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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, pictures & videos for the photo & video competition as well as your solutions to the brain teaser to PR & Marketing at Uniteam Marine, Anja Frauboese, marketing@uniteam-hamburg.de



## UOTC: OPEN FOR BUSINESS!

November 25 was a busy day in Yangon for Mr. G.Ruether, Mr. S.Karantonis, Mr. E.Aristidou and their families and friends! Immediately after opening the orphanage sponsored and managed by UNITEAM MARINE in Thanlyin, the delegation rushed back to the office to officially open the UNITEAM OFFSHORE TRAINING CENTRE (UOTC).

Following a short speech by Mr. P. van Empel, Mr. G. Ruether was invited to launch the helicopter trainer into the swimming pool by remote control, thus signalling the opening of the centre. Then Mr. G. Ruether, Captain J. Wilk and Captain Than Oo proceeded by ceremoniously releasing stacks of balloons for good luck, as is customary in Myanmar.



The opening ceremony

After these formalities, UOTC staff, kitted out in their new uniforms, gave demonstrations of the various equipment in the centre, including helicopter underwater-escape trainer, lifeboat, etc. UOTC is now open for business, having successfully finished its first three-day Offshore Survival Course for ten students in December.

## UOTC: OPITO APPROVED!

When UNITEAM management decided to commit to a brand-new offshore training centre in Yangon back in 2008, there was little doubt about the training standards we would pursue: UNITEAM OFFSHORE TRAINING CENTRE (UOTC) would become an OPITO-approved training centre.

OPITO, for those of you who have not come across this name, is the global oil and gas industry's focal point for skills, learning and workforce development. Founded in the UK in 1979, OPITO is a self-sustaining, employer and trade union-led organisation committed to developing and sustaining a safe, skilled and effective workforce now and in the future. This is achieved by working in collaboration with industry employers, learning and training providers, education and academic partnership organisations.



UOTC instructors explaining helicopter escape routines to the students.

After intense preparation of our management system, course curriculum, competency assurance systems and trainers, at last the day had come: on 11 January 2010, the OPITO auditor from the UK flew to Yangon to begin a four-day audit of UOTC, which included attending a full three-day offshore survival course. The audit went brilliantly, and the very few minor non-conformities were easily cleared during the audit. UOTC is now established as a training centre in accordance with standards laid out by OPITO. The training-course certificates that our students receive will be issued and authorized by OPITO.

This prestigious OPITO accreditation propels UOTC directly into a very select league of training centres worldwide that have committed themselves to the highest possible standards prevailing in the offshore industry. This is no small feat! But we have little time to rest on our laurels: OPITO will return every year to Yangon for a follow-up audit. UOTC also plans to develop more courses, and each of them will be subject to a new audit by OPITO.

Read more about OPITO:  
[www.opito.com](http://www.opito.com)



Paul van Empel

## LIFEBOAT IN YANGON - WE HAVE A NAME!

The winner of the lifeboat-naming contest is Mr. Naing Maung Maung from UNITEAM MARINE in Yangon, who submitted the beautiful name of "MANI MEKHALA". No less than five people in our company came up with this name, so we had to resort to a lucky draw to establish the winner of the UNITEAM OFFSHORE jacket.



The draw in progress



In front of our lifeboat, from left to right: Thet Py Soe, Naing Maung Maung, John Hla Tin, Kyaw Zin and Tin Yee

"Mani Mekhala" in the "Maha Zanaka" saga is the Goddess of the Waters who rules the oceans. "Maha Zanaka" is one of the ten penultimate lives of the future Buddha, whose story teaches us about attaining perfection through effort.

When Maha Zanaka reached the tender age of 16, he was determined to regain his father's kingdom. He told his mother of his plan and she offered to give him her gold and jewels, which were sufficient to win back the kingdom. But he took only half of her gift, wishing to make his fortune in trade. She was alarmed for his safety, warning him of the dangers of the sea, but he was deaf to her warnings. After purchasing some goods for trading, he boarded a vessel bound for Suvannabhumi, the golden land of the east. On that day, his uncle Pola Zanaka, king of Mithila, fell ill.

Crowded on board were men and animals from seven large caravans. After seven days of plunging through the heavy seas at top speed, the overloaded ship began to founder. Planks broke off, and the water rose higher and higher. Maha Zanaka, knowing that the ship was sinking, did not panic. He prepared himself for the ordeal by eating a full meal, covered himself with sugar and ghee to protect himself from the water, then tied himself to the mast. When the ship went down, men and animals were devoured by the sharks and fierce turtles that infested the ocean, but the mast remained upright. Maha Zanaka with his superior strength was able to throw himself a long distance from the ship, thus escaping the fate of the other passengers. On that same day, Pola Zanaka died, leaving the throne of Mithila vacant.

Maha Zanaka floated in the ocean for seven days, taking no food. During this time the goddess Mani Mekhala was enjoying the pleasures of heaven, neglecting her duties as guardian of the seas. At last she noticed him and recognized that he was not an ordinary mortal. She took him in her arms, and Maha Zanaka, thrilled by the touch of the goddess, fell into a trance. She flew him to a mango grove in the kingdom of Mithila, where she laid him on his right side on a ceremonial stone in the middle of the grove.

Mani Mekhala, Goddess of the Waters, who saves seamen from the ocean and teaches about attaining perfection through effort: what better name could there be for our lifeboat at the UNITEAM OFFSHORE TRAINING CENTRE in Yangon!

Thank you all for your kind contributions!

*Naing Maung Maung, Paul van Empel*

## OPENING OF THE UNITEAM MARINE YANGON BOYS ORPHANAGE

**On 25 November 2009, our chairman, Mr. Gerhard Ruether, and his sons Holger and Alexander officially opened the Uniteam Boys Orphanage in Myanmar.**



Having visited Myanmar frequently over the past 31 years, Mr. G. Ruether and especially his late wife Elisabeth had always held the sincere wish to do something more substantial in that country than merely donating to various charitable causes on a regular basis.

Like other countries, Myanmar has its share of unfortunate and underprivileged children, and that situation gave rise to the idea of building and operating an orphanage.



After acquiring all necessary information from the authorities towards the end of 2004, a 12,000 square metre plot of land was purchased in Thanlyin township – some 45 minutes by car from Yangon.

Then began the process of obtaining all necessary legal documents from the Ministry of Welfare, an arduous task because the authorities mandate very strict rules for operating orphanages by private or non-governmental organisations.

Since the safety and protection of the child is the highest priority for the authorities, it took a full year before all checks on UNITEAM MARINE were completed, and we were approved as "FIT" to run our own orphanage.

Next came the second hurdle: the land we had bought was demarcated as agricultural, which permitted cultivation but restricted construction to a small timber cottage only.

Building an orphanage with a capacity for about 150 children was out of the question unless we could convert the land-title. Although aware of this from the onset, we first needed a "build-and-operate" document, and that meant more time would be required in accomplishing the quite complex steps leading to the land-title conversion.

Finally, in November 2007 we held a foundation stone-laying ceremony with the blessing of Buddhist monks. Construction began in early January 2008, with the opening of the orphanage targeted for spring 2009.

However, the magnitude of the humanitarian crisis wreaked by Cyclone Nargis on the Irrawaddy Delta Region and Yangon on the night of 2 May 2008 compelled UNITEAM MARINE to tackle other urgent priorities, which stalled progress on the orphanage's construction for another three months.

By mid-2009 we began to set up operation of the orphanage. Professionals to run it were interviewed and discussions were held with the authorities regarding the transfer of the orphans themselves.

It is especially difficult in the midst of the academic school year to take children from one school and re-locate them in another. Nonetheless, in October 2009 we received our first group of eleven boys aged 5 to 10, in the primary grades 1 to 4. After a few initial insecure days, separated from friends in the state-run orphanage, the lads settled in very well, and the attention they received from all the visitors at the Opening Ceremony was a really positive experience for them.

These boys now attend a primary school two kilometres from their new orphanage home, and we are proud and gratified to hear that they are doing very well there, thanks to our caretakers and tutors.

The current school year will finish at the end of February, and during the March to May holidays we will induct another 30 to 40 boys. The new school year in June 2010 will see us with 50 boys under our care.

The boys are from different regions of Myanmar, including the Delta and not all of them qualify as true orphans: some have a single parent who may have abandoned them outright or left them on the doorstep of a government orphanage. Whatever the status of these kids, their need to be supported and sheltered is all too clear.

### Our objectives for these children are:

- to care for and develop underprivileged orphan boys in a safe and clean environment
- to encourage them to realize their full academic potential
- to ensure further education or job opportunities after graduation from high school so that they enter adulthood with confidence and high self-esteem.

*Captain Jerzy Wilk*

## CHRISTENING CEREMONY OF MV MERKUR HORIZON

**On 9 December 2009, delivery of the Reederei F.A. Vinnen new-building MV Merkur Horizon took place.**

The 4255 TEU ship was built at Hyundai Heavy Industries shipyard in Mokpo, South Korea. MV Merkur Horizon will sail under Liberian flag.



**Key data:**

Length: 248,70 m  
 Breadth: 32,20 m  
 Deadweight: 51.450 to  
 GRT: 41.331 to  
 Main Engine: Hyundai Wärtsilä 8RTA82C  
 Power: 36.160 kW



MV Merkur Horizon has a long-term charter with ZIM for the next five years and will sail under the name of ZIM Istanbul. The first trade will take the MV Merkur Horizon to the Far East – Mediterranean Sea – U.S. East Coast – Panama Canal – U.S. West Coast and back to the Far East.

UNITEAM MARINE congratulates Reederei F.A. Vinnen on their new vessel.

**MV GEORGE RICKMERS –  
 PREPARATION AND TRANSIT  
 THROUGH THE GULF OF ADEN**

**Confirmation that our ship would have to pass through the Gulf of Aden was a source of serious concern to Rickmers Reederei. David Bancroft, an ex-commander of the anti-piracy team in the GoA under UKMTO, was assigned to perform onboard security-related training of the crew during the three-day passage from Istanbul to Port Said. Materials related to hardening work were also received on board at Istanbul.**

The training included information such as background history, understanding the people in the region, piracy, the pirates' weaknesses, identifying a pirate skiff among several fishing skiffs, the pirates' modes of approach, how to deter and delay an attack, the destructive potential of RPG and AK-47, how to cope safely under attack, the operational layout of UKMTO and its limitations in rendering assistance, procedures of group transit etc. The training programme also consisted of drills.

On arrival at Port Said, Mr. D. Bancroft left the ship and David Leaning came on board for supervising reinforcement. Two full days were devoted to hardening by Mr. D. Leaning and 15 crew members.

Work outside of the accommodation consisted of sandbagging to build up a protective barrier on the inside of the bridge wings; fitting a flat bar over the doors across the scuttle windows to prevent it from opening outward and to prevent forcible access to the accommodation; fitting access ladders with gratings to prevent upward access; removing the access ladders from the upper deck to A Deck on both sides; fitting safety rails around the accommodation and drains with razor wire to prevent climbing and upward passage; deploying two layers of razor wire around rails on the main deck up to the no. 1 hatch; running electric fencing (9000 volts) above the razor wire on the main deck; and fitting an energizer switch on the bridge.

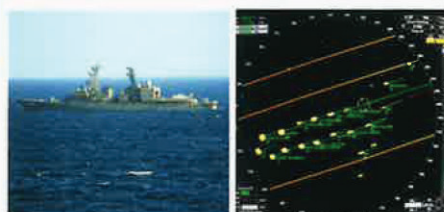


Our fears were relieved on the first day of training and had disappeared entirely after completion of training and hardening.

In the end, we successfully and safely transited the GoA by Japanese Naval Convoy in the second week of December 2009.

*Capt. Zaw Thet Tun, MV Clipper Emperor*

These pictures were taken by Captain Alexander Wenkel, Captain of MV Anakena while passing through the GoA.



*Japanese navy escort D155      Night radar*

**OBITUARY - ELECTRICIAN  
 ZBIGNIEW MOCZYNSKI**

**With deep regret we report a tragic accident involving our long-standing electrician, Zbigniew Moczynski, who became supervisor of the NRS new buildings in Korea after having served many years onboard our managed vessels.**

While using a pedestrian crossing near his flat, he was hit by a truck and died on the way to hospital.

On behalf of the entire staff at Uniteam Marine as well as all seafaring colleagues who sailed with Zbigniew Moczynski, we would like to express our heartfelt condolences to his wife and all other members of the bereaved family.

**LONG SERVICE HONOURED**

**During the annual UNITEAM MARINE Christmas gathering that was held in Cyprus, we had great pleasure in honouring seven employees who completed 10 years of service ashore, within the company.**

Every year the number of UNITEAM MARINE seniors is increased with more long service achievers and it is always such a joyous occasion to recognise the commitment and hard work that these new entrants have offered.

Our Chairman, Mr. Gerhard Ruether, thanked Captain Thet Naing (QSE Manager - Yangon), Mr. Zaw Pe Win (Director - Singapore), Mrs. Novia Achilleos (Crew Payroll Asst.), Mrs. Madalena Davies (Crewing Operator), Mr. Photis Hadji-photiou (Purchasing Officer), Captain Thomas Reppenhausen (Fleet Personnel Director) and Mr. Peter Merkel (Managing Director) for their loyalty and dedication to the company.

We were delighted that Captain Thet Naing and Mr. Zaw Pe Win could travel so far and be with us throughout that weekend and we look forward to congratulate more long service achievers in the future.



**PORTRAIT OF CREW PAYROLL  
 MANAGER LIZA MODESTOU**



**Liza Modestou is Crew Payroll Manager at UNITEAM MARINE's Cyprus office. She has been with UNITEAM MARINE for many years and was among the organisers of the payroll department, becoming its manager nine years ago.**

**HOW DID YOU JOIN UNITEAM MARINE?**

It's no secret among colleagues who have been here for some years that I was introduced to the company by a friend of one of our directors. I met the chairman and the two directors; they liked me; I liked the company's terms, and I've been here ever since and advanced to the position I hold today.

**WHAT ARE YOUR TASKS AS CREW PAYROLL MANAGER?**

As payroll manager I supervise all work related to the wages department. In general I ensure

that correct payrolls are sent on schedule to the ships for our seamen.

I follow up all crew changes so that final wages for our off-signing crew are prepared and sent to the ships in time, allowing seamen to sign their final wages accounts and receive payment on board. Otherwise, I must ensure that final payments and/or monthly allotments are transferred promptly into their bank accounts.

I follow up and reply to queries related to our wages and cash accounts.

Last but not least, I ensure that work involving payroll and cash boxes is posted accurately and on time in our company's accounting system.

**WHAT DO YOU ESPECIALLY LIKE IN THE SHIPPING BUSINESS?**

Most of all, I enjoy working with the seamen. Through my work all these past years, I've been lucky to get to know, by e-mail or in person, many fascinating and intelligent seamen from various countries. Some of them are now retired, some are still working with UNITEAM MARINE. These are people who care about their families, people who have exciting experiences and so much to say about their voyages to many places. All this makes them especially interesting and different from people who simply work in an office. For me and the people in my department and our work, the kind messages of appreciation we have received from the ships all these years are our best reward – their positive feedback helps us to continue our successful work in the future.

**WHAT DO YOU ENJOY DOING IN YOUR LEISURE TIME?**

As a woman of the Mediterranean, I like to spend time by the sea. I swim a lot in the summer and even in autumn, and I also very much enjoy walking by the sea. I read and enjoy travelling abroad. Finally, I love fashion and shopping in Rome!

**THE BRAIN TEASER - WHAT 7....**

**What 7....**

What 7-letter word becomes longer when the third letter is removed?

Correct answers will be entered in a drawing to be held on 7 May 2010. The prize will be a Uniteam Marine polo shirt.

**Trees - solution**

You have 10 trees and must plant them in five rows, but each row must contain 4 trees. How is this possible?

Plant them in shape of a star:



The winner of the UNITEAM MARINE polo shirt is: C/E Sai Kyaw Kyaw Lwin on MV Sophie Rickmers.

**PHOTO & VIDEO COMPETITION 2010 & WINNER 2009**



**This bird of prey is a vigilant frontier guard! It was sighted on MV Merkur Cloud in the port of Qingdao, China, in November 2009. Thanks to AB KHIN AUNG KYI, who took this picture.**

**2009 PHOTO & VIDEO COMPETITION**

Thank you for your votes – the highest number was received for "The Misty Bay", taken by C/E Rajmund Kaliszuk, who wins the US\$ 300,-

The 3 polo shirts will go to: D/C Wai Zaw Hlaing on MV Northern Promotion, 3E Vladyslav Volodkov on MV Northern Prelude and Eva Socratous, UML.

Congratulations to all winners!

**ONGOING COMPETITIONS**

**"Success through Teamwork – Experience on Board"**

Please send us your experiences on board reflecting our mission statement. We will publish one experience quarterly.

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

**"Best Photograph & Video" Year 2010!**

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

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

**"The Brain Teaser"**

Please send your solution to "The Brain Teaser"! The winner will be selected in a drawing. The prize: a UNITEAM MARINE polo shirt.

**MYTH OR TRUTH: THE KLABAUTERMANN**

The Klabautermann (also known as "klaboterman" or "ship's kobold") is a water sprite familiar to fishermen and sailors on Germany's north coast, in The

Netherlands, and on the Baltic Sea. Belief in the Klabautermann dates back to at least the 1770s. According to tradition, these goblins live on ships and are generally beneficial to the crew. For example, a Klabautermann will pump water from the hold, arrange cargo, and hammer at holes until they can be repaired. The creatures are thought to be especially helpful in times of danger, preventing the ship from sinking. The Klabautermann enters a ship through the wood used to build it and may appear as a ship's carpenter.

The Klabautermann's benevolent behaviour lasts as long as the crew and captain treat the creature respectfully. A Klabautermann will not leave its ship until it is on the verge of sinking. To this end, superstitious sailors in the 19th century demanded that others pay the Klabautermann respect. The great German romantic poet Heinrich Heine reported that one captain created a place for his ship's Klabautermann in his own cabin and gave the spirit the best food and drink he had to offer. A Klabautermann is easily angered. His ire manifests itself in pranks such as tangling ropes and laughing at sailors who shirk their chores.

The sight of a Klabautermann is an ill omen, and in the 19th century, it was the most feared sight among sailors. According to one tradition, the goblins only appear to those about to die. Another story claims that a Klabautermann only shows itself if a ship is doomed to sink.

Source: Wikipedia

**HUMOUR**

**The Flying Game**

**Two hunters got a pilot to fly them up to the far north to hunt elk. They were quite successful and bagged six big bucks.**

The pilot came back, as arranged, to pick them up. But when they started loading their gear into the plane, including the six elk, the pilot objected, saying:

"The plane can only take four of your elk. You'll have to leave two behind."

They argued with him, because the year before they had also shot six and the pilot had allowed them to bring all of them aboard. The plane was the same model and capacity. Reluctantly, the pilot finally agreed. When they attempted to take off and leave the valley, the little plane could not make it, and they crashed in the wilderness.

Climbing out of the wreckage, one hunter said to the other:

"Do you know where we are?"

"I think so," replied the other hunter.

"This is about the same place where we landed last year!"