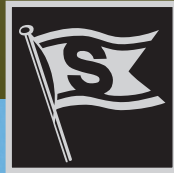


# TRANSNYTT

NR. 4 | 2014 | ÅRG. 38



## New cadet program Trans Fjell in the forefront

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# More **international** and more **robust**

The year 2014 is close to an end and it is time to sum up. It has been a fairly satisfactory year for the Seatrans Group, mainly due to all the good work and efforts of all our employees onboard and on shore. The shipping markets have certainly not been very helpful. We have a good HSE statistics with no major incidents, the financial results are overall satisfactory although it can always be better, and we are in good shape ready to meet the challenges of tomorrow.

The Seatrans Group is today an international company, with offices in several places in Europe. This gives us an advantage when it comes to recruitment and development of the human capital in the Group. We have to utilize our European footprint to the best for Seatrans as a whole. The development of the office in Poland is a good example of this, where we have crewing, technical and accounting services in close cooperation with the head office in Norway. Everybody work in teams with the same objectives and goals, and we do it the Seatrans way.

Although the shipping markets still are in the doldrums, we are fairly optimistic for the

coming year and the challenges ahead. The restructuring we have done the last years have made us more robust for market fluctuations, but we have to continue running a tight ship to further strengthen our position.

I wish to thank each and every one in Seatrans for their good work and efforts in 2014 and wish you all a Merry Christmas and a prosperous New Year.

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

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Photos: Bright Beetle



▲ **The crew: (from left)**  
 Martin La Cour (camera man), Ola Strandman (cook),  
 Mikkel Gøtzsche Andersen (post producer), Jakup Skovsgaard  
 Thøgersen (assistant) and Tina Grøn (coordinator).

On location:

## The **galley** on **EM Express**

In October, SeaStar Management was accompanied by the Danish film production company Bright Beetle to Gryfia Shipyard in Poland to shoot video material on board Seatrans EM Express.

Thanks to Tom Breistein and Tommy Liljeback – the management of SeaTrans – and their willingness to meet our unusual request, SeaStar Management was welcomed onboard the vessel, which was available for our needs at that time.

Once on location, we received a very warm welcome and a lot of assistance from the positive, hospitable and professional crew, who helped us with everything from finding a screwdriver to setting the scenes. With their assistance, we made rapid progress and we are now pleased to confirm that

we were able to keep to our tight schedule and finish the task in time.

Over two intense days, the team worked in close cooperation with the crew and produced video material that will result in about 18 short instruction films focusing on various aspects of maritime catering routines. Once finished, these films will be handed out to SeaStar's clients. The aim of the films is to provide training tools and guidance to produce a more cost efficient mind-set and good practice. As such, SeaStar complies with the

needs of our global customers and our mission statement: "Expert care to each ship and crew".

SeaStar Management would like to thank all those who have been involved in this project so far, with a special thanks to chief cook Victor on EM Express, who happily and enthusiastically provided his galley as a film scene, and without whose participation the project would not have been as successful.

Upcoming management candidates:

# New plan for cadet training



“Our aim is to design a better and more predictable programme for the cadets who are joining Seatrans. The programme we have developed contains both compulsory standards for cadet training on board and for the specific needs and requirements that are set for seafarers in Seatrans. In other words, we invite the cadets to start their management training by telling them how we want things to be done in Seatrans,” says Erik Mohn, Head of Crewing, Seatrans Ship Management.

The new cadet programme has been developed to ensure the quality of both the practical training the cadets will receive and the knowledge and skills that every cadet has to learn during the programme. The programme contains three modules with an evaluation after each module. If the evaluation or score is below expectations or critical to the standards required, the cadet will not be allowed to continue to a higher position. If or when the cadet has passed all the evaluation criteria, he or she is guaranteed a future job as junior officer in Seatrans.

### Job guarantee

“We will invite more cadets to the programme than we can offer a job after the programme is completed. Based on many years of experience, we know that all the cadets who start on a programme will not pass all the evaluations. This is best for both the cadet and the company. If a cadet does not have the ability to learn

or lacks motivation, he or she is better off seeking another career. More importantly, Seatrans will be able to recruit highly skilled and motivated junior officers to their fleet and thereby secure continuous renewal of highly qualified seamen,” Erik Mohn continues.

### Training to be an officer

On board the vessels which have a cadet on the programme, there will be a Training Officer who will be involved in monitoring and assessing the competencies of the cadet. “The cadets have to undergo rather rigid recruitment, introduction and familiarisation processes. Only those who are pre-qualified by Seatrans will be allowed to join the vessel on their first contract. For each of the three contracts in the programme, the cadets are expected to learn the required knowledge and competencies. Using the company standards for evaluating cadets, only those who meet the minimum

requirements shall be eligible for the next contract. Upon successful completion of the three contracts, and upon fulfilling all requirements set by Seatrans, the Administration and flag state, the cadet shall be promoted to junior officer rank,” says Erik Mohn.

### Three phases

Before applying to the programme, the cadets must have a basic maritime education. However, while theory is important, practical life at sea is something else. The first phase of the programme will focus on basic seamanship, with issues such as terminology, bends and hitches, splicing and whipping, general rigging and so on. The second phase will focus on navigation, learning about charts and related naval publications, compasses, electronic navigation, tides, buoys, safety and distress at sea, weather and passage plans. The third and last phase is related to cargo and cargo operations.

## Facts about the Cadet training programme

Each task assessment starts with a learning part where the Cadet is provided with the Seatrans guidelines, procedures, instructions and/or checklists that are relevant to the task in question. The Training Officer will instruct the Cadet to study the same in preparation for the assessment.

**Part A** of the assessment deals with a training needs assessment in written form. It measures the Cadet’s conceptual and practical knowledge of the task.

**Part B** of the assessment covers the preparation/ toolbox discussion. In this part, the Cadet answers a series of questions orally. The aim is to measure his/her level of understanding of the task.

**Part C** of the assessment focuses on the actual execution of the task, either in a simulated environment or at the actual worksite.

Upon successful completion of all parts of the assessment, the Training Officer

approves the relevant proficiencies in the Cadet’s official record book.

The Training Officer will furthermore assess the Cadet’s skills, knowledge and attitudes related to topics such as Safety Behaviour, Cooperation, Personal Attributes and Technicalities prior to his/her disembarkation from the vessel.



Photo: Trans Fjell

▲ **Training Officer and Cadet:**

"We cooperate very well and the programme is easy to follow," say Ivanciu Costin, who is Training Officer on board Trans Fjell, and Cadet Michael Rosicki (right).

# A very **good way** to learn **seamanship**

"The advantage is that the new programme defines what to learn. The new method is very systematic and that is in itself useful for the Cadet," says Michael Rosicki (27) who is the first Cadet to try the new Cadet Training Programme.

It is six o'clock in the morning on board Trans Fjell and Michael Rosicki meets TransNytt in the mess room. He started as a Cadet with the old programme, but as he was willing to be a test pilot, he is now the first to test out how the new Cadet Training Programme is functioning. When we meet him, he is about to finish the first of three different parts of the programme.

"I think that with the new programme, we get more details and go deeper into the various topics. Before, with the former programme, I had the impression that I was moving on the surface of what I was meant to learn. The new programme goes systematically into each topic, and clearly specifies what I have to learn at each step. This makes it predictable as expectations are made clear in advance," says Michael Rosicki.

Michael Rosicki comes from Pierwoszyño near Gdynia. Before joining Seatrans, he completed one year at

the Maritime School in Gdynia. His first experience of sailing was on a tugboat before he moved to another vessel. He started sailing for Seatrans in August this year. "I am very happy to be sailing with Seatrans and on board Trans Fjell. The officers are from Romania and the crew on deck is from Poland. There is a very inclusive and helpful atmosphere on board. My training officer inspires me and I think this is a very good way to learn what seamanship means and what Seatrans as a company expects from us in terms of attitude and competence."

The Cadet on board Trans Fjell is looking forward to a career at sea. "My first ambition is to be third officer. What the future may bring is not possible to say. If I want to be a Captain, I have a long way to go. First of all I want to complete the Cadet Training Programme."



## Combining **knowledge** and **skills** the **Seatrans way**

"I think the Cadet Training programme has a good structure. When we combine the Seatrans ISM procedures with the general ISF books made for Cadets, I think we will get good results. The Cadets learn both seamanship and become familiar with Seatrans at the same time."

Ivanciu Costin is Chief Officer on board Trans Fjell. Nowadays, he has an extra job on board as Training Officer with responsibility for the Cadets.

"I became involved in the project at the beginning of November this year. I was invited to Copenhagen for a meeting with Bjarke Jakobsen and Piotr Masny where we discussed the programme. I am very pleased with the structure of the programme, with its three steps; Basic Seamanship, Navigation and Cargo Operations.

While they are on board, the Cadets can combine studies with practical work. This keeps them busy and focused on the content of each of the three steps. Throughout the four-month period for each step, the Cadets have to prove the knowledge they have gained in a toolbox meeting and by executing the procedures or skills in practical work on board. All in all, I think this is a very good way of shaping Cadets to fit the Seatrans philosophy," Ivanciu Costin concludes.



## CHEMISTRY

# MEG (Monoethylene Glycol)

### Description

Monoethylene glycol (Ethylene glycol) is a colourless, virtually odourless and slightly viscous liquid. It can be mixed with water, alcohols, aldehydes and many organic compounds.

MEG is produced from several feed stocks such as ethylene, coal, natural gas, glycerine, and from bioethanol (from sugarcane and sugarcane processing waste).

### Applications

Monoethylene glycol – or MEG – is a vital ingredient for the production of polyester fibres and film, polyethylene terephthalate (PET) resins and engine coolants.

End uses for MEG range from clothing and other textiles, through packaging to kitchenware, engine coolants and antifreeze. Polyester and fleece fabrics, upholstery, carpets and pillows, as well as light and sturdy polyethylene terephthalate drink and food containers originate from ethylene glycol. The humectant (water attracting) properties of MEG products also make them ideal for use in fibre treatment, paper, adhesives, printing inks and leather.

### Structure/Characteristics

**Name:** Monoethylene Glycol

**Brand names:** Mono Ethylene Glycol

**Chemical name (IUPAC):** Ethan -1, 2 - diol

**CAS number:** 107-21-1

**EC number:** 203-473-3

**Molecular formula:** C<sub>2</sub>H<sub>6</sub>O<sub>2</sub>

### Cargo handling

MEG is a very sensitive cargo and can easily be damaged by water and chlorides. The designated cargo tank system must be totally dry and free of chlorides in order to avoid any kind of contamination.

Wall wash must always be performed, and the walls checked to make sure they comply with the requirement for loading. Consequently, loading procedures and cargo care are paramount.

Prior to loading, the proper functioning of the ship's nitrogen equipment must be verified and the corresponding cargo tanks and loading equipment must be checked. Special attention must be given to the following checks in order to avoid the ingress of oxygen into the tanks loaded with MEG:

- Checking of condition and tightness of tanks
- Checking of condition and tightness of 'pressure-vacuum valves' (P/V Valves)
- Checking of level gauging systems
- Checking of all the closed loading components
- Vessel's Nitrogen-Supply-Line blown free with Nitrogen before purging.

Nitrogen of sufficient quality and quantity (99.999%) must be on board. The above information is mentioned as a guideline. The vessel-specific procedure must always be followed when loading MEG.

The Safety Datasheet for MEG must be studied and discussed during the pre-loading meeting.

### The market

This year MEG has gone from being long, to balanced and to slightly short by mid-2014. A force majeure in the US in August added to the lack of excess product in Europe. However, one domestic producer is operating normally; the market could lengthen rapidly, particularly as last year's mild winter stifled use of downstream antifreeze. Large buyers seem to be hedging their bets and attempting to

reduce the risk of a sudden run on MEG that could cause price spikes, by buying little by little before the coolant season really kicks in.

We expect the MEG market to be between balanced and tight in Europe and in Asia. Consumption of ethylene glycol in Europe is expected to rise to over 2 million tons in 2015, up from 1.9 million tons in 2014 and 1.7 million tons in 2013. This is mainly due to an increase of downstream polyethylene terephthalate (PET) resin, the second largest outlet for MEG. There are more glycol and upstream ethylene oxide plant shutdowns scheduled for the fourth quarter in 2014. This will curtail supply. Therefore, the impact of fresh PET capacities pulling on European MEG supplies this year will partly depend on how new PET plants run and whether existing PET capacities consequently will be shut down.

The largest producers of MEG in Europe are BASF in Antwerp with a capacity of 350,000 tons per year, Sibur located in Dzerzhinsk, Russia with a capacity of 300,000 tons and Ineos in Antwerp with a capacity of 290,000 tons, and also their site in Cologne, Germany with a capacity of 150,000 tons.



## SCT improves internal HSEQ-system

# Incident reporting app

A brand new device has been designed to allow users in Seatrans Chemical Tankers to submit safety and quality incident reports and allocate other relevant HSEQ tasks in a simple and efficient manner.

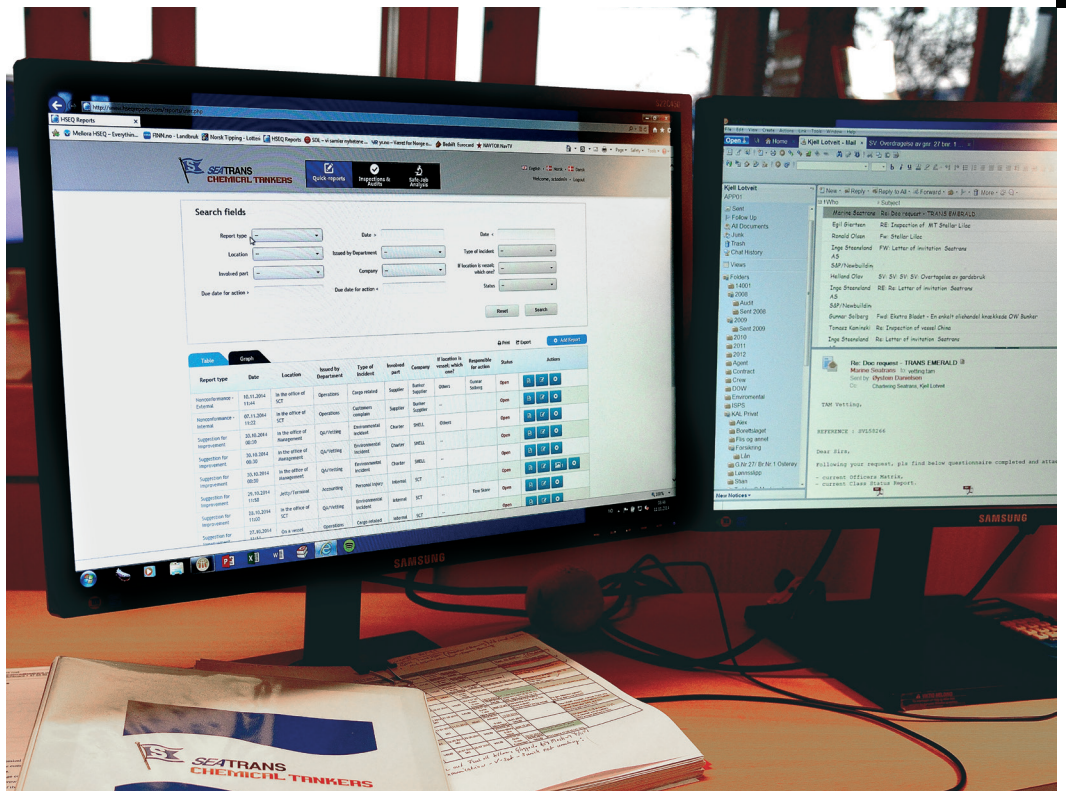
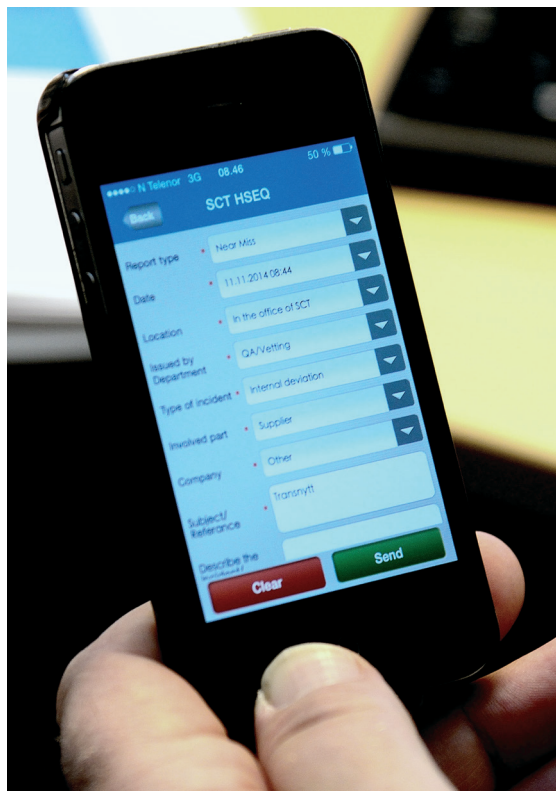
“The idea behind the device is that it should be easy to submit a report and the user should be able to do so without having to consider a variety of criteria and difficult choices. If the user does not have Internet access, the report is automatically stored in the Smartphone’s memory or in the mail outbox and can be sent as soon as the user is back online”, says Captain, QA & Vetting Manager Kjell Løtveit in Seatrans Chemical Tankers.

The new app communicates with an HSEQ-system in an external server, but all the input will be forwarded to Seatrans Chemical Tankers. “The HSEQ Reporting system is a web-based system which you can use to report irregularities wherever you are. The app has a number of pre-

defined categories to choose from. In addition you can write explanatory text and attach pictures for further documentation of any deviations, proposed improvements and safety observations”, Løtveit explains.

The app will be available for iPhones. In addition, you can log on and report from your computer or iPad at any time. The system has been designed for staff in Seatrans Chemical Tankers and can be used in the office or when inspectors are visiting a vessel. The system does not interfere with other HSEQ-systems, i.e. Seatrans Ship Management. However, if SCT were to report something that requires the attention of SSM, the message will be forwarded to SSM immediately.

“Sometimes, we hear about non-conformances or other incidents before they have been registered in other systems. Despite this, we had to improve our internal systems in Seatrans Chemical Tankers. I hope that our new, user-friendly HSEQ-system will create even more enthusiasm for HSEQ and thus increase the likelihood of better reporting. It is our common aim to boost our efforts towards continuous improvements for Seatrans Chemical Tankers. The key to success for all reporting systems is the quality of the information reported. The quality of our input will provide the key to successful follow-up and good corrective action,” Løtveit concludes.



**▲ Near-accident:**  
Transnytt visiting the HSEQ-department in Seatrans Chemical Tankers. Suggested action: Write a story about it in the magazine!

**▲ Desktop:**  
All the reports are stored and categorised and the desktop is easy to understand with symbols for the processing of each report. A solid handbook with documentation is also provided. This is in an analogue format – just in case.





▲  
**Success factor:**

"The key to success for all reporting systems is the quality of the information reported. I hope that our app-based web-system will lower the threshold for making a report and improve our results for all aspects of HSEQ," says Kjell Løvteit.

I hope that our new, **user-friendly HSEQ-system** will create even more **enthusiasm for HSEQ** and thus **increase** the likelihood of **better reporting**.

## Categories

The following categories of reports are listed in HSEQ system:

- Non-conformance – Internal
- Non-conformance – External
- Suggestion for Improvement
- Accident
- Near-accident
- Inspection

The QA Department monitors the improvement system database on a daily basis. When a report is received, it will be forwarded to relevant personnel for evaluation/feedback. The person responsible for evaluation/feedback shall carry out an investigation to identify immediate and basic causes and determine/verify corrective action.





All photos: Per Hagen and Helge Steinsund

Trans Iberia in dock:

## A **positive** experience **in China**

"The workers at the Qingdao shipyard were well-prepared and the whole docking procedure took one day less than planned. I would have no reservations about returning to this shipyard with another vessel if it fits our sailing plans," says Helge Steinsund, Head of Technical Department, after spending more than two weeks in China while Trans Iberia got her "make-over".

"We had a very tight schedule to follow. Trans Iberia arrived one day ahead of schedule but the dock was occupied by another vessel at that time. Nevertheless, the docking process was executed in only five days while we had planned for six days. Statistically, it rains two days in October and two days in November. We hit all four days. Despite the rain, the staff at the shipyard showed an impressive level of efficiency," Steinsund continues. "They had many highly skilled hands to do the job."

"This is a huge shipyard. The major part of it is dedicated to new buildings. The repair shipyard 'only' had 1,000 employees. In addition, they had a number of subcontractors. I had the privilege of getting an office together with a number of other superintendents in an office building located one kilometre from the dock – inside the same shipyard. I was equipped with a bicycle for the trip between the office and vessel. So yes, the size of everything in China is impressive."

### **First time**

This is the first time Seatrans has used a Chinese shipyard for a standard and regular docking of a chemical tanker vessel. Helge Steinsund admits that they were a bit reluctant when the agent in Norway was promoting the Chinese shipyard. However, after making a few calls to confirm references, they were convinced that it was worth trying.

### **Saved by the bell**

Just before entering the dock, Trans Iberia got a fishnet in her propeller. "This is always a nasty situation. The net harmed the propeller sleeve but fortunately we had spare parts on board. Apart from this, Trans Iberia was in a very good condition. After her makeover, she was shining," Steinsund concludes.

## Heard about **Qingdao?**

The city of Qingdao is a medium-size Chinese city with some 3-4 million inhabitants. If you include the area surrounding the city, it has a population counting some 8 million. The city is on the west side of the Yellow Bay with Korea on the other side. Qingdao is the harbour capital in the Shandong province. The name means "green island" and the city hosted the Olympic sailing competition in 2008. In former days, the city was colonised by the Germans. The city still has a good reputation for its wonderful German inspired beer. There are still a number of monuments in the city from the German period, such as the Catholic cathedral dedicated to St. Michael.





## Organic growth in Poland

He started out in 2006 in a downtown office with a small crewing team, one AMOS engineer and a whole lot of energy. Today, Piotr Masny leads a staff counting eleven and has offices in a charming villa in Gdynia. This is where they take care of crewing, technical maintenance and now also accounting.

"We have developed from a position as 'someone in Poland' to being an equal partner to our counterparts in Norway. However, we know where we come from and are determined not to overestimate the meaning of our success. All the same, we are very proud of the trust we have received from the Shipowners and the top management team in Seatrans Ship Management," says Piotr Masny, General Manager, Seatrans Ship Management Poland.

### Accounting

Several months ago, Iwona Paterka and her colleague assumed responsibility for accounting at the office in Gdynia. Their job mainly involves accounting for vessels, scanning and checking invoices.

"We have received excellent training from our colleagues in the main office and have adopted the same system used for accounting in Bergen. All invoices are scanned and sent for approval to the persons who are responsible. We have achieved a good workflow and we realise that people are satisfied with the service we provide."

"Satisfaction and a lack of errors are our main quality indicators," Iwona Paterka explains. "We benefit from being located in the same building as our superintendents. If there is something we want to discuss, we simply take a trip downstairs and ask

them. This is very productive and from my point of view the cooperation among us is perfect."

### Steady growth

"I predicted our development as early as 2006, and my predictions have proved accurate. We work very hard on competence, skills, service and costs. Over the years, we have improved in every way, and today I feel our Norwegian counterparts appreciate our hard work. We have had some cultural challenges. As a nation, it has been difficult for us to consider foreigners as partners and not patrons. When we started in 2006, we would wait to receive orders. We have worked on this problem and identified ways to help us think differently than we did before. Now we are keen to take initiatives whenever we see opportunities for improvements. We have been Norwegianised and – believe me – we like it," says Piotr Masny with a huge smile.

"We now have eleven people employed at Seatrans Ship Management Poland. In addition, we have two very skilled persons on a special internship. It is very likely that we will be welcoming them as new members of staff in the future. What is most important is that we have proved that we can perform well. Our plan is to continue on that track!"

► **Technical Department, Poland**

From the left: TSI Tomasz Sabatowski, C/E Jacek Jenczyk, Senior TSI Jacek Krajewski, TSI Tomasz Kaminski, PMS Coordinator Assistant Liliana Sienkiewicz, PMS Coordinator Robert Paterka.

Technical Departments  
in close cooperation:

“We work  
together”



Photo: Seatrans Ship Management Poland

The workload for the Technical Department in Gdynia is on the increase, and they seem to thrive when busy. “We work as one organisation with our colleagues in Bergen. The accident in Alexandria is a good example of how well we cooperate. Our joint efforts were successful and the vessel reached the yard for permanent repairs only one and a half months after the collision. This was a very serious case, but we also have a lot of minor issues during our daily business, and our approach is always the same: We work together,” says Senior Technical Superintendent Jacek Krajewski.

Seatrans Ship Management is expanding business in Poland. The employees in the Technical Department are formally employed by Seatrans Ship Management Poland, together with the Crewing Department and Accounting Department. “We are a strong Seatrans team here in Gdynia,” Jacek Krajewski sums up.

The organisation chart however shows something different. The Technical Department reports to their partners in Bergen, with the Head of Technical Department Helge Steinsund as manager. The Technical Department in Poland presently consists of five persons: Three technical superintendents, Jacek Krajewski, Tomasz Sabatowski and Tomasz Kaminski who take care of six chemical tankers and two dry cargo vessels; the PMS coordinator, Robert Paterka, who works together with his assistant Liliana Sienkiewicz who is in charge of AMOS, the Maintenance and Purchasing System.”

**AMOS**

“This software is crucial for keeping our vessels in a good technical condition and

supplied with necessary spare parts. Robert and Liliana take good care of the system and make sure it performs well. They implement new jobs, components and spare parts for all the vessels in the Seatrans fleet. They are also involved in the development of a new AMOS system that will replace the version currently in use.”

“We have plans to increase the number of partners in our team. We will probably employ one more Technical Superintendent to keep an eye on three more tanker vessels. For the time being, we also have a Chief Engineer from one of the EM vessels, Jacek Jenczyk, who is working at our office on a major project: The conversion of three dry cargo vessels for the big Hydro project. So, just now we are running out of free desks,” says Jacek Krajewski.

“Our duties are basically the same as before. As we see it, we are one team located in two offices. One of our main challenges is to keep up the good communication between the offices in Bergen and in Gdynia. We work in a unified way, taking the same approach to problems and

implementing common solutions. I think we have succeeded so far. The key to success is to keep a good, friendly atmosphere in the department and to support good communications. We all feel free to share our opinions and problems, and we help each other solve problems.”

The Trans Exeter collision in Alexandria is a good showcase for the cooperation between Gdynia and Bergen. Three technical superintendents – two from Poland and one from Norway – worked in shifts during the temporary repair of the vessel. Each superintendent sacrificed part of his summer vacation allowing the other colleagues to have at least part of their long planned leave. “Our joint efforts provided a good result. Whatever the case might be, our approach is the same. We work together,” Krajewski concludes.



Photo: Ion Grecu

# New business for Seatrans in Romania

The Seatrans Ship Management branch in Constanta, Romania has taken the step into a new market. On 1 October, they introduced Ship Agent Services for vessels sailing in to all Romanian ports on the Black Sea Coast and Danube River.

“Constanta is the most important port in Romania and many vessels also follow the River Danube upstream. For many Captains, these are unfamiliar waters, causing a lot of uncertainty. We now offer help as a Ship Agency for all types of vessels visiting our area,” says Cristian Dumitrescu who is General Manager for

the Seatrans office in Constanta.

“We have been very fortunate to employ a highly experienced ship agent, Mr. Ion Grecu, who has now joined our team here.”

“Our new Ship Agent Service has created new business and brought us new clients. We think there is a great potential here that we plan to develop in the future,” Cristian concludes.

Almost six years ago, Seatrans Ship Management in Constanta also introduced crewing services for other

clients. So far, their partnership with Columbia Shipmanagement Ltd (CSM) has been a success. CSM is one of the leading ship management companies in the world with offices worldwide. They operate a pool of around 400 vessels in all categories owned by a number of shipping companies. Two years ago, they decided to open their own office in Constanta under the Seatrans umbrella and managed by the same team.

## Anniversaries

### 60 år

Joso Jurcevic	3. November	Trans Sea
Ryszard Banach	17. December	SC Astrea

# Seatrans 'helped' a dream come through

For many years Chief Engineer Wojciech Nakielski (41) SC Express and his wife Izabela (41) had a dream of getting a baby. But due to irregular working hours and instability in life, the nature was not on their side. In July 2011 Wojciech started to work for Seatrans. Among other benefits he got predictable plans for when to be onboard and when to be on land. The result was that stress level was eliminated and after some months they were blessed: Their dream came through. "In April this year we got a son. Marcin was 54 cm

long weighing 2,860 kilograms at birth," Wojciech explains. Now Marcin thrives with mum and dad. "He observes very well and the contact is stimulating both ways."

Wojciech wants to thank Seatrans for this wonder of life. "Working for Seatrans has made it possible for us to plan our life in a way that hasn't been possible before. So, working here has been a blessing for me and my wife. We are a family now," says Wojciech.



# Norway's longest bus to Bergen via Sea-Cargo

On 17 October 2014, the longest bus ever to be made landed in Bergen, Norway. This was at least the longest bus ever seen in Bergen, where it will be tested during a trial period. The bus is 24 metres long and can carry 105 passengers from A to B or wherever they want to go in the alphabet. The force making this amazing vehicle move comes from electric engines

connected to the wheels. The electricity needed is produced by a main engine running on LNG or from braking. This is indeed a high-tech vehicle.

It was Sea-Cargo's Baltic Bright that had the privilege and pleasure to carry this unique vehicle from Amsterdam. The bus made its own way from the Belgium factory to the

port of Amsterdam. The highly experienced driver even reversed the bus on board! Baltic Bright has a good RO-RO ramp that is most suitable for this kind of transportation. The bus only had clearance of 30 cm. Despite this, the bus was safely delivered to Bergen's Dokken port under full media coverage.



Photo: Sea-Cargo



# Merry Christmas and Happy New Year!

**Creative Christmas:** The Seatrans staff is full of creativity and hidden talents. Now, Liv Kari Askeland on the Chartering desk in Seatrans Chemical Tankers has made this nice decoration which is exposed on the wall outside the office building at Hop.

**Seatrans core values:**

Care - Involvement - Innovation - Performance