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UNITEAM MARINE NEWS

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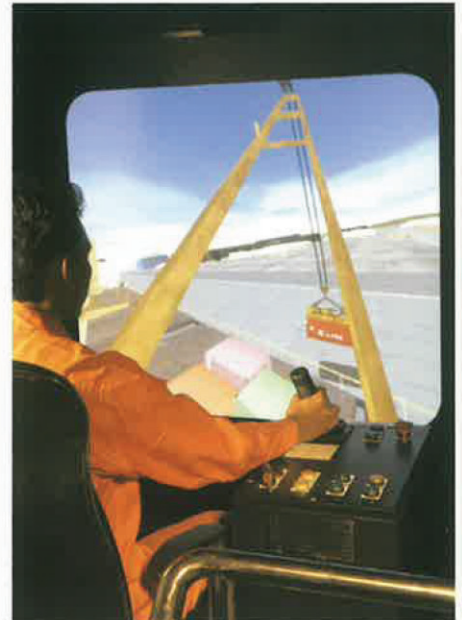


CRANE SIMULATOR

We have repeatedly stressed that training is of utmost importance to us at Uniteam Marine. Our dedication to training and our efforts to enhance our seamen's knowledge have been further boosted by the installation of the newly acquired Pedestal Crane Simulator at our Training Centre in Yangon.

The Crane Simulator, set-up in coordination with our Simulators' supplier ARI (Applied Research International), is suitable for operational level training in all essential aspects of crane operations. It comprises of a Crane cab with realistic crane controls mounted on a platform. All instruments and controls are interfaced with the simulation software and provide a "near real" user experience, with a separated multiple PC Instructors' Station to monitor and interact with the events experienced by the trainee. In addition, the instructor may set the vessel to 'stiff', 'normal' and 'weak' stability modes to show how the ships' heeling influences the functioning and performance of the cranes.

Our new facility will enable us to train our seafarers to be better prepared and ready to cope with all normal day to day crane operations on board a vessel, shifting of hatchcovers and tweendeck pontoons and handling of various types of cargoes during loading and discharging such as containers, coils, pipes etc.



The Simulator will form an integral part of a Crane Operators Course. The syllabus will include general knowledge about cranes and their operation and basic items on crane signals and crane safety, particularly focusing in ways of minimizing and averting the risk of damages to the ship and cargo and the risk of injury to crew during crane handling on board.

NAMING CEREMONY – MV “CSAV RENAIKO”

Mrs. Artemis Aristidou, the wife of our Finance Director Mr. Evanthis Aristidou, was kindly invited by Messrs Norddeutsche Reederei H. Schuidt GmbH & Co. KG to christen MV “CSAV Renaiko” (Northern Defender), a 3534 TEU Container Carrier presently trading between the Far East and the East Coast of South America, after her delivery at Shanghai shipyard.

Exactly a month after the event took place, the Master of the vessel Capt. Janusz Szczepanski “managed to empty the contents of his camera into his PC and decided to share his photographic memories” from the ceremony with us together with his warmest greetings to the “Godmother and her devoted husband”.



The picture captures from left to right; Chief Engineer V. Borsuks, Capt. J. Szczepanski, Mr. E. Aristidou, the Godmother Mrs. A. Aristidou and Mr. M. Hempel (managing Director of Norddeutsche Reederei H. Schuidt GmbH & Co. KG) “just after”, in Capt. Szczepanski's words, “the Champagne bottle had successfully crashed against the hull and just before all were scared near to death by the cannonade of Chinese celebratory fireworks.”

MAN OVERBOARD

In January this year we had a Man Overboard incident when Chief Officer Marian Staicu serving on board MV "Hyundai Jumbo" fell into the sea during normal maintenance operations in the Indian Ocean. Mr Staicu was fortunate that he was successfully rescued without sustaining any injuries at all, thanks to the quick and immediate response of Captain Igor Berezyuk and his team during moderate weather conditions with winds of BF 4-5.

Mr Staicu wanted to share his bad experience with all of us and forwarded us a message, part of which is published below:

“With respect to my recovery, I can say that I am fine except for my left calf which is still swollen and needs some more time to cure.

I must admit that I was fortunate as the Master and crew had reacted immediately.

The accident occurred when I was pulled overboard whilst disposing dunnage into the sea, at which time a loose rope trapped my leg and pulled me over with the dunnage. Looking back at the incident and as we learn from mistakes, we should be alert at all times. Even when a minor risk is involved, efforts should be made to avoid it.

The crew on duty at the time were carrying their VHF and thanks to their preparedness the accident was reported immediately. In addition, I was lucky that I was not working alone but together with one AB who made sure that I was well after falling over board and he saw me climbing on the dunnage. The bosun who was in the crane at the time of the incident also saw the event and reported it with his VHF. Last but not least, the crew did not panic during the accident and reacted correctly using their seamanship, practice and experience.

I managed to retain my consciousness when I fell into the water. Immediately, I tried to reach the surface as soon as possible to see where I was in relation to the ship's side and started to swim as fast as I could away from the ship to avoid being dragged by the propeller.

The vessel passed me by and my only thought was to reach the dunnage, which was the first point of safety floating nearby. The lifebuoys thrown by the ship were also at sight but further away.

I did not panic because I was sure that the crew saw me and I knew that they would return for me.

The quick reaction and turning of the vessel made it easier for my colleagues to find me as the life buoys and the dunnage, because of the state of the sea, were drifting in oppo-

site directions. I would have been harder to being spot on my own without the dunnage around me.

My experience has shown that we must always think ten times, not twice, before acting.”

We rejoice that this accident did not have any consequences. We also thank C/O Marian Staicu for sharing his experience with us all and his recommendations for improved safety awareness which we fully endorse and support.

WHAT LESSONS CAN WE LEARN?

- Avoid routine work on deck in rough weather.
- Prepare your work properly and concentrate whilst in action.
- During a rescue manoeuvre stay calm, do not panic
- In a Man Overboard situation the most important first task is to get the lifebuoy out and as close as possible to the person in the water.
- Inform the bridge immediately that there is a Man Overboard
- When in the water, try to stay away from the side of the ship to avoid being sucked by the propeller.

Everything else is standard, as described in your Emergency procedures.

Cases like this serve as a good reminder to us of the importance, first of all, to assess the level of Risk, make preparations and act promptly. Also, proves that the effort to perform drills regularly and with the appropriate alertness are of utmost importance, to be better prepared as a team, ready to respond correctly in a real situation thereby safeguarding your own life and the life of your fellow crewmembers.

NEW VESSELS

MV "Susanne" is the latest acquisition into Messrs Schroeder Management Services GmbH & Co. KG fleet. She was built in Marstalgen, Denmark 1992, and came under our Full management on the 24th January 2008. MV "Susanne" is a 970 TEU vessel with 3 cranes, trading between Gioia Tauro, Italy and the Eastern Mediterranean/Black Sea and is equipped with a MAK 4 Stroke Type 601 Main Engine of 8800 KW output.



MV "Cap Gabriel" (Northern General) was delivered from Hyundai Mipo Shipyard in Ulsan Korea to Messrs Norddeutsche Reederei H. Schuldt & Co. KG on the 25th January 2008. She is a gearless 3944 TEU Container Carrier equipped with a MAN B&W 8 K 90 MC-C main engine of 36650 KW output and presently trading between Europe and the Far East.



MV "Lehmann Timber", built at Jianghai Shipyard, China pictured below during sea trials is a gearless 462 TEU Container vessel fitted with a Pielstick 6PC2 - 5L40C main engine of 2868 KW output. MV "Lehmann Timber" is expected to come under our crew management immediately after her delivery to Messrs Lehmann Reederei towards the end of March 2008.



We welcome all three ships and warmly wish to all the crew serving on board always smooth seas.

LEADING FOR SAFETY 1 OF 10

1 INSTIL RESPECT AND COMMAND AUTHORITY

The ability to instil respect from and command authority over the crew is probably the first thing that comes to mind when people think of leadership. In many ways it happens on its own when you get everything else right. Leaders get respect and command authority when crews believe that you:

- Are willing to exercise the power vested in your position
- Possess the necessary knowledge and competence
- Understand their situation and care about their welfare
- Are able to communicate clearly
- Are prepared to act confidently and decisively.

WHY IS IT IMPORTANT?

Without authority and respect it is difficult for leaders to influence the behaviour of their crews, including safety-related behaviour. Crews may establish their own individual or group values, attitudes and behaviours, or else follow other de-facto leaders lower down in the hierarchy. This can lead to poor compliance with standards and excessive risk-taking. Research shows that some Masters feel that their authority is being undermined by increasing governance from shore-based managers under ISM (e.g. through the Designated Person Ashore requirement). Also, some Masters feel that the increase in the volume of management standards and procedures is undermining their authority. These areas are important to address.

WHAT CAN I DO?

Leaders need to tailor leadership style to fit their individual personalities, but there are some common features:

Things that tend to work

- Have confidence in your decisions and stick to them
- Admit mistakes when you are sure you are wrong
- Demonstrate staff care and respect through everyday actions
- Earn respect through your actions
- Try to achieve better mutual ship-shore management understanding (e.g. through meetings, informal contracts or job rotation).

Things that tend not to work

- Demanding respect from subordinates
- Using the power vested in your position as a threat
- Refusing to listen when challenged
- Acting unnecessarily tough when there is no justification
- Ignoring shore-based management
- Blaming shore-based management for the consequences of decisions
- Shore-managers being too prescriptive with Masters.

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

TRANSATLANTIC MAXI YACHT ROLEX CUP 2007

A dream come true - and with success! Our Chairman Mr. Gerhard Ruether had always dreamed of crossing once the 3,000 miles of the Atlantic with a sailing yacht, a chance given to him at the end of 2007, when he had the opportunity to participate in the Transatlantic Maxi Yacht Rolex Cup 2007 with the sailing yacht "Zefiro".

The race had started on 26 November at Tenerife and altogether seven maxi yachts, crewed with 8 to 15 people, had participated.

Although all yachts were fully equipped with the latest technology and had the benefit of GPS Navigation and other modern systems, the Transatlantic crossing was by no means an easy feat for the yachts, which had to deal with mixed lulls and swells but also squalls, fierce winds and rain. For safety reasons and proper reporting a satellite tracking system was monitoring each yacht's position and progress during the whole passage.

The first of the competing yachts finished the race after about 10 days and while the "Zefiro" – a Solaris 76 yacht – was the last to cross the finish line on 10th December at St. Maarten, took third place overall under her handicap.

"It was our first Atlantic crossing and bearing in mind that we had the smallest crew, only eight, I am very proud," said Mr Ruether, "noting that challenges included mending a blown-out spinnaker and negotiating wind speeds from 6 to 46 knots. It was the first time they all sailed together as a team and they did exceptionally well, great teamwork."



The "Zefiro" crew receiving their award at St. Maarten with Mr G. Ruether appearing second from the right.



Just after departure of S/Y "Zefiro" from Gibraltar bound for Tenerife for the start of the race, Mr G. Ruether was pleasantly surprised to meet MV "Elisabeth Rickmers" arriving at Gibraltar, which gave him also the opportunity and pleasure to greet and welcome Captain Aung Thin and his crew.

MV ANL WARRINGA (VICKI RICKMERS) - RESCUE OPERATION IN INDONESIAN WATERS

Capt. Kyaw Thet Aung of "ANL Warringa" reported on February 16th at around 02:30 hrs that he had received a distress call from the Indonesian flagged vessel MV "Fitria Persada" whose Master declared at 00:14hrs that his vessel was flooding and he was in the process abandoning the ship; also that this was to be his last transmission.

At that time the position of "ANL Warringa" was fortunately just about 3.5 Nautical Miles from the sinking vessel.

The prevailing weather conditions were wind direction and speed N.W., 25 knots, waves of 5 to 6 meters and the vessel was navigating with an easterly current of 1.5kt. Visibility was average with clouds and rain showers.



The general alarm was immediately sounded on board and several calls were made on channel 70 and 16 for "May Day Relay" but no acknowledgement was received. Announcements were made on the vessel's public address system preparing all crew for the rescue operation and plans were worked out to approach the sinking vessel from Starboard quarter. Four rescue squads would be positioned, 2 on each side of "ANL Warringa", ready to assist all persons coming on board. The E/Room personnel was made ready and all crew were prepared for search and rescue.

By 00:40hrs the look-out had reported that vessel's lifeboat was launched.

At the same time, a few persons were sighted jumping from the stern of the sinking ship and shortly thereafter 4 life jackets lights were observed in the water. Within minutes, the lifeboat commenced picking up survivors and altogether 15 seamen were finally brought on board "ANL Warringa" in less than an hour. Unfortunately, it was not possible to approach and pick up the 4 seamen whose lifejackets' lights could still be seen in the water since the area was flooded with many large logs. With a westerly drift that the vessel was experiencing, the presence of the logs jeopardised "ANL Warringa" safety and threatened severe damages to the propeller and rudder.

It was therefore decided by the Australian MRCC for "ANL Warringa" to remain as the On Scene Coordinator and wait for another 3 vessels to join her so that renewed efforts could be made with the first daylight.

By 04:21 hrs, MV "Fitria Persada" lights went off and she disappeared from the radar screens and sunk.

In the meantime, the 3 other ships MV "Maersk Dominica", MV "Lucia Bulker" and MV "British Tenacity" had arrived. A combined parallel sweep Search and Rescue operation was conducted covering approximately 60 square miles without results, other than spotting a damaged and overturned lifeboat and a life jacket.

The search continued until terminated at 14:00

hrs by the MRCC of Australia and Indonesia. Therefore, ANL Warringa proceeded and anchored at Surabaya roads at 21:30 hrs on the same day and finally all survivors were transferred to a tug boat on February 17th, 02:00 hrs.

The fact that 15 lives were saved from such difficult conditions is testimony to the speed and professionalism of our Capt. Kyaw Thet Aung and his crew. We are proud of their actions and for the lives they saved, which reaffirms the importance of team work and safety adherence at all times.

For those that unfortunately did not survive, we relay our sorrow and compassion to their families.

POSSESSION OF ILLEGAL PORNOGRAPHIC MATERIAL

It has been recently reported in the international press and in P&I circulars that Governments worldwide are increasingly concerned about the possession and movement of illegal pornographic material and especially material related to child pornography. Authorities in Canada are particularly concerned and carry out very vigilant, meticulous and methodical searches on board all ships calling in Canada.

In many jurisdictions, authorities are entitled to board vessels and make thorough investigation for any such material. Searches include full access to all ships' computers and personal property of the seamen. If any illegal pornographic material is found, it is immediately confiscated. Seamen in possession of illegal CD's, USB's or in whose computer such material is found will be brought ashore for questioning and investigation and their seaman books and passports withheld by the authorities. They will be liable to prosecution and may be imprisoned or subject to heavy fines. In the better case scenario, they will be blacklisted in re-entering the country and deported. The vessel will also be liable to possible detentions and fines.

Masters must be extra careful and immediately report to us in case such material is found on board their vessels. They must regularly check ship computers' hard drives for unauthorised installation of such movies or photos and must be wary of such material existing on board at all times.

SUCCESSFUL RESULTS

Our first Nautical Cadets, Mr. Constantin Schoedel and Mr. Lukas Treetzen who started their careers on board the Express vessels in 2004, have meanwhile passed all their examinations and are ready to return back to the Norddeutsche Reederei H. Schuldt & Co. KG fleet as young watch keeping Officers.

Both Officers have been planned to join one of the APL vessels in March 2008 and will initially serve for one contract as 4th Officers. Additional new promising Engineers and Nautical Officers will follow this year. All of them are coming from NRS resources and have started their NOA/TOA education on board the NRS vessels.



Our colleagues of Uniteam Cyprus Mrs. Stella Tornaritou and Mr. Sebastian Cyron (in the center of the photo above) have completed and passed the examination of the "Understanding Shipping" Course of the Institute of Chartered Shipbrokers with great success.

Out of the 60 students who participated in the course, 4 students passed the examination with distinction. We were very pleased that 2 out of the 4 students who were awarded with a Merit were our colleagues. We relay to them our warmest congratulations.

The picture also shows Mr. Soterios Karantonis (left) and our Mr. Evanthis Aristidou (right) who had presented our colleagues with their Certificates.

BEST PHOTOGRAPH OF THE YEAR 2007

Many thanks to everybody for sending us your impressive pictures of life on board and we are looking forward to receiving a lot of photos again in 2008.

The winner of 2007 is decided: the "unsuccessful landing" of a seabird, published in our newsletter in September, taken by Captain Igor Ryabov of MV "Bulk Europe". Congratulations to Captain Ryabov who will receive the USD300.- award!

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

Is spinach really that healthy as promoted through the Popeye comic strips?

In the Popeye cartoons, spinach had a starring role as a food loaded with iron. In reality, a 60 gram serving of boiled spinach contains around 1.9 mg of iron (slightly more when eaten raw). Hence spinach does contain a relatively high level of iron for a vegetable, but its consumption does not have special health connotations as folklore might suggest.

The myth about spinach and its high iron content may have first been propagated by Dr. E. von Wolf in 1870, because a misplaced decimal point in his publication led to an iron-content figure that was ten times too high. In 1937, German chemists reinvestigated this "miracle vegetable" and corrected the mistake.

However, spinach still has a large nutritional value, especially when fresh, steamed, or quickly boiled. It is a rich source of vitamin A, vitamin C, vitamin E, vitamin K, magnesium, and several vital antioxidants.

Source: WIKIPEDIA

HUMOUR

What Are The Huts For?

A sailor was marooned on a deserted island for 20 years.

He was finally rescued by a merchant marine ship. As the sailor was packing his meager belongings the captain of the ship asked, "I noticed you have built four huts. You are the only person on the island. What are they for?"

"Well", said the sailor, "this one is my residence, the second is my church and that third is my micro brewery where I make coconut beer."

"That's very interesting", said the captain, "but, what about the fourth hut?". "Oh", said the sailor, "That's the church I belonged to before I started drinking Coconut Beer."

SUGGESTIONS

UNITEAM MARINE 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.

Please send your feedback, articles as well as your pictures for the photo competition 2008 to Anja Frauboese, PR & Marketing at Uniteam Marine Hamburg.

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