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and crew of Indamex Godavari, Karoly Somfai,
Tin Win Zaw, Rickmers Singapore, Uniteam Marine

UNITEAM MARINE NEWS is designed to be of interest to our crew and to keep all Uniteam Marine employees informed of developments at our company. We appreciate your feedback and welcome any articles of interest or humour that you would like us to include in our publication.

Please send your feedback, articles and pictures for the photo competition as well as your solutions to *the brain teaser* to PR & Marketing at Uniteam Marine, Anja Frauboese, marketing@uniteam-hamburg.de.



SEARCH AND RESCUE OPERATIONS BY MV MSC PROVIDER AND MV INDAMEX GODAVARI

Capt. Robert Tomasz Maciaga of MV Indamex Godavari reported the 6th of December that his crew spotted an orange floating object – later on recognised as a capsized fishing boat – at port side about 1.5 miles from their position. Vessel's position was 16 54.57N; 118 39.23E and weather conditions were wind NE force 9, sea 7 metres, swell about 5 metres. The vessel was almost empty proceeding with difficulty in direction 011 degrees with a speed about 10 knots.

They sighted people who were giving Distress Signs by hands and flags. Man Overboard alarm was sounded and also a distress signal was transmitted via the VHF and to Taiwan and Philippines Marine Rescue Coordination Centres (MRCC) but no responses were received.

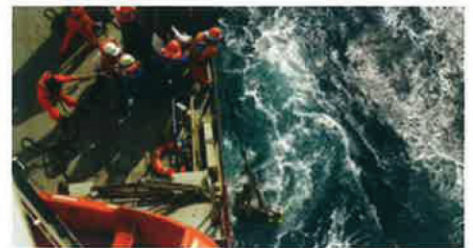
MV Indamex Godavari tried to turn back to opposite direction and sent a distress call on Inmarsat C. While weather conditions were getting worse, they approached the fishing boat by portside, in an effort to make lee and commenced the salvage operation. The crew sent heaving lines and a net to the fishermen. Due to heavy rolling and pitching of the vessel, all attempts to pick up the fishermen failed as they were not able to have a firm hold on the rescue lines. The vessel tried to move ahead to starboard for better protection and another line was sent to the boat.



After a lot of efforts, the crew managed to bring all three survivors to the rescue net and attempted to heave them up but one of the men lost his grip and fell into the water. The remaining two fishermen were finally brought to rescue, but although lifebuoys were thrown overboard, no sign could be seen of the third man. During this time, Timber Trader IX, which was approaching to the scene with opposite course, was advised to continue the search for the lost man, but sadly he could not be found.

Due to the bad weather conditions, MRCC Philippines informed that no helicopter could

be sent to pick up the two rescued persons, so it was decided to carry them to the port of destination, Shanghai.



Capt. Oleksandr Lutskov from MV MSC Provider reported that while en-route to the port of Haifa on the 14th of December, they received a message via VHF Ch 16 from Cyprus Radio, advising that MV Farouk M at Position 33 04.4N 032 53.3E was in distress and they were requested to keep a sharp lookout. According to Cyprus Radio information, the distress area was searched by helicopters, but they could only locate oily patches. MV MSC Provider posted additional lookouts and a helmsman was standby on the Bridge. The rescue boat was readied for launching, Master and Officers were summoned on the Bridge and the engine was made ready for manoeuvres. Also the ship's hospital and first aid team were on standby. They proceeded searching and soon sighted a Cyprus Coast Guard vessel approaching the distress position. MV MSC Provider arrived also at the distress position but could not find any floating objects. They made an "Expanding Square Search" according to IAMSAR manual and in the process they spotted a white light. With help of the search light they found out it was coming from a life raft. The Coast Guard was informed and the search lights were kept on the life raft until they arrived and started the rescue operation. Finally, all 7 people in the life raft were rescued, whilst 3 persons apparently were lost with the sunk MV Farouk M.

MV MSC Provider informed Cyprus Radio about the 7 rescued seamen by the Coast Guard and proceeded to the port of destination.

Uniteam Marine, Norddeutsche Reederei H. Schuldts and Allocean would like to thank Capt. Maciaga of MV Indamex Godavari and Capt. Lutskov from MV MSC Provider and their crews for their efforts to rescue the lives of the seamen.

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

SUCCESS THROUGH TEAMWORK – ON BOARD EXPERIENCES

MV Lehmann Timber: Helicopter Search-and-Rescue Drill

Date: 04.11.2008
Place: At sea

The crew of MV Lehmann Timber was happy to carry out an unexpected **Helicopter search and rescue exercise**, together with the Portuguese coast guard, for two hours on 04th of November 2008. MV Lehmann Timber was on her way from Sines (Portugal) to Auginish (Ireland).



The helicopter pilot contacted Captain K. Somfai of Lehmann Timber on VHF Ch-16 and was given approval to carry out the search-and-rescue drill. The General Alarm was activated and the drill was announced through the PA system.

All crew formed into their Emergency Teams, collected all the necessary equipment and proceeded to their Muster station. The Chief Officer explained the situation to the emergency teams and reported to the Master.

The aft poop deck on the port side was chosen for the Emergency Helicopter rescue exercise area and was prepared in accordance with the IMO IAMSAR Manual and the International Chamber of Shipping guide to helicopter/ship operation.



The Master was in continuous contact with the helicopter's pilot, exchanging information about course, speed and relative wind direction.

The helicopter's crewman descended with a rescue cradle and rescue ladder to the exercise area. He introduced himself and then briefed the vessel's crew on how to use the cradle and ladder, explaining the procedure for evacuating survivors by helicopter.

Finally the helicopter's crewman thanked Captain Somfai and all crew members and left the vessel.

The drill was successfully and completely carried out at 12:00 UTC.

The crew of MV Lehmann Timber was extremely pleased to be carrying out the operation of a helicopter exercise, which is rarely conducted and experienced, and we were all very proud of a job well done.

Chief Officer Frankie Myo Aung

THE CHRISTENING CEREMONY OF MV SUI AN RICKMERS



Top row, 1st from right: Brigadier General Tay Lim Heng (Chief Executive of MPA); 2nd from right: Mr. Thomas Preben Hansen (CEO of Rickmers Trust Management Pte Ltd, Singapore); 3rd from right: Mr. Bertram Rickmers; middle: (Godmother) Mrs. Lee Suet Fern, her husband and sons; 10th from right: Mr. Thies Lau (MD of Rickmers Ship management); 9th from right: Mr. Ban Huat Quah (Chief Financial Officer of Rickmers Trust Management); 9th from left: Capt. Myo Lwin

The christening ceremony of the 4,250 TEU, gearless container vessel MV Sui An Rickmers was held on 21 September 2008 at PSA Keppel Terminal in Singapore. "Sui An" is Chinese for "peace".

The ceremony was attended by more than 200 guests and began with Mr. Bertram Rickmers giving a keynote address. In accordance with tradition the Godmother of the vessel, Mrs. Lee Suet Fern, Director of Rickmers Trust Management, then officially christened the vessel with a bottle of champagne. All the guests were invited on board for a tour of the vessel.

During the bridge ceremony, the Godmother blew the ship's whistle and presented the Captain with her framed photograph, which was hung on the ship as a symbol of guardianship. The celebration continued with a gala dinner at the Shangri-la Hotel.

The vessel has been chartered out to Mitsui O.S.K line and renamed "MOL Dedication". She is trading between the Far East and the west coast of South America under the command of Capt. Myo Lwin with full Myanmar complement, and is the fourth sister ship to come into our crew management.

May God bless her and all who sail in her.

Tin Maung Tun

LEADING FOR SAFETY 5 OF 10

5 PRACTICE 'TOUGH EMPATHY'

Until now all the articles on this subject have related to 'Confidence and Authority'. The series now focuses on 'Empathy and Understanding'.

'Empathy' is all about identification with and understanding of another's situation, feelings and motives. It requires the capacity to put yourself in another's place, and the cultivation of good listening skills.

Good leaders empathise realistically with employees and care intensely about the work they do – but this doesn't mean that they always agree with them or join in with concerns and grumbles. Instead they practice 'rough empathy', which means giving people what they need, rather than necessarily what they want. Another way of looking at this is 'care with detachment'. An example is providing staff with safety footwear that is comfortable and safe rather, than spending more money to provide a more 'fashionable' style.

WHY IS IT IMPORTANT?

Tough empathy is important in order both to convey to your crew that you understand their situation, feelings and motives, and to enable you as a leader to take the right course of action which take due account of these desires, feelings and concerns whilst focusing on achieving appropriate overall objectives. In a safety context, this is especially important for encouraging compliance with safety rules by the crew.

WHAT CAN I DO?

Things that tend to work

- Encourage crew to provide feedback on their situation, feelings and motives, both in everyday situations and formally in pre-arranged communication sessions.
- Be prepared to acknowledge, mirror or summarise feedback to demonstrate understanding, then to explain your conclusions and intended course of action. If this is significantly different to what people have said they want, take the time to explain the case and illustrate why you are adopting this course of action.

Things that tend not to work

- Making a point of listening to what people say, but then taking a different decision without any clear demonstration that you have heard and understood, or explanation of your rationale
- Over emphasising 'listening' at the expense of 'decision-making' – this can lead to loss of respect and authority

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

RESPONSIBILITY FOR STEVEDORES

Introduction

Gard continues to see stevedore incidents occurring during loading and discharge operations in the United States. This circular highlights the duties owed by the ship to the stevedores under US law.

Legal Responsibilities

The Longshore and Harbor Workers Compensation Act (LHWCA) places primary responsibility for the longshoreman's safety on the stevedoring company as employer. However, the US Supreme Court in the case of *Scindia Steam Ship Navigation Co. v. De Los Santos*, 451 U.S. 156, 1981 AMC 601 (1981) has held that the shipowner may become legally liable if he does not exercise due care towards the stevedores while on board his vessel. The duty of care can be split into the following five duties which the vessel owes the stevedores:

1. TURNOVER DUTY OF CONDITION:

The vessel must exercise "ordinary care under the circumstances to have the ship and its equipment in such condition that an expert and experienced stevedore will be able, by the exercise of reasonable care, to carry on its cargo operations with reasonable safety to persons and property."

2. TURNOVER DUTY TO WARN:

The vessel must warn the stevedore of any hazards on the ship or with respect to its equipment that are known to the vessel or should have been known to it in the exercise of reasonable care, that would likely be encountered by the stevedore in the course of his cargo operations, and that are not known by the stevedore and would not be obvious to or anticipated by him if reasonably competent in the performance of his work.

3. ACTIVE INVOLVEMENT DUTY:

The vessel may be liable if it actively involves itself in the cargo operations and negligently injures a longshoreman.

4. ACTIVE CONTROL DUTY:

The vessel may be liable "if it fails to exercise due care to avoid exposing longshoremen to harm from hazards they may encounter in

areas, or from equipment, under the active control of the vessel during the stevedore operation." e.g. the gangway.

5. DUTY TO INTERVENE:

If a stevedore's judgment is "obviously improvident", and if the ship "knew of the defect" in equipment, and the stevedore continues to use the defective equipment, and the ship should have realised that the use of the defective equipment presented an "unreasonable risk of harm to the longshoreman," the vessel has a duty to intervene and have the equipment repaired.

Source: Gard Loss Prevention Circular No 01-09

OFFICE TRAINING

We had the pleasure to congratulate for their achievement two of our colleagues who were successful in the course "Understanding Shipping" which was just completed.

This nine-months course is organised by the Cyprus Branch of the Institute of Chartered Shipbrokers – London, providing participants with basic knowledge in shipping - mainly about ships and trades, bills of lading, charter parties and other documents, chartering, agency matters, and shipmanagement and operations.

The certificates were presented to the two students, Mrs. Daniela Mueller-Ioannou and Mrs. Eva Christodoulou, by Mr. Holger Ruether and Mr. Evanthis Aristidou. Congratulations for their excellent marks and our compliments to both of them.



From left to right: Daniela Mueller-Ioannou, Holger Ruether, Evanthis Aristidou and Eva Christodoulou

LONG SERVICE HONOURED

Just before the end of 2008, we once again had the profound pleasure of honouring three members of the Uniteam Marine family who have completed 10 years of onshore service with the company.

Our Chairman, Mr. Gerhard Ruether, thanked Mrs. Elena Georgiou (Payroll Section), Mr. Ko Ko Lwin (Fleet Personnel Manager) and Mr. Eduard Bankovic (Technical Director), for

their loyalty, commitment and dedication. In fact, two of the honourees had sea careers with Uniteam Marine long before joining the office in Cyprus: Ko Ko Lwin's began in 1984 and Eduard Bankovic's in 1990.



From left to right: Soterios Karantonis, Gerhard Ruether, Elena Georgiou, Ko Ko Lwin, Evanthis Aristidou and Eduard Bankovic

THE BRAIN TEASER - BALL IN A HOLE

A table tennis (ping pong) ball falls into a deep, narrow pipe – about 30 cm long, buried in concrete pavement, with a hard metal bottom. Only 1cm of the pipe is above ground, so it cannot be moved. The pipe is barely wider than the ball, so it can't be removed with one's hand. How can you get it out without causing any damage?

Correct answers will be entered in a drawing to be held on 11 May 2009. The prize will be a Uniteam Marine Polo-Shirt.

The name of the winner and the correct answer will be published in the next newsletter.

Solution to "The Brain Teaser" - Bulbs

Keep the first bulb switched on for a few minutes. It gets warm, right? So all you have to do then is switch it off, switch another one on, walk into the room with the bulbs, and touch them. You can tell which one was switched on first (the warm one), and the others can then be easily identified...

We received a large number of right answers to the first brain teaser! **The winner of the Uniteam Marine Polo Shirt is: Khin Maung Win, 4th Engineer on MSC Kiwi. Congratulations!**

PORTRAIT OF MR. KHIN MAUNG OO – PERSONNEL MANAGEMENT ASSISTANT AT UNITEAM MARINE SHIPPING

Anyone connected with Uniteam Marine who has passed through Hamburg is likely to know Mr. Khin Maung Oo, who has been working for Uniteam Marine Shipping since 2000.

HOW DID YOU JOIN UNITEAM MARINE SHIPPING?

I had known Mr. Ruether, Capt. Than Oo and Mr. Ko Ko Lwin since 1994. When Uniteam Marine was planning to open an office in Hamburg, Ko Ko Lwin asked me to join the company.

KHIN, WHAT IS THE AVERAGE NUMBER OF VESSELS YOU VISIT IN A WEEK?

In general I visit 2 to 5 vessels per week, sometimes more.



WHICH PORTS DO YOU VISIT?

Hamburg, Bremerhaven, Bremen, the Kiel Canal, Lubeck, Wismar, Antwerp and Rotterdam, and sometimes I also drive to ports in Denmark and Sweden.

HOW MANY KILOMETRES DO YOU DRIVE A YEAR IN YOUR JOB?

Around 40,000–50,000 kilometres.

WHAT ARE YOUR FAVOURITE TASKS?

Visa, crew change, German documents for German flag vessels and, as there are only a few Burmese people living in Germany, I like to meet and talk with our seamen.

WHAT DO YOU ENJOY DOING IN YOUR LEISURE TIME – DO YOU HAVE ANY HOBBIES?

I like listening to radio and Burmese music, reading magazines and gardening.

BEST PHOTOGRAPH OF 2008



Many thanks to all of you who kept sending us the beautiful, funny and impressive pictures of life on board. We look forward to receiving many more photos in 2009.

The winner of the 2008 competition has been selected: "Darkness of the Sea", capturing the image of a tornado crossing a ship and turning the sky dark. Taken by Captain Sergej Kononov of MV Voge Prestige.

Congratulations to Capt. Kononov, who will receive the US\$300 prize!

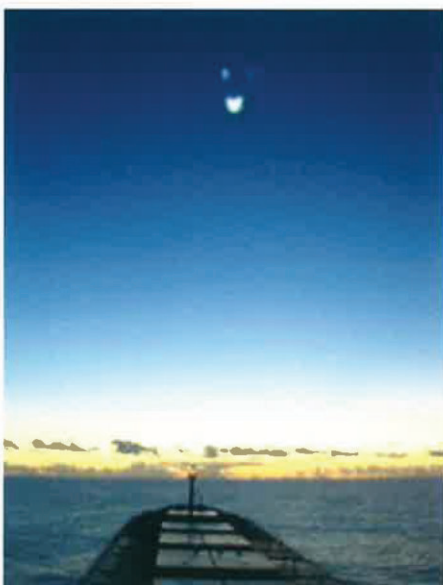
PHOTO COMPETITION 2009

"Additional Lookout" on MV Bulk Europe



MV Bulk Europe received additional support from a new watch-keeping "crew member" on the bridge. Chief Officer Tin Win Zaw captioned his picture "Additional Lookout".

"Smiling Sky"



In December 2008 C/E Viktor Karlashevych on MV Voge Prosperity in the Indian Ocean witnessed the spectacular display of three heavenly bodies immediately after sunset. Venus and Jupiter came together along with the crescent moon to form a triangle and smiling face. C/E Karlashevych sent us some photos of this amazing occurrence which he named "Smiling Sky".

ONGOING COMPETITIONS

"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.

"Success Through Teamwork – Experience on board"

Please send us your experience on board, which reflects our mission statement. We will publish one experience quarterly.

Prize: USD 200,- for every published article for the crew's entertainment fund.

"Best Photograph" Year 2008!

We are looking for interesting photographs from all our ships during the course of the year. If you have any extraordinary, bizarre, funny or beautiful shots, please send them to us.

Prize: USD 300,- for the selected best picture of the year.

"The Brain Teaser"

Please send your solution for The Brain Teaser!

The winner will be selected in a draw. The prize: a Uniteam Marine Polo Shirt.

MYTH OR TRUTH - STRESS CAN TURN YOU GREY OVERNIGHT

Although many people genuinely believe that stress or shock can result in a sudden loss of hair colour, there is actually no scientific evidence to support this. All the hairs on our head have pigment cells that contain melanin. As we get older, these cells gradually die and the subsequent decrease in melanin causes the hair to become a more transparent colour such as grey, silver or white. Premature grey hair is hereditary, but has also been associated with both smoking and vitamin deficiencies. An onset of grey hair before puberty can be associated with certain medical syndromes, including dyslexia. So, while life at sea may sometimes be very stressful, it should not turn you grey overnight!

Source: North of England P&I SIGNALS NEWSLETTER Issue 72

HUMOUR

Pessimist and a dog

An avid duck hunter was in the market for a new bird dog. His search ended when he found a dog that could actually walk on water to retrieve a duck. Shocked by his find, he was sure none of his friends would ever believe him.

He decided to try to break the news to a friend of his, the eternal pessimist who refused to be impressed with anything. This, surely, would impress him. He invited him to hunt with him and his new dog.

As they waited by the shore, a flock of ducks flew by. They fired, and a duck fell. The dog responded and jumped into the water. The dog, however, did not sink but instead walked across the water to retrieve the bird, never getting more than his paws wet. This continued all day long; each time a duck fell, the dog walked across the surface of the water to retrieve it.

The pessimist watched carefully, saw everything, but did not say a single word.

On the drive home the hunter asked his friend, "Did you notice anything unusual about my new dog?"

"I sure did," responded the pessimist. "He can't swim."