

TRANSNYTT

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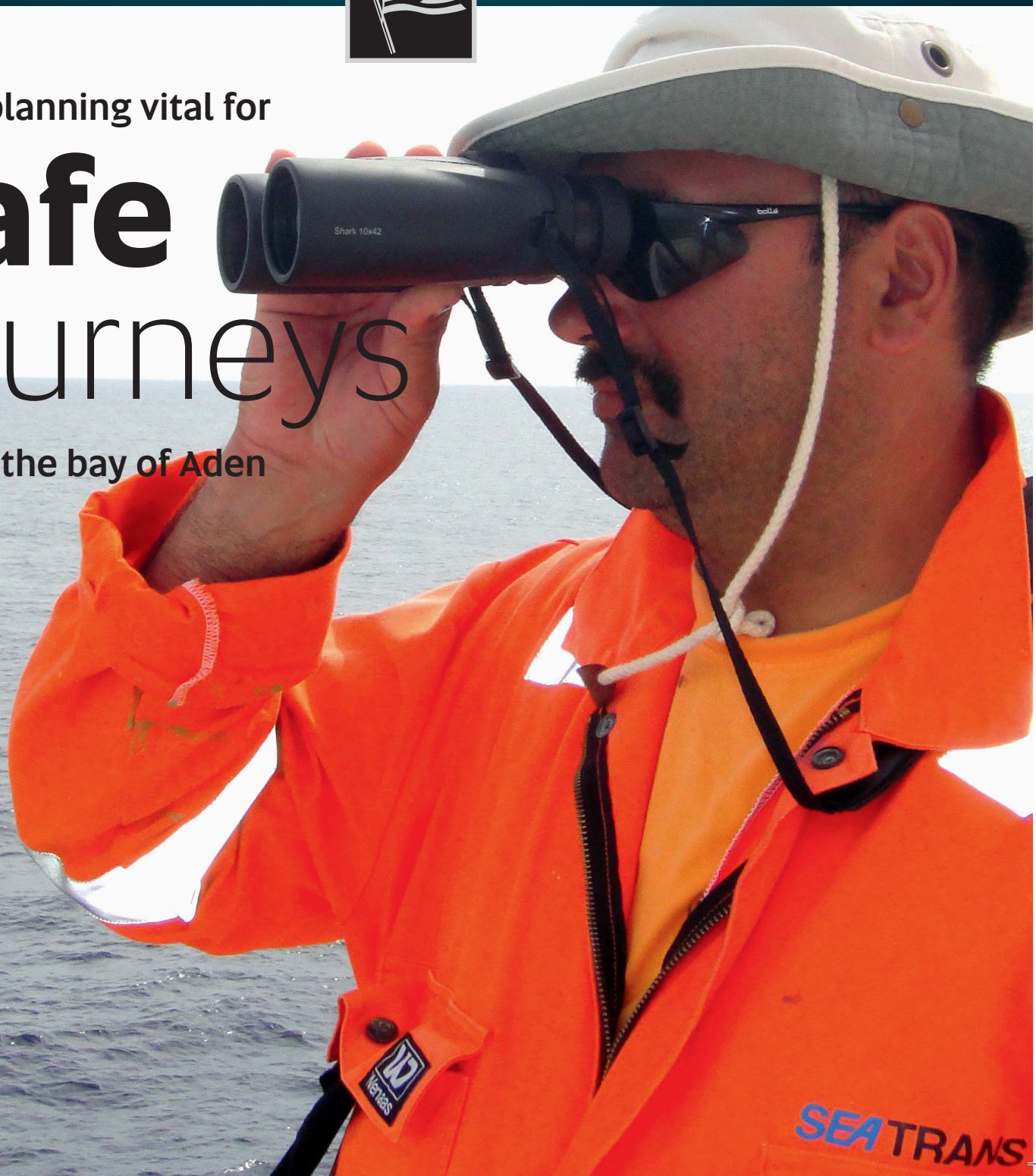


Good planning vital for

safe journeys

across the bay of Aden

Page 4-7





PIRACY

requires improved security

This issue has a very readable article by captain Per Hagen of the MT Trans Iberia about the preparations needed in order to safely navigate the Gulf of Aden and the Indian Ocean.

The piracy business is one of the oldest in the world; the emperor of Rome, Julius Cesar, was taken prisoner by North African pirates as a young man, and suffered greatly before he managed to escape. Much later, in the 1700's, the Danish king had to send a frigate to root out a piracy nest in North Africa. In modern times, piracy has been a relatively minor problem, but not any longer.

This time piracy has reappeared in the Indian Ocean and West Africa in particular. At Seatrans we have responded to this threat with very careful Risk Assessment on every voyage that potentially takes us into pirate infested waters. We closely follow the Best Management Practice, and use first class companies to provide guards when needed.

We will only perform a voyage when our Risk Assessment demonstrates that the protective measures that we put in place can adequately secure the crew and ship. If this cannot be demonstrated we

will decline the voyage and find other business.

On the 17th of March, the MT Trans Catalonia was attacked by pirates while transiting the Gulf of Aden. For this transit our Risk Assessment had concluded that armed guards would be necessary in addition to all the other measures, in order to secure the vessel. All the vessel's security measures worked well, and the pirates quickly aborted their attack at a distance of about 800 meters when warning shots were fired by our guards.

We will carefully evaluate this incident, and incorporate any lessons learned in our future Risk Assessment.

Piracy is a problem we will have to live with at least in the near future, and the safety of our crew and ships will continue to govern where we sail.

Johan G. Hvide

Content

Facing new challenges with Far East trade	Page 4
Captains get "credit" for improved QHSC	Page 8
EM Leader dressed up	Page 11
Brand new simulator training	Page 12
They are building ships in India	Page 14
Kinder Egg in communications and IT	Page 16
Pilot Exemption Certificate in Norwegian waters	Page 18



Lasting pre Christmas present at Hop

On the very day December 14th 2011 the new offices at the Seatrans head office at Hop officially was opened. After weeks and months with chaos in terms of dust, overcrowded offices, noise from various engines and saw machines, the patient staff could enjoy lots of space, light and air. This was certainly marked with champagne (without alcohol), cakes and wonderfully short speeches from the Ship Owners as well from Managing Director Jan H. Johansen in Seatrans Chemicals that rents the offices. Delivered on time - and they deserved it.



Trans Emerald voted "Ship of the year" 2011

The next issue of TransNytt will feature a longer report, but it is definitely time to congratulate the brilliant crew on their success!

Zero deficiencies or "non conformities" in one year. This result for Trans Emerald really impressed the nomination committee, who said: "The Masters and crew of Trans Emerald have worked systematically throughout 2011 to improve the quality and safety performance, with very good results. The crew has reached a very strong result within vetting. In addition, both port state controls and ISM/ISPS audits have been passed with zero deficiencies or "non conformities". The vessel has a spotless record for 2011."

It started on Friday 30.12.2011 in the port of Lisbon at about 19:45hrs. Our preliminary voyage instruction read: “Proceed to Rotterdam, load for China – South Korea range in chopt.” My first thought after receiving the pleasant call from Seatrans Chemicals was: “Oooops, you have to sail through a ‘High Risk Area’ exposed to piracy!”

A NEW experience after **44 years** at **sea**



Captain Per Hagen, Master of Trans Iberia, shares his and his crew's experiences on a very unusual journey from Europe to China.

“My concerns were based on the extremely brutal methods used by today's modern pirates when it comes to merchant shipping, worldwide. Fortunately, Seatrans has a very sharp focus on safety and, in this respect, wanted to secure the crew, cargoes and vessel for the upcoming voyage to the Far East. The owners stated immediately that maximum security had to be arranged, without

any delay. In other words, the vessel had to be provided with all relevant security measures, as required”, writes Hagen, from somewhere in the South China Sea.

“Our excellent management team in Bergen performed a thorough detailed Risk Assessment (RA), followed by a report on the steps to be taken



to support my forthcoming voyage. A message of thanks should be sent to Trans Adriatic and Trans Catalonia for their valuable information and illustrative photos. The final RA and local on board inspection were performed by the Ship Management Team (SMT) supported by Seatrans' QHSE manager and QHSE coordinator in Rotterdam on January 14th.

"After successfully loading all tanks, we left the port of Rotterdam on January 17th at 20:00hrs. During the passage to the Suez Canal, a great many preparations had to be completed, in order to be ready to transit the High Risk Area (HRA) of the Red Sea, the Gulf of Aden and the Indian Ocean.

"Great credit must go to all the people involved. This was an example of teamwork at its best. Equipment for securing doors from the inside, heavy

iron plates for bullet-proof protection of the bridge wings, locking devices for the entrance to the citadel, the mounting of communication equipment inside the citadel, placing drums and mooring ropes on the bridge deck for protection of the bridge team, the production of 200 pieces of barbed or razor wire supports and the fitting of blindfolds to the after superstructure. These are just a few things that were done.

"A great many other formalities had to be complied with, such as the flag state's requirements, insurance issues, labor protection and Seatrans' own QHSE / Marine requirements. The ship security plan had been updated accordingly, followed by drills and exercises that would make us prepared for the unforeseen. The exercise conducted on January the 26th reassured me that 'We are ready!'.

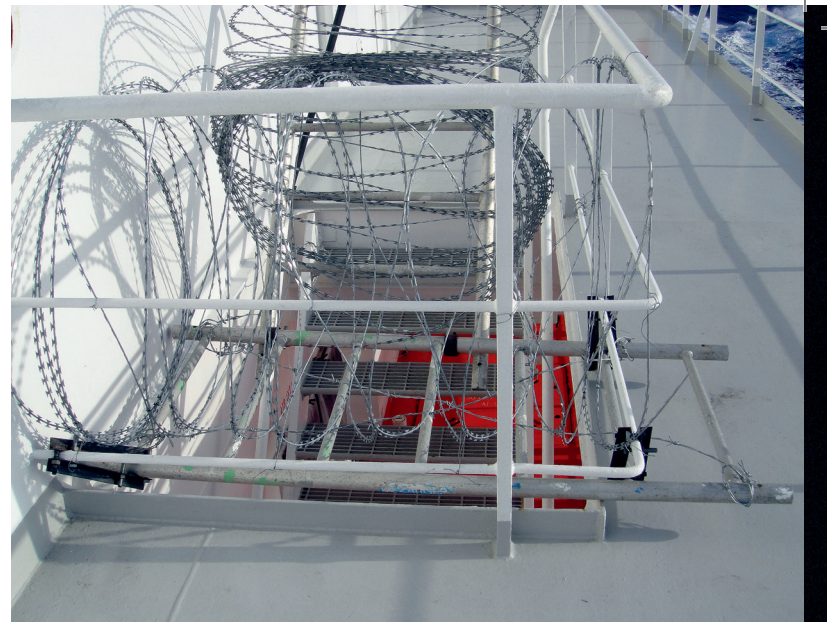
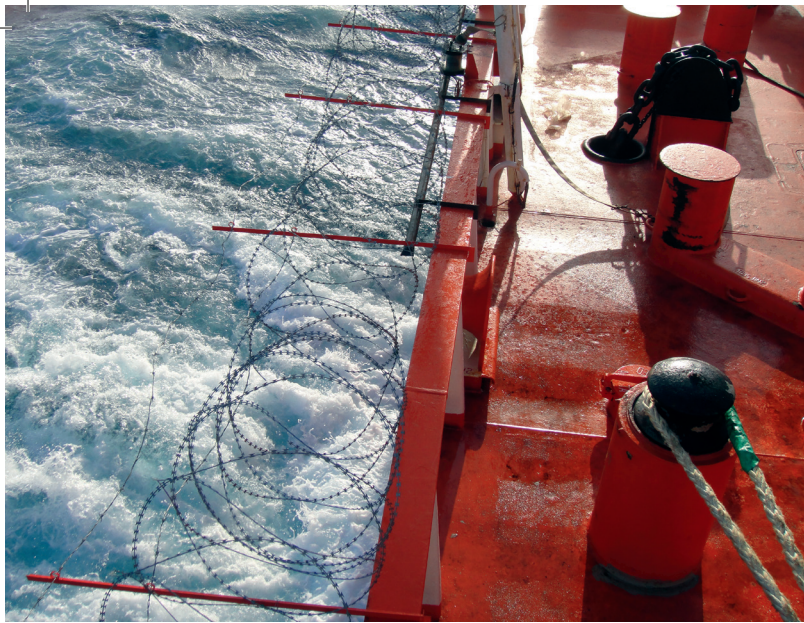
"The transit through the Suez Canal went smoothly and was followed by the embarkation of four security guards, all carefully selected from a well-respected security company.

"Our next stop was 'somewhere in the Red Sea', where various security equipment were picked up.

"The route in the HRA was influenced by the North Monsoon, which made it difficult for skiffs to operate. In other words, the chances for any possible piracy attacks were reduced. Nevertheless, we had to be prepared.

"The preparations made by the crew were examined carefully and were followed by another full scale exercise, including tests of the Ship Security Alert System (SSAS), communication equipment and more.

We also tested the levels of awareness of individual crew members and their



TRANSNYTT

unique secret security skills, together with their response time for entering the safe room and citadel.

“The allocation of duties was made by myself as Master in cooperation with the Team Leader, supported by useful guidance and the check list in the vessel’s Ship Security Plan. I have to mention the excellent preparatory work done by our QHSE Manager, Eilert Nøttingnes, which was brilliant!

“The most important thing about the dangers of the HRA is that everyone has to be prepared and alert ‘24/7’. In other words, we need a vigilant bridge team, keeping a sharp, 360 degree look-out using radar, night-vision binoculars, normal binoculars, AIS and – last, but not least – human eyes. Being able to spot any piracy attempt as early as possible helps us in alerting UK Marine Trade Operations (UKMTO), Seatrans Contingency Group and other vessels in the area, as well as giving us time to take precautions on board, to secure the crew in the safe room and lockdown the citadel .

“The bridge team includes the Officer on watch, a Security Guard from our security company, bridge wing look-outs and ordinance/helmsman. The ship’s Ship Security Officer (the Master), has to be available to supervise the situation at regular intervals and/or when called for.

“On a daily basis, I downloaded updates of recent piracy activities, which provided extremely important information when I was deciding further voyage planning and progress. Reporting and communication during our transit was divided into three types: initial reports, daily reports and

a final report addressed to UKMTO and Seatrans Contingency Group, the Company Security Officer and Seatrans Duty officer.

“We imposed strict controls on the use of lights during dark hours, so as to minimize our visibility, and we maintained radio silence and restricted AIS information.

“Access in and out of the accommodation was controlled during the whole voyage. This meant that anyone wanting to gain access to the deck had to inform the officer on watch so that he could monitor the location of any crew member at any time. The Security Guard played an important role in the safeguarding of the crew.

“Obviously, our new routines were unfamiliar. Restrictions, regulations, safety requirements and, last but not least, armed security guards became a part of our daily life.

“I must give great credit to all my crewmembers. You all did very well! I’m proud

to record the high level of alertness, motivation, skill and support from all of you. Your performance was simply brilliant. The Security Guards and Team Leader also expressed their full satisfaction.

“During our passage through the Red Sea, Goa, Bab al Mandeb, the International Recommended Transit Corridor and the Indian Ocean, we did see some dhows, but they did not seem to be a significant threat to our vessel. From leaving the Suez Canal to arriving in Galle in Sri Lanka, our voyage through the HRA lasted about 12 days. The critical period, based on statistics from previous PA, lasted about eight days.

“What are my personal reflections after this very challenging voyage?

▲ Not easy to enter this vessel without permission

Good planning and highest possible attention day and night made the journey safe. ►

“My conclusion is that the **world** has **changed** a lot. These days, **piracy** has turned to **extreme brutality.**”



"First of all, I must express my gratitude to our Owners, our management in the office and everyone else involved for their valuable and much appreciated support. The support and cooperation with TL and our brilliant the Security Guards were excellent in all aspects, including their impressive attitude and behaviour towards the crew. Needless to say, the

feeling of safety, friendship and trust – even when we operated the vessel at an elevated level of alertness – was terrific. "My conclusion is that the world has changed a lot. Piracy, which has been a part of shipping for many decades, used to be less harmful. These days, it has turned to extreme brutality. Unfortunately, it is now a part of our daily life. But, by being

well prepared, we can handle the current risks and those of the future."

A stormy Sunday evening,
19.02.2012 South China Sea.
Captain Per Hagen
SSO / Master
M/T Trans Iberia

From the Top 2-seminar in Bergen in February.



Captains play key part in achieving positive QHSE results in 2011

Significant improvements achieved

Atle Sommer, Director of Ship Management, is pleased with the recent QHSE results. "Throughout 2011 we achieved significant improvements within our QHSE performance", he reports. "The improved performance has been driven by a clear strategy and action plan, both on shore and at sea. But plans are one thing. Implementing them is something else. The difference lies in all the long term and steady dedicated effort from the Captains who have driven the QHSE results to the best level ever achieved."



Behind the work of the Captains there were a number of issues that had to be carefully dealt with, including adjustments to the processes and procedures, with a focus on improved performance.

Some facts and figures illustrate the results from 2011:

- The Lost Time Injury Frequency has improved from 2.6 in 2010 to 1.0 in 2011.
- The number of Total Recordable Cases (injury to personnel) is at the lowest level ever and the dry cargo Key Performance Indicator (KPI) has been reduced to ≤7.5.
- Environmental spills at sea have fallen from five to two, which is a significant improvement and a step towards our goal of zero spills at sea.
- The number of registered near accidents has increased every year since 2006; from 460 reports from the whole fleet in 2010 to 613 reports in 2011 – an average of nearly 40 reports per vessel per year. For the first time, we have achieved the goal of having an average of three reports per vessel per month.
- The number of risk assessments (safe job analysis) accomplished on board the vessels has increased significantly over the last few

years. Currently, 480 assessments are registered by 16 vessels.

- The vetting performance is at its best ever level, with results below KPIs for both CDI and SIRE inspections.

As Atle says: "These results demonstrate that we have made yet another step towards the objectives of our QHSE policies, which are very important as we seek to achieve unrestricted access to new customer business."

MASTERS LEAD THE WAY

A number of seminars were held during the winter of 2010-2011, when the Master's role was debated and clarified. Following the definition of the role, clear objectives were presented and discussed, putting the Masters in charge and responsible for the QHSE standard on board and for vessel performance. "Since performance is all about the crew, the seminar also covered leadership and management skills, which are the most important tools for achieving good performance. It very soon became clear that the Masters rose to the challenge, went on board, set higher standards, had success with their leadership and achieved results", says Atle Sommer. "We knew there would be results, but we are amazed to see how quickly they became visible and effective. This shows that we have very good, dedicated Masters and crew on board, who want to perform at

the highest levels and take pride in their profession. We are impressed and very proud to see the improvements and to be working with such good colleagues at sea. Our Masters are clearly the heroes of 2011."

FURTHER STRIDES IN 2012

Atle Sommer hopes for further improvements in 2012. As he says: "The improvements we've seen in 2011 are a good indication of what we can expect in the future. The goal and objectives will always be changing. Continuous improvement is in our industry's nature, and it is a hard fact that the best performers will have the best access to customer business. "Even though we have reasons to be proud of what has been achieved in 2011, we are far from perfect and must realize that the next steps for further improving the QHSE performance must be taken in 2012. We are calling for top-two seminars in February and April, where vital lessons learned, experiences gained, more leadership and new expectations will be shared. This time we will be including the Chief Engineers. We are expecting to see good results after these seminars, which will enable Seatrans to reach and sustain a best in class performance level."



Tor Arne Dimmen
Trans Arctic

“In my opinion we have improved in communication – both on board and between ship and office. We are sailing with a large number of demands on us and, as captains, we have to communicate our knowledge and experience to our colleagues and staff on board. If we want to be the #1 in our class, we ALL have to do the same. The focus on Captain’s leadership has been a great help. It is my impression that we are building up a thicker stem; meaning the thicker it will be the more it can take. The result is better performance through better knowledge and better attitudes.”

Orlic Zarko
Trans Sea

“We used to have an attitude like ‘I’m doing my job and that’s that’. Now we share ideas, we discuss and communicate more about our jobs and tasks on board. And we have a better and closer dialogue with the office staff on shore. This is all a result of Company initiatives, which I think are very important. The vettings, together with client and Seatrans requirements, force us to spend much more time on safety and quality than we did before. It feels like 80/20 where the latter is the actual work. The result is positive. We improve!”

Gisle Ernstsen
SC Aberdeen

“We have meetings on board where each of the crew presents procedures and processes for one another. The one who is making the presentation has to dig deep into the material and get a deeper insight into why and how things are being done in a certain way. In this way he is able to present this for the others and thereby increase everybody’s knowledge about one another’s work. This is not a great trick or some kind of ‘hocus pocus’, but something which makes each subject relevant and keeps our focus on safe work on board.”

Adam Inevicz
Trans Marmara/
Trans Fjell

“The Company has very clearly expressed the importance of safety and openness. At the Captain Seminars we are encouraged to speak out about various QHSSE issues. These very positive discussions help us develop as leaders. This is more and more reflected on board, where we have been better in involving the whole crew in these issues. Openness from the top makes it possible to improve at all levels.”

Seatrans’ core values

characterize all aspects of our culture and behaviour. The core values are:

CARE

– We care!

INVOLVEMENT

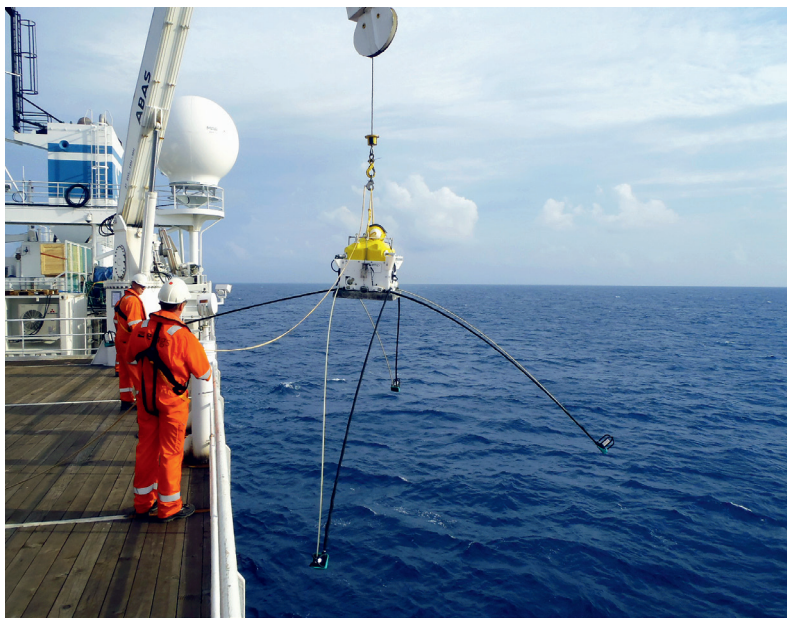
– We involve people!

INNOVATION

– We change and improve!

PERFORMANCE

– What we say is what we do!



Here we go: Testing the operations is necessary. You have only 15 minutes available for the sensors that need salt water to thrive...



Key to success: Good cooperation is vital for good results. Captain Knut Arne Boge and Offshore Manager Harry Jostein Vågen, a crew leader for the EMGS team, have steered EM Leader to profitable business in foreign waters.

EM Leader dressed up for long adventures

After weeks of work involving installations, modifications, testing and adjustments, it took only ten minutes to get the final “go-ahead” from the client, Brunei Shell Petroleum, for the crew and the vessel at the yard in Singapore. EM Leader was cleared for its first assignment.

“All in all this shows what a brilliant job the Seatrans and EMGS crew did in close cooperation with the shipyard”, says Karl Johan Kleppe, the newly appointed Operation Manager at Seatrans’ Offshore Department. “We were in a hurry and the people there understood. Every morning we had a short work planning meeting with up to 19 foremen present, each of them with four to five men to manage. These guys were really dedicated in their duty.”

The testing off shore with the new equipment and routines onboard EM

Leader was very successful. At the time of writing, EM Leader is in operation off the coast of Brunei.

“We are very pleased with these engagements”, says Kleppe. “EMGS has already equipped the vessel with 60 receivers and 50 more will be supplied by the end of March. Hopefully, this will soon be the situation for EM Express as well. It’s our impression that the oil companies are really having their eyes opened up to this relatively new technology. Its advantages are obvious. When used correctly, EM data significantly increase

drilling success rates. The leading oil industry companies are looking our way, and we know they can count.”

“We are very pleased with these engagements”

Brand new simulator in Szczecin (Stettin), Poland:

Seatrans **officers** **ENJOY** simulator **premiere**

In response to the need for training for seamen and operators at the LNG terminal in East Poland, the Marine Academy in Szczecin has made a huge investment in simulator training equipment. The brand new Chemical Tanker Simulator, which is a spin-off from the LNG-line, had only recently been completed when twelve COs, 2nd and 3rd Seatrans officers, visited it in mid-February, accompanied by six executives from Seatrans' on shore staff.



Pilot officers: It was a cold day in Szczecin when the officers entered the fashionable Naval Academy – the building complex in the background..



Old and new: The Maritime Academy in Szczecin has history dating back to 1947, but it uses state-of-the-art simulators in the various training programmes.

Familiarized: The simulator system was easy to get used to. The animations and screens made the situation pretty close to the environment on board.

"It looks nice. What we see on the screens we usually have in front of us on real panels. But it is not difficult to get familiar with the system", reports 3rd Officer on Trans Sea, Danijel Petrovic. Most of the lessons on day one focused on the system itself and on getting used to the facility. The IT-based tool from Transas is made in Russia and is regarded as state-of-the-art in the maritime simulator field.

BRIDGE TEAMS

The set-up is prepared for four teams with one bridge each. At each bridge there are three participants. Each bridge can be split into two, if necessary. At the small screens near the desk (see photo) the team can choose from a number of readymade information set-ups, while the large screens above show the vessel and the virtual surroundings. These screens are interactive, like modern mobile phones, and allow the student to rotate the image with a finger tip, or zoom in or out. It's all in 3D and the images are very lifelike. This makes the supervision easy and realistic for the participants.

AS ON BOARD

As Wojciech Koziol, the training instructor from the Maritime Academy of Szczecin, explains enthusiastically: "We have created a set-up replicating a modern chemical tanker of 23,700 tons, with 28 tanks and capable of

shipping 28 different kinds of chemicals. From back stage, we can simulate all the common but also unexpected scenarios a skilled officer may have to handle. Leakages, broken pumps, wrong mixtures of chemicals, fire, too high or too low pressure can all be introduced. From the bridges the students control flow, volumes, temperature and so on, just as they do on board." Koziol is a Captain himself, but combines his days at sea with others ashore on the bridge, developing the Academy's new simulator training facility.

REALISTIC

"We think this is a significant step forward in our training programme", say Knut Havn and Øystein Danielsen, Superintendents at head office in Bergen. "Lectures and PowerPoints can't compete with this action-driven and highly visual training. The cases we have prepared give the students a very realistic exercise in ordinary procedures such as tank loading and discharging and tank cleaning, and also in handling the unexpected issues that can occur. The simulators are not Nintendo games. They give a very realistic experience very close to real life on board. We have found some bugs in the computer programme that have to be fixed, and I'm sure they will be. However, we will evaluate this premiere course carefully. My impression though is that especially the 2nd and 3rd Officers have gained

much as they can 'work' together with a very experienced Chief Officer in the simulator. All in all, I think this simulator training will improve our educational programmes."

BENEFITS

Says Piotr Masy, General Manager of the Seatrans office in Poland: "Our guys here were the very first to try the Chemical Tanker Simulator training facilities. It suits us well to be in an innovative mode. I see it as beneficial for both the company and our seafarers to have this possibility for realistic training. Also, from a logistic point of view, this was a success with a hotel nearby, good transport and so on. We will certainly develop this in the Seatrans context."

Each **bridge** can be **split** into **two**, if **necessary**.

Sea-Cargo Express close to delivery:

SEATRANS **Goa-Dabhol** team
satisfied with **new** vessel's

QUALITY

The new "Sea-Cargo Express" has been tasting salt water for some time and is in her final stages of completion in the dock in Dabhol, India. It's some way from our Bergen headquarters to the shores in West India, but the communication is pretty reliable and Trans-Nytt has spoken with the Seatrans team on location. Site Manager Gudmundur Hilmarsson is in charge of a skilled team on a mission far away. He gave us this report.

"For the time being we have a team of eight, which has grown in accordance with the increasing complexity and workload of the project. It started late in 2005 and I joined in 2010.

"The main part of the steel work has been done in Goa, with the Goa group consisting of Swar and Chari, taking care of steel, outfitting and piping, as well as Avinash on the electrical side of things.

"Eight hours' drive north, at Dabhol, the other part of the team has their focus. Shakeel is working on machinery and piping, Krishna on the electrical installations, Mukund has his eyes on the

paintwork, while Hans Cristian Ådlandsvik (Captain) and Jan Atle Hernar (Chief Engineer) supervise systems and all kinds of installations. I co-ordinate the work at the various locations based out of Goa.

"At the Bergen office, Gisle Rong has been involved in the project since 2008 and is our primary contact and helping hand there."

BUILDING AT THREE LOCATIONS

"Sea-Cargo Express's" hull structure was built in Goa and is being finally equipped in Dabhol, with periods in Ratnagiri and Mumbai en route to Dabhol.

The team presently has site offices in Goa and Dabhol. The Goa office looks after building of "Sea Cargo Renergy" and Innovation in Goa, Mangalore and Dabhol, whilst the Dabhol office is presently fully focused on completion of "Sea-Cargo Express".

However, the team has different skills and expertise which are required at the different locations, hence the whole team has become very familiar with the transport facilities between the cities.

"We have spent a substantial amount of time on roads which are OK, except in the monsoon period from July to August. We also frequently take the trains. They are



FACTS

Sea Cargo Express
 LOA 116 m, B 18m, Draft 6m
 DWT 5000t.
 4 cargo decks, deck hatches, side and stern ramps,
 50t crane,
 4000 kW Wartsila M/Engine
 Delivery expected spring 2012.

The Dabhol team: Mukund Ajaonkar, Shakeel Khan, Hans Cristian Adlandsvik, Krishna Pednekar, Atle Hernar and Gudmundur Hilmarsson.

Painting in the sun: The weather forecast is easy to predict most of the year. And Sea-Cargo Express is painted in the Company colours.



more comfortable but take a little longer in total, because of delays and such like. And we have to adjust to their fixed schedule, book tickets in advance and so on", explains Gudmundur.

LONG BUILDING PROCESS

It is no secret that this construction project has been going on longer than expected. Production started in 2006 and Gudmundur joined the team in mid-2010. "Apart from Swar, who joined the project at the outset, most of the others were aware of delays when they joined the team. The duration may have exceeded some team members' expectations", says Gudmundur.

GOOD COOPERATION

Every organization has a culture of its own. But, when you are building vessels in India, you have to adjust to the culture of the community as well. We asked Gudmundur: What is it like to work with the shipyard and their foremen and workers? "We have a good cooperation", he says. "We try to work with the shipyard to speed up production whilst keeping an eye on the quality of critical components. The yard is cooperative when it comes to making important improvements and changes when required – more so than I have experienced at other yards. But, of course, we try to minimize all kinds

of changes to avoid further delay. The shipyard is keen to progress and they have come a long way in six years, in terms of quality and production speed." As to the differences in terms of culture and "the way of doing things around here", Gudmundur says: "Things happen at a slower pace than in other yards we have worked in. You have to be very patient. But, on the whole, we get a reasonable end result on most things. It has been a great help having locals in the supervision team who understand the language and culture and, at the same time, share our views on quality."

The yard is cooperative when it comes to making important improvements



Kinder EGG

IT Department introduces major on board upgrade package for the fleet

- New and improved communication devices
- New hardware
- New software

The box: It's not big, but it performs well. Data storage device and an excellent router will make IT life onboard safer and easier.



You may think you have heard it before: A "universal" package from the IT department will be implemented on board.

But this time it's true. When the technology in this field is usually old a few days after it has been released, the time has come for a real upgrade and update and other things that have something to do with "up". New packages are under construction, as IT Manager, Stig-Erik Halvorsen, explains. "First of all we will have to climb up on the wheelhouse to set up a new satellite antenna for a brand new satellite communication. This concept is called Fleet Broad Band (FBB). The new communication tool means that the 15 vessels in this round will have three different communication channels: the FBB that will be in operation when needed, GSM for ordinary mobile communication, and the VSAT/ICE satellite connection which is always online whenever there is a satellite above."

INTELLIGENT SWITCHES

So far, so good. Stig-Erik writes a rather long list of boxes and links on the whiteboard while he enthusiastically explains what's in the pipeline. There are switches that optimize communication availability, speed and costs, and others that ease mobile telecommunication with

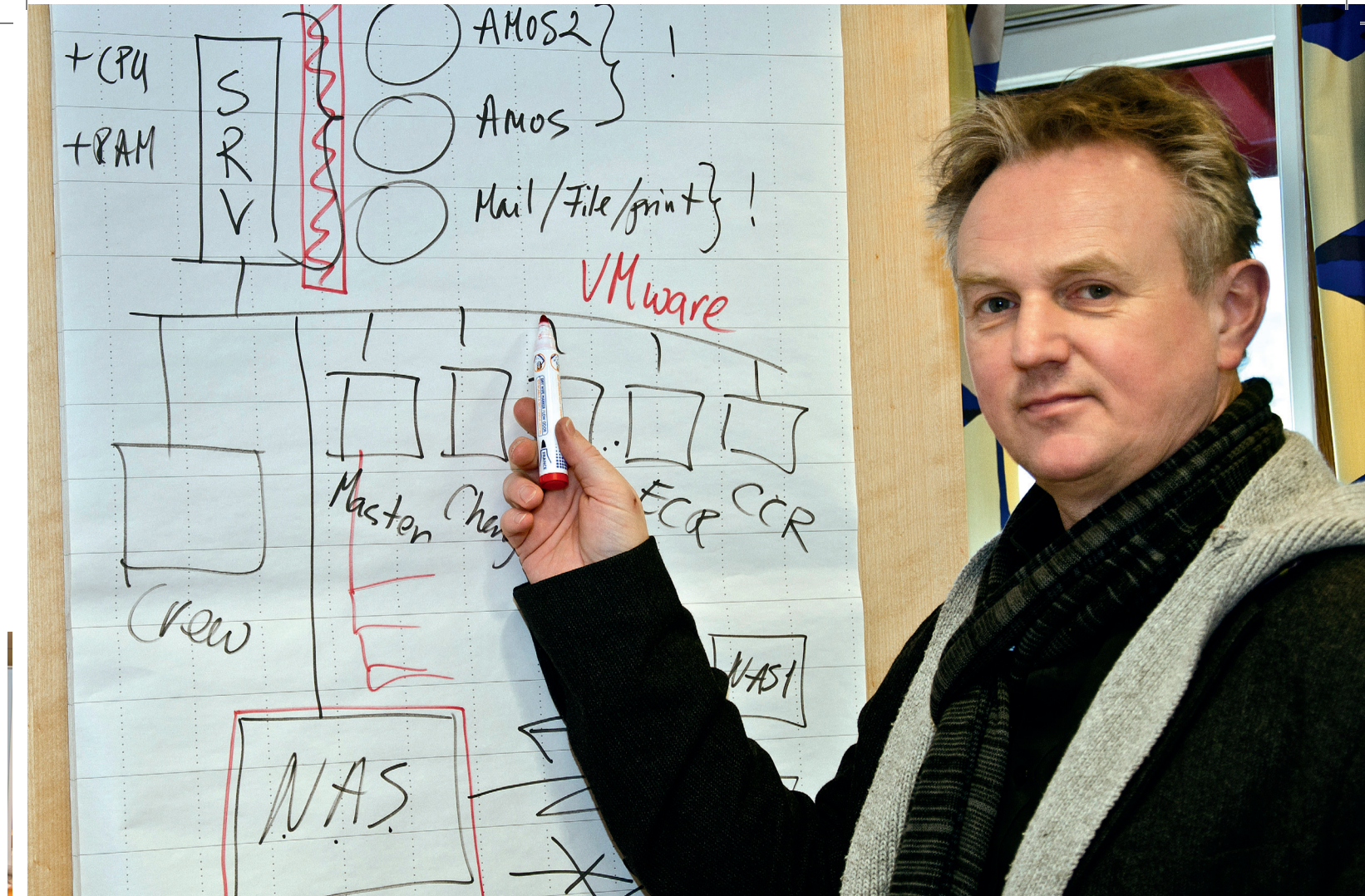
analogue wireless phones on board. But don't be confused. It will work out fine. And there's more.

SSBP – NAME OF THE BABY

"The PCs on board are three to five years old, and that is old in our terms", says Stig-Erik. "Many of them are not possible to update anymore. And the need for PCs onboard has increased. On average there are four to seven PCs and a server on every vessel and we spend a lot of time and energy on supplying them with updates and maintenance. Some of the servers are still in good condition and upgradable. All of them will run on a newer and safer Windows server program, and the PCs will be set up with Windows7 and work through a technology that makes changes and upgrades much easier than is the case today. It is called 'virtualization' and means that the user will not notice any difference. The truth is, though, that there is a thin 'layer' between the computer hardware and the program. The user onboard will have all the access he is used to and needs. A new box will store all critical data and take care of the administration of program updates and installations. This is what we call Seatrans Standard Business Platform, or SSBP.

LEAVING WHEN ALL IS OK

"With the new system we will have a revitalized computer and communication system onboard all vessels – based on a 'state of the art' automation concept for remote administration and application distribution. And almost best of all: the SSBP concept is based on the 'open Microsoft standard' and can be managed without having to rely on costly unavailable third party consultants. Or, we can hire consultants of our choice to perform changes and updates to the concept. We will be utilizing well-tested Microsoft functionality for keeping systems up-to-date", Stig-Erik concludes. The testing of SSBP has started. And yes, it works. The next step is to bring it to a pilot vessel before all the installation work is rolled out. It is a really huge logistic challenge to get the right equipment to the right vessel in the right port. But this has been done before and, before this summer, most of the 15 vessels will have been visited by the IT Department. "We plan to use three days onboard each vessel, but we will not leave before we agree with the guys onboard that IT works for them as well!" says Stig-Erik, enthusiastically. He is a man with a mission and is determined to succeed.



Infrastructure: "A new satellite communication system will improve the connections and speed of data transmission and dialog between ship and land", IT Manager Stig-Erik Halvorsen promises.

AMOS

the 2ND

Fear not, Amos The Second is not a new Old Testament prophet, but the next-generation AMOS that is under way. We hear from Stig-Erik Halvorsen again: "Actually it was through the planning of AMOS 2 that we saw we had to improve the communication systems and IT facilities on board. AMOS is a large system itself, and it requires more capacity than what was common onboard the vessels. As a result, we found the time was right to take this big step in terms of investment and implementation efforts," he says. TransNytt will give a broader presentation of AMOS 2 in the coming issue.

We will HAVE a revitalized computer and **COMMUNICATION** system onboard all **vessels** – based on a **'state of the art'** automation CONCEPT for REMOTE administration and **application** distribution."



Learning by supervision:

Captain Geir Hepsøe (left) has had five candidates that have received their PEC for Bergen-Lindesnes, while pilot Kjell Evensen from The Norwegian Coastal Administration sees to it that the officers really know the waters and the unique conditions and challenges that can occur.

How to get the

Norwegian pilot **EXEMPTION** Certificate

Trans Carrier is not only an efficient ro/ro vessel. It is also involved in higher education. Five bridge officers have recently passed exams that allow them to navigate the tricky waters of the Norwegian coast without a pilot on board. But getting the skills required is a long educational process, with individual programs and a practical exam.

Kjell Evensen, leader of the ten pilots located at Viksøy Pilot Station just inside Marsteinen south of Bergen, has been involved with the Pilot Exemption Certificate (PEC) course for a number of years. As he explains: "In 1995 several officers received PECs before new rules were implemented. Nowadays, officers who want to navigate the Norwegian coast without the help of a pilot have to be adopted by an experienced Captain and be given the chance to

practice and be guided for a longer period of time. "They have to know the coast like their own pocket. They also have to know how to handle a vessel of up to 150 meters in strong winds and awkward currents at a number of critical locations. "The test is practical. We follow the vessel and the candidate on the stretch of coast he wants to get a PEC for. We monitor his performance and ask questions related to the waters we're in. Safety is our guiding star, but

we're also interested in good manners. 'How would you like to meet yourself at sea?' is a question we often ask about attitude. So far we have had good experiences with officers in this company", Kjell Evensen emphasizes. "We have trained five bridge officers so far, and each one has proved the success of this regime", adds Captain Geir Hepsøe. "We are taking this very seriously. One cannot rush this through. The best strategy here is to take one leg at a time, not to be an expert on the whole coastline in one round. It is more than enough to be familiar with the coast from, let's say, Haugesund to Bergen in one stretch and to then complete the other parts one by one."

Fact

The Pilot Exemption Certificate (PEC) is a document that shows that the holder is qualified to sail in specified fairways or designated areas on the specified vessel without a pilot. The PEC can be issued to the shipmaster or other navigators.

The PEC is valid for one or more specific vessels, and for one or more specific fairways or areas. The Certificate is valid on the vessel or vessels specified on the PEC.

Importance is attached to the following conditions when a PEC is issued:

1. Applicant's competence and knowledge of the waters.
2. Risk associated with the vessel.
3. Risk associated with the waters.
4. Consideration of life, health and the environment, including the number of persons on board.

There are a number of limitations for pilot-free sailings. See www.kystverket.no/maritime_services

Nina Walde at HR Department



From February 1st Nina Walde (44) has been appointed as Crewing Superintendent at HR Department in Bergen. Nina started as temporary employee last autumn but happily she wanted to stay at Seatrans. Nina has professional experience from other shipping companies in Bergen such as Wallem Ship Management and Bergen Oilfield Services where she has been working with accounting and crewing. Nina comes from Bergen and has two children.

Ellainne Alejo-Halvorsen



Ellainne Alejo-Halvorsen (36) recently joined us as a QHSE Coordinator. Ellainne was born in the Philippines, is married to a Norwegian and has been living in Bergen since 2006. Her career includes time with Geoconsult (later named DOF Subsea Norway), where she worked as Document Controller at the HSEQ Department and on Statoil projects, and with Aibel AS, where she was Senior Document Controller for Maintenance and Modification for Statoil's Oseberg A, Oseberg South and East and Veslefrikk platforms. The main focus of Ellainne's work with us is with SIS-reporting, maintaining TQM and AMOS documentation. At present, with many procedures under revision and QHSE statistics and performance reports to prepare, Ellainne is busy coordinating the various upgrades and their implementation.

Seatransers on the move

Heard about people changing chairs? Oh yes. Also in Seatrans. Here are some recent changes that have taken place Karl-Johan Kleppe is new Operation Manager Offshore at Seatrans Offshore Department. This means that Eilert Nøttingnes has been appointed as new QHSE Manager at the QHSE Department. Knut Havn has been sailing for Seatrans as Captain but has now Mother Earth under his feet, with a position as Superintendent at the Marine Department. Anna Maria Krzystyniak has now really moved to Bergen, Norway from Gdansk, Poland where she used to work with crewing. Now she her desk is at the Purchasing Department at the Hop head office.

New SeaTranser

Gabriel Alin Herman is appointed as Crew Officer for the tanker fleet, responsible for the day-to-day crew operation on crew planning and rotation, crew follow-up. Gabriel lives in Constanta, is almost 44 years old. He is married and has three kids. He graduated the Naval Academy in 1993 and has experience from sea as Junior Deck Officer and Chief Officer for almost ten years and shore experience for about eight years.



Alfhild Krokeide retires

Alfhild Krokeide started her career in Seatrans in 1976 as secretary for the two Ship Owners Bjarne Kyrkjebø and Wollert Hvide. She is among the people at Seatrans who know the history by heart and from the every day work with two generations top executive management. Her colleagues around her will see a friendly and favourable colleague walking out the door.

—Alfhild is a very decent and clever person. We all will miss her when she leaves. But we wish her all the very best as pensioner, Lars Helge Kyrkjebø and Johan Hvide greets.

The readers of TransNytt have seen her contribution to the magazine with anniversaries and so on. If you happen to see something wrong or miss your name on the list, don't blame Alfhild





Photo: Chief Officer Bogumil Prusakiewicz

“Paint your wagon.” No, but deck:

The proud deck crew on Trans Dania, after they have done a fantastic job of painted the whole tweendeck. From right: Bosun Larentiu Dinu, A.B Jaroslaw Swiatek and A.B Constantin Paraschiv.

Anniversaries

60 years

Nikola Zekanovic
Croatian
24.03.1952

Harald Algrøy
Norwegian
25.03.1952

50 years

Krzysztof Drzewaszewski
Polish
21.01.1962

Piotr Jablonski
Polish
28.01.1962

Paul Onofrei
Romania
03.03.1962

Traian Nicolescu
Romania
30.03.1962



TRANSNYTT

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