

TRANSNYTT

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SC Astrea in business





NEW VESSELS FOR OPPORTUNITIES AHEAD

Survival and growth of any business depends on adapting to the ever changing business environment. At no time has this been more true than after the Lehman Brother collapse in august 2008, and the subsequent financial crisis and global recession.

At Seatrans we have aggressively adapted through the disposal and recycling of vessels and reorganizing of our business. Following this, we have recently started buying second hand tonnage that fits our future needs. Last year we bought the ro-ro vessel Astrea, and this summer we bought the ro-ro vessel Athela. In addition the newbuilding Sea-Cargo Express has replaced the SC Aberdeen. All three ships will strengthen Sea Cargo's position and give us capacity for further growth.

On the tanker side, we just concluded the purchase of the stainless steel tanker Irene, 12000 tdw, to be renamed Trans Borg. The ship will be delivered to us in November, and will enter the Seatrans Chemical Tankers pool. This is part of the renewal plan for our chemicals business, which will increasingly focus on using the opportunity of depressed ship values to buy good second hand tonnage.

Even if we believe that any substantial economic recovery is still not around the corner, our own restructuring effort is beginning to pay off, and we see many interesting opportunities ahead!

Johan G. Hvide

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A wonderful ship with an exceptional history has left the fleet:

SC Aberdeen

set the standard for the North Sea trade

"I remember her very well from the first time I saw her. I was there when she was named in Trondheim in 1979. She was called Astrea at that time. She was later renamed Tungenes before she became SC Aberdeen in 2001." Tore Aaberg has followed the vessel throughout his career, first in Bergenske Dampskibsselskap, later in Nor-Cargo and then finally in Sea-Cargo.

"She picked up her first cargo directly from the yard. This was at Follafoss where they produced wood pulp at that time. Later on, she was assigned a very tight schedule with weekly sailings from Bergen on Saturdays, via Stavanger to Newcastle on Monday, Grimsby on Tuesday and to Aberdeen on Wednesday, before she returned to Norway. Astrea sailed a number of routes, such as regular schedule to Amsterdam and Rotterdam. For several years, she was owned by Stavangerske Dampskibsselskap and sailed for

a short period in a schedule between Copenhagen and The Faeroe Islands," Tore Aaberg remembers with enthusiasm.

"She became SC Aberdeen after the merger between Nor-Cargo and the coastal line operated by Seatrans in 2001. She was dedicated to the traffic between Western Norway and Aberdeen and we established a new tradition regarding naming of the vessels. We moved away from the names of the stars and simply called her SC (Sea-Cargo) Aberdeen, and we haven't regretted that for one day." Even if the vessel grounded in Gannsfjorden on a trip to Sauda in 1991, she recovered and was totally renovated afterwards. "She had two propellers and could easily pass 18 knots if necessary. This made her very precise on the timetable. Now, I'm very pleased that the new SC Express seems to be as precise," Aaberg concludes. "The new vessel really has something to live up to."

No colours: MV Astrea, SC Aberdeen's first name, was made in the black and white age of photo journalism..
Brochure: Astrea / SC Aberdeen was a very well designed vessel with effective loading and unloading facilities.



By the start of 2013, Seatrans will have three 'new' vessels in its fleet. Two of them are already employed in the chemical tanker pool while the third will be delivered towards the end of the year. All three vessels are engaged on TC contracts with options for Seatrans to buy them during the TC period.

Renewal of the fleet-

while the market remains uncertain.



"We already have had the pleasure of getting well acquainted with Trans Trader. Her TC contract will last until April next year," Managing Director Jan H. Johansen in Seatrans Chemicals explains. "Since July this year, we also have had Southern Atlas in service, and by the coming New Year her sister vessel Southern Zebra will be taken into operation. The two ships are built respectively in 2006 and 2004 with 8,800 DWT. Both of them have 16 stainless steel tanks and are also fitted to carry Propylene Oxide. These vessels have been fixed on contracts for up to two years. They are engaged in the Continental-Mediterranean trade together with the rest of the Mediterranean pool ships."

TEACHERS AT SEA

"While on TC contracts, these vessels are manned by officers and crews from the Philippines who are employed by the Owners. Our experience so far with such crew members has been positive, particularly because we are supporting the crews onboard with our teachers/superintendents and vetting experts on regular basis. It is important that we always keep our clients' requirements in mind and make sure that also our TC vessels are operated in a first-class manner," Mr. Johansen says.



APPROACHING A BALANCE

"The tanker market is still affected by considerable overcapacity. The number of newbuildings is however decreasing and the number of old vessels taken out of service increasing. The chemical market is approaching a good balance, even more so if we look at the stainless steel parcel trade. However, in the trades where large commodities do not require stainless steel and experts in sophisticated chemical handling, we still have overcapacity of ships," says Mr. Johansen. "The development towards a balanced market is clear. The number of vessels and the total capacity in the chemical tanker market are already shrinking and more so in the specialised fields. The fleet age profile is consequently increasing while the low TC return for many Owners takes its toll in the form of reduced maintenance, companies going bankrupt and scrapping of ships before the age of 20. Moreover, there are extremely few vessels on order. We benefit from a strategy whereby we

have built long-term relationships with our clients based on quality and service and at the same time have manoeuvred carefully over the past years, balancing our fleet to fit the requirements in our trade. We believe this is of great value and benefit for our customers and our Owners in as much as the TC earnings are kept at a reasonably stable level, enabling us to maintain the high quality of our operations and keep the fleet in good shape. We carefully invest in new capacity, combined with phasing out the oldest part of our fleet. This process will continue and we plan to renew our fleet in tandem with market developments, enabling us to also defend the investment in new ships within a reasonable period of time. We are naturally also influenced by the decrease in activity in the industrial sector but we try to carefully manoeuvre through the tough times and keep our heads above water. We also hope to be able to reward the trust and support our customers and Owners have put in us through the last 4 years of turbulent market conditions."

EXIT

"The times are a changing" says Bob Dylan. Indeed, observers in the chemical tanker business would say. In just one year Seatrans has reduced its fleet by three vessels: Trans Marmara was delivered to new Owners in November 2011, Trans Scandic was sold in June this year to a Russian company, and Trans Fjord entered a fleet of new Owners in Turkey in July.

Seatrans is now ready to include a few more vessels in its fleet in the near future. Our present fleet has an average age just above 10 years and hopefully we shall be able to reduce the age profile by taking on additional owned ships or ships taken on bareboat charter together with TC tonnage.

WALK THE TALK

Even when you are not **controlled**

The new QHSE (Quality, Health, Safety and Environment) policy has some lofty ambitions which bring all our values care, involvement, innovation and performance into action. The objective is zero accidents. "We can achieve this," claims Director of Ship Management Atle Sommer says.

The new QHSE policy in Seatrans is now launched and the vision is clear as seen from an employee and customer perspective: "Seatrans shall be recognized as a first-class operator in the field of Quality, Health, Safety and Environmental (QHSE) issues by systematically emphasising QHSE in the planning and conduct of all activities and operations."

ZERO

The standard Seatrans is working towards is not something that can be bought or given by external parties. The required level of safety, pride and recognition are only achievable from the work "inside" by personal involvement and commitment at all levels on board and in the shore organisation. To start in an end: The governing objectives in the new QHSE policy are:

- Zero injuries and occupational illnesses.
- Zero discharges of substances that damage the environment.
- The risk of property damage shall be minimized and eventually lead to zero unwanted off hire.

"The new QHSE policy gives more detailed descriptions about how Seatrans, the management and all employees shall work to achieve the ZERO objectives. It is important that all employees understand this, think of their own role and, were necessary, adjust their working methods or habits," says Atle Sommer.

EVEN WHEN YOU ARE NOT CONTROLLED

The policy contains important statements like;

- Seatrans will supply the necessary financial and human resources.
- Seatrans will create a positive working environment and a preferred place of work
- Seatrans will adhere to all mandatory laws and regulations at all times
- All employees will always adhere to company procedures and thereby contribute to a successful, safe, healthy and environmentally friendly place of work and operations
- And more:

"The procedures, laws and regulations form a good basis for safe operations and they have to be followed. But even more important is the motivation and involvement of our employees at all levels. This is where we find the capacity to observe and handle risks, and the capacity to behave correctly even when you are not monitored or observed. This is the key to success. To achieve this we need everyone to be personally involved caring for own and colleagues' safety, for the vessels, the cargo and for efficiency. To achieve this we will continue to build Seatrans as a good place of work, grow our capability for positive leadership, positive motivation, involvement and communication. We need true team spirit and the attitudes were everybody cares," says Atle Sommer

WALK THE TALK

"We believe that we can achieve all our ZERO targets and thereby provide the best care for our employees and their families at the same time as we are safeguarding our license to operate. If any company can reach such target, we are in a favourable position to do so. We have the systems in place, we have competent and motivated employees, we have a culture based on personal involvement and pride, and we are not too big. Now it is about "walking the talk", what **YOU** do, what **WE** do as a team. It is about **YOUR, MINE** and **OUR** behavior.



• **Seatrans** will create a **positive working environment** and a preferred place of **work**

“We **believe** that we can **achieve** all our ZERO targets and thereby provide the **best care** for our **employees** and their families at the same time as we are **safeguarding** our **license to operate**”



“The **procedures, laws** and **regulations** form a good basis for **safe operations** and they have to be **followed**”





Standard improvements: "The new MLC 2006 will hopefully improve conditions for seafarers around the world and transform them into standards that we take for granted," says Nina Walde.

Seatrans already complies with new ILO measures

Finally, a successful breakthrough has been achieved following negotiations which started in Geneva in 2006. The new treaty will now be implemented on a global scale. 30 flag states were required and this number was achieved by Russia, which signed on 21 August this year. When the ILO adopted the Maritime Labour Convention (MLC 2006), Director-General Juan Somavia stated that the organisation had made 'labour history' for the world's more than 1.2 million seafarers. What does this mean in general, and for seafarers at Seatrans?

Nina Walde, from the Crewing Dept at Seatrans head office, invited us for an 'over the table' information-sharing session. "The MLC 2006 has been designed to become a global instrument known as the 'fourth pillar' of the international regulatory regime for quality shipping, complementing the key conventions of the International Maritime Organisation (IMO). For many, many seafarers, this really means improvements in terms of job security and welfare. Meanwhile, I'm proud to say that for seafarers at Seatrans this will not make much difference. We implemented the qualifications in our company rules years ago. You will find these measures are already in our QA system. Nevertheless, we will start to procure the necessary certificates for the vessels in our fleet. Det Norske Veritas will begin this certification process together with us in the near future," Nina explains.

The rules state that each individual ship has to be certificated in accordance with a 14-point check list. It's not enough to have just implemented the rules. You also have to obtain a certificate that proves this. Therefore, classification companies like DNV will be very busy in the coming months. The deadline is set for 1 September 2013.

IMPROVEMENTS

The MLC 2006 certainly represents a new standard in many ways. It describes a minimum standard for contracts, wages, employment age, food, as well as standards regarding lighting, air quality and noise. Seafarers will be made more aware of their rights and of the various actions they can take. In addition, improvements have been made in their right to complain, both

on board and ashore. When a seafarer signs a contract, he/she also will be entitled to a 'cooling off' period. "We have heard stories about how some seafarers have been 'highjacked' and have signed contracts without understanding the implications," says Nina. In addition, all existing rules and regulations regarding safety and health will be maintained. For the purposes of this convention, the MLC 2006 requires clear identification of the ship owner who has overall responsibility.

SHIP OWNER RESPONSIBILITY

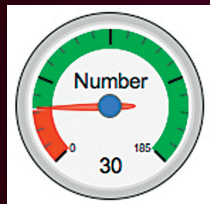
A further development is that it is now the ship owners who are responsible for conditions on board. Sometimes, shipping industry contracts can be very complicated. Therefore, to avoid discussions where it is unclear or vague as to who the responsibility party is, it has been agreed that, in the final analysis, responsibility should fall upon the vessel's owners. "What complicates this a great deal is that we will also have responsibility for persons on board from third party companies. On offshore vessels this means that Seatrans has to ensure that employees representing our client have all their contracts and other documentation in order. It is likely that, from time to time, this will be challenging. So it's important that the different flag states define precisely who is a seafarer in accordance with the MLC. To ensure training, as well as understanding of the MLC, all crew members will receive information through Seagull CBT, as well as information given at Seatrans internal seminars," Nina promises.

Read more at: www.ilo.org and click on 'Labour standards'

Facts

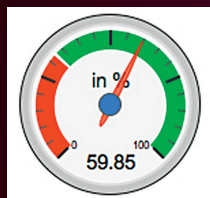
Under the proposals of the MLC 2006, every seafarer has the right to:

- a safe and secure workplace that complies with safety standards
- reasonable terms of employment
- decent working and living conditions on board ship
- health protection, medical care, welfare measures and other social benefits



Number of ILO member states to ratify the convention:

30 out of 185



Percentage of world gross tonnage of ships:

59.85%

Long December nights...

What do you do to stay **AWAKE?**

Research shows that most accidents among professionals at work happen at night. While many professions require operations 24/7/365, it is essential to find ways in which you can avoid “fatigue” at work and the increased risk of accidents. Researchers recommend short breaks to take physical exercise, but coffee and conversation are the most common tools for staying awake and concentrated when in the wheel house.

"Fatigue" is a term that describes reduced human capacity in general. Seafarers are more exposed to this than most people working shifts on shore. Fatigue has been named as a major reason behind huge catastrophes such as Big Orange (collision with Ekofisk platform in the North Sea) and Exxon Valdez.

Scientists at the University in Trondheim, Norway tried to find the best way to arrange shifts on board a vessel. Four vessels in the Statoil PSV fleet took part in the study, in addition to on shore laboratory tests. They concluded that there were no major differences between 8-8-4-4 and 6-6 when it came to awareness and security. However, Jakob Hønborg Hansen at NTNU (University of Trondheim) discovered that physical training improves cognitive awareness – especially late into a night shift.

"Seafarers working in the wheel house often have a very monotonous job, sitting in a chair. Having the seafarers walk on a treadmill for some minutes improved their awareness and the ability to react after the exercise and for quite a while afterwards. Additionally good light, healthy diet and someone to talk to helps a lot," Jakob Hønborg Hansen explains.

Having lights on in the wheelhouse is not an option, of course. What do officers on the bridge in the Seatrans fleet do to keep their attention at peak when the nights get longer and darker? We asked a few of them.

ROUTINES

"It all depends of the traffic situation, busy traffic nights it's easy to stay alert, always something going on," Captain Joachim Rubin at Trans Catalonia replies. "But generally all of us have created their own small "routines" for staying alert, like having coffee, snacks, fruits etc. on dedicated times. Then you have something to look forward to and award yourself with. You may also take xx number of walking rounds on the bridge, take a zip of fresh air, light exercise, performing certain duties on certain times etcetera. Talking with your watchman is also important to take you out of the monotonous hours when no traffic and nothing happens, Rubin concludes and add a story to his comment. An old engineer told him once that "you sit and hold on to a big spanner, when it falls on the greeting the noise will wake you up!"

CONVERSATION

Here is Captain Sylwester Ustrzyckis recipe: "Thank you for asking. The subject you touched is very extensive as each Officer has different approach to their night shift. Most of them are not eating prior their shifts as full stomach can make heaviness feeling. During the watch we consume lot of coffee, tea and cookies. Night shift is performed together with seaman as lookout, and night talk between two persons may be interesting enough to avoid boring and tiredness. In addition Copernicus is doing coastal voyages only where traffic density is high and sailing close to lands and shallow waters make us busy during the watch as we need to plot positions frequently and continuous monitor of other movements to avoid collision situations, thus when watch is

busy and lot of interesting moments around the ship... it is difficult to find the time to seat." But tiredness may occur: " However if we feel weary, we open the doors to put some fresh air into the bridge and some walks from side to side is necessary." Captain Ustrzycki also emphasizes the need of consideration onboard. "Night" people needs to sleep during the day (like vampires :-). Others needs to put lot of

efforts to avoid and loudly works in vicinity of superstructure, but not only i.e. testing of fire alarms, drills and so on are performed shortly prior or after watch change during the day as organism and brain become accustomed to night activity and any disturbance in their daily rest can lead to their fatigue during the night."

"I do push-ups in order to increase a blood pressure and heart beat"

PUSH UPS

"At the end of my late night duty (or when I do feel sleepy), I do push-ups in order to increase a blood pressure and heart beat. I also wash my face with very cold water, and wash my ears with cold water, and do not wipe myself, just let it dry itself. In tropic areas tap water may be at +30 degrees.

But luckily we have an ice machine, Captain Marcin Kazimierczyk on Trans Iberia comments with a smile. "Coffee does not make the job as it should. Besides drinking a lot of coffee will make you kind of resistant for caffeine after some time. Regarding food I definitely prefer something light, like fruit, or a "light" sandwich. Sometimes it's even better to stay hungry because hunger will not let you sleep. On the other hand hunger may also make you angry and grumpy, so it's better to have something in the stomach ☺" Captain Kazimierczyk concludes, wishing us all a nice day!





All the way from India:

SC EXPRESS in Bergen **for the first time**

The new vessel will replace SC Aberdeen (see story page 3). As you are reading this edition of TransNytt, SC Express will already have crossed the North Sea a number of times, and she does it well.



Ballroom:

Plenty of space for a huge party, or containers ready for transport overseas.

Then finally, on Friday 17 August, SC Express arrived at Bergen harbour. This brand new vessel was a sight for sore eyes, shining in blue and white. We took a short trip onboard to get a closer look.

If you are looking for a good, sizeable place to hold next New Years' Ball, you should consider SC Express. The main cargo room is vast; it is 1,320 square meters large with a ceiling height of 4.80 metres. What's more, you could have thousands of guests on the two cargo

decks below. However, SC Express is not designed for parties, but for transporting all kinds of goods in trailers, in containers or on pallets.

"The voyage home went without any problems," Captain Hans Christian Ådlansvik explains. "She is a very stable vessel, but didn't get to prove this on the way home. The sea was very calm all the way. Now we are eager to get to work," he says impatiently.



Good crew:
Captain Ådlansvik and his crew brought SC Express safe to Bergen.

On deck:
SC Express has a lot of space on deck as well.

SC ASTREA ON DUTY FOR green energy

SC Astrea is engaged on a “green mission”. She started her duty with wind turbine logistics operations this summer and the job will continue into 2013. The ship is owned and operated by Sea-Cargo while Seatrans takes care of the ship management such as technical maintenance and human resources involved. This season SC Astrea is fully engaged in a great wind turbine logistics operation in Denmark.

The vessel was fully integrated in the Sea-Cargo fleet this summer, but the ship was well known to all the parties involved. “We have not finished the upgrading job. Next year the mess, living room and cabins are on the list. But technically and operationally she is in a very good condition. The design is still modern,” Captain Leif-Arne Grøndal explains. SC Astrea can be characterised as a vessel with efficient loading and unloading, good speeds and easy manoeuvrability, considering her size. Depending on her cargo, Astrea will have a draft of five metres on average sailings. She can go even deeper. Astrea is a very stable vessel and her ramp is unique. It can bear vehicles weighing up to 125 mt.

Flexible

SC Astrea is 129 metres long and 21.3 metres wide. The main cargo room is 112 metres long and she has extra capacity on a lower cargo deck and the weather deck for containers. The weather deck can even be opened. If necessary, Astrea can load goods as ro-ro while unloading goods with a crane on shore through the open deck. Moreover, SC Astrea can be transformed in to a bulk ship if needed. The advanced

design makes Astrea a good example of what is meant by a “multi-purpose vessel”.

“We don’t have any problems running her, but we sometimes encounter challenges with spare parts for some of the electrical equipment,” Chief Engineer Constantin Dumitrescu explains. He, Second Engineer Virgil Chelaru and Fitter Jan Cop keep the Wärtsilä main engine and the two Caterpillar generators in good condition. “Next year I hope we can get some more time and helping hands to finish painting the engine room. She deserves that. But all in all, Astrea is a very good ship,” Dumitrescu concludes.

“Astrea is a very stable vessel and her ramp is unique”



The Bridge:

From the bridge on deck seven, Captain Leif-Arne Grøndal has a wonderful view. A new digital map system has been installed.



Easy to manoeuvre:

SC Astrea is easy to manoeuvre even if the vessel is high and long



Trans Sea – 20 years old

This year it is 20 years since "Trans Sea" was built and commenced her maiden voyage. The first trip was from Rotterdam to Tees in England. The ship was built in 1992 in the Yssel-Vliet Combinatie shipyard near Rotterdam and was baptised "Geneve". Nowadays, "Trans Sea" is still in perfect condition sailing in the Mediterranean for Seatrans Chemicals.

"She is a tanker and carries a variety of chemicals in bulk, along with a hard working crew of seamen who she safely brings home through calm and stormy seas. Without these brave seafarers, the ship wouldn't work. In the first log-book, still preserved, we have the names of the very first crew. Until recently, several of these were still sailing on board the same vessel," Captain Zarco Orlic explains.

Seatrans purchased the vessel at the end of 2002, and kept the crew that was onboard.

During her 20 years at sea, she has changed her name twice (Geneve and Trans Sea), she has sailed under three different flags (Swiss, Norwegian and Maltese) with three different ports of registry (Bale, Bergen and Valletta). Over

the years, she has sailed along the North and South American coasts, Northern Europe and the Mediterranean, and recently from Portugal to ports in the Mediterranean and Turkey.

"Trans Sea has travelled far more than a million nautical miles, which is equivalent to circumnavigating the globe at least 45 times," Orlic has calculated. "We have experienced some wonderful occasions and beautiful sights on these trips, and unfortunately some less happy events. Thankfully, those memories which remain most strongly are the positive ones. Difficulties are there to be overcome, and we can look back on a few such events with pride."

As Trans Sea recently passed a CAP survey with success, the vessel will

continue to carry chemicals for years and her crew will continue to be able to earn a livelihood for their families.

"The Marine Manager who visited Trans Sea was impressed with the vessel's general appearance. He found her to be clean and tidy and in an amazingly good condition for her age. This is very good to hear as we plan to sail Trans Sea for a long time to come. It is also good to hear because such a standard is a very good indicator of a professional and highly motivated crew who are capable of maintaining the vessel but also operating with the right safety standards," Director of Ship Management Atle Sommer comments. We wish Trans Sea and her crew a continual long and peaceful sailing.

Congratulations Trans Sea!



Leaves of gold: The autumn is here. At the Seatrans head office in Bergen the sun makes long shadows as the daylight becomes shorter and shorter.

Anniversaries

60 years

Bochan, Bogdan
24.07.2012

Mirek, Tadeusz
19.10.2012

50 years

Skoczyk, Andrzej
17.07.2012

Butorac, Mario
07.08.2012

Golda, Krzysztof
28.10.2012

Anghel, Nicusor
28.10.2012

Rubin, Ulf Joachim
04.10.2012



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