

# TRANSNYTT

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## New Paint. New Regime.

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# Green is good!

To care for the environment has always been a very important core value in Seatrans. We care through our daily operations and we take care maintaining and operating our ships in a way that we reduce the risks of accidents with consequences to the environment.

A lot of efforts are put in to our daily operations to reduce our environmental impact, such as waste control, not to use more fuel than necessary, and by following procedures to prevent spills and leakages.

We have now passed one big milestone with the ISO 14001 certification of Seatrans Ship Management. This is an acknowledgment of the high environmental standards in Seatrans and it gives us a tool for further improvements and to further reduce our environmental impact.

To care of the environment will be increasingly important in the years to come and we in Seatrans will be in the forefront of this

development. The use of LNG as bunker on a Seatrans vessel will come, and we have already all the knowledge in the company to make that happen. Monitoring speed and fuel consumption is well implemented and we work constantly to optimize our routes to reduce fuel consumption. Let us all continue our good efforts for protecting and caring for the environment.

Green is good!

I wish everybody a nice and safe summer.

**Kind Regards**  
**Lars Helge Kyrkjebø**

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“Not again...”

# Trans Emerald awarded Ship of the Year 2013

They are used to hard competition. And they enjoy winning. Now the crew on Trans Emerald has copied their success from 2011 and been awarded “Ship of the Year 2013”

Shipowner Lars Helge Kyrkjebø and Managing Director of Seatrans Ship Management, Atle Sommer, point out some of the reasons behind the ship's nomination:

- Trans Emerald had no personnel injuries in 2013.
- The Ship Management Team has succeeded in establishing positive leadership and a positive working environment where the crew is largely involved.
- The crew is working in line with procedures and there are good routines in place for sharing information and handling risk.
- Trans Emerald has good scores within QHSE key performance indicators.
- The crew performs remarkably well on all inspections, both internal and external.
- The vessel is kept in good condition, clean, tidy and well maintained all over.
- Trans Emerald has had no serious malfunctions.

- Maintenance is performed according to PMS and there is a good control of critical equipment jobs.
- Purchasing is well-organised with a focus on cost control.
- Trans Emerald performs very well in terms of operations.

“Once again, this year, we were in a favourable position, having several good candidates for the prize and representing all segments. It has been particularly positive to see those vessels that have made remarkable changes towards top performance. It's quite clear that there is a competitive spirit out there. Keep up the good work and aim for the prize in 2014,” comment Lars Helge Kyrkjebø and Atle Sommer. “We extend our congratulations to the whole crew of Trans Emerald. Well done!”

#### Secrets to share?

“This is how we do it. We haven't made any special effort to win the competition for the SOY 2014 award. We took proper action some years ago and lifted the

standard on board quite significantly. Since then, all we've had to do is continue keeping the standard high. We all do our best – perform to our full capacity. We are proud of the vessel and we maintain her and keep her tidy,” says Captain Mihai Grigore on Trans Emerald, as she sails from Marseille in France to Algeciras in Spain.

#### “So you were not surprised that you won the SOY 2014?”

“To be frank: I think the officers were surprised, but I don't think the rest of the crew was. You see, there's such a great atmosphere onboard. There's always a lot of laughter and our crew is very confident...”

#### “How will you spend the prize money?”

“We haven't decided yet, but I know that quite a few of the crew enjoyed an idea from the shipowner about getting someone to make a plaque with a barometer and other things on it, and with a Ship of the Year 2014 inscription. This would be nice to have on the wall back home.”





Values in action:

# Environmental care

“Our ISO 14001 certification is perfectly in line with one of our core company values. ‘We care’ also for the environment. Transport at sea is the most environmentally friendly form of transport available for larger volumes, but does leave a footprint on the environment. Our aim as a company is to make this footprint smaller. Our new ISO certification helps us to define targets and create more structure for our efforts towards environmental protection,” says Managing Director Atle Sommer in Seatrans Ship Management.

This environmental initiative is not in itself an innovation. Both on land and at sea Seatrans has introduced separation of various kinds of waste into fractions such as paper, glass and organic waste. We have also worked systematically to reduce energy consumption on board. Now, with the ISO 14001 regime, the company now has an established system for improved care for the environment in addition to procedures that are documentable.

#### From the inside

“The ISO 14001 project is driven by the motivation from inside the company. And it is beneficial for all the parties involved. Our employees recognise that there is a link between what we say and what we do. Our owners will see that the company takes the corporate values seriously and expresses them in relevant terms and by everyday actions. And our clients can be

sure that they are working with a shipping company that takes environmental questions seriously. We all have to take climate challenges seriously, and in the long term employees and suppliers have to internalise and realise that we all have to contribute,” Sommer explains. “This is not something the market has thrown at us without warning. But we think our clients will appreciate the initiative.”

#### Impressed

Atle Sommer is also very satisfied with the implementation process. “We have rolled out ISO 14001 on all our vessels, and DNV GL only found a few minor points that we had to adjust. This means that once again our seafarers and our onshore employees have shown their ability to cope with initiatives, benefiting the company, our owners and customers.”

#### From A to Z

The ISO 14001 certificate provides a guide for any organisation on how to manage environmental improvements. The idea is to increase awareness among the organisation on how to improve environmental performance. This involves different actions from different parties. From a purchaser’s perspective: To buy the “right” product and take measures to reduce both transport and packaging. From an operator’s perspective: How can we achieve the most environmentally efficient fleet management possible? From an officers’ perspective: How can I lead the crew and manage the vessel in order to minimise our environmental footprint? ISO certification is not a target but an organisational tool for continuous improvements to total performance.



▲ **Green Arrows:**  
Managing Director Atle Sommer with a copy of the poster about the Seatrans' environmental policy.

Green is good

# How green are you?

## ISO 14001 onshore

"Do you prefer sugar or milk in your coffee?" "None of them, but I prefer to have it in a real cup!" Seatrans is banning the use of disposable plastic or paper cups in their offices. This is one of the changes that will be implemented throughout the company. A symbol you may say? Yes and no. Yes, because in a global perspective such small changes will not count that much. In a larger perspective, it reminds us about the choices we make every day that have an impact on the environment. What do you choose – driving the car to work instead of cycling?; Do I really need to print this note? Very often the answer is "no". The amount of printing paper can be reduced if we think more closely about work flow. The waste we produce is also something that needs reflection? Can it be re-used? Can it be recycled? Do we separate it into relevant fractions?

## ISO 14001 at sea

When it comes to environmental consciousness, life at sea is not so different to life on shore. Reducing waste, separating waste into fractions – we have been doing this for years. Nonetheless, life at sea is also different. The main issue at sea is linked to speed and fuel consumption. This is an issue of great importance, and various systems are implemented to help officers achieve optimal operation of the vessel.

Efforts to avoid cargo spills represent the area of greatest importance for chemical tankers. In order to prevent any possible cargo spill into the sea, the environmental perspectives are discussed during tool-box meetings prior to operations on deck. Additionally, all vessels keep an updated risk assessment in order to identify new barriers for preventing spills. Examples of these barriers are the set of scupper plugs always available prior to cargo operations and a pump kept ready to transfer potential spills to a drain tank.



New painting regime:

# EASY

to get right!

**Jotun Smart Pack  
– Jotamastic and Hardtop**

- Two-component, modified, environmentally friendly, acrylic paint.
- Blend 1:1, mix thoroughly and wait for 10 minutes before use
- Dry surface after 2.5 hours
- Dry to touch: 10 hours at 23oC or 20 hours at 10oC
- Gloss surface
- Application: brush or roller
- Usage: Indoors and outdoors
- Package: 5 litre tins
- Available in all traditional maritime colours
- Delivery to all Seatrans' key ports



#### Overview:

Each vessel will receive a unique poster with an overview over the various surfaces needing to be maintained with paint, which paint and colour to use and how often the surfaces are to be painted. The posters are a result of the agreement between Jotun, represented by Ole Helge Andreassen (left) and Seatrans represented by Tom Breistein.

Troubled waters are manageable. Troubled paint often results in waste. Now, Seatrans and Jotun have agreed on a new regime for painting of the fleet. All new roller and brush painting work will be carried out in a smarter way – or by a “Smart Pack” as they claim.

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Forget all you have learnt about one to five or one to seven in the former two-component mixes. “These types of paint caused a lot of trouble. It is easy to forget what is what, and it is difficult to calculate how much paint you need for the area to be painted. The result is incorrect two-component paint, unsatisfactory results and a lot of waste,” Tom Breistein explains. In close cooperation with Jotun, he can now proudly present a solution to these problems.

“Jotun has developed a new series of marine paints called Smart Pack. From the Smart Pack range, we can choose the colours we use for all the vessels we operate,” Tom Breistein continues. “We will of course use up all the litres of paint we already have in stock, but we will convert to the new paints as we start to need new supplies.”

#### Smart Pack

Smart Pack is the name given to two new Jotun brands. Jotamastic is the smart primer solution (anti-corrosive) whilst Hardtop is the name of the topcoat paint. They are both a two-component paint

but with many advantages. They have been developed over many years, and not surprisingly fulfil three ambitions:

- To ease use by simplifying the mixing procedure: Two components (called A and B) mixed 1 to 1.
- Easy to mix the right amount for the specific job and easier to work with.
- Longer lasting protection than previous paints.

The paints come in 5 litre tins (forget the old and heavy 20 litre tins). All in all, this makes it easier to work with and to store.

#### How much?

“The paint is more expensive than previous products, but you will use less paint and it will last longer. We have developed a new calculator that will be installed on the computers onboard. By using the calculator, the crew will find out how much paint they have to mix for the specific job. With the previous two-component paints, the staff had to mix the two components carefully at a ratio of 1 to 5, 1 to 7 or more, and the paint that was not used became hard after a few hours and was wasted. This means that the waste ratio will fall dramatically with this new concept. We have estimated a reduction in waste of up to 60 percent during the test period on other companies’ vessels,” explains sales executive Ole Helge Andreassen at Jotun. “I will not be surprised if Seatrans manages to cut paint consumption by half.”

#### Paint poster

As part of the new paint regime, each vessel in the fleet will receive a unique two-part poster (Onboard Maintenance Manuals – OMM) explaining which paint to use on various surfaces, how many strokes, colour etc. “This will be implemented as part of the ongoing maintenance plan,” Tom Breistein confirms. “We will update our procurement database and make sure that Jotun can deliver on order to vessels at the key ports we have listed. These are Rotterdam (Amsterdam), Singapore, Houston, Copenhagen, Esbjerg and Bergen. The colour orange is difficult to make with this new environmentally friendly paint, but we have agreed on the suggestion made by Jotun for an orange colour somewhat darker than the one we had before. It is also important to confirm that the paint we use for spraying will not change. We will continue to use Jotamastic 87 on larger surfaces to be spray-painted in dock. Jotamastic and Hardtop Smart Pack will only be applied by brush or by roller.”

#### Knowledge base

“We want to take more advantage of the knowledge Jotun has with maritime painting. To do so, we will annually evaluate what we have achieved and make plans for improvements in all parts of our business,” Breistein concludes.



Seatrans Chemical Tankers:

# The **balancing game**

“We need to balance our portfolio of vessels, our ability to react with flexibility and provide high quality service according to market demand. This is not an easy task, but thanks to our highly qualified staff and good performance on board as well on shore, we have achieved a lot so far,” says Managing Director Tom Skare in Seatrans Chemical Tankers.

How many vessels shall a shipping company own and what mix of tonnage is the best? These are easy questions to ask, but shipping companies all around the world are still searching for the right answer. What about time-charter vessels compared to owned vessels in the fleet? We asked Tom Skare and Director, Projects and Business Development, Jan Johansen to explain.

“Our vessel portfolio has not seen any great changes this year. All our major contracts are still in place or renewed for the next couple of years. Some contracts are increasing in volume while others have seen a slight decrease. Freight levels are at somewhat higher levels in 2014 but no major changes can be reported. We are working on new and additional business that hopefully can be confirmed during this year. The strategy is still to maintain a strong core portfolio served by a fleet of owned tonnage where the oldest ships are gradually replaced with newer tonnage combined with chartered-in tonnage. We sold Trans Arctic to Russian buyers in February. Five weeks later, we signed an agreement in Tokyo with the Owners of Southern Atlas for one additional year

based on TC (3rd year) commencing in July and one additional optional third year for Southern Zebra commencing next April. These two ships are performing well in our service and we still maintain purchase options,” says Tom Skare.

#### **“What about the future? What do you see when looking forward?”**

“We are now evaluating additional tonnage for delivery during the next two years. We consider it of utmost importance to choose the correct candidates in terms of size, timing and price rather than making swift decisions. This evaluation always includes contract developments and changes in volumes and routes. The economy achieved in maintaining TC tonnage combined with owned tonnage is also vital if we are to withstand market pressure and the competition we face. It is also important to be able to adjust our fleet to future changes that will take place both in Europe and elsewhere in the world. We need to be competitive, flexible and provide our customers with the service and efficiency they deserve combined with the required income our owning companies need to survive in today’s environment,” says Jan Johansen.

#### **“So what can we do?”**

“We shall not pretend that this is an easy task, but we have so far been successful in performing this balancing act and aim to continue to do so. Our reputation among our customers, suppliers and competitors is still very high and it has to be maintained that way. The best and hardest way to do that is to continue providing a good performance onboard our ships, in our ship management team and among the staff of Seatrans Chemical Tankers. It is my impression that this is what actually happens; I know that the team spirit on board and on shore is excellent. Put quite simply: We aim to continue on the same steady course in 2014,” Tom Skare concludes.



Tom Skare



# New name – same people

## in Antwerp and Rotterdam

A demerger, buy-out and new owners of the shipping agencies in Antwerp and Rotterdam have taken place. The consequences are as follows: Seatrans Chemical Tankers will continue to work with Arned Cela Antwerp and will appoint the worldwide agent S5 in Rotterdam. You will still meet the same people handling

our ships but some of them will do so under the S5 umbrella in Rotterdam.

What has happened is that Managing Director of the former Arned Cela, Eric Vrolijk, who owned 10 percent of the shares in the Antwerp office, wanted to buy the Antwerp office, while S5 wanted to buy

the Rotterdam office. Arned Cela Agency in Antwerp was sold to Eric Vrolijk on 12 May 2014 and the company will keep the name Arned Cela Antwerp. The deal for Arned Cela Rotterdam was executed on 5 June 2014. All personnel in Rotterdam were transferred to S5's office.



## CHEMISTRY

# Benzene

Benzene was discovered in 1825 and was first used as an aftershave because of its sweet and pleasant odour. In the early 19th century, rendered whale oil was widely used in city streetlamps. When heated, the whale oil produced a flammable gas. This gas was later renamed benzene. Benzene can be found as a natural component of crude oil and in a more refined form in gasoline.

### Structure/Characteristics

Benzene is among the simplest and most common of the aromatic compounds. Benzene's chemical formula is C<sub>6</sub>H<sub>6</sub>, meaning that it has six carbon atoms and six hydrogen atoms. At room temperature, benzene is a colourless, sweet-scented liquid that is immiscible in (i.e., does not mix with) water.

The odour is reminiscent of gasoline. Its melting point is 5.5 degrees Celsius, and it boils at 80 degrees Celsius. As indicated by its lower boiling point, benzene is much more volatile (i.e., evaporates more readily) than water.

Benzene's density is only 0.879 times that of water. The vapour density is 2.7 times that of air, so benzene vapour tends to sink and can accumulate in low-lying areas. This last consideration is especially important because benzene is a flammable chemical, and the vapour-air mixture is also potentially flammable. Benzene is a pollution category "Y" substance.

### Use

Today, benzene is an important chemical in the synthesis of products such as polystyrene, synthetic rubber and drugs.

Benzene is an industrial solvent and is used to produce several intermediates, including phenol, styrene, alkyl benzenes and chlorobenzenes.

### Technology

In Europe, the main source of benzene is from pyrolysis gasoline (pygas) co-produced by steam-cracked naphtha, gasoil or condensates to make olefins. Another source is the selective disproportionation of toluene where benzene is co-produced in a paraxylene-rich xylenes stream.

### Cargo handling

Benzene is known as a strong carcinogen and known to cause leukaemia. When handling cargoes with a benzene concentration higher than 0.5%, the Master must ensure that all personnel involved are aware of the long-term hazards.

In addition to warning signs required elsewhere in the VMS, signs are to be posted at the gangway and on the offshore side near the manifold stating the following text:

DANGER – BENZENE  
REGULATED AREA  
CANCER-CAUSING AGENT  
FLAMMABLE – NO SMOKING  
AUTHORISED PERSONNEL ONLY  
RESPIRATOR REQUIRED

The following precautions must be communicated to the crew in connection with loading and gas-freeing operations:

- All doors leading from the outside to the accommodation and to the engine room should be kept closed during these operations. Only one door on the windward side/nearest to the cargo control room is to be used as an access.
- All doors inside the accommodation shall be kept closed during the operations.
- Ventilation to the accommodation shall be stopped / re-circulated and

the fire flaps kept closed.

- Vapour concentrations on deck shall be measured prior to any work being undertaken.
- The crew working on deck shall wear appropriate protective equipment.
- Only work related to cargo handling is allowed on deck.
- Presence of personnel in the engine room shall be kept to a minimum during these operations.
- Bring no used working clothes into the accommodation.

For details regarding the minimum safety standards for ships carrying Benzene, reference is to be made to MSC Circular 10945. Sampling of Benzene is a high risk operation and use of Dopak close sampling or similar equipment is a requirement.

The Safety Data Sheet for Benzene must be studied and discussed during the pre-loading meeting. The above information is provided as guideline. Vessel-specific procedures must always be followed when loading Benzene.

### The market

The largest producers of benzene in Europe are Dow Chemical, ExxonMobil, Shell and Sabic. Prices on the European benzene market are and are expected to remain volatile. Benzene prices will remain both historically and structurally high due to pressure on the overall supply of aromatics from continued global developments within shale oil and gas production. The US market will continue to drive global price trends, as Asia remains a key exporter of benzene to the region. The European market is expecting record high prices in reaction to US market developments. Supply rather than demand will dictate the direction of the market in the time to come.



▲ **Experience:**

Sea-Cargo has already long experience from transporting Aluminium.  
Now more seafarers need to be updated on the skills required.

Busy days at Seatrans Ship Management:

# Sea-Cargo wins **six-year contract** with Hydro

Hydro is one of the world's leading producers of aluminium. Now a global company, Hydro started operations in Norway where the company still has three production plants. Sea-Cargo recently won an "interesting" contract to transport 700,000 to 900,000 tons of aluminium annually from Norway to the UK and continental markets. A new vessel has been acquired and together with two other vessels in the Sea-Cargo fleet she will be equipped with brand new side ports. The next stage of contract preparations represents an interesting challenge for the teams in both the Technical and Crewing Departments at Seatrans Ship Management.



"The contract with Hydro, starting in the first quarter of 2015, is an important milestone for Sea-Cargo and demonstrates Sea-Cargo as the main and preferred liner operator on the North Sea market. With such high volumes, we can combine our traditional liner services with an industry contract. We do not intend to increase frequency from Amsterdam but we will gain a remarkable improvement for the business in Møre in Norway. All in all, our liner service between Norway and the UK and the Continent will become much more robust," says Shipping Director Tore Knudsen at Sea-Cargo. "We will get more time for the vessels, meaning that we will improve on-time deliveries compared to schedules. This is important for Hydro and for all our clients who follow a just-in-time strategy."

#### Rebuilding and new seafarers

In order to fulfil the new contract, Sea-Cargo has acquired a new vessel; a sister vessel of Trans Botnina, formerly owned by Seatrans. The new 154-metre long vessel in the Sea-Cargo fleet was built in Norway in 1997 as a ro-ro vessel. Together with Trans Carrier and SC Ahtela, she will be re-built with new side ports from TTS installed as additional loading/discharging facilities. While Sea-Cargo is expanding their office capacities, the contract also represents a challenge for Seatrans Ship Management who supply and support Sea-Cargo with crewing and technical services.

#### Demanding cargo

"We will need to recruit some 30 seafarers to our fleet. Good knowledge of local waters will be a key issue and we will benefit from the experienced

crew on SC Express in order to obtain the necessary Pilot Exemption Certificates (PEC) for the new crew members. Aluminium is not an easy cargo to handle, so we will have to rely on our more experienced seafarers who have been in this trade to help us and update our general knowledge. Last but not at least, we have made a good start on preparing for the rebuilding of the three vessels. The first vessel will be sent for required modifications in late 2014 and the two others will follow afterwards. John-Atle is responsible for this process, and he always loves this kind of challenge," Sondre Skoglund explains.



#### ▲ Busy days:

Sondre Skoglund and his colleagues at the Seatrans Ship Management are hectic in getting vessels and seafarers ready for the new Hydro contract.



# Record-holder RETIREES

“I have had two employers in my life. My last employer was and still is Seatrans. I have spent the last 40 years working for Seatrans from my wonderful corner office desk,” senior accountant Anna Tufta explains.

When you meet Anna Tufta, you find it hard to believe she is about to retire. A compliment? Certainly. But also a truth. She credits her healthy lifestyle for her young looks. “Now I’ll have more time to spend at my mountain cabin at Haugastøl on the Hardangervidda plain. I love the mountains and I love cross-country skiing.”

#### **Tempted by Bergen**

Anna Tufta was born in Øystese, a lovely village on the banks of the Hardangerfjord. At the age of 19, she left home to go to school in Bergen. Here she met the man who became her husband and they settled in Fana, south of Bergen. “I never moved from Fana and after my husband passed, I moved to a flat not far from the office. I prefer to have short journey to work.”

#### **The IT revolution**

When Anna Tufta started her Seatrans career in 1974, there were four employees in the accounts office. At that time, they used the fully tested book-keeping machine, putting one card after the other into a huge machine to allocate income and costs to the correct

account. Anna was there in 1984 to experience a revolution in accounting, known as “the computer” “We were very fortunate to have a consultant working for us for a whole year to develop an accounting system and adjust it to our needs. This was a great step forwards for us, and the system worked well for more than 15 years. In 2000, we migrated to ShipNet which is our accounting system today.”

#### **The hen house**

When Anna Tufta started working for Seatrans, they had just moved offices from downtown Bergen to Wernerholmsvei in the suburb of Hop. The accounting department was located on the 2nd floor of the former main building. In 1984, they moved to a building that was formerly used as a home for servants working for an old and once fashionable resort in Hop. In the olden days, the servants kept hens in the basement of this old building. “We used to joke about having been moved to the hen house. I was lucky and was able to choose where to sit, so I chose this corner where I have had daylight through two windows. I have really loved working here, and



▲ **Outdoors:**

Anna Tufta has been a natural part of every excursion with Seatrans.

◀ **Looking back:**

I have loved working for Seatrans. I haven't regretted it one single day," Anna Tufta says after 40 years in the Accounting Department.

▶ **Corner office:**

I chose this position, and this has been my domain since 1975. Good light, good space and good communication are three important factors for me," Anna Tufta says.



have enjoyed going to work every day," Anna Tufta says and goes on to tell us about the wonderful gifts she has received from the shipowners for her long and stable duty for the company.

**Good friends**

Anna Tufta has followed the company for four decades and has a lot of fond memories. "In the early days, we used to have pre-Christmas dinners at the shipowners' homes. We were invited with a partner and could be up to 20 persons. They were wonderful parties. We also had quite a few memorable blåturer (company trips where the participants don't know where they are going or what will happen, ed.note). I also remember when we got our first telefax machine. We were amazed! Now we don't even have a fax machine anymore... But most of all, we had wonderful times together as a team. I have made some very close friends. Some of them already left Seatrans years ago but we still meet up. Maybe we'll have more time for that now."

**Time for more**

Anna's last day at office will be 1 July 2014, exactly 40 years from her first day at Seatrans. Anna is currently working on producing documentation of all the instructions and procedures she has in her head. "I am also helping teach a new partner all the things that are important to remember. Seatrans has a long history and we have found ways to make sure the job is done correctly the first time."

"It will be strange to not have to go to work anymore. On the other hand, I am looking forward to having enough time for all the other things I want to do. Now I won't have to leave Haugastøl on Sundays to get back for work, and I can go skiing for as long as I like!"

I have **loved** working for **Seatrans**. I **haven't** regretted it **one single day**"

Getting into it:

# A letter describing a trainees' journey to the real world of chemical shipping

By Reza Massoumi

As a part of my trainee program, I had the privilege to visit a Seatrans chemical tanker vessel to experience how the operation works in practice. Since I started in Seatrans Chemicals Tankers, I have been operating vessels from the Bergen office for one year. However, being onboard is something else entirely, and together with the Master and our local agents I was lucky enough to optimize my port stay and learn things in detail. I was so excited – not only about seeing the ports of Rotterdam, Antwerp and Terneuzen on a map, but also sailing into the port river on one of the Seatrans vessels.

I was also able to plan my trip so that I visited not only one ship but two, combined with a three-day "Liquid Cargo Course" that was arranged by our P&I surveyors, Van Ameyde.

On my first day in Rotterdam, Van Ameyde combined work with pleasure and networking. After the workshop, we were invited for a wonderful meal in the Euromast, which stands 185 metres tall. We were amazed by the magnificent view of Rotterdam from the top.

On our second and the third day we had less time for tourist attractions as the programme was full of exciting workshops, combined with a field trip to the Odfjell Terminal, Inspectorates Laboratory and onboard a bunker barge.

As Trans Exeter was delayed due to congestion in the port of Terneuzen, I stayed at a hotel where I met Trans Exeter's Chief Engineer, Mr. Wojtek, who was also staying there waiting to join the vessel. This was a perfect opportunity for me to get to know a crew member. As the wait turned out to be several days, I had plenty of time to socialize with the chief engineer and experience the waiting time which occurs when vessels are delayed.

Then came the time to embark Trans Exeter in Terneuzen. Once onboard, I was quickly guided into the CCR where the Master was dealing with immigrations and the Chief Officer was planning the loading operation together with the Loading Master.



“Being **onboard two different vessels** has been very **enlightening** and gave me a **better understanding** of how the **tasks** onboard a **chemical tanker** are **executed**”

While waiting for the surveyor to inspect the cargo tank, the officers onboard guided me through the control room. They explained all the equipment and how they monitor the loading/discharging processes by checking pressure, cargo tank temperature, and other technicalities. I also had the opportunity to enter a cargo tank together with the surveyor where he demonstrated and explained the tank inspection procedure.

After three educational days on Trans Exeter, I joined Trans Borg where Master Jaroslaw Wolanin met me in his Captain's uniform, taking me on a guided tour of the vessel, showing me the recent improvements and upgrades. The Chief Officer then explained the discharging plans thoroughly, showing me from deck how they performed the planned manifold connections.

The Surveyor/Loading Master was more than willing to guide me through his inspection where he took running samples from an open hatch. I carefully followed the surveyor's method used to take the sample, remembering what I had learned on the Van Ameydes "Liquid Cargo Course".

Being onboard two different vessels has been very enlightening and gave me a better understanding of how the tasks onboard a chemical tanker are executed. The crew were very forthcoming and helpful, finding time in their hectic schedules to let me take part in their daily tasks. I would like to thank Masters Geir, Waldemar and Jaroslaw and their crew for welcoming me onboard!



## Anniversaries

### 50 år

Nedelcu, Marian	16 June
Trond R Nilsen	17 June
Dragan , Mihai	4 July
Beczczko, Wojciech	10 July
Jozwiak, Robert	21 August
Sienko, Wojciech	25 August
Patroi, Stefan	11 September

### 60 år

Strzelczyk, Tadeusz	10 September
Szymanski, Krzysztof	16 September
Bankowski, Dariusz	17 September



Have a safe  
and nice summer

**Seatrans core values:**

Care - Involvement - Innovation - Performance



**TRANSNYTT**

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