TRANSNYTT

NR. 2 | 2015 | ÅRG. 39

MAINTENANCE is a MUST

Trans Borg with **brilliant results**

Page 4-5

Content

LONG TERM SUSTAINABILITY

Congratulations to the crew of "Trans Borg" for The Ship of the Year 2014 award. This is a great achievement bearing in mind the condition of the ship we started with back in 2012. It also proves that our strategy of buying and upgrading standard second hand tonnage works.

And most importantly the ship is an operational and commercial success. The "Trans Chemica" is another addition in the same strategy and I am confident that it will be a successful and safe ship after the upgrade and our excellent crew gets to work on her.

Our commercial success depends on the high standards we keep in Seatrans, both on performance, safety and maintenance, and not at least the costs we have producing our services. In order to be profitable we need to keep our operational costs on a competitive level, and this is a challenge in an increasingly demanding environment. Nevertheless it has also to be one of the main focus areas going forward, to secure the long term sustainability for the Seatrans Group.

Best wishes for a sunny and safe summer.

Kind Regards
Lars Helge Kyrkjebø

TRANSNYTT

NR. 2 | 2015

Editor-in-chief:
Lars Helge Kyrkjebø

Drafting Committee:
Tom Skare, Erik Mohn, Gisle Rong and Torbjørn Wilhelmsen

Editorial staff:
Torbjørn Wilhelmsen
torbjorn@wikos.no

Design and production:
www.creato.no / T23831

We didn't think we were **in the competition!**

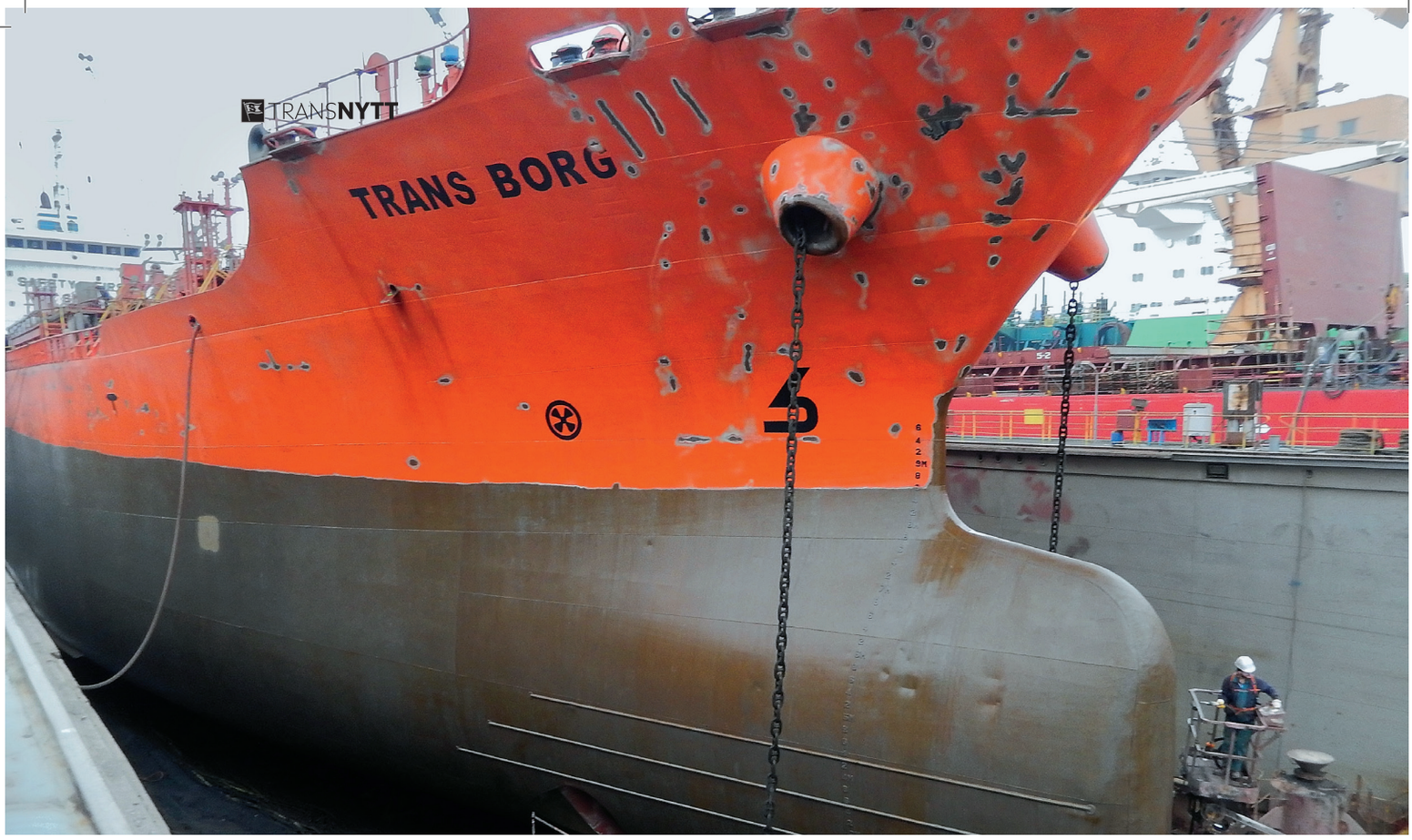
"Yes, this was a great surprise for all of us on board. We have been talking a bit about Ship of the Year as we didn't hear who the winner was this year. We thought it had been announced a while ago and that we had missed the news. Then suddenly, we got the good news that we had won the Ship of the Year Award," says Captain Frode Fredriksen on Trans Borg.

TransNytt visited Trans Borg at the shipyard in November 2013 and Captain Fredriksen confirmed our impression: "Winning SOTY was not an issue for Trans Borg at that stage. During the upgrade and maintenance work, our main focus was to bring the vessel up to the Seatrans standard. What's more, the CAP survey was not our aim. Having a CAP1 result is rather proof that we have been doing the right things and putting our resources in the right places. Getting CAP 1 for both the engine and hull was absolutely a stimulating reward for us in succeeding to lift the overall standard of Trans Borg. However, we would not have achieved such good results without our great crew.

It is a privilege to have such a positive and motivated team on board. Before we decide what to do and how to solve problems, the crew always contribute good suggestions and they are fully involved all the way," Captain Fredriksen explains. "Quite a few of our crew have now left us due to the reorganisation for the manning of Trans Chemica. We absolutely miss our old colleagues and have not forgotten all their hard work. Having new crew members joining the vessel is however of great value as they are seeing the vessel with new eyes and provide new input and ideas."

"During the first two years of operations, we had a number of surprises in terms of equipment that broke down or did not work properly. After leaving that phase behind us, we can now focus more on general maintenance. I would like to thank both of our owners for their understanding and patience with us, as there definitely have been some ups and downs for this vessel. The co-operation and help we receive from our superintendents and departments on shore is the very best. They understand what we need and help us in every possible way. I absolutely feel that together we make a great team!"

> **"However**, we would not have **achieved** such good **results** without our **great CREW.**



Raise your CAP
for Trans Borg

In 2015, Trans Borg passed the CAP "exam" level 1. This is no easy achievement, but the result of excellent and systematic maintenance, or as the crew put it: "just the way we do things around here".

In 2015, Trans Borg passed the CAP "exam" level 1. This is no easy achievement, but the result of excellent and systematic maintenance, or as the crew put it: "just the way we do things around here".

Trans Borg joined the Seatrans fleet in 2012. Prior to this, she was a chemical tanker built in Japan in 2000. "The attitude towards maintenance differed a lot from our life cycle ownership philosophy. After the vessel sailed to Europe, she was sent to Greece for renovation. Later on, she spent some time in dry-dock in Szczecin (see TransNytt 4/2013) in order to get her into compliance with Seatrans standards."

"This was quite a job. We replaced a lot steel in the hull and painted her in the Seatrans colours. Since then, the crew onboard has done a great job to fulfil and complete the upgrade mission. In February this year, we got proof of their efforts: Trans Borg got a CAP 1 in both classes. This is a very good result that has only been made possible through good and close cooperation between the dedicated guys onboard and the staff on shore," says Head of Technical Department, Helge Steinsund at Seatrans Ship Management.

CAP Rating System

The Conditional Assessment Program (CAP) is required by demanding clients with the aim to ensure that the tonnage they hire has the quality they require. The CAP regime targets vessels aged 15 years and upwards. The survey includes two major parts of a vessel: The Hull Structure and the Machinery and Cargo Handling Systems. Scores between 1 (best) and 3 (acceptable) are necessary if you want to keep a vessel on hire. A score of 4 is a below-class standard and means an "exit" for the vessel if the critical conditions are not fixed. Some of our customers require minimum level 2.

Getting a score of 1 for the Hull Structure means that the items examined and measured are found to only have superficial reductions when compared with "as new" or current rule scantlings. No maintenance or repair is required.

A score 1 for Machinery and Cargo Handling Systems means that the items and systems examined and tested for function have been found fault-free and providing safe operation and/or performance. Documentation and maintenance practices are considered to be good. No maintenance or repair is required.

Maintenance
IS A MUST!

Cap is **a bonus** we need.

"We do not determine our maintenance efforts after CAP measurements. Maintenance is mandatory for any vessel and shipping company playing in the maritime premier league. To keep the standard high, each vessel has a unique maintenance plan of her own. However, we need to pass the CAP exam to keep vessels older than 15 years busy," says Helge Steinsund, Head of Technical, who has 20 years' experience as a Superintendent in Seatrans Ship Management.

The success story of Trans Borg, a vessel which achieved a Condition Assessment Program (CAP) score 1, has illustrated the benefit for Seatrans of having good plans for maintenance and a crew both on shore and at sea who put such plans into action.

"CAP is not a driver for us. We don't calibrate our maintenance efforts just to pass the CAP measurements. Our maintenance philosophy focuses on safety. We give priority to safety in all its aspects. Secondly, we want our vessels to look good. You may say that this is two sides of the same coin, that our vessels are our sailing trademark. If a vessel looks bad, you get suspicious about the ship in general. A good- looking vessel reflects a crew and a company that care about their assets and their business. Our vessels and crews are our sailing ambassadors, and we want to be proud of them," Steinsund continues.

While it is the client's organisation to put the CAP scorecard on the desk, the classification societies perform the exam. It is quite a job, a Steinsund explains: "On the hull side, we test each steel plate in five different spots. On Trans Borg we tested around 15,000 spots to be sure that the steel had the right quality. A CAP exam of the hull can take five days and we conduct it when we have the vessel in dock. The machinery exam usually takes place at sea to make sure the vessel operates the way she is supposed to do. The CAP regime also costs a lot of money. The total cost can vary from NOK 0.7 to 0.9 million for our size of vessel and a full CAP exam. However, we have had some very good CAP results recently, and I would like to underline the effectiveness of the close co-operation in these matters between us at the Technical Department and the crew onboard. It requires teamwork – and this is teamwork at its best. The CAP Certificate is a confirmation of our efforts to keep our vessels in a safe and stable condition. For the client, the certificate proves that they can safely send their vulnerable cargo with us," Steinsund concludes. Norwegian coast. "I have sailed here for more than 30 years. I have been on the Hurtigruten and sailed as civilian crew in the Norwegian Coast Guard for some years. I left the Coast Guard when they decided to only have military crew. I have also been in contact with Seatrans before. In 19xx, I bought a vessel from the company and ran it for many years. Now I'm happy to be back in Seatrans. SC Ahtela is a great vessel and we have a very good crew," Captain Eide

Stable crew **WHO CARE** for the vessel

Trans Sea is under way to her CAP exam. Master Zarko Orlic and his crew are ready.

Trans Sea is 23 years young – at least that is how young she looks. Master Zarko Orlic reveals the secret behind the excellent condition of the vessel to TransNytt. "We are blessed with a stable crew who really like their job and care for the vessel. Of course, there have been some changes in crew, that's only natural, but on the whole we have had the same crew for years now. That makes it easier to plan and execute long-term maintenance for the vessel. Trans Sea is also a very solid vessel, as she came from a shipyard in the Netherlands. A good construction is certainly an advantage when it comes to maintenance. And not least, we never forget that maintenance starts on day two of the vessel's life cycle. There is always something to be painted or mended, checked or replaced. And again, you can never underestimate the advantage of a stable crew who all have a common goal of keeping their vessel in good shape," says Captain Orlic on Trans Sea in Turkey.

Ineos Nitriles

New contract for SCT

Facts about Ineos Group

- Ineos is an acronym of INspec Ethylene Oxide Specialities
- Private limited company founded in 1998
- Third biggest chemical producer in the world
- Employs 15,000 people worldwide
- World leader in the production of Acrylonitrile.
- Manufacturing site at Seal Sands, UK acquired by Ineos Nitriles in 2008 from BASF
- Production capacity at Seal Sands of 290,000 metric tons per year
- Serving the markets in the UK, Mediterranean and secondary supply for Continental Europe and Asia.

Late last year Seatrans Chemical Tankers came to an agreement with Ineos for shipment of acrylonitrile. This is a contract of great importance, according to Managing Director Tom Skare in SCT.

"As many of our readers may have noticed, we have this year been more active in loading acrylonitrile in Seal Sands, UK. In December 2014, we came to an agreement with Ineos Nitriles that Seatrans Group should become their partner in the coming years for shipments of acrylonitrile from the UK to the Mediterranean. Up to that time, Ineos Nitriles had a Contract of Affreightment (COA) for several years with one of our competitors," Tom Skare continues.

The COA involves shipments of 100,000-150,000 mt acrylonitrile from Seal Sands to Spain, Italy and Turkey with port calls in Seal Sands three to four times per month. This COA is a step further in strengthening the trade between North Europe and the Mediterranean.

International client

INEOS Nitriles (one of the 18 business units within the Ineos Group of companies) acquired the Seal Sands site from BASF in 2008. The site provides large-scale production facilities for acrylonitrile (ACN), hexamethylenediamine (HMD), along with by-product plants. These chemical intermediates are used in the production of acrylic and polyamide (PA) fibres for clothing and carpets, as well as for acrylonitrile-butadiene-styrene (ABS) and PA plastics for the automotive, electric & electronics industries and the domestic appliance industry. The INEOS Nitriles Group has other production sites in Lima, Ohio (US), Green Lake, Texas (US) and Köln (Germany).

The Seal Sands plant is located on the River Tees and has two deep-water berths with associated storage facilities, excellent road and rail facilities, integral supplies for hydrogen, energy and utilities, with pipeline connections to adjacent chemical and storage companies.

▼ **Trans Borg:** Trans Borg at Seal Sands ready to load Acrylonitrile when Ineos Nitriles was on-board to perform an audit before loading took place.

▼ **Acrylonitrile samples:** Sampling of Acrylonitrile is a high-risk operation and proper PPE is a requirement. Acrylonitrile samples are collected by use of Dopak close sampling equipment.

▲ **Challenging core values:** Trans Borg preparing to discharge Acrylonitrile. The crew is wearing the correct PPE.

Demanding cargo

Acrylonitrile is a clear, colourless liquid with a slightly pungent odour. It is also a hazardous chemical substance and regulated as such throughout most of the world. However, its hazards and properties are well understood. When appropriate safety procedures are in place, and employees follow those procedures, no excessive danger from the chemical exists. It is essential, however, that employees and affected individuals remain aware and informed. Some of the primary hazards include reactivity, polymerisation, fire and toxicity. Acrylonitrile is reactive with, and must be kept away from, strong oxidisers, especially bromine. Use extreme care to keep Acrylonitrile away from strong bases, strong acids, copper, copper alloys, ammonia and amines. Contact with these chemicals can cause a chemical reaction resulting in a fire or explosion. Chemical compatibility should also be determined before Acrylonitrile comes in contact with any other chemical.

SCT has dedicated procedures in the Cargo Manual in line with requirements from Ineos Nitriles. Ineos Nitriles require a high safety and quality standard from operators of vessels and the Management operating those vessels. Dedicated training is provided by use of a safety video describing the nature of Acrylonitrile.

The Ineos Nitriles Safe Storage and Handling Guide and a copy of the Training CD for Ineos Nitriles Safety for Maritime Operations have been provided to all vessels. All personnel involved in cargo operations involving Acrylonitrile shall watch this CD before participating in cargo operations with Acrylonitrile.

▲ **The INEOS plant at Teesport**

Challenging **core values**

"The charterer's expectations when it comes to reliability, quality and safety aspects are on top of the agenda. These are all key factors for how we aim to be perceived. Our core values: Care, Involvement, Innovation and Performance go hand in hand with the expectations from Ineos Nitriles. It is therefore very satisfying to hear from existing customers as well as newly established partners that Seatrans Group lives up to its core values. This provides confirmation that they are not just words on a piece of paper", Managing Director Tom Skare concludes.

On the go: Cristian Dumitrescu, Director of the Seatrans Ship Management branch in Romania, is a busy man.

""We are slowly but steadily expanding our business. Most important however is the good relationship we have with our 200 seafarers and a great team onshore, counting seven at the office," says Cristian Dumitrescu who is Director at Seatrans Ship Management in Romania and Crew Superintendent for the offshore vessel operations.

Seatrans 10 years in Romania

EXPANDING

business within the shipping industry

TransNytt meets Cristian at Bergen airport on his way home from Bergen to Constanta, a journey he takes almost every month. His hard work and commitment are evident in the excellent results of his team.

"We started in 2005 with two employees and myself. Now our team counts seven at our regional office in Romania and we are managing a local pool of about 200 Romanian seafarers. We have a long-term relationship with most of them. We have seafarers of all ranks from Stewards to Captains, and the average age is around 43 years. This means that we are blessed with having both newly qualified cadets to the most highly experienced staff. We are very proud of the group of seafarers we present to Seatrans. But we do a lot more than just Human Resource Management," Cristian explains.

External client

Their most predominant additional function is the crewing job for Columbia Shipmanagement. "This all started out at a modest level

Proud

of SEATRANS

Adrian Mihalcioiu

"Seatrans has become one of the most important crewing offices in Romania. We are very satisfied with how our seafarers are treated both onshore and onboard.

They are met with respect and we are proud that Romanian seafarers are accepted in a Norwegian company such as Seatrans. In other words: We are happy to have had Romanian seafarers onboard Seatrans vessels for ten years, and we aim to develop our relationship with Seatrans in the years to come," says Adrian Mihalcioiu who is Head of Romanian Seafarers Union and ITF Representative in Constanta.

five years ago, and we are now proud to say that we provide management of some 100 seafarers, mostly top four officers. This has been a great success for all parties involved; the officers who know they can rely on us and our promises, Columbia Shipmanagement who know they get first-class officers for the fleet they operate and for us in Seatrans Ship Management in Romania. We can optimise on our office capacity and strengthen our relationships with officers and other seafarers in Romania."

Port/ship agency

Recently Cristian and his staff have recognised a new opportunity. "As a result of our excellent relationship with Columbia Shipmanagement and the local port authorities in Constanta, we have been able to detect a need for high quality ship agency services in almost all Romanian ports. There are quite a few licensed port agencies providing services in the Black Sea ports and along the Danube River, but for our clients, trust and quality of services at competitive costs are the most important aspects. Columbia Shipmanagement know us from our HR services, and they know that 'we keep our promises'. The agency business is still under development, but we already offer services in what we assume to be a good market with great potential."

EM Leader

As Seatrans has now sold EM Express, the company only has EM Leader dedicated to performing electro-magnetic geological services. Cristian Dumitrescu and his staff have full responsibility for crewing this vessel. "There are some 20 seafarers on board EM Leader, and this vessel is now heading north for a new possible survey.

That means we have responsibility for more than 40 seafarers from Norway, Poland, Croatia and Romania working on board in two shifts. The crew is doing a great job and the feedback we have had so far is very positive, both from our own crew and the Client."

Brand management

Over the years, Cristian and his staff have developed a sound and healthy business. There are more than 100 certified crewing agencies in Romania and among them Seatrans has achieved a good reputation in the shipping industry. "We have very good relationships with our seafarers and their families. Once a year we are organise a barbeque party for the whole Seatrans family in Romania, and this has been a 'must' for all of us. We also focus on maintaining good relationships with the authorities, the maritime education institutions and seafarer organisations. We try to be innovative, and keep our eyes open looking for new business opportunities. This not only benefits turnover and profit, but also the development of new knowledge and expertise for our local staff. It is always stimulating to take on new tasks and jobs. By the way, if you happen to be in Constanta on the 4th of September, you are most welcome to join us as we celebrate our 10th anniversary, followed by the annual BBQ party," says Cristian Dumitrescu.

The **crew** is doing a **great job** and the **feedback** we have had so far is very **positive**

The Seatrans **Romania Team**


Gabriel Herman ▲


Diana Corpade ▲


Camelia Paraschiv ▲


Costel Litu ▲


Judith Dumitrescu ▲


Ion Grecu ▲

A Romanian SUCCESS **story**

"We knew there were many good seamen in Romania, but we also knew that there were many crewing companies there that did not have the same standard. For Seatrans it has been a great success to establish a crewing office of our own in Constanta, and I would like to give credit to Cristian Dumitrescu and his staff for the way they have contributed to our common success over the last ten years," says shipowner Lars Helge Kyrkjebø in a comment. "Over the years, Seatrans Romania has earned a good reputation that again makes it even more attractive for the best and most experienced seafarers to apply for positions on the Seatrans fleet. We are very dependent on the quality of the seafarers we have from Romania, Croatia, Norway and Poland. I am happy to see how seamless the integration among our seafarers has been, where people from four different nations work together in a demanding environment with limited space available. This is a very important part of our success story," Lars Helge Kyrkjebø concludes.

▲ **New perspectives:** Batteries get stronger and less expensive, making them comercially more relevant for the shipping industry, says Johan Christian Hvide.

Seatrans running on battery

Take a car, remove the engine and fuel tank and replace it with a battery and an electric engine. What do you have – an environment-friendly vehicle. Now, think of an ordinary ship, and ask yourself the question: can we copy the car industry? Some people claim we can and question what we are waiting for. Hopefully, the information below will answer that question.

The world and future generations expect us to treat the planet in a sustainable way, meaning that we have to reduce pollution and emissions that increase global warming. From a resource perspective, we have to increase our use of renewables wherever we can.

Globally, transportation produces about one third of the emissions we all try to avoid, especially CO2 and NOx. The shipping industry has its share in this and Seatrans is a part of it. TransNytt talked with Gisle Rong, Managing Director and Johan Christian Hvide, Technical Advisor at Seatrans Ship Management about Seatrans' position on this issue.

Less gasoline – more electricity

"We are very much aware of the change in opinion and the far more serious discussions about 'the change to green operations' in the shipping industry as a whole. The IMO is in the process of implementing regulations requiring use of gasoil only – area by area around the world. The use of cleaner fuel in today's engines represents a huge reduction in emissions. Seatrans is following along with developments and welcomes international regulations that will equalise competition for all providers of transportation at sea. However, the fuel used remains carbon-based. The question is how we can reduce our dependency on gasoil. We think that the answer is electricity. The technology is there but it is still not commercially attractive," says Gisle Rong.

Johan Christian Hvide explains: "When it comes to electricity as an energy source at sea, there are three main topics that need to be improved."

Increase in battery prices

"Our vessels spend about 50 percent of their time in a port. During this time, electricity from shore is an alternative. However, when you switch the source from onboard generators to shore-based cables, there will be a break in supply. We are talking about milliseconds but that is enough to impair many critical applications onboard. Additionally, the suppliers of equipment for shore-based electricity have not yet agreed on a common standard for the connection system. Then there is the added complication that the vessels use different frequencies – 32, 50 or 60 Hz – onboard. This has to be solved. If you have batteries onboard, you can charge the batteries from a shore-based supply, and let the batteries feed the ship with electricity while at port. The problem is that the batteries have been far too expensive for commercial use. Industry standard batteries have had a price of around USD 1,000 to 1,200/Kwh. Thanks to Tesla Musk and his new battery production plant, the prices have seen dramatic reductions on the global market. We are looking forward to prices in the region of maybe USD 200-300/Kwh. This opens new perspectives."

Optimisation

With batteries onboard, you can combine shore-based charging while at port with charging from generators onboard while at sea. Electricity is a critical factor on any vessel. You are fully dependent on stable and reliable electricity sources. For safety reasons, two generators usually produce electricity to provide sufficient supply at peaks – for example when a pump starts or a crane lifts a heavy cargo. Most of the time, the generators produce much more electricity than a vessel needs for ordinary use. This is a great waste of gasoil and engine hours. By introducing batteries into the supply system onboard, you can minimise generator running time at sea and still have both capacity and a back-up if one generator breaks down. While charging or discharging at port, you can use electricity from the shore to charge and supply the vessel – if that is an environment-friendly alternative at that particular port.

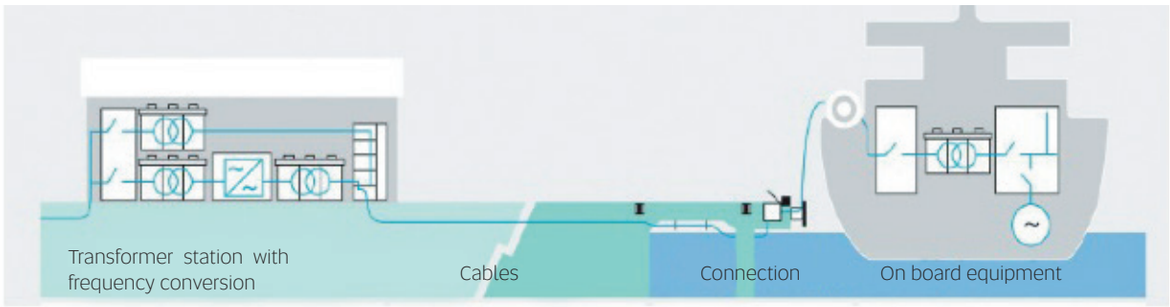
"The battery provides many advantages, but timing is paramount in this matter. The price curve and performance improvement curve are heading towards better price/performance indicators. I will not be surprised if we have a test of this technology installed on one of our vessels within five years," says Gisle Rong.

Greener advantages

"We do not think that batteries will replace fuel tanks for the main engine system for many years. If you were to run a combined solution with an ordinary engine and an electrical engine for the propeller, you would have to rebuild the engine room and install a new gear, which again reduces energy efficiency. On newbuildings, it might be possible to replace traditional gasoil engines with a diesel electric or gas electric main engine system combined with a larger battery pack. This is not an option for us at the time being. Nonetheless, the future is greener and Seatrans will take advantage of all technology breakthroughs when they are commercially justifiable," Gisle Rong concludes.

"From a resource perspective, we have to increase our use of renewables wherever we can"

On shore
electricity supply



Shore

- Transformer station
- Frequecy adjustment (50 > 60 Hz)
- Cables
- Plug and connectuin device

On board

- Conection panel
- Transformer
- Battery
- Control system

MT Trans Chemica **a familiar name**

but now a **'new' ship** in our fleet.

Back in 2005, a 12,500-dwt ship was built at Fukuoka Ship Building in Japan and named "Stolt Jasmine". Now she will join the Seatrans fleet.

"In 2010, the Seatrans Group bought their first 12,500 dwt ship, MT 'Bow West', and renamed her MT 'Trans Adriatic'. She has since been a success in the Seatrans Chemical Tanker service between the Continent and the Eastern Mediterranean. When Trans Chemica a further five years later joins the fleet in Europe in July 2015, we will have three similar sized ships in the trade servicing the route from the Continent to Turkey, totalling about 30 sailings in both directions every year. Trans Chemica has 20 stainless steel tanks fully segregated with separate pumps and lines for each tank, and she is equipped to handle propylene oxide," Jan H. Johansen in Seatrans Chemical tankers explains.

Upgrade

"She was redelivered by Stolt to her owners, Zakkine Maritime, in February 2015 and has since been through a major upgrade in Japan before we took her into dry-dock in China on 14 May to continue the work. Seatrans Ship Management is going through a list of improvements to the ship. During our first inspection of the vessel, we noticed that the owner had completed a lot of work to improve the vessel's standard. Despite this, she was still below the standard we like to be identified for. It was also important to complete the work they had started in order to gain the benefit from what had already been done," Jan H. Johansen continues.

The ship now has Seatrans colours, and full sandblasting and repainting of the underwater hull with eco-friendly and fuel economic antifouling paint has been completed. She has also got a fully coated main deck in the Seatrans colours. The hydraulic pipe systems on deck have also been upgraded. In the engine room, the machinery with pipe systems have been checked and upgraded in order to adapt for trade in Europe (fuel oil, bilge and sewage systems, ed. note). The ship's accommodation units, galley and mess rooms have been upgraded, along with the showers and bathrooms.

To Europe this summer

After completing the upgrade in China, she will load a cargo programme from the Far East to Europe. "We look forward to welcoming this new, upgraded vessel to Europe and wish everyone sailing on her the very best of luck with our new addition to the fleet. Mr. Jonleif Danielsen will be operating her and will make sure she sails into smooth waters in the SCT fleet." Seatrans Chemical Tankers have been looking for the right candidate for some time. We were happy to sign the deal on 17 April, and on 8 May, she changed name from Stolt Jasmine to Trans Chemica, changed her flag to Malta, class to DNV-GL and management to Seatrans. Trans Chemica will be on bareboat charter to the Seatrans Group for the first 18 months before our Group finally completes her purchase. We wish each other the very best of luck with this new ship in the Seatrans Chemical Tanker fleet and we are sure she will help continue to build and improve our quality of service to our customers," Jan H. Johansen concludes.

Bow Bracaria on timecharter to Seatrans Chemical Tankers

On 4 May we took delivery of MT "Bow Bracaria" from Odfjell Tankers. This addition to our fleet is initially for a two-month period. MT "Bow Bracaria" is 5,800 dwt, built in 1997 in Portugal for the account of Ahrenkiel in Germany. She has 20 fully stainless steel cargo tanks and can handle propylene oxide. She will add flexibility to our service, especially related to the Continent- West Med trade.

Seatrans Chemical Tankers **have** been looking **for the right** candidate for some **time.**

Trans Emerald
get US award

On NorShipping in Oslo early June this year Seatrans got a recognition from the US Coast Guard. The AMVER Award (see below) is a recognition from the US Coast Guard for being available for rescue operations in the Atlantic Ocean and in US waters if they need assistance of any kind. It is voluntary to participate in the AMVER system. All Seatrans vessels crossing the Atlantic Ocean participate in the AMVER system. This time it was the vessels Trans Iberia (9 years) and EM Leader (1 year) that got the recognition, while the Seatrans vessels Trans Artic, Trans Scandic and Trans Catalonia have already got their AMVER Awards.

▲ **Photo:**Managing Director Gisle Rong in Seatrans Ship Management gets the AMVER Award by Ms. Carmela A. Conroy, Counsellor in a ceremony at the American Embassy, Oslo.

This is AMVER AWARD

- A recognition inaugurated in 1971 for taking responsibility for safety at sea, and is an US "tangible expression of appreciation"
- Nominated by the US Coast Guard that held the responsibility for safety in the Atlantic Ocean.
- Each company with a ship eligible for an award receives a Letter of Appreciation signed by the Commandant of the United States Coast Guard.
- A Certificate of Merit is produced for each individual ship of that company, embellished with the year of the award, ship's name and call sign, number of total awards, and the number of consecutive awards for that particular ship.

▲ **Maintenance:** Always something to do... Here are some good guys in action at Trans Borg.

Acrylonitrile (ACN)

Description
Acrylonitrile is a chemical compound with the formula C3H3N. This colourless liquid often appears yellow due to impurities.

Acrylonitrile is commercially produced by a reaction of propylene and ammonia in the presence of a catalyst.

Acrylonitrile is a relatively volatile, flammable chemical that has a tendency to polymerise. This process is prevented by the addition of phenolic or amine-based stabilisers and small quantities of water. The prevention of uncontrolled polymerisation is a critical issue for the safe handling of acrylonitrile.

More than 90% of Acrylonitrile produced globally uses INEOS technology.

Applications
Acrylonitrile is used as a monomer in the production of acrylic and modacrylic fibres, which accounts for approximately 50% of its global use.

Acrylic fibre is used for clothing, carpeting and other fabrics and in the production of rugged plastics for automotive components, computers and appliances. Acrylic fibre is also used in the manufacture of polyacrylonitrile (PAN)-based carbon fibres, which are increasingly important materials for lightweight, high-strength applications within aeronautics, the automotive industry, engineering, etc.

Structure/Characteristics
Name: Acrylonitrile
Brand names:CAN, AN, vinyl cyanid, acrylo, propenenitrile.
CAS number: 107-13-1
Molecular formula: C22=CH—CN

Cargo handling
Acrylonitrile is toxic by all routes of exposure. Direct contact with Acrylonitrile can also cause chemical skin burns or blisters. Acrylonitrile liquid and vapour are readily absorbed into shoe leather and clothing, and will penetrate most rubbers, barrier fabrics or creams. Impermeable protective clothing must be used by all employees who work in locations where Acrylonitrile exposure is likely to the eyes or the skin. It must also be ensured that employees wear the appropriate protective clothing in all applicable Acrylonitrile work locations on-board the vessel.

Before loading the product, all crew involved in the cargo operations should watch the video: CD INEOS NITRILES – Nitriles Safety for Maritime Operations

Impermeable protective clothing includes butyl rubber gloves, chemical boots and suits and splash-proof safety goggles or face shields. These items and other Acrylonitrile protective clothing must be made from materials specifically recommended for protection against Acrylonitrile penetration. In addition, the duration of the job task, the thickness of the protective clothing material, and the "breakthrough time" must also be considered in selecting appropriate protective wear. Breakthrough time is the amount of time the material will keep out Acrylonitrile liquid before penetration and resultant skin contact takes place.

When loading Acrylonitrile for INEOS NITRILES, vessels must comply with a last acceptable cargo requirement. This requirement also includes a sample of the last freshwater rinse to be collected and delivered to shore representatives for analysis, although only for cargos designated as N1 in the last cargo list.

Additional information is available from the SCT Cargo Manual on-board your vessel. The checklist attached to the procedure must be filled in and checked during the pre-loading meeting with terminal representatives.

Sampling of Acrylonitrile is a high-risk operation and use of Dopak close sampling or similar equipment is a requirement.

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

The above information is provided as a guideline. Vessel-specific procedures must always be followed when loading Acrylonitrile.

The market
The growth in demand for European acrylonitrile (ACN) in 2015 is expected to be sharply divergent depending on the end-user market, and according to market estimates. The acrylic fibre market is expected to remain under price and demand pressure in Europe because of competition from lower-priced substitutes. Demand from the acrylonitrile-butadiene-styrene (ABS), acrylamide and carbon fibre markets is seeing strong growth. As the ACN spot market predominantly serves the acrylic fibre market, while contract markets also serve ABS, acrylamide and carbon fibre markets, the discrepancy between spot and contract markets in Europe is expected to continue into 2015, as a result.

US Gulf ACN producers will continue to face challenges because raw material prices for propylene and ammonia continue to be high, putting USG producers at a cost disadvantage to those in other regions. Demand had slowed at the end of 2014, but some players were anticipating a jump in demand when buyers replenish their inventories. In the meantime, producers were said to be running their plants at reduced rates, with at least one plant down for maintenance until mid-January. Additionally, supply is expected to tighten in Asia with several planned turnarounds in January and February.

The Asian ACN market is expected to be under pressure amid the lower feedstock cost despite the heavy turnarounds in the first quarter. Meanwhile, the influx of deep-sea cargoes will continue to dampen market sentiment. The increased new supply from China hindered buying interest for the import cargoes since last December and the imports to China are expected to decrease in 2015. The downstream demand is expected to remain amid the economic slowdown.

Open ship
on SC Connector

There is an old English saying that the proof of the pudding is in the eating. On 19th May, Sea-Cargo proved to be an overwhelmingly good pudding when SC Connector sailed into Bergen for the very first time. Since her re-build in Klaipeda, Lithuania (see Transnytt 1/2015), this excellent vessel has started her new life in the Hydro-liner trade. "She is a very good vessel. The wheelhouse is located in front, making her very silent. We cannot hear or feel vibrations from the engine. I have been Captain on a number of vessels, but this is something very unique," says Captain Helge Hals. Sea-Cargo invited clients and stakeholders in Bergen to an informal presentation and sightseeing onboard the largest vessel in the Sea-Cargo fleet. The shipowners, Johan Hvide and Lars Helge Kyrkjebø, visited the ship as she was on her virgin voyage to their hometown.

In addition to a brand new side port, SC Connector also has a new main engine with around one third of the capacity of the old engine onboard. Nevertheless, SC Connector passed speeds of 17 knots in a test. Her ordinary cruising speed is twelve knots, which means she has enough power for a stormy day.

SC Connector facts

Length:
154.50 metres
Service speed:
12 knots
Staff:
17 persons
Container capacity:
336 TEU or 162 FEU + 12 TEU
Max. deck capacity:
116 Euro containers each with 30 t, total 3,480 t
Side door:
Double conveyor elevator system, carrying 10 dwt each and 16 dwt in tandem.

Engine room inspection: The guests inspected the new engine that will help bring their goods to or from Bergen.

▼

▲ **Wheel house excursion:** Captain Helge Hals has a very pleasant working environment, which includes some brand new, state-of-the-art equipment installed at the shipyard in Lithuania; here together with Lars Helge Kyrkjebø.

▲ **The concept:** Manager Shipping Services, Tore Knudsen, gave a short introduction on how Sea-Cargo can provide an improved service with one vessel less than the former logistic set up, due to larger vessels and a combination of liner and industry services.

▲ **Giant scissors:** Big events need big scissors to cut big ribbons. Sea-Cargo CEO Ole Sævild (left) and General Manager in Broekman Logistics, Rik Pek opened the new Rotterdam terminal. On the elegant ramp: Trans Carrier in Rotterdam – one of the most frequent Sea-Cargo vessels to visit Rotterdam terminal.

Sea-Cargo opens new hub in **ROTTERDAM**

Some 100 customers and partners attended the ceremony when Sea-Cargo and their commercial partner Broekman opened their new facilities in Rotterdam on 24th April.

The terminal has been expanded by around 50,000 m2 and the cargo vessels can benefit from a new and broad RoRo-ramp for effective loading and discharging. "The new terminal in Rotterdam has already proved its efficiency and will no doubt represent significant added value for our Continental Services," CEO of Sea-Cargo, Ole Sævild, says in a statement.

Facebook – millions of faces and "books":

How to cope with social media

The social media revolution is a reality. On platforms such as Facebook, Instagram, YouTube and many others, we can now easily tell "the whole world" what's on our minds. However, before revealing your innermost thoughts, it is always best to think twice.

Social media provides all individuals with the empowerment not only to speak their minds, but also broadcast their message, but is also a minefield full of traps you need to be aware of.

"Seatrans provides Internet access to all seafarers at sea and employees on shore. As a company, we have a positive attitude towards the use of the Internet," says Head of Crewing and Human Resources, Erik Mohn.

In order to ensure that Internet access is mutually beneficial, Seatrans trusts all employees to follow the following guidelines:

- Use common sense when expressing yourself.
- Know whether the social media you are participating in is private or public.
- Always state that you are expressing yourself as an individual.
- Be aware that some topics might be considered sensitive (religion, politics, competitors, etc.).
- Consider how you appear in social media when your professional role is apparent.
- Specify that you do not express yourself on behalf of the company when work-related information is involved.
- Remember that you are subject to a confidentiality agreement at work.
- Be certain that you do not contribute to activity that undermines the interests/reputation of your workplace.
- Remember not to use the same passwords on social media sites as you do at the workplace.
- Never publish any groups/usernames that could be perceived as belonging to Seatrans/Sea-Cargo official arenas.

Private use of social media onboard is accepted as long as:

- The use of social media does not negatively affect the quality of work.
- The use of social media does not exceed a reasonable amount of time.
- Employees do not jeopardise the interests/reputation of the company by referring to it in a negative manner.
- Social media is not used as a communication tool between employees to express dissatisfaction with co-workers/management/the company.
- Activity/expressions on social media sites do not conflict with the ethical standards or profile of the company.
- The ship's IT/communication systems have enough bandwidth to allow for private use.
- The ship's work procedures allow for use (e.g. all private computer/electronic devices are banned when on duty).

"As an employee, it is important to be aware of these company guidelines for appropriate use of social media – both privately and professionally. Even though you are entitled to free speech, the company is, in some cases, allowed to limit your freedom to express yourself on social media. These limitations and regulations are incorporated in the attached guidelines. The purpose of the guidelines is to prevent activity or expressions on social networking sites or discussion forums that may damage the interests or reputation of the company or cause conflict between employer and employee. Furthermore, it is important to understand that none of the information in these guidelines revokes or changes the individual employees' right to raise formal complaints regarding their work environment. If necessary, go directly to the Master, safety officer, DPO or on shore contact person mentioned in the complaint procedure," Erik Mohn concludes.

If you have questions or remarks about the above, ask your leader, the Master or contact the head office.

35 wonderful YEARS

"It has never crossed my mind to look for somewhere else to work. It has been a real pleasure to work for Seatrans," says Britt Krokeide, now at the age of 67 and on her way out into the new and fascinating world of retirement.

She joined Seatrans in 1980 without seeing a single co-worker. Now, 35 years later she is one of the veterans leaving the Accounting Department in Seatrans. 35 wonderful years, as Britt Krokeide says.

Not one colleague

Britt Krokeide started as a part-time accountant working from 16.30 until 21.30. The reason for such unusual working hours was typical so many years ago. "All the accounting work took place on one single hole chart machine. This monster of a machine was in use by the senior accountants during the daytime, but there was always a lot more data to be registered. I got the job of cleaning the desk of all incoming invoices and more in the evenings. For four years, I hardly met anyone in the company even if I was there four days a week. However, in 1984 we got personal computers (!) and a new era emerged. I thought that the PCs might be so efficient that I would lose my job. Luckily, this never happened. I'm still here," Britt Krokeide concludes. "We have been so lucky to have great colleagues here in the company and I have learnt a lot over the years. I have even attended a christening ceremony for one of the good old vessels, Trans Dania. I have followed her until this very day, and she is doing very well!"

Back to work

She took up her new professional career after her two daughters started school. Now she is grandmother of three, aged three, five and seven years old. "I am looking forward to having more time with them. I can even pick them up from school or in the kindergarten now and then. That is such a privilege," she says with extra warmth in her brown eyes.

Britt Krokeide lives with her husband in a small village with the family's own name, Krokeide. Here she has a garden to take care of. She also owns a house in Os that might get some extra attention. "Are you sad to end such a long career in Seatrans?"

Right time

"It has been a privilege to work here. Safe and predictable. It has been the perfect job for me. But no, after 35 years, I think it is exactly the right time to leave. I am not sad, just happy for all the good years I have had in Seatrans. And even the time of year is good: Now I can really enjoy the spring at its best. That is a privilege, too."

ANNIVERSARIES

50 years

Stig Erik Halvorsen	**31.03.2015**
Zoran Jadrosic	**05.08.2015**
Grzegorz Fontanski	**28.09.2015**

60 years

Ion Coroiu	**16.08.2015**
Slawomir Rozkosz	**21.09.2015**
Zvonimir Anticevic	**24.09.2015**

Good company

A leading star, the sun at 12 o'clock, the dove that carried an olive branch to Noah and his crew on the Arch so they knew they were close to the shore – these and many other signs are vital navigational aids for an experienced seafarer. What you do not find described in the old textbooks about navigation are the dolphins that accompany Captain Tor Arne Dimmen and his crew onboard Trans Emerald. Their usefulness for navigation may be debatable, but they are very charming forerunners in the blue Mediterranean waters.

Seatrans core values:
Care - Involvement - Innovation - Performance