TRANSNYTT

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Learning about CHEMISTRY

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Right direction

The year 2014 started off in a good way with Sea-Cargo's win of a 6 year contract for freight of aluminum for Norsk Hydro.

On the basis of this contract Sea-Cargo will rebuild the Trans Carrier and SC Athela with a new sidedoor system, and purchase one more Ro-Ro ship which will undergo the same rebuilding. Plans for this are now well advanced, and the conversions will take place late this year.

On the tanker side we just sold the Trans Arctic, and we have then completed the sale process of older and smaller chemical tankers. We are now looking at expanding the chemical tanker fleet through time charter agreements, and purchase of good second hand tonnage.

Our offshore business is also moving in the right direction, and we are pursuing several interesting leads for future business.

There is no 'boom' in sight, just a slow but steady recovery. The restructuring that we have gone through at several levels in Seatrans is now starting to pay off, and laying the ground for a careful expansion of our business.

Kind Regards
Johan G. Hvide

Content

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◄

Official informal dinner:
After a number of meetings throughout the day, Ambassador Daniel Ionita and the European Movement invited guests to an informal dinner at Nøsteboden in the evening. Here we can see when Cristian Dumitrescu (right) met the ambassador. Also the Managing Director of Seatrans Ship Management Atle Sommer and Leader of the Crewing Department Erik Mohn took part in the events throughout the day and the evening meal.

Seatrans joined "Romania on the Menu"

On Friday 24 January, the Romanian Ambassador to Norway His Excellency Daniel Ionita and the European Movement in Bergen put "Romania on the menu" in order to promote Romania and Romanians in Norway.

Through eight meetings and lectures from morning to late evening, both academics, the business community and ordinary people in Bergen gained a unique opportunity to get a diversified and positive insight into Romania as a country on an economic upturn and with numerous fascinating products and tourist attractions. Seatrans was one of the sponsors of the event, and leader of Seatrans office in Constanta, Critian Dumitrescu, took part in this special "meal" in Bergen.

Q: This was a quite different stage for you as representative for Seatrans. First of all: Why did you find this interesting?
A: I think it is always important to support my country in every way and with pride. I would also say that meeting new people is always interesting in itself; new ideas, new opportunities and why not, new friendships. When it comes to representing Seatrans, I do this every day in front of our seafarers, the authorities, partners and third parties. This time, the stage was indeed very different, but I had the privilege to represent Seatrans with the support of two of my superiors and very good colleagues, Managing Director in Seatrans Ship Management Atle Sommer and Leader of the Crewing Department, Erik Mohn.

Q: Did you meet Romanians here in Bergen whom you have not met before?
A: Yes, during the entire event I had the opportunity to meet a lot of new people, both those travelling with the Romanian delegation and those living and working in Norway. Even though this is not my first visit to Norway, and Bergen especially, I was quite surprised to learn that the Romanian community in Hordaland now counts more than 3,000 people.

Q: You also met the Ambassador to Norway, Daniel Iontia. How is the relationship between Seatrans and the official representative in Norway?
A: I would say we have a very good relationship, with roots back to 2007 when together with the Norwegian Shipowners Association, unions and other parties, we managed to work out and get signed the Social Agreement between Romania and Norway. During this event in Bergen, I got the opportunity to discuss some of our challenges with the Romanian Ambassador, Daniel Ionita and Minister Counselor, Cezar Armeanu, and both have reassured me of their good and positive support.

Q: So all in all: Was it worthwhile to spend a day in Bergen where Romania and Romanians were on the agenda, or "on the menu" so to speak?
A: It was definitely worthwhile to spend the day in Bergen! There was just about enough time to show that Romania is a lot more than what is usually presented in the media; it is a beautiful country with a great history, with educated and hardworking people. I would like to take this opportunity to thank the European Movement in Hordaland for this brilliant idea and the Romanian officials in Norway for making it possible. And last but not the least, I'd like to thank Seatrans for supporting the event.

Small Device -

ENORMOUS

Power

ABB can trace their turbocharger production back to 1891 and the company is currently the world market leader in this rather specific market. Most of their 200,000 turbochargers are no larger than two shoe boxes. Their largest though is the TPL 91-3 (found in the main engine on the largest Maersk container vessel) which is the size of a car and each turbo blade has a centrifugal force of 97 tons at 9,900 rpm. Yes, each small blade!

Calculations estimate that an average general turbo wheel will take slightly more than 17 minutes to roll the distance between Gothenburg and Stockholm (if the rotations per minute (rpm) are continuous).

It is therefore easy to understand that a turbocharger has to be very well balanced and that the construction itself has to be more than just normally robust. "When they are testing a new prototype at the factory in the city centre of Baden, Switzerland, they 'close down' the surrounding area in order to avoid any damages. Once the turbocharger has reached its expected rpm, a small bomb inside the charger explodes just to see how the construction handles instability and a loss of rotator blade. The unique amalgam in the product has to prevent any penetration through the shelter. A rotor blade on a free ride is very, very dangerous", says Sales Manager for Turbocharging Norway, Erik Nilsson.

Mr. Nilsson, born and brought up in Trollättan, Sweden, is the local representative from ABB Turbo Systems in Bergen. He commutes between Gothenburg and Bergen and is on the move more or less continuously. "I have Bergen as base camp for two weeks and then one week in Gothenburg, but I am online all the time. And when I am in Bergen, I'm travelling most of the time to visit clients. ABB has a market share of about 30 percent of the global market. With so many ship owners along the west coast of Norway, we certainly have many good clients to serve. The turbocharger may be a small device but if it does not work properly the vessel will stop. None of us want that to happen. In order to create

◄ **Stylish:** This turbocharger is about the size of those used on a number of Seatrans vessels. This is far more than just "stylish handcraft". In use, the turbocharger will turn some 10,000 times per minute. All the moving parts have to be in complete balance.

Improving performance – reducing risk:

Service agreements

on turbochargers

Spare parts for turbochargers are not ordinary stock. A breakdown on a turbocharger means the vessel has to stop (even if you technically can obtain some 20-30 percent of engine performance without the turbocharger intact). In order to improve performance and even save costs, Seatrans have signed a service agreement contract for their turbochargers.

▲ **Predictable service:** Erik Nilsson in ABB Turbocharging Norway explains that they together with the clients schedule service intervals and plan how best to take care of service for the turbocharger.

Turbochargers are used with all high-tech diesel engines – in cars as well as on ships. The device improves the efficiency of the engine and provides significantly improved output. The only problem is that when the turbocharger fails, it really hurts. This happened a couple of times on Seatrans vessels last year and is not unique. All shipping companies share this experience from time to time. In one of the incidents, the turbocharger had just been treated by highly skilled service engineers from the producer. This situation is now set to improve as Seatrans has now signed a service agreement contract with ABB in order to avoid or reduce the risk of turbocharger breakdowns.

"ABB is the global leading producer of turbochargers, and all the turbochargers we have installed on or main and aggregator engines are made by them. The agreement with ABB includes a planning tool which means that they will supervise all our turbochargers and make a plan for service in advance. This means that we can both plan service far more accurately and we can calculate the costs involved and integrate this in our annual budgets," says Gisle Rong, Technical Manager, Seatrans Ship Management.

"What's more," Tom Breistein from the Purchase Department adds, "by ordering spare parts in due time, we also benefit from ABB's radical price reduction regime. ABB has streamlined their production in order to save costs. By ordering spare parts four months in advance, Seatrans saves up to 30 percent off the list price."

Another advantage is related to guarantees. Gisle Rong explains: "By using spare parts from the manufacturer, we avoid discussions related to the quality of the turbocharger. If anything unforeseen happens with the parts ABB supply, they will also have responsibility for the costs involved with the breakdown. In other words: The agreement with ABB will improve our performance, and reduce costs and risks."

a better world for the companies and the people involved on shore and at sea, we offer service contracts (MMA Maintenance Management Agreements) with two single aims: To keep the turbochargers working efficiently via proactive planning of required service and parts thereby avoiding last minute orders at a higher price and a possible delay of the completion of the service job. Together with the client, we prepare plans and budget for the recommended services on the equipment. As such, both costs and necessary time for service are 100 percent predictable – up to two years in advance," Mr. Nilsson explains.

Facts

ABB Turbocharger

- Part of the global ABB brand. ABB has 165,000 employees
- 2,000 employees at 110 locations all over the world
- Head office and factory in Baden, Switzerland
- Main factory in Switzerland, also minor production in China and India
- Provides all leading maritime engine manufactures with turbochargers; Rolls Royce/Bergen Diesel, Wärtsilä, Caterpillar, MAN (two-stroke engines) MAK and others
- Some 200,000 turbochargers are mounted on larger engines on board vessels or on shore (for production of electricity)
- 22 employees in Norway, offices and service engineers in Oslo and Bergen

▲
Broad experience: John-Atle Aarland is back. Now, his experience is even broader...

John-Atle Aarland is back “home”

Broad experience, seeking projects with ACTION

“I thrive best on projects that include some action. I’m not made for paperwork. At least not for a long period of time,” says John-Atle Aarland. After two years in “voluntary exile” he has returned back to base camp in Seatrans.

▲

Action: John-Atle Aarland proved his skills as project manager when Ohm Leader was transformed into a seismic vessel. Here from a tour in a crane above the vessel at Götavarven in 2008.

▲

Competition: "We have to perform better. Fuel costs will increase and the need to reduce our environmental footprint is a 'driving force' for all of us," says John-Atle Aarland.

John-Atle Aarland is working as superintendent at Seatrans Ship Management. Born on the island of Austevoll south-west of Bergen but brought up in Bergen where he still lives, John-Atle Aarland combines his main interests: Life at sea, his summer house on Austevoll and walking in the mountains. But he hasn't always been counting rain showers from heavy skies colliding with the mountains surrounding Bergen.

"I started to sail when I was 17 years old. My very first vessel was MS Vestland and she was a dry-cargo vessel trading along the west/east coast of America. After that I sailed with dry-cargo, gas tankers and science vessels for the Norwegian Institute of Marine Research. I went ashore in 1999 and started working for Framo (for two years) – the manufacturer of unique pumps. I joined Seatrans in 2005 and I really appreciate the tone of voice here, the atmosphere. That said, I have to underline that I have had two very good years out of the Seatrans office and I have met a large number of kind and skilled people. But when the position as superintendent opened up and I got the possibility to join the Seatrans team again, I had no doubt in my mind that's what I wanted."

John-Atle Aarland is one of many young veterans in the shipping business. He has certainly witnessed remarkable developments since his maritime career started in 1971. "Before it was easier to get an overview and fix things. Today, with the new high-tech vessels you have to be more of an electronic engineer with good IT knowledge to solve problems, Technology has taken more and more control on board and at a rate that is not easy for everyone to follow, particularly those who have passed a certain age," he says.

One of many focus areas these days is the technology development in the maritime industry related to fuel costs. Fuel is and will be one of the most important cost factors for us. We have to improve our performance in order to reduce the environmental footprint we make. Emissions and fuel consumption are two sides of the same coin. We have to look for new solutions to secure our competitiveness. There are many players in our field and some of them are only able to compete on price. This is a deadly track to follow, so we have to compete on other factors – being smarter and performing better. From a technician's point of view, we are eager to win this competition."

Friends of John-Atle will describe him as an active guy who is always in a good mood. "I like to keep active. I will be 60 years later this year and I can feel that my body is slightly stiffer but that's all! I love walking in the mountains and Ulriken hill in Bergen is my closest neighbour. I'm also very fond of my bicycle. Last year I attended the Bergen to Voss bicycle race and cycled the 165 kilometres in 6 hours and 40 minutes. I'm planning to beat that time this year!"

"I enjoy action and challenges. That is also why I came back to Seatrans: They have some interesting ongoing projects which represent a number of challenges. In addition, you have the support of the owners and managers who give me space, which is all I need to thrive. For the moment I am involved in a project for Sea-Cargo on three vessels which should be completed within January 2015."

Better **planning,** better **performance** and a **visual tool** for intercompany competition

At last after many years of report compilation, a brand new tool for visualising report data is under way. All activities at port or even berth and the ratio between fuel consumption and speed have been reported by the vessels and ship management for years. In 2009, Seatrans Chemical Tankers started to register all data in a program called VIP. The final part of VIP which converts the (boring) data from VIP into attractive visual images is now ready to be implemented. The new tool will make it easier to compete with "yourself" and against the other sister vessels in the fleet.

▶ **Integration:** "By using data from VIP, we have created a visual tool for both port performance and vessel performance in one integrated application," say Knut Havn (left) and Gunnar Solberg.

"We have played an active role in developing this new application, and we are really looking forward to seeing how we can transfer best practice to all our vessels in the trade," says Operations Manager Gunnar Solberg at Seatrans Chemical Tankers. "Now all our vessels will get access to the data in the VIP database and will be able to use this data to see how they are performing compared to sister vessels."

"NO" to waiting

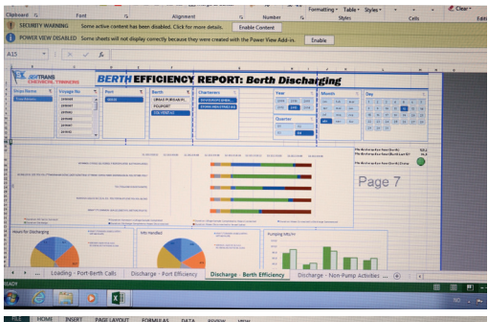
Let's start with Port Efficiency. Loading or discharging takes time. Depending on the equipment on shore, the time consumed for this activity can vary quite a lot. Is it possible to improve these operations in terms of improved capacity, better service and so on? How long does the vessel have to wait at the port or berth for different operations? The time spent waiting varies a lot, but it is of great interest to know – and show – how much time is spent doing "nothing". Reduced time at port equals better performance.

"It is not a question of taking shortcuts to speed up the work. We certainly have to follow the procedures and take all the safety precautions as before. What we see though, is that in some ports we spend more time than we plan to. Now we have got a better chance to see how we perform and to get a better insight into why we spend as much time as we do. Performance indicators give a very quick view of the results. You can compare with earlier visits at the same ports or compare with stays of other vessels; adjusted for size and capacity. We do believe in sharing best practice, and with this tool each vessel can see their position – and if necessary take actions based on facts, not gut feelings," Gunnar Solberg says with a smile. "The fundamental idea is to learn from each other."

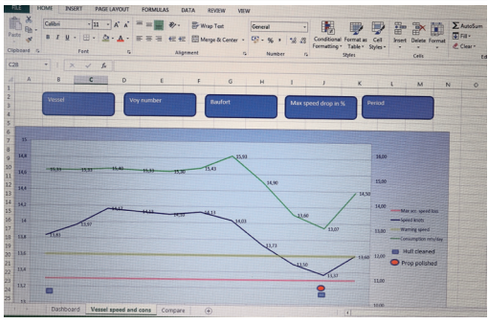
Consumption and speed factor

The other part of the new tool is related to the operation and maintenance of the vessel. Marine Manager Knut Havn explains: "As you know, there is a close relationship between speed and fuel

Now we have got a **better chance** to see how we **perform** and to get a better **insight into** why we **spend as much time** as we do.



Visual 1: This is an example from the Port Efficiency section of the application.



Visual 2: This is an example from the Vessel Performance section of the application.

consumption but the ratio is not constant. The unknown factor is maintenance; either in the engine or fuelling system or on the surface under the water line. Over time, each vessel creates its own curve which clearly shows how fuel consumption increases or the speed decreases, or even both. The action list may also vary, but in general involves cleaning the propeller blades, as we now do every six months, or scrubbing the vessel below the water line. The data may also indicate the need for service on the engine. The new tool makes these elements very visible to the officers and the superintendents. Based on the data and its visualisation, we can plan and calculate the best thing to do."

Involvement

Every time a vessel has been into a port, the operator shall open the data and evaluate the stay. "The Captain and his operator in charge will discuss how the performance was and how they might improve. The agent also plays an important role here, and he has to be involved", Gunnar Solberg concludes. "We have an open dialogue with the officers and we cooperate very closely to get the vessel performance as close to her optimum as possible," says Knut Havn.

"We have played an **active role** in developing this **new application**, and we are really looking forward to seeing how we can transfer **best practice** to all our **vessels** in the **trade**"

Chemistry course with laboratory **demonstrations**

"Very useful and informative... We worked it out ourselves...". This is how some of the officers summed up the new, revised chemical course that took place at Kozy Grod in Gdansk, Poland in early March.

The new course is based on earlier experience. The content is very much the same, but the methodology has been changed. Gunnar Solberg explains: "We focus on experience the group has in common and put this to use by asking questions to be answered in workshops. The workshops cover topics such as time saving, stowage and operational and economical understanding. In addition, we have covered purging with nitrogen and we have engaged Guy Johnson as lecturer. We have known Guy for many years. He is one of the most advanced experts in chemistry related to the chemical tanker business. He is also a great lecturer and knows both our trade and the vessels we operate."

The work involved in revising the course does not seem to be in vain. When questioning several of the participants after the course, they were all in favour of this kind of training. "I have attended three other chemical courses in Kozy Grod that were mainly monologue. This time, we all could get more involved. The result is more action and discussions related to practice. We get the chance to share knowledge with each other and we can discuss how to achieve "best practice" within the various topics. Another positive aspect is that this approach allows us to discuss matters irrespective of ship and ranking orders. We also noticed that the lectures are quite flexible in terms of topics and schedule; something that also increase the potential for involvement within the group," say Karol Piskorz (Trans Arctic), Jakup Listwon (Trans Iberia), Dariusz Wrobel (Trans Iberia), Tomasz Czerniak (Trans Arctic) and Arek Popik (Trans Borg).

No **value** in **over-cleaning**

Tanks for transporting chemicals have to be clean. However, once a tank is clean – it is clean. "There is no value to be gained in over-cleaning a cargo tank," says Guy Johnson (BSc, CSci CChem, MRSC) of L&I Maritime – an inspiring lecturer at the Seatrans Chemical Course. He goes on to state: "On the contrary – over-cleaning is an unnecessary cost that, when it is summed up for a company fleet, can be significant. We are talking about hundreds of thousands of dollars in one year."

"The question then is obviously: 'When is a cargo tank clean?' By using a spectrometer, the Seatrans vessels are able to accurately monitor their tank cleaning procedures, allowing them to easily verify that the internal surfaces of the cargo tanks are ready for the next cargo. The spectrometer identifies the different chemical characteristics of the previous cargoes, meaning that when the cargo tanks are clean and the previous cargo has been removed completely, there is no longer a response on the instrument."

Every hour of washing with hot water consumes approximately 0.6MT of HFO, which in turn releases approximately 1.9MT of CO_2. If ten vessels can save one hour of hot washing in one cargo tank every week, by carefully monitoring the tank cleaning processes, there is the potential to save 312MT of HFO or just under 990MT of CO_2."

"It is also possible to use the spectrometer to test the quality of the washing water that is removed from the cargo tanks during tank cleaning. This process will allow the vessels to optimise their tank cleaning procedures, thereby supporting the economy, reducing the environmental impact, minimising the amount of very hard work the officers and crews have to carry out during all such operations but still delivering the loaded cargoes within specification. This is a challenge for Seatrans and the chemical tanker business in general and my hope is that both the owners and charterers can work together to agree upon these more efficient processes, which will positively impact all parts of the chemical business," says Guy Johnson.

▶ **The spectrometer** give detailed curves on the display but one has to learn how to "read" it.

CHEMISTRY

Seatrans Chemical Tankers provides customers with a wide range of bulk chemicals – but what are these chemicals and what are they used for?

Phenol (C_6H_5OH)
Up to the end of the 19th century, phenol was primarily recovered from coal tar. A small amount of phenol is still obtained from coal tar today. Presently, cumene-to-phenol conversion is the predominant process used for production of phenol. In 2008, this process was used to produce more than 97% of the globally supply of phenol. Cumene is produced via catalytic alkylation of benzene using propylene. Cumene is mainly utilised as a feedstock for phenol production. Acetone is a by-product of this process.

Phenol is a transparent, crystalline, solid that is soluble in methanol, alcohol and water. At ambient temperatures, phenol is solid and appears as a white, amorphous material. It has a melting point of 40.9° Celsius. In its molten state, pure phenol is a clear, colourless liquid and should be handled with utmost care. When exposed to air, phenol rapidly turns pink due to certain trace impurities such as iron and copper that are present in its production process or during storage.

Phenol plays an unseen but major role in our everyday lives.
Plywood, window glazing, DVDs and CDs, computers, sports equipment, automotive parts and accessories and flat panel televisions are some of the many items that rely on this important raw material. It is also used to produce phenolic resins, which are utilised in the moulding of heat-resistant components for household appliances, counter-top and flooring laminates, and foundry castings. In addition, it is a valuable intermediate in the manufacture of detergents, agricultural chemicals, medicines, plasticisers and dyes.

Phenol is transported at sea in a generally pure state. As a result, it has a high freezing point of approximately 41° Celsius. Phenol is also extremely dangerous when it comes into contact with the eyes or skin, and can be fatal. Phenol represents a two-fold hazard. It is both corrosive (can cause severe burns) and toxic (absorbed phenol acts as a systemic toxin). All personnel working with phenol must be familiar with the procedures for dealing with accidental discharges and emergency first-aid procedures. The chemical antidotes available, Dipoterin or Polyethylene Glycol, must be immediately accessible at the manifold, to be used when necessary.

Phenol is a pollution category "Y" substance and should be discharged at an unloading temperature of more than 51° Celsius to avoid a costly and unnecessary prewash. Phenol is moderately soluble in water – about 8 g of phenol will dissolve in 100 g of water. If you try to dissolve more than this, you get two layers of liquid. The top layer is a solution of phenol in water, and the bottom one is a solution of water in phenol.

Planning delicious **and** healthy **food**

"I post the menu of the week on the information board so that everyone can see what we will be having for dinner that week. In the kitchen, I plan for a fortnight ahead so I can avoid having the same dish twice during that period," explains Henryk Kadzewicz, one of the cooks onboard Trans Carrier.

Henryk Kadzewicz has been dedicated to cooking since he became an adult, possibly even earlier, but he has not trained as a chef. "I love making food, but it was as a waiter on the Queen Elisabeth II that I really learnt how to present food for guests. Presentation is important because what we see stimulates the rest of the body – getting it ready for a good meal," says the cook from Gdynia in Poland.

"I try to use as many fresh vegetables and as few frozen vegetables as possible. When it comes to meat, I also prefer fresh produce but some meats, like liver, simply have to be delivered frozen. The challenge then is to get it delivered onboard in portions that are suitable. You can't use ten kilos of liver in one go. I would much prefer portions of 2.5 or 5 kg so I can use it in sausages or meatballs."

Henryk Kadzewicz also works hard to make food which will remind the crew of home. "Before Christmas and New Year's Eve, I always ask the crew what they prefer and I try to make meals which are similar to what they would have got at home. In general however, I encourage the crew to eat healthy food. Once you've really learned to appreciate the wonderful taste of green tea, you can get hooked. For me, eating five fruits or vegetables a day is practically essential. A couple of times during the week, I make ice tea based on various fruit teas we have onboard. All in all, my ambition is to make a well-balanced menu for the crew combining health, presentation, variation and great flavours."

In closing, Henryk Kadzewicz explained an idea he has based on observations in the Seatrans fleet: "I think there are many very good chefs in the fleet, but some of them lack the equipment needed to produce food to the standards we aim for. A convector oven should be installed in every galley, but also other equipment should be installed. Ask the chefs onboard and I'm sure they will be eager to supply their superintendents with information about their equipment priorities."

All in all, my **ambition** is to make a **well-balanced menu** for the crew combining **health**, **presentation**, **variation** and **great flavours**."

▶ **A love for cooking:** "I have been interested in making food all my life," says Henryk Kadzewizc, showing one of the tricks any good cook should manag: Turning a pitabread in a pan. The photo taken during a course for cooks when Henryk improvised...

▼ **An egg:** There are many ways to prepare an egg for hungry guests. One of Henrik Kadzewicz' favourite ways is to fry it in half of a pepper.

An increase in the number of vessels reporting

zero injuries

over a number of years

In 2013, Trans Carrier, Trans Emerald, Trans Fjell, Trans Danica, Copernicus, Trans Adriatic, Trans Catalonia and Trans Borg could all report zero serious injuries to crew. For many of these vessels, this was not the first year to achieve such an impressive goal: The crew onboard Copernicus has now reported zero injuries for four years in a row. "This is a great record and proves that a 'zero injuries vision' is indeed not just relevant but a fully reachable target," says Managing Director Atle Sommer in Seatrans Ship Management.

The results were officially announced at the "Top 2-seminar" in Bergen in February 2014, during which the representatives for the ships mentioned received a plaque to take back to their vessels as a visible sign of the common appreciation of their careful operations. "And please note: There is space left on the plaque for new entries over the coming years," added Crewing Manager Erik Mohn

.

On the first day of the seminar, the main topics were safety, performance and leadership. In order to share information on best practice, it was natural to ask the Captains on the best vessels in this class what they do to achieve these results. Tomaz Matsiak was questioned first:

Trust

"We make it very clear that no shortcuts will be accepted. We underline that the procedure describing tasks has been compiled to ensure safe and efficient performance. If anyone fails, we (the officers, editor's note) correct the crew but do so face to face with the crew member and involve the crew positively, not negatively, in this process. I also make it very clear that we as top officers are a team and that we have to discuss these subjects together with the crew. We also have to all speak the same language. We know that culture on board starts at the top. We have been working on culture onboard for around two years and have gradually created a culture based on trust; the crew trusts us and we trust the crew. This takes time however and is a task we will never finish. Now, we discuss all operations in advance, make sure all personal safety equipment is available and is in use."

Hard work

Captain Galicia from Copernicus was asked to add his comments: "This is hard work. The crew has to know the ship and how to perform the various operations. We have had 'near accidents' which we discuss and learn from. We pay a lot of attention to both basic and specific supervision and have convinced the crew members of the importance of self-discipline: "We shall follow procedures."

Courage to intervene

The discussion then moved on to the crucial topic of "intervention" when something wrong is observed. In general, the officers described this as somewhat more difficult even if progress has been

Ronald Olsen:

new **Manager** for **Chartering** at **Seatrans Chemical Tankers**

Ronald Olsen started in his new position as Chartering Manager at Seatrans Chemical Tankers on 1 January 2014.

Ronald Olsen (45) was born on the island of Skjervøy in North Norway and started his career at sea at the age of 16 on a fishing boat catching fresh fish and prawns in the Barents Sea and the banks around Spitsbergen. He started in the Tanker sector in 1994 when he was hired by Stolt Nielsen as Deck Trainee and thereafter Deck Officer. Then, in 1997, he started as Chief Officer for Odfjell Tankers, sailing worldwide on the company's chemical tankers. In 1999, he decided to start his career onshore working for Odfjell at the company's offices in Bergen, followed by three years in Singapore from 2007 working on the local fleet in Asia. He returned to Bergen in 2010 where he decided to try working for JO Tankers for 2 1/2 years before taking on his current position with Seatrans Chemical Tankers.

"My wife and I had no plans to stay in Bergen for very long, but now we've made roots. The shipping business is something I love working with, and it is a privilege to be able to look forward to going to work every day. I think I benefit from having broad experience from life at sea and from all kinds of international shipping. On the other hand, coming from Northern Norway we always miss the light in the summertime, the joy of a proper white winter and the atmosphere back home. As compensation, we have built a cabin on Skjervøy that we use when we have to charge our batteries after a hectic period of work and when we want to visit our families," says Ronald Olsen.

I think I **benefit** from having **broad experience** from **life at sea** and from all kinds of **international shipping**

This is a great **record** and proves that a **'zero injuries vision'** is indeed not just **relevant** but a fully **reachable target**

reported. It is the Captain's clear duty to stop misconduct, but on the other hand a Captain cannot and shall not be in every part of the vessel at all times. The top officers are a team that performs leadership as a common task. Captain Jaroslw from Trans Fjell elaborated: "We encourage intervention as a vital part of a safety culture we want to have on board. The only way to achieve this is to have in-depth discussions with the crew. A good atmosphere on board is important based on common trust. We have established positive relationships between officers and crew. The officers have to be good role models and we must perform our leadership as a team. We also have to be constantly tuned in and active. If the officers don't mind then the crew very soon won't mind either. This is all a question of leadership style".

Clear improvements have been noticed, illustrated by the following anecdote recounted by one Captain: "There was on occasion when I entered the deck and had forgotten my helmet. One AB came up to me and said in a very friendly but clear voice: 'Captain you have no helmet on your head'. I certainly should never have forgotten my helmet, but was very pleased with the reaction it provoked. This is how want my crew to be."

Anniversaries

50 år

Kochanowski, Jaroslaw	30. mars
Enescu, George	20. april
Lapusca, Eugen	30. april
Hals, Helge	27. mai

60 år

Karl Johan Kleppe	27. mars
Szynkiewicz, Zbigniew	01. mai
Dumitrescu,Constantin	22. mai
Orlic, Zarko	28. mai

Officers **honored**

At the Top 2-seminar in Bergen late February three officers were honored for long and good duty in Seatrans.
In the photo; from left: Ship Owner Lars Helge Kyrkjebø, Captain Frode Fredriksen and Captain Tomaz Matuziak for 15 years; Captain Wladyslaw Jong for 25 years; and Ship Owner Johan Hvide

Seatrans core values:

Care - Involvement - Innovation - Performance