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UNITEAM NEWS

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Certified acc. to
ISO 9001: 2000



ISM Certified

UNITEAM UKRAINE



Uniteam Ukraine premises at Odessa.

It has always been a policy of our company to have a physical presence in countries from which we draw a substantial part of our seagoing personnel. UNITEAM's recent recruitment expansion in Ukraine and the subsequent increase in the number of Ukrainian Officers employed necessitated our presence in Odessa.

Aimed at streamlining our operations in the country, we decided to establish an office in Odessa towards the end of last year. As planned, this has facilitated us to have direct personal contact with our seamen and has enabled us to provide a better service to them as well as our clients.

"UNITEAM UKRAINE" (full name: Subsidiary Company "Uniteam Ukraine" of "Uniteam Marine Limited") was officially established and registered on 14 March 2007. Immediately thereafter, an office was opened in the heart of the historical center of Odessa.

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Our Ukrainian team - headed by Mr Maksym Kostin and supplemented by Mr Anatoliy Guzhanhsky, Mrs Natalia Bashtynskaya and Mrs Veronika Kostina - endeavours to be close to our seamen, provide full logistic support to the poolers employed via their office, meet all their needs whilst on vacation or on board.

In addition, they shall keep monitoring the developments in the Ukrainian market in an effort to expand our recruitment in the country and attract young skilled Officers who wish to have a stable job with a first class company.

All our Officers currently serving with us are welcome to visit the new office upon their return to Ukraine, meet our Ukrainian team and discuss their next assignment and raise questions they may have.



Ukrainian team (from left to right) Anatoliy Guzhanhsky, Veronika Kostina, Natalia Bashtynskaya, Natalia Gess, Olga Belevskaya and Maksym Kostin.

We shall of course continue our longstanding and successful cooperation with Mrs Tatyana Grechka and her colleagues of VITA Maritime Agency, who will look after the pool of Officers employed via VITA. The fact of now utilizing two separate offices in Odessa is an advantage to us and both will be closely assisting together.

APPROVED MARINE TRAINING CENTRE FOR BRIDGE RESOURCE MANAGEMENT (BRM) COURSES

Uniteam Marine (Yangon) Training Centre has received a formal Accreditation as an "Approved Marine Training Centre for Ship Manoeuvring Simulation and Bridge Resource Management Courses" from the Department of Marine Administration of the Ministry of Transport in Myanmar.



The official approval by the Government Authorities was granted after our training facilities, equipment and course curriculum

were inspected and our Instructors evaluated and all were found to be to their entire satisfaction and in full compliance with the provisions of STCW 78 as amended and also with IMO requirements.

This approval is a minor achievement of our dedication in the training of seafarers and our commitment and efforts in educating our seamen will progress further with the on-going introduction of new courses, purchase of new and upgrade of existing training equipment and simulators.

SENIORITY WITH THE COMPANY

You may recall that in the December 2006 edition of UNITEAM NEWS we dedicated an article to Uniteam's longest-serving employee, Capt. Darko Puz.

Capt. Puz still ranks first with his over 30 years of service with Uniteam but there are a few more persons following at his heels, in close pursuit of his example. We have thus thought it would be of interest to all our seamen to hear about other long serving colleagues, since long-term employment has always been our goal at Uniteam and our retention rates compare very favourably with the norm.

Bosun Kyaw Win (alias) Min Kyaw Win will be completing 30 Uniteam years in September. He is serving with us as a Bosun for over 15 years having started his first assignment on MV "Thomas Roth" as OS back in 30.09.1977.

Furthermore, we have 2nd Engineer Pyi Kyaw and 3rd Engineer San Hla Myint who are following closely behind, with each of them having accumulated 29 years of service at Uniteam by the end of this year.

It is not surprising that most "seniors" in terms of sea service with Uniteam are Myanmar, since the majority of our crew come from the Golden Land of Pagodas. But, we also have a large number of seafarers of other nationalities, who are long serving with us as well.

2nd Engineer Mr E. A. Sasuman of Philippino nationality celebrated 25 years with Uniteam this year in May.

Electrician Mr H. Kotowski from Poland started with us on 29.04.1987 and has completed 20 years in April.

Our most senior German is Chief Engineer Mr B. Hentschel who will complete 20 years within the Uniteam family on 15.08.2007. He is closely followed by Chief Engineer Mr P. K. Koerper who will likewise celebrate his 20th anniversary next year in May.

Next in row are Chief Engineer Mr D. W. Ottenlinger from Germany and Chief Engineer Mr P. Kalcits from Hungary who have both fulfilled nearly 18 years onboard vessels under our crew management.

Our statistics show that over 10% of our crew have been with us between 10 to 15 years, 25% of our total crew have achieved between 5 to 10 years of seniority and only about 15% are on their first or second contract with Uniteam. Especially considering the new ships added in the fleet in recent years, these are indeed very good and positive rates.

Close to 44% of our pool employees have been with us between 1 and 5 years and many of them are to make the jump to the next higher seniority bracket soon.

It is also a pleasure for us to mention as well a

number of our Myanmar Masters who started with us as Cadets. Our Commodore is Captain Than Oo, followed by Captain Thet Naing and Captain Nyo Win, – the first two have now been commissioned ashore in our office in Uniteam Yangon. In addition, Captain Nay Win (first time employed in 1980) and Captain Myint Oo (he joined us 1986) can both look at over 20 Uniteam years. Captain Min Hlaing whose first employment with Uniteam was as an AB back in 1987, and Captain Nay Oo (with us since 1988) are also on the threshold of the senior Masters of 20 years service with us.

Special mention must be made to Mr. John Hla Tin who had started with us as a Radio Officer on 01.05.1981 on MV "Franz Xaver Koegel", now a part of the management team in Uniteam Yangon.

Our apologies to all those who are not listed by name despite their longstanding loyalty, but there are simply too many of them. We would like to take the opportunity to say a big "THANK YOU" to all of you who have supported your company and have contributed with your service to the overall success.

We are proud to follow the steady growth of our senior poolers and will do our best to provide you with permanent employment for many more years to come. Likewise, we promise that through these columns we will be always publishing your achievements.

MV "LARA RICKMERS"



MV "Lara Rickmers" is a 45,070 DWT, 1830 TEU geared Conbulker built in Poland and is manned with Myanmar crew with a few exceptions. The picture was taken at Qingdao anchorage after the completion of her Dry Docking at Bei Hai Shipyard on 16th May 2007.

KEEPING DRUGS AND ALCOHOL OFF SHIPS

Further to our article in the December 2006 issue of our UNITEAM NEWS on the negative effects of alcohol and drugs and our introduction of random drug and alcohol tests in cooperation with Medscreen, we would like to thank those crew who have so far taken part in these random tests. The latest checks took place on MV "Mare Doricum" during her call at Hong Kong on 1st June 2007. All tests performed to date proved negative, with a clear set of results.

We wish to encourage all crew to continue

in acting and thinking responsibly if having a drink containing alcohol. Drugs or alcohol can affect nearly every organ of the body and every aspect of the user's life and they are implicated in many social and psychologic issues, including family conflicts and injuries related to violence or accidents. They may often transform minor problems into major issues very quickly, with possible unwanted consequences, simultaneously destroying the happy atmosphere on board.

**P & I NEWS
HEAVY WEATHER INJURY**

A 36,000 GT container ship set sail from port at 1600 hours. By the following morning the ship was slow steaming in heavy weather and shipping water forward. The Chief Officer went forward to close some ventilators on the focsle, but was injured when a large wave broke over the bow.

WHAT HAPPENED?

At 0600 hrs the bilge alarm for the bow thruster space was activated. The Master, who was on the bridge with the Chief Officer, called the Chief Engineer to the bridge to discuss the reason for the alarm. They were both concerned that the ship may have either hit something or suffered damage to a vent or sounding pipe. The Master considered it too dangerous for anyone to attempt to access the forward part of the ship and with the bilge pumped out and the alarm reset they decided to further slow down and monitor the situation.

The Chief Officer remained uncommitted during the discussions on the bridge as he suspected that the reason for the alarm was that water was leaking through the bow thruster space ventilators, which he knew he had left open. He had reported all secure for sea to the Master and intended to close the bow thruster ventilator flaps after his watch the previous evening but as the weather then was good and he was tired he went to bed deciding to close them the next morning.

It appears that he may not have been aware of the weather forecast and neither was the weather discussed with the Master so by next morning the weather had deteriorated sufficiently to cause concern and for the ship to slow down.

Despite the Master stating that it was too dangerous to send someone forward the Chief Officer decided to go to the focsle himself and close the vents rather than admit what had happened. He made his way forward using the underdeck passageway and went out onto the after end of the focsle to close the ventilators.

While he was closing the ventilator flaps a particularly large wave broke over the focsle. The Chief Officer was knocked over by the force of

water and his leg was caught in a deck fitting and broken. He managed to get to the focus intercom to raise the alarm and he was then rescued by the ship's emergency party.

WHAT LESSONS CAN WE EARN?

Passage planning

The weather can kill! An absolutely fundamental element of passage planning is to assess the risk involved in a particular voyage and one hazard that will always be present is the weather. The Master should have taken account of the weather reports when planning the passage of the ship so as to avoid the heavy weather if possible.

The monitoring of weather forecasts is a shared responsibility of all bridge team members. Part of the monitoring process once a voyage is under way is to continue to receive updated weather information and adjust the passage plan accordingly. Rather than be forced to slow down in bad weather it would be better to change the passage plan to avoid bad weather and so avoid subjecting the crew to additional risks and the ship to additional stresses.

Not following procedures

The safety management system will have a procedure for securing the ship for sea and access to the decks during heavy weather. Those procedures will be based on risk assessments that the ship operator is obliged to carry out for all hazards that are reasonably foreseeable.

Securing the ship for sea is a fundamental and basic element of the practice of good seamanship. It must be done prior to sailing and must not be postponed or overlooked. This should routinely include the stowing of loose equipment and mooring ropes, placing extra lashing on anchor cables if necessary, end closing ventilators in exposed positions.

It is foolhardy, unless it is an emergency situation, to access the decks when a ship is encountering heavy weather. The Master is responsible for the informal risk assessment of the actual heavy weather encountered and the decision on safe shipboard access under the particular circumstances. In this incident the Chief Officer by-passed these two safety procedures and his actions and the consequences demonstrate that vital safety procedures must be followed to reduce risk. An essential element of a successful safety culture is for all persons on board to understand the importance of following safety procedures.

Teamwork

Good teamwork demands that team leaders take their responsibilities seriously and that they are aware of the strengths and weaknesses of the other team leaders and members. There can be situations where key members find it difficult to 'lose face' to an extent that they overlook the fact that pursuing a course of action may endanger themselves or other members of the crew team.

The master (as team leader) should have a high awareness of the strengths and weaknesses of his team. During formal rounds of the ship or informal 'walkabouts' the Master should become aware of how well the safety culture on board is working - perhaps there were signs that the Chief Officer was by-passing procedures that the Master could have noticed.

WHICH REGULATIONS PROVIDE GUIDANCE?

ISM

Section 7 - Development of Plans for Shipboard Operations - requires that the Company establish procedures for the preparation of plans and instructions including checklists for key shipboard operations. The securing of a ship for sea at the beginning of a voyage would be such a key operation.

ICS

The Bridge Procedures Guide published by the International Chamber of Shipping provides detailed guidance for bridge operations. Part B of the Guide includes a checklist - B2 Preparation for sea — which requires a report that all hull openings are secured and watertight or weathertight as appropriate.

Source: North of England P&I Club SIGNALS EXPERIENCES Case Studies, People- Personal Injury, Document No. P002

CAP MATAPAN BAND



The photograph above was sent by Captain M. Stachowski who informed us that money received by the vessel for the "Ship without accident award" was spent for the purchase of a fully professional "Yamaha" electric piano.

The electric piano was eagerly appreciated and utilised to its full capacity by the ship's band shown on the photo (keyboard Bosun Mr. Ze Yar Kyaw, left guitar Junior Eng. Mr. Aung Thi Ha and right guitar Deck Cadet Mr. Lwin Maw) who are musically talented and entertained the rest of the Officers and crew during a barbeque in the middle of the South Pacific Ocean en route from Valparaiso, Chile to Pusan, Korea.

Surely, all colleagues serving on board "CAP Matapan" enjoy the chance to celebrate with their very own live onboard music, every once and awhile.

"HMS ARK ROYAL"



On the 30th May 2007 the "HMS Ark Royal" slid powerfully but with grace alongside the M/V "CCNI Anakena" at the port of Hamburg and Mr. Peter Merkel and Mr. Vytautas Rimeika who were visiting, captured the event and they have shared it with us.

The Ark Royal name is one of the most historical U.K. Navy Ships' names and the current warship is the fifth one in the series. The very first Ark Royal was built as Ark Raleigh in 1587 for Sir Walter Raleigh. She was bought by Queen Elizabeth's navy for £5,000 and, as Ark Royal, was the flagship of the English fleet during the Spanish Armada campaign of 1588. She was broken up in 1636.

The second Ark Royal, built after a gap of almost 300 years, was a merchant ship converted on building stocks to become a sea-plane carrier and was Britain's second aircraft carrier. She was arguably the first modern aircraft carrier. Launched in 1914, she served throughout World War I. She was renamed HMS Pegasus in 1934, to free the name Ark Royal for a new ship, and was broken up in 1950.

The third Ark Royal was launched in 1938, saw action in World War II, but her fate was to sink in 1941 in the west Mediterranean Sea, 25 sea miles from Gibraltar.

The fourth Ark Royal was more of a celebrity ship starring in TV programs in the 1970's before going for demolition in 1980.

The fifth edition is the one pictured here. She is an Invincible-class aircraft carrier and participated in the 2003 operations in Iraq.

She has a displacement of 20,700 tons, Length 209m, Beam: 36m, Draft 8m. Propulsion and power is provided by 4 gas turbines at 100,000hp generating a speed of 28 knots.

She has a strike range of 7,000 miles and is equipped with 2 x 20 mm anti-aircraft guns, 3 close-in weapons systems and approximately 20 Aircraft including 16 Harrier and Sea Harrier airplanes and 6 Sea King helicopters. The Harrier airplanes with their VSTOL (Vertical Short Take Off and Landing) abilities are operated without any need for long hard surfaced runways. The Sea King helicopters are operational as search and rescue (SAR) and airborne early warning (AEW) units, but also in tactical troop transport and logistic support.

WISHES FROM MV "ROBERT RICKMERS"



Wishes for the Myanmar New Year and the Thingyan Water Festival received from MV "Robert Rickmers"

NEWS IN BRIEF

EUROPEAN UNION REQUIREMENT FOR DECLARATION OF CASH

In line with European Union policies to fight money laundering, with effect from 15th June 2007, all individuals entering or departing from an EU Country who are in possession of € 10,000 or more are required to declare the amount of money they carry to the relevant Member State Authorities through which the individual person enters or leaves the country.

AUSTRALIAN MARITIME CREW VISA (MCV)

The Australian Government has introduced a new regulation according to which all crew serving on foreign non-military ships are required to have an Australian Maritime Crew Visa (MCV).

The new regulation is expected to come into force on 1st July 2007, however there will be a six months transition period. Foreign crew arriving in Australia after 1st July will remain eligible for the grant of the existing Special Purpose visa provided they are in possession of the required documentation. MCV will be mandatory from 1st January 2008.

The new visa will be free of charge, will be valid for 3 years and will allow multiple entries in Australia. However, crew must apply and must be granted the visa before arrival in Australia. Applications can be filed at www.immi.gov.au/sea or at any Australian Embassy, Consulate or High Commission. Shipping companies, manning agents and any other parties will be able to apply for the visa on behalf of the crew.

FOOTBALL WEBSITE IN THE MYANMAR LANGUAGE

All Myanmar Football enthusiasts can now follow International Football news and keep up to date with information of their favorite teams

and players in their own native language from any corner of the world using the following web link: <http://www.myanmargoal.com/>

PHOTO OF THE YEAR COMPETITION ENTRIES

It is a pleasure to observe your growing interest for the competition and the number of entries we receive to multiply, which nowadays makes the selection process much more difficult.



"Lovebirds"
The photo of these two "Lovebirds on their Honey-moon" resting before commencing their long flight to warmer climates, was taken by Chief Officer Mr Thein Han CDC 14612 of MV "OOCL Achievement" during approaching Hong Kong.



"Sunset"
AB Kyaw Swar CDC 28646 has a real talent for appreciating and capturing scenes developing in front of his eyes. We received a selection of exceptional photos taken by him whilst serving on MV "Mare Hibernum", out of which we have chosen to publish this picture, portraying the special magical moments before sunset when all colours of the palette give ground to an explosion of red.

Thank you for all your contributions!
Please continue!

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 2007 !

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

ONIONS MAKE YOU CRY

Is it true that cutting an onion can lead to tears?

Cutting an onion releases an enzyme that then reacts with amino acids in the onion, converting them to sulfenic acids. The sulfenic acids are released into the air and, when this chemical reaches the eyes and touches nerve fibres on the cornea, the tear glands are activated.

Many scientists have tried to create a "non-crying" onion, but so far with little success. In the meantime, solutions to avoid the problem of onion-induced tears include heating the onions before chopping, cutting them under a steady stream of water or wearing goggles. Alternatively, get someone else to do the job.

Source: *North of England P&I Club SIGNALS, issue 67, April 2007*

HUMOUR

Paying The Bill

Walking up to a department store's fabric counter, the very pretty girl said, "I would like to buy this material for a new dress. How much does it cost?" "Only one kiss per meter," replied the male clerk with a smirk. "That's fine," said the girl. "I'll take ten meters." With expectation and anticipation written all over his face, the clerk quickly measured out the cloth, wrapped it up, then teasingly held it out.

The girl grabbed the package, pointed to the old man standing beside her, and smiled, "Grandpa will pay the bill."

Need Light

A doctor of psychology was doing his normal morning rounds, and he entered a patient's room to find his patient sitting on the floor, sawing at a piece of wood with the side of his hand. Meanwhile, another patient was in the room, hanging from the ceiling by his feet. The doctor asked his patient what he was doing, sitting on the floor.

The patient replied in an irritated fashion, "Can't you see I'm sawing this piece of wood in half?" The doctor inquired, "And what is the fellow hanging from the ceiling doing?"

"Oh. He's my friend, but he's a little crazy. He thinks he's a light bulb."

The doctor asks, "If he's your friend, don't you think you should get him down from there before he hurts himself?"

"What? And work in the dark?"

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 editions.