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UNITEAM NEWS

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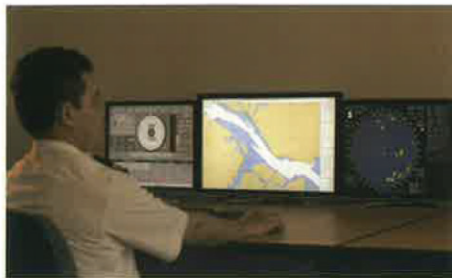


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ISM Certified

APPROVED MARINE TRAINING CENTRE FOR THE ECDIS COURSE



Following our article in the last issue of *Uniteam News*, we are pleased to report that the same formal approval that was given to our Simulator Training has now been granted by the Myanmar Authorities on 15th August 2007 for our ECDIS Training Course.

As we have repeatedly stressed, our personnel are our best investment. To this effect, the aim of our Training Centre is to focus in providing modern facilities, with the latest sophisticated teaching methodologies and technology that will enhance and upgrade the knowledge of our crew.

It is for this reason that we have developed our Bridge, Engine and ECDIS Simulator Courses, which, although they are not yet compulsory, are anticipated to become part of the future STCW training requirements.

M/V "KOTA SABAS"



M/V "Northern Dedication" now sailing under the name M/V "Kota Sabas", was delivered on 7th July 2007. She is a gearless, 3500 TEU (LOA 231.00 m, 42,166 MT DWT, GT / NT 35,954 / 15,938) container vessel presently trading between the Far East and South Africa. The picture shows her crew during the naming ceremony in Shanghai.

ASSISTING AT SEA

On 26th July 2007 M/V "Robert Rickmers" was on her way from Halifax, Canada towards Cuba when a safety message was received from RCC NORFOLK reporting that at position 36-52.7N and 047-20.6W a disabled vessel, the S/Y "MISALI" required assistance.



M/V "Robert Rickmers" being in the vicinity and only 32 nautical miles from the yacht in distress, immediately altered course at 08:56 hours and commenced the rescue operation.

Soon after the troubled yacht was sighted and communication was established. We found out that there was only one man on board who reported that he was sailing from the Canary Islands to Bermuda and he had fallen short of food and water supplies.

At 10:25 hours we reduced speed and prepared the rescue boat. The vessel stopped at 10:37 hours and the rescue boat stocked with food and water was lowered with 4 ship's crew, the Third Officer, Third Engineer and 2 Able Seamen. Fortunately, the weather conditions were favourable with clear sky, smooth seas and westerly light winds.

The rescue boat was alongside in about 10 minutes. Our crew members were greeted by Mr Kurt Stenberg, a 72 year old Skipper who appeared to be in good health and not affected by his misadventure.

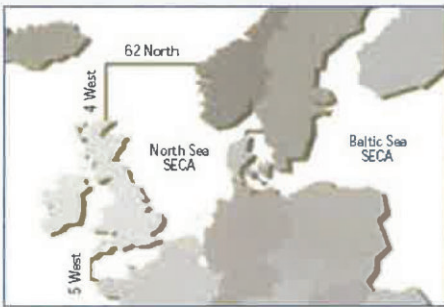
Captain Stenberg, a Danish National, reported that the sailing yacht (of a 10 meters length, built in 1972 and in good condition) had engine propulsion problems due to failure of the starter motor and that he could only use her 3 sails. The yacht's Bridge equipment which was also in good condition, included a Sextant, Radar, Facsimile, Echo Sounder, SSP Radio and Binoculars and the power supply was provided through a Windmill and Solar panels.

After the necessary supplies were transferred to the yacht and ensuring that no other assistance was necessary, the rescue boat was back on the vessel at 11:12 hours.

The whole operation was declared completed and we resumed course at 11:18 hours after notifying RCC Norfolk and all other parties, leaving behind us a very happy man.

**Captain Thwin Aung Thant
Master MV "Robert Rickmers"**

NORTH SEA SECA COMES INTO FORCE



On 11th August 2007 the North Sea Sulphur Emissions Control Area (SECA) will be brought into force by EU Sulphur Directive 1999/32 (amended by 2005/33).

The Baltic SECA has been operating since 19th May 2006 and the latest SECA extends the 1.5% m/m sulphur limit in bunker fuel out to latitude 62N and longitude 4W in the North Sea between Scotland and Norway, and out to longitude 5W in the English Channel.

The EU Directive, in accordance with Annex VI, Regulation 14(3), of the International Convention for the Prevention of Pollution from Ships (MARPOL), requires that while within a SECA, a ship must have at least one of the following measures in place.

- Sulphur content of fuel oil used must not exceed 1.5% m/m
- An approved exhaust-gas cleaning system
- Any other technology method that is verifiable and enforceable

Source: North of England P&I Club SIGNALS NEWSLETTER, Issue 68, July 2007

ILLEGAL DISCHARGES

During a routine Port State inspection of a panamax bulk carrier, coast guard inspectors lifted a bottom plate in the ship's engine room and found a pipe that by-passed the oily water separator.

WHAT HAPPENED?

On removal of the pipe, commonly referred as a "magic pipe", coast guard inspectors found it to contain thick black oil. The chief engineer who was on board at the time denied all knowledge of the pipe's existence or use of the overboard discharge to pump dirty bilge water from the engine room.

The ship's oil record book was later found to have been falsified to conceal illegal discharges made without using the oily water separator.

The chief engineer was prosecuted and subsequently pleaded guilty. The ship's operators were also convicted and fined US\$2.5 million for breaches of the national pollution regulations. Prosecutors then went on to charge previous chief engineers who had sailed on the same vessel.

WHAT LESSONS CAN WE LEARN?

Routine Port State inspections and concentrated inspection campaigns have focused on ships' oily water separator processes. For example, charges made in connection with breaches of US pollution regulations include maintaining a false oil record book, making false statements to Port State and coast guard officials, obstruction of justice, conspiracy and aiding and abetting.

It is often the crew's lack of familiarity with the operation of the oily water separator that attracts the attention of inspectors during routine Port State inspections. Managers, masters and chief engineers must therefore ensure that:

- All pollution equipment is fully operational and maintained fault free.
- Crew are fully trained and conversant with operational procedures and maintenance requirements of the equipment and are competent in its operation.
- Equipment is made tamper-proof to provide a physical barrier to by-passing the system, for example, by drilling and fitting seals to equipment and pipework.
- The consequences of failing to comply with the requirements of The International Convention for the Prevention of Pollution from Ships (MARPOL) must be passed on to those who are responsible for its operation.

Failure to satisfy the requirements of legislation is very likely to result in prosecution by Port State officials. Recent initiatives, which have

included financial incentives for whistle blowing and use of spotter aircraft, demonstrate the zero tolerance approach of some Port States to breaches of pollution legislation.

WHICH REGULATIONS PROVIDE GUIDANCE?

MARPOL - The International Convention for the Prevention of Pollution from Ships (MARPOL), Annex 1, Regulation 15, identifies the circumstances under which discharges containing oil may be made by vessels at sea. In addition to the vessel having to be en route, vessels which are outside of the special areas (Regulation 1) must ensure discharges pass through oil filtering equipment (Regulation 14). The oil filtering equipment must limit the oil content without dilution to 15ppm. On tankers the oily mixture must not originate from cargo pump room bilges and must not contain any cargo residues.

With the exception of Antarctica, where no discharges are permitted, vessels that are inside special areas must make sure the oil filtering equipment will alarm when 15ppm of oil content cannot be maintained and automatically stop the overboard discharge.

Annex 1, Regulation 17 contains details of the recording procedures required by the Convention for all oil tankers over 150 GT and all other ships over 400 GT. The "Oil Record Book Part 1 (Machinery space operations)" must contain the information outlined in Annex 1, Appendix III, and an entry made on each tank to tank transfer of:

- ballasting or cleaning fuel oil tanks
- discharge of dirty ballast or cleaning water from fuel oil tanks
- collection and disposal of oil residues
- discharge overboard or disposal otherwise of bilge water which has gathered in machinery spaces
- bunkering of fuel or bulk lubricating oil.

Additional entries are required should an oil discharge be carried out, in accordance with Annex I, Regulation 4, for the purpose of securing the safety of the ship or one of the other listed exceptions.

The oil record book should be maintained on board and kept available for inspection for a period of at least 3 years after the last entry has been made.

PORT STATE – In addition to the requirement of the MARPOL Convention many Port States have introduced their own anti-pollution legislation, which often implement more rigorous regulations.

This case study indicates the severity of fines that can be imposed in territorial waters, for example under the "Act to Prevent Pollution from Ships" in the USA.

Source: North of England P&I Club SIGNALS EXPERIENCES Case Studies, Ships - Pollution, Document No. S 001

MERCEDES

On 17th August 2007 Uniteam Hamburg arranged a sailing trip on board the Tall Ship "Mercedes" for its staff and around 130 guests. This is an event which we try to organise once a year as it gives us a pleasurable opportunity to meet and exchange ideas with our clients in a friendly atmosphere.



The "Mercedes" is a 50 meter length brig - a two-masted, square rigged vessel with an additional lower fore and aft sail. Brigs were seen as fast and maneuverable and were used as both naval war ships and merchant ships. The most favourable period of the brig was during the 1800s, but because they required a relatively large crew and difficulty of sailing into the wind (like all square-rigged ships) they were phased out of use by the arrival of steam boats. The "Mercedes" is able to achieve with favourable conditions 16 knots, which is an excellent speed for a sailing vessel.

The sailing trip commenced at 17:30 hours by engine down the Elbe River. Shortly thereafter, sail was set in the direction of Wedel under light winds, partly cloudy skies and with a temperature of around 18 degrees.

Mr. Peter Merkel had the chance to welcome all guests, who included clients, business partners and a number of colleagues from Uniteam Cyprus.

A light buffet dinner was served and the whole event was quite successful. After an enjoyable evening, "Mercedes" returned to her berth at Hamburg-Santorhöft at around 23:00 hours.

JUNIOR CHAMPIONS

It is a fact that in today's society our children get addicted to TV, computer games and all other products of the modern world. Personal interaction and human relations have lost their traditional values.

It is for this reason that encouraging our children to learn and enjoy sports and other physical activities is of importance. After all we should never forget the ancient Greeks' motto that "a healthy mind is within a healthy body".

In this edition of Uniteam News we wish to present three young people, whose parents are part of the Uniteam family for many years, who are not only keen sportsmen but each one of them has excelled in his/ her field of activity.



Stephan Krueger the 19 year old son of C/E Joerg Krueger was already presented in our article "A Proud Father" in the September 2006 issue of Uniteam News. Stephan has not only achieved his goal of representing

Germany at the 2007 World Rowing Championships under 23s in Glasgow but also won the Gold medal.

As reported in the local press third time was a charm for Stephan who, in his third participation in world championships rowed to the top of the world in the Scottish Strathclyde Country Park.

Stephan, who is 1.88 meters tall, had prepared himself specifically for the games. During the training course in Ratzeburg, he even cut his red long hair and his pony tail. "Hard to believe", commented his Coach about both the sporting success and the self-sacrifice of his protégé.

We wish to warmly congratulate Stephan and his father on this remarkable achievement.



Krisztian Kovacs, the 15 year old son of Capt. Zsolt Kovacs who has been with Uniteam since 1994 and is presently sailing on the M/V "Global F", won in this year's Unicycle European Championship in Denmark.

Unicycling is one of the most popular extreme sports in Denmark and is a recreational activity that has many diverse disciplines. Traditional exercises include freestyle, touring, racing, riding in parades, and team sports such as hockey and basketball. The modern disciplines, which are now the most popular, are the extreme riding styles including mountain, street, and trials unicycling.

Krisztian Kovacs started unicycling 3 years ago and practices 4 hours a day. In this year's contest, he was competing against more than 350 other participants. Our warmest congratulations go to Krisztian as well, with our best wishes for luck in his future competitions.

Natasha Christodoulou, aged 15, is the daughter of our Cyprus office Insurance Administrator Xanthe Christodoulou, whose

sailing childhood hobby has now become an important part of her life.



Natasha started sailing in an "Optimist" at the age of 8. She has moved to a "Laser" boat and she is now a member of the Cyprus national team. This year she participated in the Small Countries of the World Games, organized by the Olympic Committee, held at Monaco and won a bronze medal in the women's event. She was also 13th in her first time participation at the ISF World Youth Sailing races held at Ontario, Canada this July.

Keep up the good sport Natasha and good luck in your future sailing races !

MYANMAR CULTURE

Having already published articles about the countries in which Uniteam has a presence or from which we draw our substantial pool of seafarers, we thought it would be beneficial to all to publish a series of articles focusing on the cultures of these countries. Being the more populous culture in our company, we firstly opted to provide a few thoughts on the Myanmar Culture.

The religious composition of Myanmar is approximately:

- **Buddhists: 87%**
- **Animists: 5%**
- **Christians: 4.5%**
- **Muslims: 4%**
- **Hindus: 1.5%**

The "traditional" Burmese greeting "mingalar-bar" is considered formal and is only used in certain instances. Greetings such as, "Have you eaten" (htamin sa pi bi la) and "how are you" (Nei kaung la) have always been and are still more commonly used.

The traditional garment of the Burmese is called "longyi", a sarong worn by both women and men. Traditionally, Myanmar men wear mandarin collared jackets, while Myanmar women wear a blouse and a shawl. However, these are only worn on more formal occasions in modern times. In urban areas, skirts and pants are becoming more common.

Physical demonstrations of affection in public are common between friends of the same gender, but less rarely seen between lovers. It is thus common to see friends walking together holding hands or with arms round each other, but couples rarely do so except in major cities.

In language, the Burmese are very age-oriented. Elders are spoken to in a different and more respectable manner and a special vocabulary exists for speaking to monks.

It is considered rude to touch a person's head, because it is the "highest" point of the body. It is also considered taboo to touch another's feet, or to point with the foot, because the feet are considered the lowest. Also, pointing a finger to somebody can be considered an act of aggression and pointing a finger to Buddha images is considered blasphemous, although this custom has slowly eroded. Shoes are always taken off before entering homes and temples. A custom of the Burmese is to walk clockwise (let ya yit) around a pagoda, rather than counter-clockwise (let wè yit).

Though strange to the European way of life and thinking, these and many more customs comprise part of the daily life in Myanmar. It is for this reason and in an effort to educate our non-Myanmar colleagues that we supply every ship under our crew management, with the book "DOs & DON'Ts" in Myanmar. The book which should be available to all crew to read provides a helpful and more detailed insight into the Myanmar Culture.

A small slightly edited extract from the above book is given below:

"Myanmar people have a genuine interest in a person as person, not out of curiosity but from fellow-feeling. This feeling is reinforced by the notion generally held that people meet in this life because they had been friends in a previous life and that now is the chance to renew old friendships. Thus, any meeting of people starts with a positive approach.

Myanmar exhibit a readiness to help. They may not articulate the question, "May I help you?". They do not wish to be considered as interfering. But they stand by and are ready to step forward with a helping hand if asked.

Myanmar people are willing to wait patiently for something to happen. Brought up in a tradition which views the world in a long time perspective, the Myanmar are naturally patient. Just as they are accommodating to people, they are accommodating to life.

They are not easily led to anger by irritations and frustrations. They consider these pricks and jabs as part of daily life and wonder why anybody would want to get into a temper. This does not mean that the Myanmar are placid. They do get disturbed; but not to the extent of rushing into anger, unless continuously pushed to the extreme.

Myanmar are also proud people. Their sense of pride is aroused when they are treated unfairly or in an overbearing manner. Treat a Myanmar fairly and he will serve you well, work hard for you. Treat him arrogantly or in a domineering manner or tone of voice and he will respond with insolence (tit for tat?) or obstinacy. He may even leave you, not caring for

whatever financial benefit association which you might have. Remember when you deal with a Myanmar you are dealing with a person who values obligations. These obligations are not one-directional but reciprocal such as obligation of son to parent and parent to son, wife to husband and husband to wife."

UNSUCCESSFUL LANDING



After the interesting fish hunting pictures published in the March 2007 Edition of the Uniteam News, Captain Igor Ryabov of MV "Bulk Europe" has followed up with a photo showing the unfortunate result of a hunting mission interrupted in a most remarkable way.

This seabird was found with a fish in its mouth trapped in the railing on the life boat on the 12th August 2007 during an Atlantic crossing. Having failed to free itself and determined not to lose its hard earned catch, the crew had no other alternative than to dismantle the life boat's rail. The bird flew off unharmed to a much appreciated dinner.

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

EATING CARROTS IMPROVES EYESIGHT

It is widely believed that eating a diet rich in carrots will improve vision, especially at night-time.

It is true that carrots are rich in beta-carotene, which is essential for sight. The body converts

betacarotene to vitamin A, and an extreme vitamin A deficiency can cause blindness. However, only a small amount of beta-carotene is necessary for good vision. If a person is not deficient in vitamin A, their vision will not improve no matter how many more carrots they eat.

Nonetheless, carrots still form part of a healthy diet. On the other hand, ingestion of excess vitamin A can cause toxicity, which can include symptoms such as orange colouring of the skin, hair loss, weight loss, fatigue and headaches!

HUMOUR

The Perfect Son.

A: I have the perfect son.

B: Does he smoke?

A: No, he doesn't.

B: Does he drink whiskey?

A: No, he doesn't.

B: Does he ever come home late?

A: No, he doesn't.

B: I guess you really do have the perfect son.

How old is he?

A: He will be six months old next

Wednesday.

Captain Lessons

The Steamboat Captain brought his son along on a short cruise upriver to show him what he does for a living. All the kid wanted to do was steer the boat. Insisting that his father taught him enough to handle the job he asked the pilot to let him take the helm.

"Okay", said the pilot, "but you must pass a small test first.

If I asked you to turn to the left, what nautical term should I use?" "Turn to Port", said the boy. "Correct", said the pilot.

"If I wanted you to turn the boat to the right, what direction would that be?" "Starboard", said boy grinning from ear to ear. "Good for you", said the pilot.

"And straight?", asked the pilot. The boy quickly replied, "Without ice."

The Doctor's Advice

Patient: Doctor, I have a pain in my eye whenever I drink tea.

Doctor: Take the spoon out of the mug before you drink.

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.