drug and alcohol tests is the reason why Uniteam has opted for this cooperation.

As Medscreen is a company with an international network of qualified staff to conduct drug and alcohol tests, these tests can be carried out in most ports throughout the world at short notice. We are aware that we do have presently a very good record of control for alcohol on board. However, the conduct of tests will assist in re-enforcing this positive culture that exists in our company and also record that proper testing is being performed in compliance with regulations.

Apart from alcohol, testing includes a wide range of other substances such as amphetamines, cocaine, benzodiazepines, opiates, barbiturates, methadone, phencyclidine, cannabis and propoxyphene. Medscreen have already performed testing on all crew of one of the container vessels under our management. To our satisfaction, all tests have been negative.

Especially at this festive time of year, we encourage all crew to act and think responsibly if having a drink containing alcohol.

SEAGULLS

The photo was taken whilst the vessel was awaiting berth at Kimitsu anchorage in Tokyo Bay where a huge number of seagulls had arbitrarily decided to enjoy our hospitality. The presence of all these birds on board led to various jokes amongst the crew about the effect on our vessel, a cape size bulker, which had just arrived fully laden at the maximum draft permitted to enter the port.



As our next port of call was in Australia and due to the issues of bird flu, each and every spot of droppings had to be washed off by the crew before arrival! These carefree opportunists, a highly resourceful and intelligent species symbolizing freedom, are said to exist for more than thirty million of years.

Capt. Nyo Win - Master of the M/V "Bulk Asia"

P&I NEWS

WORKING IN EXTREME HEAT

Seafarers are aware that heat illness can frequently occur on board ships due to the extreme temperatures in which they sometimes need to work. However, the onset is usually recognised and resolved quickly, with no permanent effects.

Heat stroke though is far more critical. Unfortunately, in a number of cases this has caused the crew member to become seriously ill and has even resulted in death.

HEAT EXHAUSTION

Heat exhaustion usually develops gradually and is caused by loss of salt and water from the body through excessive sweating. Those who are unwell, especially with illnesses that cause vomiting and diarrhoea, are particularly vulnerable. As the condition develops there may be:

- Headache and dizziness
- Confusion
- Loss of appetite and nausea
- Sweating
- Pale, clammy skin
- Cramps in the arms, legs or the abdominal wall.

Perspiration is the body's best heat-control mechanism, but the salt and water that is lost must be replaced. The salt is best taken with food and supplemented by drinks containing salt to prevent heat cramp. In conditions of moderate heat, at least 4 litres (7 pints) of fluid is required a day but in high temperatures this increases to 6-7 litres (10-12 pints).

However, when the atmospheric temperature is the same or higher than the body temperature (37°C), it is no longer possible to lose heat by radiation. A humid atmosphere will only make matters worse as sweat will not evaporate so readily from the body.

Particular care must therefore be taken when working in hot temperatures, especially in engine rooms and other confined spaces. In very hot conditions, as well as drinking plenty of water, seafarers should wear protective clothing that ensures free circulation of air to allow evaporation of sweat.

HEAT STROKE

Heat stroke is caused by failure of the "thermostat" in the brain and the body becomes dangerously overheated due to a high fever or prolonged exposure to heat. In some cases it can follow heat exhaustion when perspiration ceases and the body cannot be cooled by evaporation.

Heat stroke can occur suddenly, causing unconsciousness within minutes and on occasions it can be fatal. Sometimes there will be no indication of what is wrong until it is too late, but there can be warning signs. There may be:

- Headache, dizziness and discomfort
- Restlessness and confusion
- Hot, flushed and dry skin
- A rapid deterioration in the level of response
- A full, bounding pulse
- Body temperature above 40°C

In the case of heat stroke the patient should be wrapped in a cold, wet sheet, which is kept wet until the temperature has fallen to 38°C. The wet sheet can then be replaced with a dry one and the patient carefully monitored.

Should the patient's responses deteriorate or he becomes unconscious, ensure his airway is open and check he is breathing. In all cases, expert medical advice should be sought as soon as possible.

Source: North of England P&I Club SIGNALS, issue 65, October 2006

MYTH OR TRUTH

PUT BUTTER ON A BURN

Many people mistakenly believe that butter is helpful to skin burns. However, the butter actually traps the heat in the skin, prolonging the pain and should never be used for the treatment of burns.

For minor burns the best thing to do is to cool the burn under running water and, only after it has been thoroughly cooled, apply an antibiotic ointment.

Honey is sometimes used because of antibacterial affects and even boiled potato skins can apparently be helpful as they maintain a moist environment. But the only hot thing butter should be applied to is toast.

Source: North of England P&I Club SIGNALS, issue 65, October 2006

GLOBAL PIRACY UPDATE

The ICC International Maritime Bureau has reported that worldwide piracy attacks until the end of the third quarter of 2006 have decreased from 205 in 2005 down to 174 in 2006.

Of the 174 total attacks listed in the report, vessels were boarded in 113 cases and 11 ships were hijacked. 163 hostages were taken, 20 crew members were kidnapped, and six were killed.

This considerable reduction has been achieved through the rigorous implementation of the ISPS Code on board vessels as well as port facilities globally over the last two years. In addition, significant credit goes to those law enforcement agencies responding to incidents in high risk areas.

Although the number of attacks world-wide has declined, piracy continues to plague hotspots such as Bangladesh and Nigeria.

Bangladesh recorded an alarmingly high 33 incidents – 22 actual and 11 attempted. The majority of these attacks occurred in and around the port of Chittagong, making it the world's most dangerous port. Attempts have been made to deal with the problem in Bangladesh, notably a recent joint coast guard and navy operation to capture pirates in the Bay of Bengal. This large-scale operation involved 17 naval vessels and 3,000 coastguard personnel who sought to clear pirate infested areas of the bay. Two pirates were killed in a fire fight that occurred during the operation.

Nigerian waters also remain extremely dangerous. Despite a relatively small number of attacks, six actual and three attempted, three of these attacks led to 17 crew members being kidnapped and held for ransom.

A growing trend in Nigeria is the large number of pirates involved in attacks. In one instance, 40 people attacked a vessel from three canoes and kidnapped four crew members. In another, a ship was attacked by 23 pirates armed with knives. These attacks are symptomatic of a rise in the number of incidents against foreign oil workers in Nigeria.

Eight attacks were reported off the eastern coast of Somalia where pirates attacked ships and fired upon them. Although there have been no recent incidents, the eastern and north-eastern coasts of Somalia continue to be high-risk areas for hijackings. Ships not making scheduled calls to ports in these areas should stay at least 75 miles or as far away as practical from the coast.

One area that has seen a reduction in piracy attacks is Indonesia. Incidents of piracy and armed robbery in Indonesian waters dropped from 61 to 40 in 2006, versus the

same period in 2005. However, Indonesia still accounted for more attacks than any other country, consolidating its position as the world's hottest piracy hotspot.

Elsewhere, the Malacca Straits have been dropped from Lloyd's of London's list of dangerous waterways. This decision is thought to be largely the result of improvements to security implemented by the coastal states bordering the Straits. Worldwide, there have been more attacks on container ships (37/24) and fishing boats (15/3) in the first nine months of 2006 compared with the same period last year, while the number of attacks on bulk carriers, general cargo ships and tankers have diminished.

It appears that piracy and piracy attacks especially in certain parts of the globe will remain with us for many years to come. Continuous and scrupulous implementation of proper security procedures on board as described in the ISPS Code and the Ship Security Plans will, for sure, deter pirates in attacking a vessel and have proved to be the most effective means of avoiding piracy.

(Information sourced from an ICC report dated 31 October 2006)

COMPETITIONS

Our two ongoing contests are:

"Ship Without Accident" Award I

To promote as well as recognise safe working practice achievements.

Prize: USD 200.- for the crew's entertainment fund, for every ship that achieves zero accidents for a 6 month period.

"Best Photograph" Year 2006 I

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: USD 300.- for the selected best picture of the year.

"BEST PHOTOGRAPH" ENTRY



The extraordinary photograph above named "On her way upstream muddy river" was submitted for the best photograph of the year competition by:
Mr Rajmund Andrzej Kaliszuk, Chief Engineer of MV "San Francisco Express".

HUMOUR

WHY?

Why is it that people say they "slept like a baby" when babies wake up every two hours?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why is there a light in the fridge and not in the freezer?

If corn oil is made from corn, and vegetable oil is made from vegetables, then what is baby oil made from?

What is the speed of darkness?

Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?

Why do people point to their wrist when asking for the time, but don't point to their bum when they ask where the bathroom is?

Why do we press harder on a remote control when we know the batteries are flat?

Does pushing the elevator button more than once make it arrive faster?

THE BARBER

A Florist goes to the barber for a haircut and when he goes to pay, the barber says "I am Sorry, I cannot accept money from you; I am doing a Community Service" The Florist is happy and leaves the shop.

The next morning when the Barber goes to open his shop, there is a "Thank-you" Card and a dozen roses waiting at his door.

A policeman goes for a haircut and he also goes to pay the Barber and the barber replies: "I am Sorry, I cannot accept money from you; I am doing a Community Service". The policeman is happy and leaves the shop.

The next morning when the Barber goes to open his shop, there is a Thank-you Card and a dozen Donuts waiting at his door.

A Scot goes for a haircut and he also goes to pay the Barber and the barber replies: "I am Sorry, I cannot accept money from you; I am doing a Community Service". The Scot of course is very happy and leaves the shop.

The next morning when the Barber goes to open his shop, he finds a dozen Scots waiting for a haircut...

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.