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UNITEAM MARINE NEWS

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CHAIRMAN'S STATEMENT - CYCLONE "NARGIS"

The tragedy caused by cyclone "Nargis" has touched us all and I wish to express our very deep sympathy for the victims and to all those in Southern Myanmar who have suffered from the consequences of this unprecedented disaster. We are awed by the extent of the catastrophe and strongly sympathize with all people in their losses of family members and property.

From the onset of the formation of the cyclone, we had followed its path with great concern but nobody could ever imagine the scale of the catastrophe. We are indeed grateful we have not had many injuries or any deaths in the Uniteam Marine family, - office or seafarers.

As life in Yangon and in the Irrawaddy Delta is day by day slowly improving, we extend and we pledge that we shall continue our full support to the survivors of this tragic

event, so that they can get back into a situation of some normality in their lives.

Immediately after the incident, our Uniteam Marine office and all personnel in Yangon were mobilised and continue working hard to help in every way possible by distributing food, water, clothing and other necessities to those in need.

I would like to relay, - to them, to all our seafarers on board the vessels and also to all our Clients who have immediately after the incident readily and most generously responded with donations -, our most sincere thanks for their contribution in the effort to alleviate pain and suffering of the people in their difficult moments.

We feel deeply for those affected and join in solidarity with the people of Myanmar.

Gerhard Ruether

UNITEAM MARINE SENIOR OFFICERS ANNUAL GET TOGETHER DINNER 25TH APRIL 2008

What a splendid bash this turned out to be!



An unexpected gift of a brief but heavy thundershower in the late afternoon took away the torrid heat from Yangon and its environs making it a perfect summer evening.

Over a hundred Uniteam Marine Senior Officers - the Masters and the Mates, the Chiefs and the First Engineers - every one of them truly deserving of being the best of the best, along with their radiant better halves, as well as invited Senior Officers from other prominent shipping companies began to convene at the

entrance to the prestigious Grand Ballroom of the Traders Hotel, the iconic landmark of downtown Yangon.

Four of our very own winsome lasses were at hand to welcome and usher them in.

Seafarers rarely cling to pomp and ceremony and the halls quickly swelled with the peals of laughter and good-natured banter as they greeted each other with warmth and friendship. They were here just to meet and greet, to mingle, relax and enjoy the evening. Certainly, a subdued excitement permeated through the pleasant and relaxed atmosphere, for there was palpable awareness that we were participating in a unique happening.

This was possibly the largest social get-together of the seafaring elite and their partners - the womenfolk, many of them top-notch professionals in their own right, but all of them the homemakers, who take care of the upbringing and education of the children, of home and hearth whom we were deeply honoured to have among us.

One could daresay that the opening was by far, the most lively and scintillating part of the event.



After the aperitifs, the call came to be seated and our Yangon M.D. Capt. Jerzy Wilk introduced the Hamburg M.D. Mr. Peter Merkel, Technical Director Mr. Vytautas Rimeika and Cyprus Fleet Personnel Director Capt. Thomas Reppenhagen who then gave a short speech to formally welcome and congratulate the guests – the men for their professionalism and loyalty to Uniteam Marine; the wives for their dedication to home and family.



Throughout, a video presentation of the ships and the men who served on them were played on big screens on both ends of the ballroom.

Finally, we were called to the buffet tables and the scrumptious offerings. The dessert trays compared no less.

There was superb music from Ko Clary's live combo, there was camaraderie and we were celebrating in inimitable style!

Towards the end, several of our Masters and Technical Superintendents entertained all those present with song... and the talent shown was roundly applauded.

Bravo and Encore.

John Hla Tin

MV ATALANTA IN ICE

Capt. Cioc Radu of MV "Atalanta" reported that on the way from Seattle to Tomakomai the vessel encountered extreme weather conditions for five consecutive days between the 19th and the 24th of March. Strong North, North Westerly winds of BF 7-8, air temperatures between -4C and -9C (with sea water temperatures +1 to +2C), heavy snow and freezing drizzle, high seas and swell causing the sea water to spray over the main deck.

This resulted in a heavy accumulation of ice in all the starboard bow areas, over the fore-castle, the main deck, hatch covers and deck containers. The average thickness of the ice was 45 cm.

On 21st, 22nd and 23rd of March, it was not possible to inspect the cargo holds because the hold entrances were blocked by the ice and the weather conditions did not allow any of the crew to work on the weather deck and free the entrances.

In the morning of the 24th March, the weather improved and the crew began to break the accumulated ice, giving priority in clearing the hold entrances and hold ventilation fans and in particular at holds 2 and 4 which contained pulp cargo.

In the afternoon, the manholes of the two holds were defrosted. The cargo holds coaming draining pipes and ventilations were found completely iced and were subsequently defrosted as well. During inspection of the holds, a large amount of condensed water was found above the water level on all the side walls and below the hatch covers.



As pulp is extremely sensitive, to avoid the cargo being affected by the condensation, despite the difficulties, the Master and crew embarked into taking all possible measures for covering the pulp and parts of the ship sides with plastic film.

All available hands continued thereafter breaking and removing the ice around the affected cargo holds, as well as regularly collecting the condensed water from the top of the plastic film inside holds 2 and 4. By noon time on the 25th March, the ice from these holds was finally removed and no more condensed water was observed.

During the entire operation the weather conditions did not permit natural ventilation. The weather was foggy accompanied with dense drizzle and rain. The air temperature was between +5 and -1 and the humidity between 75% and 90%.

We would like to thank Captain Cioc Radu and all his crew for their hard and extraordinary efforts to protect the cargo under these extremely difficult circumstances. Also, for caring about the general safety on board and for their continuous and detailed reporting which helped the Owners, Charterers and Agents to respond with appropriate measures.

P & I NEWS

KNOWING AN ENCLOSED SPACE WHEN YOU SEE ONE

A 20,000GT bulk carrier loaded with a cargo of coal was lying at anchor waiting for a berth to discharge. Reports of a damaged access ladder in hold number three were being investigated by the Bosun when he collapsed due to lack of oxygen, falling from the access ladder onto the ladder platform.

WHAT HAPPENED?

Following reports from the load port agent that stevedores had complained about the condition of the vessels hold access equipment, the ship's Bosun had entered number three hold to examine the extent of damage in order that repairs could be scheduled at the discharge port. Although the condition of the access ladders had been discussed with the Chief Officer on the day prior to the accident, no formal decision had been taken concerning the timing or nature of the ladder inspection. Fortunately on this occasion the Bosun had taken an experienced seaman with him who remained outside the access hatch and was able to raise the alarm quickly when the Bosun collapsed. The injured Bosun was recovered from the hold by a rescue party and evacuated to a local hospital where he was found to have sustained multiple fractures and head injuries.

WHAT LESSONS CAN WE LEARN?

Defining a dangerous space

Encouraging crew members to perform simple informal risk assessment by considering whether the space they are about to enter may

- have limited openings for entry and exit
- have unfavourable natural ventilation
- not be designed for continuous occupancy

will help prevent them from entering an enclosed space that may be deficient in oxygen or contain either flammable or toxic vapours.

This initial precautionary approach can contribute significantly to the reduction of accidents associated with enclosed space entry. Once identified as potentially dangerous, crew members should contract a competent person

in order that a preliminary risk assessment can be carried out should entry be determined necessary.

In this particular incident the Bosun was not aware that the hold fulfilled all of the criteria identified above. The oxygen depleting properties of the coal had reduced the oxygen content of the hold to dangerous levels.

Work planning

Although the Chief Officer had discussed the proposed repairs with the Bosun, this had been carried out in an informal manner and as such did not address the potential hazards associated with the hold entry.

In addition to providing a structured forum to discuss proposed maintenance, formal work planning involving key inter-departmental personnel maintains critical communication links on board and ensures a fully informed discussion addresses all of the potential hazards associated with the planned work.

Crew awareness

The prompt and considered response by the seaman at the entrance, and his decision not to enter the hold without appropriate breathing equipment removed the risk to his own life and ensured there were sufficient crew available to implement a quick recovery when support arrived. There is a very real danger of rushing in to assist an injured colleague when the circumstances of the accident are not fully understood by those observing. Many of the casualties associated with enclosed space accidents are the result of ill equipped crew members rushing in to assist injured colleagues.

Enclosed space awareness training must highlight the importance of waiting for suitably equipped response teams before a recovery is made.

Cargo awareness

All crew members who may come into contact with cargo onboard should be made aware of its characteristics. The properties of coal cargoes can vary significantly depending on the manner in which the coal has been mined, stockpiled and cared for. This particular cargo had significant oxygen depleting properties.

IMO

Resolution A.864(20) – Recommendations for entering enclosed spaces aboard ships

Identifying the characteristics of an enclosed space, these recommendations outline the procedures to adopt and precautions required to perform a preliminary assessment of risk, testing of the atmosphere and control measures required should entry be necessary. These recommendations are also contained in Appendix 7 of the Code of Safe Practice for Solid Bulk Cargoes (BC Code), with an example of an enclosed space entry permit and a copy of a crew awareness poster.

Source: North of England P&I Club SIGNALS EXPERIENCES Case Studies, People -P005

NAMING CEREMONY OF MV "APL OAKLAND" AND MV "APL LOS ANGELES"

The naming ceremony for the Hanseatic Lloyd newbuildings MV "APL Oakland" (maiden name "HLL Arctic") and MV "APL Los Angeles" ("HLL Caribic") took place on 3rd April, 2008 at the New Century shipyard, Xingang, China in the presence of the Chairman of Hanseatic Lloyd Mr. Harro Kniffka. Mrs. Kornelia Engelken christened the "APL Oakland" and Mrs. Heidi-Marie Wiessner the "APL Los Angeles". The vessels were delivered from the shipyard on the 18th of April and 5th May respectively.



The two vessels are the first of a series of four 4250 TEU, 55,545 DWT, 267.20 m container vessels equipped with a B&W 8 K 98 MC-C MK VI engine of 45680 KW output. Two other sisterships are due for delivery in June 2008.



The picture was taken during the naming ceremony shows from left to right: E/O Vadim Panasenka, 2/E Audrius Vapsva, C/E Igor Sechovcov (Newbuilding Supervisor), C/E Marek Makuch, Capt. Robertas Paulauskas, C/E Zygmunt Szymikowski, Chairman of Hanseatic Lloyd Mr. Harro Kniffka, Capt. Dusan Ivanovic, C/O Serkii Klochenko, 2/E Pjotr Turski, C/O Roman Frolov

LEADING FOR SAFETY 2 OF 10

2 LEAD THE TEAM BY EXAMPLE

Leading the team by example is the combination of two things: being seen to be practicing what you preach, and pulling your weight as a key part of the team.

WHY IS IT IMPORTANT?

It is well known that people are less likely to follow any rule or practice if you do not follow it yourself - this is especially true for safety rules.

Traditionally Masters may have regarded themselves more as authorities to be obeyed rather than team players. However, with increasing safety requirements and fluid labour markets, sometimes with high crew turnover, it is increasingly important to use leadership styles that demonstrate shared safety values through actions, not just words.

WHAT CAN I DO?

Things that tend to work

- Always be seen to follow simple, visible safety rules during everyday activities.
- Be seen to be playing an active role, not just behind the scenes
- Occasionally be seen to assist subordinates' tasks where necessary.

Things that tend not to work

- Applying hard discipline for non-compliance whilst flouting rules yourself
- Avoiding 'getting your hands dirty' with subordinates' task.

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

MYANMAR THINGYAN FESTIVAL

Thingyan, in ancient Pali and Sanskrit, means change and it is steeped in mythical folklore.

In one version, it means the passing of the Brahma's head from the hands of one celestial maiden to another after a period of one year, thereby heralding the New Year.

Another Buddhist legend holds that during the Thingyan, the Thargyarmin (The King of Celestial Beings) descends down to earth to assess mankind and remind them of their spiritual and religious responsibilities. His descent marks the start of the Thingyan and his ascent, the completion.

Indeed, Thingyan – the Water Festival preceding the New Year, is the most exuberant event of the Myanmar year. In the big cities of Myanmar, especially Yangon, everyone has heard, seen or participated in the boisterous fun, loud music and dance (both traditional as well as modern) at the water throwing pandals.

From early morn to dusk, young men and women, dancing and swaying to the megawatt music, turn the pressure hoses down onto the revelers who stop their vehicles in front of the pandals, taunting and teasing and getting doused to the bones. Water is a symbol of cleanliness and auspiciousness and Myanmar people hold that this celebration of the Water Festival can wash away sin and evil as well such that they are cleansed to usher in a Happy New Year.

The noise is terrific as horns, whistles, and song lend volume to the cacophony but the good-natured fun and antics of the revelers is sheer live entertainment indeed.

In marked contrast, long ago, eugenia sprigs were soaked in water which was then gently sprinkled onto one another, with love and respect.



Apart from the wild celebrations, Thingyan is highly religious in nature and a time to perform meritorious deeds. Men and women become monks and nuns during the festival and enrich their spirituality. Alms are offered to the monks while old folks are given baths, shampoos and manicures. Others set free caged birds or release fish into lakes and streams.

Nature abandons itself to the heat and dazzle of summer sunshine. All the plants, shrubs, vines and trees are in full bloom; seasonal tropical fruit such as mangos, mangosteens, rambutans and other exotic varieties has arrived in typical Myanmar abundance.

After the brief April shower, the majestic Padauk bequeaths the environs with the incomparable fragrance of its flowers, while the bright sun-splashed days are made incandescent by the fire-red flowers of flame trees, the golden Ngu blossoms vying with the hues of bougainville and other vivid displays.

The stunning natural beauty of the Thingyan period truly overwhelms the senses.

On New Year's Day, the Myanmar people throng the pagodas in town and village alike, to pray, meditate and practice charity... thus preserving the precious national traditions and heritage.

John Hla Tin

DEVELOPMENT OF THE UNITEAM MARINE LOGO



A logo is a graphical element, that, together with its logotype (a uniquely set and arranged typeface) form a trademark

or commercial brand. It is the image embodying an organisation and typically, a logo's design is for immediate recognition.

From the inception of the company, the uniteam marine logo was chosen to include the colours of blue and red with a white rhombus in the middle and a combined "u and m" in the centre of the flag, being the initials of uniteam marine. Over the years, the initial elongated logo was abolished and the flag maintained. Since then, there have been no significant changes in the design apart from changing from a "static" flag to a "wavy" one.

As you may have noticed in the March Uniteam Marine Newsletter, the time was just ripe to begin afresh with an optimised logo which would be used by all the branches of Uniteam Marine to ensure uniformity. The current simplified semi-wavy flag maintains all its previous characteristics and standardises its colours, to avoid different printing shades at our branches around the world. The logo type has been changed to "UNITEAM MARINE" in our traditional font "Times New Roman" and is also written in the same blue colour of the flag.

The new design is clear, has a modern approach without losing its history background and it is another step in the development of the Corporate Identity of Uniteam Marine.

PHOTO COMPETITION 2008



This picture was taken by Bosun Aung Ko Ko Oo (CDC40982) on board of MV "Hanse Vision" on 6th January 2008 in icy conditions at Saint Petersburg. The local temperature was -17 degrees Celsius. We thank Bosun Aung Ko Ko Oo for sharing this and other impressive photos with us.

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

Do not put anything in your ear smaller than your elbow

Generally this old saying is true. The ears, for the most part, do not require any routine cleaning and are rather like a self-cleaning oven. With the help of gravity and body heat, earwax will gradually find its way out.

If wax does appear on the outer ear, a cotton bud may be used, but do not be tempted to go in further. Inserting anything into the inner ear – even just a cotton bud – can be risky and may result in wax impaction or injury. Impacted wax is painful and will affect your hearing.

There are various products available from pharmacies that can help relieve wax blockage, but warm water in a syringe often works just as well.

So, despite sensible advice from our grandmothers, it seems doctors regularly have to remove broken cotton buds from inside people's ears along with other things such as pen caps, beads and even cockroaches. A true case of in one ear and out the other.

(Source: North of England P&I Club, SIGNALS NEWSLETTER, issue 71, April 2008)

HUMOUR

Back to Work

State Government employee sits in his office and, out of boredom, decides to see what's in his old filing cabinet. He pokes through the contents and comes across an old brass lamp.

"This will look nice on my mantelpiece," he decides and takes it home with him. While polishing the lamp, a genie appears and grants him three wishes. "I wish for a huge castle right now!" He gets one.

Now that he can think more clearly, he states his second wish. "I wish to be on an island where beautiful girls reside." Suddenly he is on an island with handsome ladies. He tells the genie his third and last wish: "I wish I'd never have to work ever again." OOPS! He's back in his government office.

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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