

# TRANSNYTT

NR. 3 | 2013 | ÅRG. 38



## Alufluor **make** **VALUE** out of **waste**

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# LONGSTANDING RELATIONSHIPS

This issue of Trans Nytt is a testimony to the long time Seatrans strategy of working closely with our customers to create real supplier value. As a result we have many longstanding customer relationships, where we count the length of the relationship in decades, not in years.

The success of this strategy depends entirely on the Performance of our ships and people. What we say is what we do! Shell Chemicals stresses this point in their award of the Carrier of the Year to

Seatrans Chemicals.

In addition they emphasize the willingness in Seatrans to Change and Improve continuously (Innovation).

The success would not come unless We Involve People ( Involvement )

The success would not come unless We Care ( Care ).

**CIIP up the good work!**

**Johan G. Hvide**

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Unusual trade for Trans Catalonia:

# Enjoyable "tourist trade"

Trans Catalonia made a somewhat unusual journey in August, sailing from Houston to the Cayman Islands and the Bahamas with a cargo of gas oil and petrol. The ship even had to leave before all the tanks were filled up because the islanders were running out of fuel.

"The vessel anchored on 31 July outside Houston, where we spent a full week at anchor waiting for a free berth. The cargoes were to be loaded on several different jetties, and because Houston is a busy port we had to travel up and down Houston ship channel a few times waiting for a free berth.

After almost a week of operations, we were still 4000 mt short. Due to the long time spent loading, the charterers decided that the vessel should sail without the remaining cargo. This was because tanks were running very low in the Cayman Island and the Bahamas," Captain Joachim Rubin explains.

Trans Catalonia left Houston on 13 August and arrived in the Cayman Islands on 16 August. From there she continued to the Bahamas, arriving on 20 August. "We left the next day and set course for Houston again, to load for South American ports."

### As tourists

"What made this trip different from the usual?" "The major difference was trading in what are normally considered to be fancy tourist areas. The vessel had previously visited the Bahamas in 2011, but everyone on board was still excited to come to a place they had only heard or read about. The vessel was moored by buoys in the Cayman Islands but excellent arrangements were made for the crew and ship. The Immigration Authority and others

were very cooperative, enabling everyone who had chance to do so to go ashore."

### Swimming OK

"The agent wondered if we'd like to swim. He said there were no restrictions from the terminal's side. So we lowered the accommodation ladder and jumped into the crystal-clear blue water and enjoyed 'the Caribbean'. There is a saying in the Islands that 'even the sharks have money', meaning we shouldn't be afraid... Shore leave was also good, with lots of shops and tourist traps. But we also got a glimpse of a more normal lifestyle behind the tourist facade. Of course we had to try some local seafood, such as the turtles that are bred on the island; the majority are put out to sea but some end up on the plates of us tourists. It tasted similar to veal but was a bit chewier," Rubin says.

### Quick delivery

"Unfortunately our pumping performance was a little too good so our stay was short. The terminals, on the other hand, were very impressed with the vessel and our performance so let's hope for a longer charter next time. When the work was finished, the people on shore were very satisfied with the vessel's performance and expressed a hope to see us back again. The feeling's mutual! :-)

Seatrans win Shell Chemicals'

"Carrier of the Year"

# AWARD

"We are proud to announce that Seatrans has been awarded Shell Chemicals' 'Carrier of the Year 2012.' The letter from Shell Chemicals left no doubt, and was the cause of great rejoicing.



The prize was presented on 17 September at a ceremony followed by dinner in Rotterdam. Seatrans has been selected for this prestigious award because of the excellent and consistent performance of Shell's multigrade shipments to, from and within the Mediterranean. According to the citation, the first-class safety, service and cost-effective operations provided to Shell Chemicals Europe B.V. were the decisive elements in ranking Seatrans "best in class" for 2012.

Together with a strong contingent from Shell Chemicals, Seatrans Chemical Tankers and Seatrans Ship Management were also well represented at the event. After the award was presented by Ms Cathrine Hall, Mr Okke Huising made a speech in which he elaborated on the reasons for the award.

#### Why the award?

"Shell believes in supporting healthy competition where the industry tries to become better and better, adopting a culture of continuous improvement and embracing best practice. Shell believes in partnering with those companies that have shown high commitment and performance regarding safety, with reliable service, on-time deliveries, zero contamination and flexible customer-oriented operations, as well as pursuing joint

optimisation opportunities and so on. And Shell believes in publicly rewarding those that stand out amidst their fellow ship-owners in successfully helping our business forward, while joining us on our Goal Zero journey," Okke Huising said.

#### So why Seatrans?

"Seatrans is a company that makes continuous improvements to HSSE and ship operations, trying to reduce port time, optimising the utilisation of tanks on board ships and pursuing innovation. The company's track record speaks for itself." Okke Huising specifically mentioned the following points:

- No recordable spills.
- All nominated vessels approved without exception.
- Good reporting of near-misses per ship per month and low sustained LTI.
- Daily risk assessments on board ships.
- Proactive internal inspections result in fewer observations during external inspections.
- High crew retention rate and no detentions by port authorities.
- Good SIRE observations
- Last but not least: Seatrans has implemented a just and fair BBS culture, with life-saving rules, clear targets and responsibilities,

and management support to protect people and the environment beyond compliance.

"Who has done all this?" Okke Huising asked, and answered: "The whole company – every single person bar none! It takes a few big incidents to destroy a whole company; it takes the whole company to prevent just that from happening."

#### Looking back

Seatrans has been working with Shell for many years, covering requirements for the Continent/East Mediterranean under contract in the first half of the 1990s but losing out to one of our competitors at one stage. In 2003 we joined forces with United Chemical Transport (UCT) to take on the pygas contract from Berre to Moerdijk. From 2004 until 2007 Seatrans jointly held the complete Shell COA for the Continent/Mediterranean in both directions through our pool company, United Seatrans Chempool.

After UCT and Seatrans went their separate ways in 2008, Seatrans continued to hold the COA jointly with UCT. In 2011, when Essberger purchased the UCT fleet, Seatrans continued its joint commitment to Shell and is today shipping at least 50% of Shell's total contract

volumes between North West Europe and the Mediterranean.

#### Thank you!

"On behalf of the Seatrans Group, Seatrans Ship Management and Seatrans Chemical Tankers, we are honoured and delighted to be named 'European Carrier of the Year 2012'. We are grateful to you for putting your trust in us as one of your major logistics suppliers for the last ten years, and we plan to continue on this path and hopefully, together, to find reasons to increase the business we do with Shell in the years to come," said Jan H. Johansen, Managing Director of SCT, in his short acceptance speech.

**"We are honoured and delighted to be named 'European Carrier of the Year 2012'"**



Rebuilt again:

# EM Leader version 2.0

Over the summer EM Leader was enlarged and upgraded at Keppel Shipyard in Singapore to meet the specifications for next-generation electromagnetic equipment from EMGS. Technical Superintendent Tommy Liljebäck was the man in charge of the intensive makeover.

"On an average day, some 500 men were working on this job," Tommy Liljebäck explains. "Not everyone is on board at the same time. We had some 250 on the vessel at day and 200 at night, and another 50 working ashore to supply the guys on board. We had only six weeks to do the job and we managed to finish on time!" Six weeks = 1,008 hours.

**Here are a few highlights from the reshape of EM Leader.**

- New poop: This was pre-fabricated after exact measurements were taken of the ship in March this year. The modules fitted perfectly and EM Leader is now as broad at the poop as she is midships.
- New azimuth thruster to improve her DP properties.
- New generator and upgraded energy management systems, making it easier to allocate power where it is needed most during operations, and save costs by producing less energy when it is not needed.
- Improved redundancy, enabling EM Leader to operate for longer periods without the need for service or supplies.
- Two cabins upgraded with up-to-date facilities.

And there's more: more engines and more equipment require better air conditioning, new tubes for exhausts, cooling and so on. "EM Leader was like an anthill, but with professional project managers at the shipyard and excellent support from the crew, competent specialists such as Johan Christian Hvide for DP (son of Johan Hvide -ed.) and steel workers from a local Singaporean company run by Hans Hvide (brother of Johan Hvide - ed.), we managed even the most difficult tasks. And we delivered the whole job on budget," says Tommy Liljebäck.

**"It was a busy time, but good planning and efficient workers and suppliers made it possible to do the job in SIX weeks,"**



**Photo:**

- 1. Before:** This is how she looked before the transformation took place.
- 2. Under way:** The two sponsons are mounted and ready to carry the new poop.
- 3 New thruster:** The new azimuth propeller is about to be mounted.
- 4. After:** After six weeks EM Leader is ready to take on new jobs for EMGS.
- 5. Growth:** The experimental antifouling from this winter was not good enough.

## New coating - old problem

The waters in which EM Leader operates have an average temperature of well over 20 C – sometimes as high as 30 C. This causes a big problem: extensive growth on the underwater hull. Travelling at speeds of 5 knots or less, the ship provides the perfect habitat for small organisms. A new antifouling treatment early in the winter did not help.

EM Leader was only the second vessel in the world to trial a new antifouling treatment developed by Jotun. The Norwegian-based manufacturer of all types of maritime paint was keen to carry out this trial. EM Leader represents a great challenge for the industry as the effective coatings are poisonous and are of course banned because of the nature of the marine ecological systems, in which poisons accumulate through the food

chain. The idea was to produce an antifouling treatment that formed a very hard surface that could be cleaned by divers while the ship was at sea and would only require high-pressure washing in dock. The idea was good, but nevertheless: the marine organisms seemed to enjoy their new dark-red, slow-moving habitat. Jotun changed the antifouling treatment with the promise to carry out even more research on the issue. Maybe next time?



# Alufluor make **VALUE** out of **waste**

For 20 years Seatrans has brought fluorosilicic acid from Uusikaupunki in Finland to Alufluor in Helsingborg on Sweden's west coast. Since the company was founded in 1973, Alufluor has produced nearly 1 million tons of aluminium fluoride crystal, which is used in the production of pure aluminium.

The Alufluor plant in Helsingborg was the first to be built based on this unique and patented process. Alufluor has continued to refine the process over the years and the aluminium fluoride that leaves the plant today offers the highest purity and the most consistent industrial quality in the market today. One problem remains for the chemical engineers at Alufluor: They

need more feedstock to increase their production. "We started the trade from Finland using the rebuilt speciality chemical tanker Trans Holm direct from the yard, with separate Teflon-lined tanks. She had to leave our fleet in 2010 due to age, and it is now Trans Fjell that serves Alufluor," Jan H. Johansen, Managing Director of Seatrans Chemical Tankers, explains.

▲ **Ready for more:** Managing Director Göran Karlsson (left), who joined Alufluor this summer, is ready to obtain more fluorosilicic acid by sea. Jan H. Johansen, Managing Director at Seatrans Chemical Tankers, is only too willing to help.

## Needs more

"Every fortnight she comes in to the terminal here in Helsingborg to discharge fluorosilicic acid originating from Yara's phosphoric acid plant in Finland," Olle Johnsson, Marketing Manager at Alufluor, adds. "We could sell larger volumes of aluminium fluoride than we produce today so, apart from the volumes we bring in from Finland, we also transport in raw material by rail, and we are constantly looking for new sources of our key raw material. The market for aluminium fluoride is good, and we have been supplying the leading aluminium smelters in Europe and the Gulf region for many years."

## Aggressive but efficient

Fluorosilicic acid is a highly corrosive acid and a by-product of the purification process to produce phosphoric acid from phosphate minerals found in Finland. In other parts of the world, this aggressive acid is released into the ocean, but this procedure is not considered environmentally friendly in North Europe. And so some "clever guys" found a potential in this special waste, bringing the fluorine molecules to connect to an aluminium ion. The white aluminium fluoride powder

made by Alufluor lowers the melting temperature in the aluminium production cell and thereby improves the energy efficiency of the aluminium production units, as well as purifying the aluminium. The melting pot is a high-temperature electrolytic cell, and some 10 to 25 kg aluminium fluoride is needed per ton of aluminium produced (depending on the technology used).

## 20 years together

"We really appreciate the cooperation we have had over the last 20 years," says Olle Johnsson. "It started long before I joined Alufluor in 2010, and Seatrans has proved to be a loyal partner in our very demanding logistics chain." And Johansen adds: "Alufluor has been a very important driver for us to develop, refine and increase our fleet built to handle highly aggressive acids. This in turn has benefitted this special service for many of our clients. We will do our very best to continue our relationship with Alufluor in the years to come. We have enjoyed very positive and constructive cooperation over the years, and we are proud to serve the chemical industry with solutions that assist this environmentally friendly method of production," Jan H. Johansen concludes.

▼ **White powder:** The aluminium fluoride powder is packed in huge bags, and both reduces energy consumption and increases quality at the aluminium smelters.



▲ **Environmental friendly:** Alufluor is processing a by-product that easily could be wasted if it wasn't for the effective chemical processing at Helsingborg, Marketing Director Olle Johnsson (centre) explain Frode og Jan H. Johansen.

## Facts about Alufluor:

- Founded: 1973
- Location: Helsingborg, Sweden
- Employees: 45 employees
- Production capacity: 24,000 tons/year
- Turnover 2010: €22 million
- Ownership: Jointly owned by Rio Tinto Alcan, based in Zurich, Switzerland, and Yara, based in Helsingborg, Sweden
- The company is certified according to the following systems:
  - ISO 9001:2008
  - ISO 14001:2004
  - OHSAS 18001:2007
  - AFS 2001:1



Captain sailing for

# NEW challenges

Having spent his entire maritime career at Seatrans, Andrzej Golanski is one of those captains who willingly take on a new ship with a new crew to lead. He is not a captain who challenges others but rather himself. He likes to be offered new opportunities. And Andrzej Golanski always rises to the challenge!

started as AB in Seatrans in 1998. It was June and the vessel was the good old Trans Borg. We were on a Mediterranean-Europe-UK-Norway trade. I learned a lot from day one. But what I also remember is the support I received from the company to complete a maritime education. So I did, at the Gdynia Maritime Academy. I was promoted to ship's mate and later to an officer rank, before becoming Master in 2007," Andrzej Golanski explains. His experience includes a long list of vessels: Trans Borg, Trans Tind, Trans Sund, Trans Exeter, Trans Vik, Trans Fjord, SC Astrea and Copernicus. Recently he has served as Master on Trans Dania, carrying newsprint from Skogn in Norway to Danish and UK customers, and bringing waste paper back to Skogn for recycling. It's not only this trade that is new; the waters along the long Norwegian coast are also new to Captain Golanski.

#### Still learning

"I'm working on preparing for more PECs along the Norwegian coast (Pilot Exemption Certificate - ed.). There are a number of difficult names - at least for a Polish guy like me. This is the kind of challenge I enjoy. It's nice to learn something new, learn more; it gives me independence and - if I succeed - it's good for the company and for the clients by saving time and money," Golanski comments. "By working on different vessels I get the chance to do different things all the time, for example taking care of the pilot, manoeuvring and learning about different kinds of cargoes and trades."

"Every ship and every crew has its own culture or even an unwritten style or 'tone of voice' on board. What is the key to success in handling this multitude of differences?"

#### Team leader

"Each vessel is different. As Captain you are the leader on the ship, but it's hard to achieve success without listening to the guys on board. Everyone knows why he is here; we all have a job to do. Safety is not an issue for discussion, but there are many questions or topics that remain and where an experienced crew has a lot to say. One of the key roles for a Master is maintaining and developing a positive atmosphere on board, and nourishing flexibility and a culture of winners. Let's take crew change as an example. It's not always easy to get this done on the given day. Well, of course that's unfortunate, but on the other hand the crew on board earns more money. You have to look for the positive sides of life."

#### Involvement

"Involvement is an important word to me; people like to be involved in what they are doing. Managing by order doesn't work anymore - if it ever did. A Captain is a team leader, and discussion is good. But once a decision is taken, the job has to be done. Subordinates expect clear directions. But by involving

people, motivation increases and we all do a better job. Involvement - one of the four core company values - makes people really experience what it means to be included in this fellowship."

"So, when you join a new ship, what are you thinking?"

"I tell myself: You are dependent on the people here. Even if I know there might be a difficult environment on board, my goal is to get people to smile," says Andrzej Golanski. Andrzej is married to Mariola and they have two grown-up sons living not so far away in Gdansk and Gdynia in Poland. But seamen they are not.

**"As Captain you are the leader on the ship, but it's hard to achieve success without listening to the guys on board."**

## 5 quick questions:

### 1. Which do you prefer: cinema or theatre?

I like both, actually!

### 2. When listening to music, do you choose jazz or rock?

I'm very fond of music - good music. Again, I have to say both.

### 3. Exercise is important: cycling or running?

Cycling. I'm not a "runner".

### 4. For dinner - which is your favourite: fish or meat?

Fish, definitely. I'm not so fond of meat. I try to eat a healthy diet with lots of fish and vegetables for dinner. I remember at Trans Dania we had some eager fishermen among the crew who supplied us with fresh fish. That was very nice! Unfortunately, I'm not so keen on going fishing myself.

### 5. And what about dessert: pudding or cake?

Cake :)



A day in the life of an operator:

# THE CAPTAIN is our most important co-operator

“I’m lucky to work with great people at sea. We are privileged to have very nice customers as well as a team of excellent agents. But the single most important co-operator for an operator is the Captain,” says Anita Skjelbred, who has 29 years’ experience as an operator with Seatrans Chemical Tankers.

Anita Skjelbred came to Bergen after graduating from Agder University College in 1984, where she studied maritime economics. It was always going to be something “maritime” for Anita; she has “saltwater in her veins” as her grandfather hunted whales off South Georgia, close to the South Pole, and her father captained car-carrying vessels, bringing new vehicles from Japan to the American market, as well as chemical and oil tankers. “I’ve always regarded myself as ‘Anglophile’ so studying English language and literature would have been the natural choice for me, but suddenly I was learning all about economics and maritime activities. I came to Seatrans – a company I’d never heard of before – and after looking briefly at my CV, they asked when I could start.” The answer was obvious, and here I am,” says Anita Skjelbred in her unique and natural way. But what does she actually do at Seatrans? What does an operator really do?

#### Planning for performance

“As soon as our chartering colleagues have fixed and confirmed the shipments, we start planning how to make it happen. We work in a team and we plan which cargoes will go on each ship. I’m responsible for Trans Fjell and Copernicus in the North Sea trade and Trans Arctic in the Mediterranean. The two North Sea vessels are unique in that they have specially designed tanks enabling them to carry highly aggressive acids such as fluosilicic acid and hydrochloric acid. In general, we have to consider various points in detail to produce a good cargo plan, in order to optimise utilisation of the vessel, i.e. capacity of the tanks, compatibility of cargoes, the latest cargo demands, draft restrictions, trim/stability, summer and winter capacity of the vessel. In fact, we have to know all about the cargo specifications and properties, so a good team with plenty of experience is imperative,” Anita Skjelbred explains. “The importance of coordinating with the

Captain and the agents to achieve the most efficient, time-saving operation in the ports cannot be stressed enough. ‘Time is money’, and is absolutely crucial to the end result.”

#### Long-term relationships

“In the North Sea trade with Trans Fjell and Copernicus, we are very pleased to have long-term relationships with some of Seatrans’ major customers – I’m really proud to say that we have had an active relationship with some of our customers for more than 20 years. We take this as a sign of satisfaction, but also that our customers are pleased with what we have been able to offer. We have to deliver first-class shipment every time, and ‘quality’ is a small word that is growing in meaning all the time. That is why good planning and excellent performance are so important,” Anita Skjelbred underlines.

#### The agent’s role

While Seatrans Ship Management takes care of getting the best crew, and the supply of food and equipment, Seatrans Chemical Tankers is responsible for providing fuel for the vessels and chemicals for cleaning the tanks. “And we have excellent agents who act as our local representatives in each port where we load or discharge cargo. They also coordinate bunkering and are in contact with the terminals. Our colleagues in Seatrans Ship Management use the same agents for their work, such as crew change and various supplies for the ship. All in all, the operator’s job is to ensure that our contribution to the logistics chain is delivered safely and on time. At the end of the day, we are still in the business, which means we must be doing something right. For me personally, I can say that I feel privileged to work here. I work with some of the best and most inspiring people in the business, and we enjoy being together – even off duty. I feel very lucky,” she concludes.

“Good planning and excellent performance are so important”

### Essential knowledge for operators

Anita Skjelbred is one of the most experienced operators at Seatrans Chemical Tankers (SCT), with the benefit of many years’ experience behind her. Here are a few of the key issues a newcomer has to master in the field of chemical tanker operations.

- In-depth knowledge of the various chemicals such as flash point, boiling point, melting point, viscosity, pollution category and compatibility chart – mapping various chemicals in the tanks on board a chemical tanker vessel.
- Stowage plan – taking compatibility into account for the various vessels, pre-washing requirements, tank-filling limits, trim and stability, inhibitor certificate.
- Voyage plan – bunker requirements related to the vessel’s speed/consumption profile.
- Tank cleaning – both in general and when special cleaning

is required. Hot- or cold-water cleaning, chemical cleaning and tank-cleaning standards. Purchase of cleaning chemicals and nitrogen for tank-cleaning purposes.

- SCT Cargo Manual – safety underpins all aspects of operations.

A newcomer has to be familiar with the content of 27 bullet points on a list describing the skills and knowledge required to be an operator with Seatrans Chemical Tanker. This is demanding but essential to make the transportation of chemicals at sea one of the very safest ways of moving chemicals for the global industry around the world.

Pension fund really

# PAYS OFF



With “all-time high” returns in 2012 when interest topped 15 per cent, the pension scheme covering all seafarers is now providing really good returns. For a Captain who started work in 2009 and retires in 2024, the accumulated and calculated return could be more than € 61,000. The first seafarers in the scheme are now benefiting from an extra income while enjoying life as a pensioner.

All seafarers in Seatrans are being invited to join the Seatrans Pension Initiative backdated to 2008-09. Once you are invited to join – and everyone will be – the salary officer at Seatrans Ship Management will add 3 per cent to your total salary and send it to Zürich International Life, which manages the pension scheme. The scheme has been provided by Norwegian Insurance Partner AS in Bergen, which has appointed Investec Wealth & Investment Limited in London to advise on the pension plan and its investments. The interest rate changes from year to year. In 2011 it was only just positive, whilst in 2012 it was over 15 per cent. On average, the interest rate is set at 4.5 per cent for calculation purposes, but so far has exceeded this in reality.

#### Many benefits

There are several good reasons for having a company-sponsored retirement plan.

- Most employees suffer a large reduction in income when they retire.
- State pension provision in most countries is inadequate to

provide a good standard of living in retirement.

- Many employees find it difficult to save for retirement themselves.
- Company-sponsored plans give access to investments specifically designed for retirement saving, which would not be available to individuals investing alone.

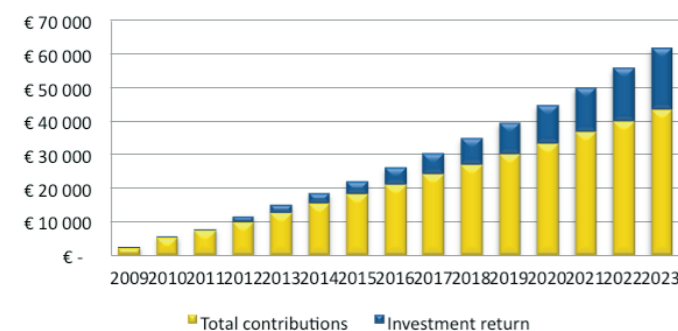
#### Additional saving

If you think the advisors are doing a good job, you can add some of your own savings to the pension fund.

#### Taxation

As Zürich International Life is based in the Isle of Man, no income tax or capital gains tax will be payable on the fund. The only exception may be tax withheld by some countries in respect of dividend income on fund investments. The benefits are payable in the Isle of Man without any deduction for tax. However, there may be a tax liability in the country in which you are resident when you receive the benefits, depending on the local tax regime.

▲ Good return on capital: Mats Kalstø Lervåg at Norwegian Insurance Partner AS is satisfied with the Seatrans Pension Initiative, which achieved “all-time high” returns last year at more than 15 per cent.



#### Good upward curve:

The 3 per cent salary add-on is a nice incentive in itself, and an estimated 4.5 per cent return on the capital will yield an extra one third – illustrated here for a 15-year career as a captain.

## ANNIVERSARIES

**50** years

Barakowski, Antoni 12.08.1963  
Lazar, Dumitru 27.10.1963  
Mrkic, Denis 30.10.1963  
Sokol, Dariusz 30.09.1963

**60** years

Negro, Bozidar 15.08.1953

**70** years

Negro, Bozidar 15.08.1953

## NEW IN SeaTrans



**Michal Gellert** (born 1985) has joined the Seatrans Crewing team in Poland. Michal has a true “connection” with the sea: his father works on vessels as an ETO and his grandfather was a Lieutenant Commander in the Polish Navy. And what’s more, his mother worked for ten years in a crewing company recruiting seafarers. Michal graduated from the Gdynia Maritime University in September 2009, having worked part-time in a crewing agency during his studies. From a position as Junior Crew Officer/Crew Officer, he became Crewing Manager in November 2012 in a full-time position. “I’ve worked mostly with ro-ro/passenger vessels as well as small bunker barges and oil/chemical tankers. Where nationality of seafarers is concerned, I’m used to working with Polish, British, Latvian and Russian crews.” Michal joined Seatrans in February this year.



**Angelica Mejia** joined the Crewing Department at Seatrans Ship Management on 1 June. She comes originally from the Philippines, where she trained as a computer programmer. “I never worked in IT because I followed a career in the shipping business instead,” Angelica says. She moved to Norway in December 2004, and is married. Before joining the Seatrans team, she worked for companies including Reef Subsea, Odffjell Drilling, Bergen Oilfield Supply, and – her longest period of employment (nine years) – Atle Jebsen Ship Management. “I’ve never worked in computer programming, but it’s a useful background to have as we are becoming increasingly dependent on IT,” she says.



**Trainee operator Reza Massoumi** joined Seatrans Chemical Tankers in June. He comes originally from Iran, grew up in Sweden but has lived in Norway for the last 13 years. Reza Massoumi studied shipping and logistics at Vestfold University College, which also included a semester in Singapore. At SCT he will learn the fine art of operating chemical vessels. “There’s a lot to learn, but I’m privileged to have wonderful colleagues willing to share their knowledge and experience,” he says.

## Course schedule AUTUMN 2013

**Safety rating course**  
Week 40, Rijeka 1 Oct

**Chemical cargo operational management course**  
ON HOLD - Stettin

**Safety rating course**  
Week 41, Constanta 7 Oct

**BBS training**  
Week 41, Sopot, Villa Sentoza 8 Oct, Constanta 10 Oct

**AMOS**  
Week 42, Constanta, two-day course 15-16 Oct

**Leadership training**  
Week 43, Kozi Grod, Poland

**Leadership training**  
Week 45, Kozi Grod, Poland

**QA and AMOS**  
Week 46, Villa Sentoza: QA 12-13 Oct, AMOS 14-15 Oct.

**Seatrans cooking course**  
Week 47, Kozi Grod, Poland 18-22 Nov.

**Leadership training**  
Week 49, Kozi Grod, Poland

## Advance dates FOR 2014:

**TOP2 Seminar**  
Weeks 8 and 17

**Leadership training**  
Weeks 5, 13 and 20



Across the mountains with

# Sport & Sprell



**The participants at the summit:** Reza Massoumi, Ellainne Alejo Halvorsen, Stian Berntsen, Jari Kahrs, Pål Tresselt, Roy Åge Nilsen, Jan Remi Litland and Ina Litland

On the last Saturday in August, eight energetic members of the Seatrans crew at Hop took the morning train from Bergen to Myrdal with one purpose in mind: Crossing the mountain to Mjølfjell. But there was plenty of enjoyment alongside the hard work.

“On arriving at Myrdal station we gathered the troops and had a bite to eat before starting the climb. From the initial altitude of 800 metres, we ascended about 600 metres to 1,400 metres. The view was spectacular. We were surrounded by high mountains and deep, narrow valleys in all

directions. We also experienced four seasons in one day, as it changed from sunshine to snow and rain, and back to sunshine and nice weather in just a few hours,” says Stian Berntsen, one of this hardy group. They plan a new excursion next year. Start getting ready...

## Poland

### Picnicin



**First picnic for Seatransers in Poland:** Saturday the 7th September 173 seafarers, office employees and their families had the first picnic arranged by Seatrans. The weather was nice indeed, and young and old, children, men and women had a wonderful time at the Wroblowka leisure park. Here are a few glimpses of the activities

**Seatrans core values:** Care - Involvement - Innovation - Performance