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"TO ALL OUR MYANMAR COLLEAGUES WE WISH A VERY MERRY THINGYAN & A HAPPY NEW YEAR."

## UNITEAM NEWS

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## FIRST MARITIME TRAINING WORKSHOP FOR OFFICERS CONDUCTED AT UNITEAM YANGON



*A group of our Officers attending the Maritime Training Workshop organised at Yangon*

**The first Maritime Training Workshop for Senior UNITEAM Officers was conducted at our Yangon Offices on 22nd and 23rd of February with about 50 participants comprising of Masters, Chief Engineers, Chief Officers and Second Engineers currently ashore.**

The aim of the workshop which was prepared as a PowerPoint Presentation and presented by Mr. Peter Merkel of Uniteam Hamburg together with Capt. Thomas Repenhagen of Uniteam Cyprus was to raise awareness on a number of issues including inter-personal relations, communication and potential sources of problems faced on board on a regular basis and invite the exchange of ideas between our Senior Officers.

Three groups of approximately 15 participants each attended. Feedback from both sides was very positive. Colleagues of the same rank had the opportunity to discuss with each other and to exchange their experiences.

The initial idea was to have separate workshops, splitting Deck Officers and Engineers for a more job specific selection of topics. However, in this first workshop conducted, the mix of ranks turned out to be an advantage as many of the topics presented were of importance to both departments and it was interesting to have the opinions of both the Deck and Engine Officers on the same subject.

Mr. Merkel gave the participants a short run-down on the commercial background of modern shipping nowadays, explaining briefly the Ship Financing System, the Managing Owner's role as well as UNITEAM's part in this network.

By raising examples of incidents that occurred during the past months, an open discussion was initiated with the aim to improve the performance in the fleet and to avoid recurrence. A selection of pictures was used to identify and explain specific issues relating to maintenance, accidents, injuries etc. and key areas, which would warrant the smooth operation of ships and their successful management, were analysed.

The need for a regular and open exchange of information between ship, office, Owners and any other parties involved was also highlighted and it was stressed that optimum results can only be achieved with close teamwork.

The success of the workshop was beyond our expectations. In our effort to further the training of our seagoing personnel, more such workshops are planned for the future for ensuring that our Officers will be more alert, aware and responsive in their future assignments onboard.

Our dedication to assist our leading officers in expanding their knowledge and experience, for the benefit of improved decision making skills and prompt response in the demanding and competitive environment in which they operate is on-going.

## ECDIS TRAINING TO START SOON/UPGRADE OF SIMULATORS

**Our training facilities in Yangon have been further upgraded with the acquisition of an additional simulator to be utilized for practical training especially on ECDIS (Electronic Chart Display and Information Systems), but also for ARPA (Automatic Radar Plotting Aid) Radar courses.**

Since an increased number of flag states now permit the use of electronic charts only, it is anticipated that in the near future paper charts may become obsolete. It is for this reason that we have acquired and installed this new simulator with emphasis on ECDIS training. Courses will start soon and will also be approved by the Myanmar National Maritime Administration in compliance with the IMO requirements.

**COMMUNICATION IS THE KEY**

**The shipping industry is a vast multi-national environment with an almost infinite mix of nationalities and cultures, which is unavoidable at every turn.**

Just looking within the Uniteam offices we have a wide range of backgrounds, such as from Germany, Lithuania, Cyprus, Myanmar and Ukraine as the obvious ones, but we also have the influence from Croatia, Poland, Britain, South Africa, Zambia and Argentina.

On board the vessels the combination of nationalities grows even wider, leading to greater diversity in culture. It becomes more like a United Nations Conference.

This contrast brings a broader view of life, but also problems, which can be made worse when working in the tight and adverse environment that Shipping is often exposed to, with the increasing expectations and regulations.

It is for this reason that it is vital in our industry to invest additional time and effort in communication, for ensuring that we are properly understood and also that we comprehend what we are being told, regardless of our rank or position.

Communication is not just speaking and hearing, it is the art of making ourselves understood and of understanding others.

Investment in communication, apart from the financial commitment to warrant that the level of English of our crew is attained, maintained and monitored, is also making the additional effort with people from a different background and culture, where words, gestures, attitudes, or even face expressions and actions can be misinterpreted.

This very concept struck me trying to cross the road the other day when I pointed to my head to a careless driver. My intention was to ask him to think a little about how fast he was going. The rather large brute of a man behind the wheel of the truck who seemed to be in a rush, apparently interpreted my gesture to mean that I thought he was stupid. He thus rolled down his window and commenced with an instant barrage of comments at the same time accelerating to disappear into the distance as fast as he had appeared. I was left with a strong sense of bemusement and underachievement, as well as a few other thoughts which have been censored by the editor.

The above little incident is not associated with shipping. It is human related and had we known each other before getting into

Until recently, ECDIS training was offered as part of the Bridge Team Management courses organized in our Simulation Training Center, however, the new module will specially focus on the emerging technology, raising the number of trainees attending these courses.

The new set up offers nine individual training stations with three displays per station which by default are the ECDIS in the center, the ARPA on the right and the Conning Station with all Alarms, the Autopilot, Manual steering, Engine lever etc. on the left. All nine stations can perform the same exercise simultaneously or can be connected in groups performing different exercises. The nine stations can also be used as a GMDSS Simulator with all equipment like VHF, HF, DSC, SAT, NAVTEX, AIS, FLEET 77 and EPIRB.



Space-wise each station can accommodate two trainees but training will be limited to nine persons or less to ensure proper tutoring and maximizing familiarization. Since the training stations use the same tools as the full mission simulator, the equipment can also be used for pre-simulation training. With this advantage, lengthy familiarization periods on the full mission simulator are avoided, allowing it to be used to a greater extent in other effective and more difficult exercises, achieving a better utilization of all available resources.

Our Training Coordinator in Yangon, Capt. Holger Rolfs is proud to have this latest addition to our simulation equipment through which our Nautical Officers can be prepared for the increasingly sophisticated bridge equipment onboard modern ships prior to joining.

Furthermore another improvement was made to the Bridge Simulator which has now been upgraded by applying a better graphical resolution and the addition of other useful characteristics which provide more realistic simulations, including a new interactive binocular mode. This feature has been newly developed and in fact our Centre is one of the first worldwide to have it.

Parallely, the Bridge and Engine Team Management courses continue being jointly conducted by our Uniteam Marine

Training Centre and the Singapore based "ST Education & Training Pte. Ltd" (STET), a training institution well known for quality education and training for both mandatory and non-mandatory Merchant Marine courses as prescribed by the International Maritime Organisation, with the approval of the MPA (Maritime Port Authority) of Singapore.

To this effect, STET has also successfully carried out a "Training Course for Instructors" held between 30<sup>th</sup> January and 14<sup>th</sup> February 2007 in accordance with the requirements of STCW 95 and the IMO Model Course 6.09, thus establishing the IMO standards for our trainers.



"From left to right: Capt. Thomas Reppenhausen, Mr. Johnny Sim - Assistant Director STET and Mr. Peter Merkel."

**DELIVERY OF "ANL WARRINGA"**

**MV "ANL Warringa" (Vicki Rickmers), the first of a series of 4,250 TEU gearless vessels delivered to Rickmers Shipmanagement (Singapore) Pte. Ltd. from Dalian Shipyard, China in January 2007, is crew managed by Uniteam.**



The vessel is pictured at Singapore roads before entering into a liner service operated between Singapore, Port Klang and a number of ports in Australia.

Construction of the sister vessel, MV "ANL Windarra" (Maja Rickmers) which will be employed in the same trade, was also completed in the middle of March.

this close encounter, the outcome would have been completely different.

A little extra communication and understanding, especially when the workload is not at its peak, generates always a spirit of cooperation and teamwork, contributing in clarifying most issues well in advance, and makes coping with more difficult situations much easier.

It is the responsibility of everyone of us to have an open mind and to consciously make every effort to achieve the ultimate goal, which is harmonious human relations without unnecessary frictions which may destroy the whole working environment.

Many disputes or complications which are reported to our Offices have their roots in minor inter-personal relationships, simple misunderstandings or a lack of communication.

Leading Officers must have open ears and eyes for any disagreements onboard encouraging understanding and cooperation, smoothing out unrest within their scope of responsibility and resolving unwanted situations without the need for high emotions, eliminating many of these small problems at their roots and before they grow big.

Stephen Fyfe

## M.V CLIPPER MONARCH (FROZEN ICE SHIP)

**This picture of MV "Clipper Monarch" sailing in sub-zero temperatures, was forwarded to us by Capt. Moe Zaw during her passage from Vancouver to Shanghai on the 10<sup>th</sup> March 2007 and shows the vessel at position Lat. 54 16.0N, Long. 158 52.3W.**



MV Clipper Monarch looks more like a ghost ship sailing the high seas rather than the GRT38878 Panamax Bulk Carrier built in July 2000.

Bad weather, icy conditions and high waves provide substantial additional risks to ships and their crew and require a heightened state of alertness to safe working practices when moving around to avoid injuries.

## P&I NEWS

### KEEPING WATCH UNDER PILOTAGE

**Many Officers of the watch (OOW) may have written, 'courses various to Master's orders and pilot's advice' in the logbook and then felt able to relax, happy perhaps that the most onerous task ahead is to find out how the pilot prefers their tea to be made.**

However, the International Group of P&I Clubs has been studying major claims files where pilot error is believed to be a contributory factor and the findings suggest there may still be confusion about the role of pilots once they come onto the bridge and temporarily join the bridge team.

A good starting point for clearing up the confusion is the International Chamber of Shipping's Bridge Procedures Guide, section 3.3.3.3.1 of which states:

*'The presence of the pilot does not relieve the Master or the OOW of their duties and obligations for the safety of the ship. Both should be prepared to exercise their right not to proceed to a point where the ship would not be able to manoeuvre, or would be in danger.'*

With such a clear statement, which can be incorporated into procedures and standing orders, it could be expected that since the introduction of the ISM Code there would have been a reduction in both the number and costs of pilot-error incidents. But this does not appear to be the case, suggesting that the continuing trend of pilot-error claims could possibly be a symptom of a failure to improve the effectiveness of bridge-team management.

#### DAMAGE AND GROUNDING CLAIMS

The international Group findings suggest that in many property damage and grounding incidents there was a breakdown in bridge-team management with the pilot on board, particularly in relation to the master/pilot information exchange and whether there are sufficient bridge-team members to maintain control during pilotage.

Clearly many incidents result from failure to control or take account of basic elements of the pilotage such as:

- Excessive approach speed
- Weather conditions
- Tidal conditions
- Equipment or machinery failure
- Appropriate use of tugs

What is less clear is whether the bridge team has considered more 'sensitive' aspects, such as the nationality of the pilot in relation to the nationality of the bridge

team. This can create communication problems – for example the respect for authority overriding the need for all bridge-team members to question each other's actions.

#### DEPARTING FROM PASSAGE PLANS

Although in most jurisdictions the pilot is only on the bridge in the capacity of an advisor, it should be remembered that Chapter V, Regulation 34 of the International Convention for the Safety of Life at Sea (SOLAS) requires that the Master shall, prior to proceeding to sea, plan the passage taking into account the International Maritime Organisation (IMO) guidelines contained in Resolution A.893(21) – Guidelines for Voyage Planning. These state that the plan should cover the entire voyage from berth to berth.

Navigation from the pilot station to the berth inwards and outwards is probably the least understood aspect of passage planning. It might help to know that IMO recommendations (Resolution A.960(23) – Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots) make it clear that any passage plan is a

*'basic indication of preferred intention and both the pilot and the Master should be prepared to depart from it when circumstances dictate'.*

This implies that the Master or OOW must be in a position to judge when there is a departure from the passage plan when berthing and unberthing. The minimum requirement might be courses laid down on the chart and/or electronically from pilot station to berth and from berth to pilot station, so that any departure from the planned track can be checked with the pilot.

#### COLLISION CLAIMS

A collision always raises the question of whether there was a failure to keep a proper lookout. Failure of the bridge team to understand the relationship with the pilot on the bridge and the need of the OOW or the Master to continue to maintain a proper lookout and assess whether risk of collision exists can lead to a situation where collision avoidance is left in the hands of the pilot. However, the pilot is unlikely to be responsible and accountable in the event of a collision.

It is important for Masters and watchkeepers to concentrate even more on the safe navigation of the ship when a pilot is on board.

*Source: North of England P&I Club, SIGNALS, issue 66, January 2007*

**PHOTO OF THE YEAR  
COMPETITION WINNER**

The photo of the year competition has received an increased number of entries for the 2006 prize and we hope that this trend continues for the year 2007 Award. The quality of some pictures taken has been outstanding with a variety of different scenes and themes presented, making the selection of the winning photograph very difficult.

It is our pleasure to announce that the 2006 Prize goes to Electrician Mr. Alexey Sergienko for beautifully capturing with his lens with the finest detail, the rare scene of a seagull in full flight hunting down a flying fish desperately seeking to escape. The photos were taken whilst he was serving on board MV "Magnavia".



A runner up photograph entered for our competition is this colourful sunset taken by 3<sup>rd</sup> Officer Myo Maung Maung Zan of M/V "Monte Pelmo".



His picture speaks for itself and does not require any special narration.

**FLYING FISH**

The Picture of the year for 2006 has generated our interest in this unique fish.

The Exocoetidae (literally meaning the species escaping out of their habitat) or flying fish are a marine fish family comprising of about 50 species. Flying fish are found in all major oceans, mainly in warm tropical and subtropical waters of the Atlantic, Pacific and Indian Oceans. Their most striking feature is their pectoral fins, which are usually large, and enable the fish to take short gliding flights through air, above the surface of the water in order to escape predators.



In some species the pelvic fins are also unusually large, so the fish appear to have four wings. Most species reach a maximum length of 30 cm, though a few may be as long as 45 cm. Their eyes are larger and flatter than those of other fish which improves visual acuity in the air. Flying fish live close to the water surface and feed on plankton.

To prepare for a glide, the fish swim rapidly close to the surface of the water, with their fins close to the body. As they leave the water they spread their fins. The tail fin is usually deeply forked, with the lower lobe longer than the upper. The fish rapidly move the lower lobe to propel themselves forward once the rest of the body is airborne. They do not flap their "wings". In gliding, flying fish can almost double their speed, reaching speeds of 60 Km/h. The glides are usually 30-50 metres in length but some have been observed to be up to 100 metres using the updraft of the leading edges of the waves. The fish can make a series of glides, each time dipping their tails into the water to produce forward thrust. Flying fish use their flying capabilities to escape from predators such as tuna, swordfish or as depicted above seagulls.

**COMPETITIONS**

*Our two ongoing contests are:*

**"Ship Without Accident" Award !**

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 !**

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.

**MYTH OR TRUTH?**

**NEVER HOLD IN A SNEEZE**

Many of us were warned as children that, if we hold in a sneeze, our heads might explode. While it will not have taken very long for most of us to realise that this was a myth, it is true that holding in a sneeze can cause harm.

The *Guinness Book of World Records* reports that the longest sneezing bout ever recorded was that of a British school girl who started sneezing in January 1981 and did not stop for 978 days.

A sneeze is a reflex triggered by sensory stimulation of the membranes in the nose, resulting in a forceful expulsion of air through the mouth and nose. The air expelled by sneezes is said to travel up to 160 km/h, and an unimpeded sneeze sends between 2,000 and 5,000 bacteria-filled droplets into the air.

Holding in a sneeze can potentially therefore cause fractures in the nasal cartilage, nose bleeds, burst ear drums, hearing loss, vertigo and detached retinas. So, do not hold your sneeze in – let it fly, but please cover your nose and mouth first.

*Source: North of England P&I Club SIGNALS, issue 66, January 2007*

**HUMOUR**

**A OLD SNAKE GOES TO  
SEE HIS DOCTOR**

A old snake goes to see his Doctor.

"Doc, I need something for my eyes...can't see well these days".

The Doc fixes him up with a pair of glasses and tells him to return in 2 weeks.

The snake comes back in 2 weeks and tells the doctor he's very depressed.

Doc says, "What's the problem...didn't the glasses help you?"

"The glasses are fine doc, I just discovered I've been living with a water hose the past 2 years!"

**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.