



## CONTENTS

- MESSAGE FROM THE CHAIRMAN
- ZAW PE WIN - UNITEAM'S EXTENDED ARM IN SINGAPORE
- NRS ROUND TABLE SEMINAR AT GUT THANSEN
- M/V "SABINE RICKMERS"
- LEADING FOR SAFETY
- M/V "MUIRFIELD"
- P & I NEWS  
ON-LOAD LIFEBOAT ACCIDENT
- SINGAPORE NEWS
- PHOTO COMPETITION
- COMPETITIONS
- MYTH OR TRUTH
- HUMOUR  
- DOWNSTAIRS  
- WHATEVER YOU SAY SIR!
- SUGGESTIONS



## 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](mailto:shipman@uniteammarine.com)  
<http://www.uniteammarine.com>



Certified acc. to  
ISO 9001: 2000



ISM Certified

## MESSAGE FROM THE CHAIRMAN

As the end of the year approaches, it is time to pause a while and not only focus on the present, but also reflect on the past year's developments and our aspirations for the New Year.

Looking back over the past 12 months and at our Uniteam people, we can see that yet again we have dedicated a great deal of our resources upon training our crew. Targets for progress had been set, then accomplished and new targets made. This is the infinite method that we follow, as we verify that Uniteam's investment over the years, in the education and training of crew is the right decision for the future.

The core of our efforts is located at our centre at Yangon, Myanmar, which offers a range of Maritime Courses, English language tuition and practical training using the latest hi-tech simulators, ensuring that our crew are prepared for their specialization onboard.

Training is sustained onboard and our quality and office departments ashore work closely together to achieve goals of high standards.

After years of investment the fruits of our labour are really starting to show, with a comprehensive training program covering an increasingly wider scope of activities, leading us to the situation where we are applying for top level Quality Training Certification. Additional new courses are being implemented with the latest teaching methods available, as we aim to meet with our Client's ever growing demand for qualified and experienced crew.

Now at the year's end, it is our chance, to sincerely thank all our Crew and office Personnel for your dedication and hard work; for our company's success is a reflection of your combined commitment and excellent co-operation.

*We Wish You and Your Families*

*All Season's Greetings with  
great joy and  
A very Happy New Year  
with Peace and Prosperity  
throughout the World*

## ZAW PE WIN - UNITEAM'S EXTENDED ARM IN SINGAPORE

**Those of you serving on board vessels calling regularly at Singapore have certainly met personally our colleague Mr. Zaw Pe Win.**

With the number of ships calling at Singapore increasing, it became obvious already some years ago that UNITEAM must have a permanent company representative stationed there.

Having been trained for several years in our Cyprus office, Mr. Zaw Pe Win was chosen as the right man for this task.

This appointment has developed within a 4 years' period into a very important part of our operations and Mr. Zaw Pe Win has become UNITEAM's extended arm not only at Singapore, but also in the whole of the Far East. He is a frequent visitor to other Asian ports such as Hong Kong or Shanghai trying to catch as many ships as possible, in an effort to guide our seafarers and assist in any way possible.



*Mr. Zaw Pe Win together with Captain Ion Bucur of MV "Voge Prestige" (standing 4th and 5th from the right respectively) during the vessel's last visit at Singapore.*

With his seagoing background, Mr. Zaw Pe Win has first hand knowledge and fully understands the needs of our crew, he is always open to questions and constantly deals with all minor day to day issues offering advice when required.

The number of "problems" reported to our office has significantly decreased, since through Mr. Zaw Pe Win's regular ship visits we have a better access to our managed ships and many small or upcoming misunderstandings can easily be clarified on the spot before they develop into major ones.

In the rare cases of questions on disciplinary matters a clarifying talk with the respective crewmember often helps to put the seaman "back on track", contributing to the restoring of the smooth climate on board and avoiding any complications. Likewise, comments from our ships' commands in respect of possible promo-



tions are carefully taken up by Mr. Zaw Pe Win for further discussion with our company and the Owners.

His foremost role and task is to report on the conditions on the ships he visits. It is important for us to detect any shortcomings at an early stage, regardless of the nature of the deficiencies in order to contribute from our side for immediate rectification.

We do recommend that you take advantage of the opportunity to discuss any matter of concern whenever you meet Mr. Zaw Pe Win. He is always glad to receive your ideas or suggestions as to how our services can be improved and being in close contact with our offices in Yangon, Cyprus and Hamburg your comments or suggestions will be promptly relayed for our immediate attention.

## NRS ROUND TABLE SEMINAR AT GUT THANSEN

**The Norddeutsche Reederei H. Schuldt (NRS) seminar - organized twice a year- has become a regular event. Last Seminar was held on 06th and 7th of December at the event center "Gut Thansen" near Hamburg. Masters and Chief Engineers on vacation, as well as Chief Officers and Second Engineers soon to be promoted are invited to the seminar; this time over 20 seafarers together with representatives from NRS and UNITEAM Hamburg, Yangon and Cyprus attended.**

Mr. Markus Hempel, Managing Director of NRS opened the seminar with a brief run-down on the Norddeutsche Group of Companies' activities and he addressed various aspects of the global warming and the involvement of shipping in these developments.

Mr. Thomas Reppenhagen of our Cyprus Fleet Personnel Department focused on the challenges the shipping industry is facing due to the fast expansion of the worldwide fleet and the joint efforts which need to be undertaken to ensure that sufficient personnel will be available to man the large number of new vessels to enter into service. He emphasised the importance of training in the current market conditions where Officers are promoted through the ranks much faster than in earlier times and sought everybody's assistance onboard and ashore in continuing and enhancing the efforts for training. He stressed that training of the seagoing personnel is the only safe way to overcome the problem of the reduced experience of Officers resulting from quick promotions.

Capt. Jerzy Wilk, Managing Director of Uniteam Yangon gave a presentation on Myanmar, the country, its people and the Uniteam Office and Training Center. This first hand information was appreciated by the attendees helping them to better understand the mentality and

cultural background of Myanmar colleagues sailing with their European counterparts.

NRS also invited other speakers such as P&I Club Representatives who gave a presentation about damages and loss prevention and the main engine manufacturer MAN for a lecture on 2 stroke diesel engine monitoring and adjustment. This was followed by an address on weather routing. The seminar was followed by a social gathering during which experiences between seagoing colleagues as well as with those working ashore were exchanged.

An outdoor activity program was arranged during the breaks and in-between the various presentations, where three groups had to fulfill in team some difficult tasks within a limited period of time. This provided an opportunity to breath some fresh air and have fun during a challenging task, with exercises designed in developing teamwork skills.

At the end of the 2 day seminar, all participants were invited for the NRS Christmas party held at the same evening.

Such seminars are essential in building up a spirit of teamwork and a closer relationship between the Officers, the Owners and Uniteam and contribute to a better understanding of the requirements of each party. NRS intend to continue organising such events and we shall always participate with pleasure.

## M/V "SABINE RICKMERS"



*Mr. Bertram Rickmers (standing 3rd from the right) and Captain Tin Maung Tun (2nd from the left)*

**The Christening Ceremony of M/V "Sabine Rickmers", honoured by the presence of Mr. Bertram Rickmers who managed to dedicate time out of his heavy schedule for this event, took place on the 30.11.2007 at Dalian, China. M/V "Sabine Rickmers" is a 4250 TEU, Gearless, Cellular Container Carrier and is the third sister ship to come into our Crew Management.**

She has been chartered out with the name "CMA CGM Jade" under the careful control of Captain Tin Maung Tun and currently trading between the Far East and the Black Sea.

May God always bless her and all who sail in her!

## LEADING FOR SAFETY

**Inspired by the concepts put forward in a publication from the UK Maritime and Coastguard Agency called "Leading for Safety" which is designed to be a practical guide for leaders in the Maritime Industry for "Safer Lives, Safer Ships, Cleaner Seas", we intend to run a series of articles on different aspects of good leadership.**

### WHY DO THIS?

There is well-established research both in the maritime industry that confirms the huge impact of leadership on the safety of operations. Whilst the ISM Code has been a step forward in improving Safety Standards, its effectiveness depends heavily on how leaders approach its implementation, this in turn depends heavily on the skills and qualities of leaders – both at sea, at the ship-shore interface and on-shore.

Virtually all maritime leaders want to do their best for safety, but sometimes real life makes it difficult – time pressures, economic constraints and everyday circumstances seem to conspire against good leadership. Many aspects of good leadership are common sense, but you will be surprised how "uncommon" common sense is and in any case, nearly everyone can benefit from a reminder.

### There are 10 Core Safety Leadership Qualities:

1. Instil Respect and Command Authority
2. Lead the Team by example
3. Draw on knowledge and Experience
4. Remain calm in a crisis
5. Practice 'tough empathy'
6. Be sensitive to different Cultures
7. Recognise Limitations
8. Motivate and create a sense of community
9. Place the Safety of crew above everything
10. Communicate and listen clearly

Please do not just read these articles on Leading for Safety. If you really want to get something out of this information discuss it amongst yourselves, think and share examples, it can even be utilized as a subject for discussion in the Safety Meetings on board and in the office.

We shall examine and analyse each one of the 10 Core Safety Leadership Qualities in our future editions of Uniteam News.

*(Source: MCA – Leading for Safety – MCA 140)*

## M/V "MUIRFIELD"

**The M/V "Muirfield" is a fully cellular geared containership built in Galatz, Romania in 1996, sailing on a regular weekly trade between Hong Kong and Haiphong.**



She is a single decker with 3 cargo holds and 2 cargo cranes, with a 534 TEU capacity and was recently acquired by Schroeder Management Services GmbH & Co. KG, Hamburg.



After 11 years at sea some upgrading work was necessitated and was just carried out in South China.

## P & I NEWS ON-LOAD LIFEBOAT ACCIDENT

**As part of an abandon ship exercise a davit launched lifeboat had been lowered to the water and the crew had successfully operated the on-load release mechanism.**

The lifeboat crew consisted of the bosun, a motorman and a seaman. After completing the drill satisfactorily the boat was in the process of being recovered when one of the release hooks failed, causing the aft end of the boat to fall. The lifeboat remained suspended by the forward hook, throwing the seaman into the water and injuring the remaining crew. The seaman sustained serious back injuries, the bosun suffered a broken arm and a motorman escaped with minor cuts and bruises.

### WHAT HAPPENED?

On completion of the successful test the release hooks had been reset and the recovery of the lifeboat had commenced. The boat was lifted back to the davits in one continuous action. As the fall block came into contact with the davit head, the transfer of weight created a sudden jolt causing the aft hook release mechanism to fail, the hook rotated into the open position releasing the aft end of the boat.

### WHAT LESSONS CAN WE LEARN?

#### Planning

To manage the increased risk associated with lifeboat drills careful planning is required to ensure appropriate control measures are put in place. This is equally important to ensure all those involved in a training exercise are aware of what is planned and are familiar with the manufacturers instructions for the tasks involved.

#### Supervision

Direct supervision by a senior officer who has a comprehensive understanding of the complete lifeboat system reduces the level of risk, can improve the level of situational awareness for crew members and ensure the exercise is structured in such a way that all those involved get the most benefit from the drill while informed of potential dangers

#### Training Manuals

Accident investigation reports have identified

incidents where the misinterpretation of training manuals and maintenance instructions by ships staff has contributed to the cause of the accident. Understanding the complex nature of component design can be made more difficult when there is more than one manual using different technical terms to describe the same component. Care must be taken to ensure manufacturers instructions are fully understood before any training activity takes place.

#### Inspection

Small engineering tolerances within on-load release mechanism component design have contributed to a significant number of hook failures. It is imperative that once hooks have been reset and the boat recovered to a position just clear of the water the entire release mechanism is re-inspected. Close attention must be paid to the rotating cam to ensure it has fully rotated into the locked position.

#### Fail safe devices

In order to isolate any mechanical risk, some manufacturers are retro fitting fail-safe devices to prevent hooks opening accidentally. These include the use of manufacturer installed locking pins that pass through the cheek plate and hook preventing the hook from rotating. As an alternative, some flag State administrations are promoting manufacturer approved pennants, which are used during training exercises to by-pass the hook mechanism.

#### Boat Crew

Crew members of the boat should be disembarked as soon as it is safe to do so. The final stages of recovery should be carried out using the manual winch handle. Crew should remain out of the boat until it is fully re-stowed and gripe wires have been secured.

### WHICH REGULATIONS PROVIDE GUIDANCE?

#### ISM

Chapter 7, Development of Plans for ship-board operations, and Chapter 10, Maintenance of the ship and equipment, require that the company establish safe systems of work that acknowledge the risks associated with lifeboat maintenance and ensure tasks are assigned to appropriately qualified crew members. In particular Chapter 10.3 requires that the company establish procedures for equipment and systems that, if they were to fail, may result in a hazardous situation.

#### MSC

#### **IMO MSC Circular 1206 - Measures to prevent accidents with lifeboats**

This important circular combines and updates previous advice on lifeboat safety and maintenance. Within it are two annexes that identify industry best practice and maintenance recommendations.

Annex One - Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear - includes the following advice:

Weekly and monthly inspections and routine maintenance, as defined by the manufacturer, should be conducted under the direct supervision of a senior ship's officer in accordance with the instructions provided by the manufacturer.

The setting and maintenance of release gear are critical operations with regard to maintaining the safe operation of the lifeboat and the safety of those on board. All inspection and maintenance operations on this equipment should therefore be carried out with the utmost care.

Prior to hoisting, check that the release gear is completely and properly reset. The final turning-in of the lifeboat should be done without any persons on board.

Annex Two - Guidelines on safety during abandon ship drills using lifeboats - identifies the increased risks associated with lifeboat drills. It outlines the need for regular planned training and describes how they should be carried out in a safe manner and focus on the training of those taking part.

#### **IMO MSC Circular 1205 - Guidelines for developing operation and maintenance manuals for lifeboat systems**

Each boat and associated launching appliance may have several different manufacturers.

Recommendations in this circular include consolidating their respective manuals into one easily understood format or coordinating the content and style of each manual to be compatible with other relevant publications using the same technical vocabulary.

#### SOLAS

**Chapter III, Regulation 19 - Emergency training and drills** - identifies the frequency of drills and launching requirements for each type of survival craft. It includes a set of minimum requirements for inclusion in the drill.

#### **Chapter III, Regulation 20 - Operational readiness, maintenance and inspection**

- requires that at all times during the voyage all life saving appliances be ready for immediate use. Weekly and monthly checks are also listed.

In relation to this particular incident it should be noted that there is only a requirement for the on-load test to be conducted during the annual thorough examination and the five yearly operational load test.

**Chapter III, Regulation 36 - Instructions for on-board maintenance** - requires that maintenance instructions be easily understood and contain the minimum information that should be supplied for each appliance.

**Source: North of England P&I Club SIGNALS EXPERIENCES Case Studies, People -P003**



**SINGAPORE NEWS**

**A few months ago the Singapore immigration authority started an "Advance electronic clearance system" for vessels calling Singapore. The days of manually stamping each seaman's passport by an immigration officer boarding on arrival/ departure are slowly fading out.**

The new system has, in most cases, made the immigration procedure much easier. Please keep in mind when coming to Singapore, however, that if your passport is not "valid for minimum 3 months" on the date of your arrival, your name will not be listed in the "permit to land". In similar cases in the past, it was at the immigration officer's discretion to allow a seaman to go ashore. Since now permits are issued electronically and from a distance, the rules will be followed 100% to the letter of the law, without any deviations.

In addition to the changes in the immigrations rules, with effect from 01.11.2007 the Singapore Commercial Affairs Department have also come out with a new regulation regarding "Physical Currency and Bearer Negotiable Instruments".

Similar to the enforcement of cash declarations imposed lately in Europe, this new regulation requires all travelers to/from Singapore by Sea or Air, whether seafarers or not carrying SGD 30,000 or more, or its equivalent amount in foreign currency whether in cash or otherwise, to declare the money at the first Immigration Check Point.

Declarations are submitted using the form NP727 which is readily available at the immigration check points.

Failure to submit a declaration may result in confiscation of the money.

Wishing you all plane sailing and season greetings.

Zaw Pe Win

**PHOTO COMPETITION**

**The Winner of last year's Photo Competition Electrical Engineer Alexey Sergienko who is presently on board M/V "Hyundai Jumbo" thanked us for his prize and promptly sent through a few more photographic gems for our viewing pleasure. He stated that "Of course I have my share of sunsets and seascapes but my favorite pictures are where people are involved. One of my favorite is "Diving operation in Chittagong", local divers despite their poor equipment managed to help us replacing speed log and echo sounder sensors. Another is "Indonesian fishermen", they are tough little people leading difficult life."**



**Indonesian fishermen**



**Diving operation in Chittagong**

We thank Mr. Sergienko for sharing his quite obvious talent for pictures with us, but also do not want to deter others from continuing to submit their own experiences such as the bird of prey captured by Senior Deck Cadet Si Thu Zaw on board M/V "CCNI Angol"



**A Wise old Visitor on the "CCNI Angol"**

**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 2008 !**

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**

**Should you starve a fever and feed a cold, or perhaps feed the fever and starve a cold? Either way, the answer is yes and no!**

In medical studies it has been found out that, after a meal, the average level of the

chemical that stimulates the body's defence against infections increases by 450%, so it could make sense to feed both a cold and a fever. However, alternative medical studies indicate that, after starvation, the body can have high concentrations of another chemical associated with production of antibodies – implying it might be better to starve both a cold and a fever.

The evidence supporting both the "starve" and "feed" approaches is clearly ambiguous, so the best course of action for both a cold and a fever is to assume the body needs rest, fluid and nourishment. If you have lost your appetite, try to drink plenty of fluids and eat whatever healthy food appeals, but avoid both over-indulgence and starvation.

Source: North of England P&I Club SIGNALS, issue 69, October 2007

**HUMOUR**

**Downstairs**

An ensign on sea duty for the first time overheard a recruit say he was going downstairs. "Listen, sailor," he snarled, "Downstairs is below, that side is starboard, that's aft and that's portside. If I ever hear you say one more civilian word like "downstairs" again I'll throw you through that little round window over there!"

**Whatever You Say Sir!**

It was a dark, stormy, night. The Sailor was on his first assignment, and it was guard duty. The Captain stepped out taking his dog for a walk. The nervous young Seaman snapped to attention, made a perfect salute, and shouted out, "Good Evening, Sir!"

The Captain returned the salute and said "Good evening Seaman, nice night, isn't it?" Well it wasn't a nice night, but the Sailor wasn't going to disagree with the Captain, so he saluted again and replied "Yes Sir!"

The Captain continued, "You know there's something about a stormy night that I find soothing, it's really relaxing. Don't you agree?" The Seaman didn't agree, but then the seaman was just a seaman, and responded "Yes Sir!"

Then the Captain, pointing at the dog and said, "This is a Golden Retriever, the best type of dog to train." The Seaman glanced at the dog and said "Yes Sir!" The Captain continued "I got this dog for my wife." The Seaman simply said, "Good trade Sir!"

**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.