

# TRANSNYTT

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## SAFETY AT SEA

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# Safety AT SEA

The main focus of this magazine is Safety at Sea, and on the front cover you will see the SAR vessel RS Bjarne Kyrkjebø. She is named after one of the founders of Seatrans, Captain Bjarne Kyrkjebø, and the building of the rescue cruiser was funded through a grant from Seatrans. Bjarne's partner, Wollert Hvide, also from a seafaring family of captains, was equally committed to the safety ship and crew.

The RS Bjarne Kyrkjebø already has many years in active service, and she will continue her work on the west coast of Bergen, providing assistance and rescue for all in need. She will save lives. The funding provided by Seatrans is a good investment.

Likewise, the continuous work to establish a good QHSE culture in Seatrans is a good investment. It will save lives and it will protect the health of people and the environment.

We will continue in the tradition and spirit of the founders of Seatrans, and as they realized very early on, this is essential for the future of our company.

**Kind Regards**  
**Johan Hvide**

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### SEATRANS SUPPORTS SAFETY AT SEA

Seatrans has prolonged its sponsorship of Redningssselskapet for a period of five years. "Safety at sea is mandatory for all our work. By supporting Redningssselskapet and their rescue boat RS Bjarne Kyrkjebø, we are displaying our strong commitment to safety at sea to our local communities. In addition, our office staff can take advantage of the courses provided by Redningssselskapet for owners of sail boats and cabin cruisers, who aim to get a licence to use these kinds of vessels – and who want to learn how to handle their boats safely and help ensure safety at sea for themselves and other boaters."



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# A pledge...

English word: Binding promise to do, give, or refrain from doing something

This is what Seatrans requires from on shore staff and seafaring crews: A pledge. It can be compared with a proposal to your loved one: You pledge a lifelong commitment.

Of course, we are not asking you to marry Seatrans, but you have to promise to make a serious pledge to the company: Will you commit yourself to the common goal of making Seatrans a zero accident place to work? The Safety Pledge is something all employees have to sign. "This is not a gimmick," Gisle Rong explains. "It is the very essence of our safety culture. Everybody has to contribute towards and nourish the preferred safety culture by active participation."

The «Pledge brochure» is distributed to all vessels. You will find an exemplar on board. In doubt where to find it? Ask your officer.

**“Of course, we are not asking you to marry Seatrans, but you have to promise to make a serious pledge to the COMPANY”**



## LIFESAVING RULES

“A ship is a more dangerous working environment than most workplaces ashore. This is a well-established fact, based on injury statistics for various industries.”

This is a clip from the “Lifesaving Rules” brochure. Now, the signs will be more visible on board to be a reminder to all crew members. “The Lifesaving Rules is an effort to highlight the most critical rules we have – the ones that might save your life. If you live by them, they will make your life safer.”



Verify electrical isolation before you start working



Protect yourself against a fall when working aloft



Obtain permit before entering enclosed space



Assess the risk before starting the work



Be alert during mooring, keep clear of the snap back zone



Verify isolation before you start working on pressurized systems



Work with a valid permit when required



Use correct PPE



Stop unsafe operations



Smoke ONLY in designated areas



Remain unaffected by drugs and alcohol while working and driving



Position yourself in a safe zone in relation to moving and energized equipment

Personal handbook about key safety concepts clearly states:

# ”How we can achieve safe behaviour at work”

What is the basis of the Seatrans safety culture? How does Seatrans develop its safety culture? The new handbook entitled “Seatrans Safety Induction” is a simple, illustrative and easy-to-adopt way to get a personal grip on these two fundamental questions.

“The aim is to support our new crew to quickly adopt the Seatrans way of safety performance,” says Managing Director Gisle Rong. “The handbook is an introduction to all new employees so they gain an immediate understanding of our safety concepts and safety culture development processes.” The Seatrans Safety Induction process has three phases.

- The safety familiarisation that takes place in the regional offices and on board.

- The safety training, which has three topics a) in-depth introduction to the SQHE function b) Behavioural based safety training, and finally c) Safety leadership training.
- The third phase is a safety refresher, which covers various topics to be refreshed at the officers’ conferences.
- (Illustration page 5)

**Updates**

“For all employees, it is mandatory to keep updated on the new initiatives and general information about safety topics. You will find this in our internal

communications, such as TransNytt, the fleet safety letter and during senior shore staff ship visits. Every operation requires a strong focus on safety performance. Our safety vision and goals can only be achieved on the basis of a strong safety culture. We have a common goal to make our safety culture an active part of our daily work at the offices and on the vessels, wherever we sail,” Rong concludes.

\*Induction: (eng. induct) to bring in or introduce, to install or put formally into possession. Collins National Dictionary

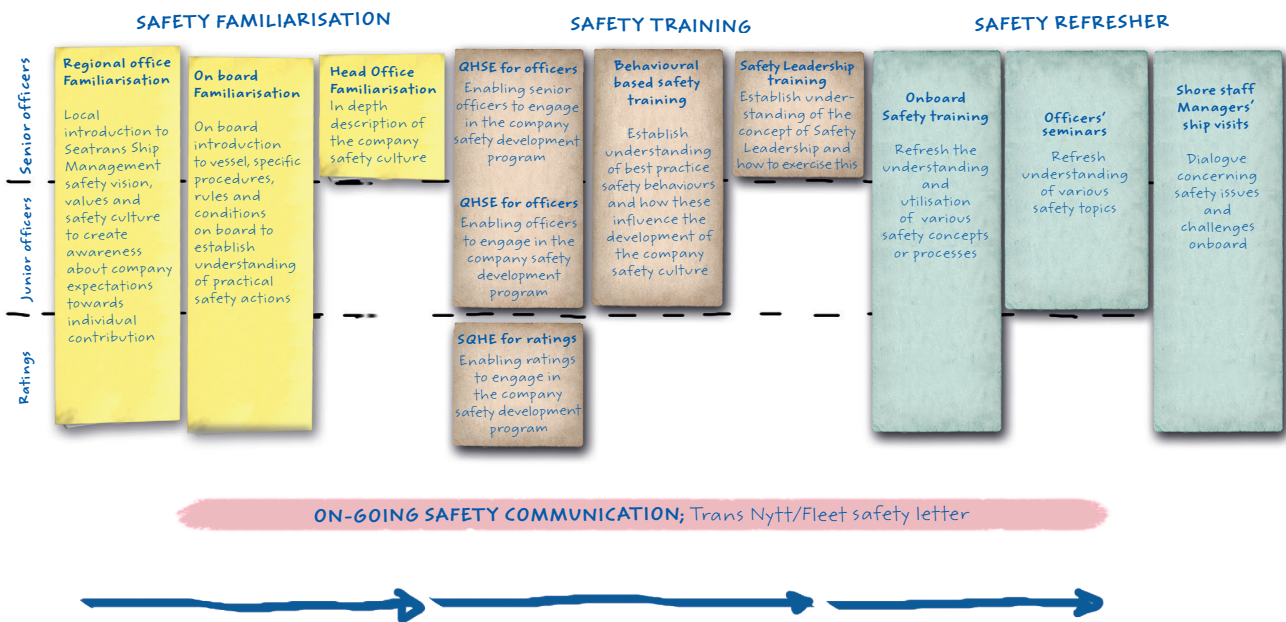


▲ Personal handbook about key safety

Safety familiarisation, training and refreshing:

# Seatransification

Safety is as natural as the air you breathe. Safety culture is the sum total of how we work – not something to stand by and watch. Safety for an employee in Seatrans is like water for a fish – it is a natural thing. Or, in the words of Gisle Rong: “Safety Culture is the glue that makes our safety efforts stick to our work practice.”



This is a summary of the three phases or levels in the Seatrans Safety Induction\*. The plan includes three levels dedicated to ratings, junior officers and senior officers.

“It is mandatory for all employees in Seatrans to keep updated on the new initiatives and general information about safety topics. You will find this in our internal communications such as TransNytt, the fleet safety letter and during senior shore staff visits,” says Head of Crewing and HR in Seatrans Ship Management, Erik Mohn.

**From vision to habit**

“The Seatrans safety culture is based on our common belief and understanding of safe work processes and behaviour,” says Erik Mohn, underlining four areas of importance.

**Direction:** To point the way on how to adopt “best practice” in safety processes and behaviour.

**Supporting tools:** Described work processes, systems and tools that support safety work.

**Performance:** “Putting thoughts into action” – ensuring safety competence, behaviour and leadership.

**Organisational integration:** Making “best safety practice” into a platform for everyday work.

“In order to sustain a high level of best safety practice, we have to constantly evaluate our work. We have to learn – all the time. All processes can be improved! You have to put yourself at the centre of the process. You have to gain an understanding of the goals and what these mean for daily work. By making best practice a standard to follow, you will adopt safe habits as well. By being aware of the need for improvements, you will contribute to improved safety at your place of work and contribute to a learning organisation

that has an everlasting perspective in terms of education in order to develop the safety culture,” says Erik Mohn.

**“Safety starts with the belief that it is possible to work safely. To be incident and injury free is a mental state of belief.”**

**Gisle Rong**, Managing Director, Seatrans Ship Management

Safety maturity report spring 2015:

# Good progress- still room for improvement

Compared to the 2012 scores, significant improvements are observed in the brand new report measuring safety maturity in Seatrans. The category for "Safety leadership" shows a particularly impressive improvement. When it comes to "Safety reporting" and "Health and wellbeing", the internal audit

Seatrans is a leading shipping company in its field. One of the prerequisites for being an attractive player in this demanding market is safety. Over the last four to five years, Seatrans has put a lot of effort in lifting safety awareness and performance. This investment has not been in vain.

#### Better tools – better communication

"The overall conclusion is that Seatrans ship management has succeeded in establishing a strong commitment to safety leadership and the concept of safety behaviour among all employees and especially among officers. This commitment has among other things materialised in a high level of application of communication tools, in which employees have received training as part of safety leadership," the authors of the report summarise.

The improvement in communications has generated a significant change in the safety atmosphere and leadership style both on board the vessels and in the office. This change can be identified as:

- A higher level of involvement of crew in safety related matters
- Improved perception of teamwork and safety responsibilities
- Increased satisfaction with the work atmosphere among crew
- Increased awareness of the benefits of risk assessment and thorough planning of tasks
- Improved communication regarding best practice at work (safety behaviour)

The largest areas of progress between the two assessments are within:

- Safety Leadership
- Competence and performance management
- Health and wellbeing
- Training programmes

Safety reporting, safety communication and safety management processes and systems show less progress. The reason for this is most likely the general increase in safety focus from officers and managers. The lowest score lies in the area of health and wellbeing and safety reporting. The low maturity level in these areas is mainly attributed to the limited focus on and initiatives in this area," the report concludes.

#### Rest hours remain a challenge

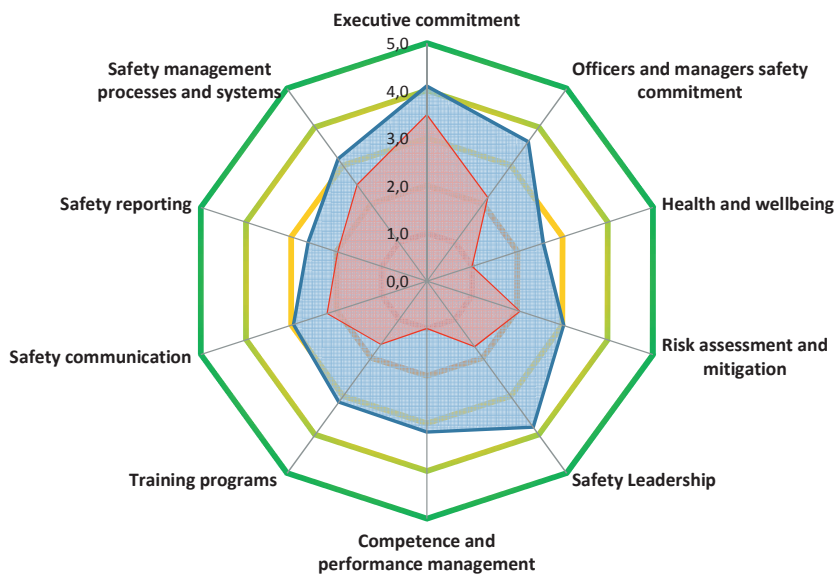
"Compared to the first analysis we carried out in 2012, we can see really good improvements. The attention we have had on these topics has proven both relevant and necessary. The low score on 'health and wellbeing' is very much related to difficult rest hours. We know that some vessels are very good

at planning operations and rest hours for the crew, while others still need to do something about this. That said, I know that this can be difficult due to for example many port stops and the need for immediate tank cleaning. This topic also comprises questions about PPE, and the answers here are positive. PPE is being utilised, and the quality of the PPE equipment is regarded as good."

#### Reporting for changes

"However, our 'safety reporting' score is low. I think this has to do with a lack of understanding of the need to report 'near-accidents'. We want our crews and staff to submit at least three near-accident reports a month. There are different perceptions about this target. Some find it stupid, as they do not necessarily see three near-accidents every month; others say that it is easy to detect near-accidents almost on an everyday basis. The benefit of the system is generally understood at a superficial level but many do not fully understand that reporting actually can support the safety performance on board. In other words: We have to communicate our intentions much more clearly in this area. We do not support a regime of secret informers so that we can 'take down' someone afterwards. We are interested in detecting situations in advance – before they cause incidents or even accidents if changes do not happen," says Gisle Rong who has ordered the report as Managing Director of Seatrans Ship Management. Gisle concludes the report by saying: "The next breakthrough is to complete the translation of our company safety culture into a vessel culture. We are definitely on our way. The course is set!"

“Compared to the **first analysis** we carried out in **2012**, we can see really **good improvements.**”



# Facts about the report

The safety maturity assessment is based on three different areas of input:

- 1) An anonymous online survey
- 2) In-depth interviews and focus groups, and
- 3) On board interviews and observations.

The assessment is based on 328 received replies to the survey, 83 employee interviews covering representatives from all ranks and functions in the organisation on land and at sea.

Four vessels were visited, including two vessels in dry dock, one in port and one vessel in operation between two ports.

10 organisational areas with an influence on safety culture are the focus points for the investigation and subsequent analysis.

## Characteristics of the Ideal **Safety Culture**

“An ideal safety culture is characterised by well-integrated continuous improvement practice and a mindset for safe work processes. In an organisation, this comprises the ability to continuously evaluate own practice, identify improvement opportunities, define safety strategies to seize these opportunities and ensure sustainable implementation of improvements. It also facilitates the enhancement of safety behaviour by converting safety objectives into actions.”

Gisle Rong

### Statement 1

“We are always under pressure, but when I started we did not have the basis for trying to prioritise safety – but now we have that basis and that makes a big difference. Also it’s easier to prioritise safety because it is appreciated” – Seatrans employee.

### Statement 2

“Gisle came on board and explained the handbook, so that was really good, it makes you think that safety is important” – Seatrans employee.

# Rescue

## operation with RS Bjarne Kyrkjebø

It is a sunny summer afternoon in Hjellevad outside of Bergen. Surrounded by sailboats and cabin cruisers, you will find the rescue boat RS Bjarne Kyrkjebø. which is a result of a long term Seatrans sponsorship. On board there is intense activity. The tiny high-speed boat is actually very crowded. It is exam day for six “aspirants”.

“I am an active member of the Young Group within Redningsselskapet - the Norwegian Maritime Rescue Organisation. Last year, I became leader of the group that invites young people aged 14 to 25. We promote knowledge and maritime skills among young people. I find this very meaningful and personally challenging, and I can combine these activities with University studies in maritime technology and part time work at an elderly home on the island of Askøy,” says Ane Vatshelle, one of the aspirants. After a comprehensive exam in navigation and safety at sea, the day has come for the practical exam in manoeuvring and other skills you have to be confident with if you want promotion to AB on the rescue vessel.

After being tested on various knots, it is time for Ane Vatshelle, Jarle Bøe, Kristoffer Villanger Setsås, Rune Mikkelsen and Daniel Hatlemo to take action. They have been called to attend to a simulated task: “There is a cabin cruiser on the fjord outside of Hjellevad that needs assistance. No fuel left. Needs help to be

towed to nearest maritime fuel station.”

No task is too small. RS Bjarne Kyrkjebø sets off to rescue the cabin cruiser. The owner of the cabin cruiser is one of the leaders in Redningsselskapet Bergen District and he acts totally lost and in need of assistance. At first he is towed behind the rescue boat. Later, his cruiser is towed alongside RS Bjarne Kyrkjebø. The six aspirants have to prove that they can handle all the operations involved. Master Simon Ravn and Best man (Second Officer) Per-Ørnulf Dahli are satisfied. AB Terje Larsen nods. Suddenly RS Bjarne Kyrkjebø is called up. This is an authentic task, albeit typical. A small vessel needs assistance in Hatvik, near Os. They have some problems with the engine. The crew of volunteers prepares for action. Before they leave however, all the aspirants leave RS Bjarne Kyrkjebø, but now as ABs. They are ready to help people at sea throughout the summer, autumn, winter and a new spring and summer. Redningsselskapet is never far away if you need assistance at sea.

▼ **Hjellevad:** The day has come for the practical exam in manoeuvring and other skills.









▲ **Piracy Outlook Team:** It is good to share the special safety tasks as part of a professional team. But there is no time to relax when it comes to security in the Far East area, says Joachim Rubin.



▲ **Virgin trip:** Trans Catalonia was one of the first vessels to pass through the new Suez Canal.

# Virgin voyage in the new Suez Canal

Over the years, Trans Catalonia has crossed the Atlantic Ocean many times. However, she has recently taken a new heading towards the Far East and is the first Seatrans vessel to test the new Suez Canal.

"Our voyage started in Stade where we loaded the first parcel of chemicals. Both Trans Catalonia and her sister vessel Trans Iberia are highly specialised tanker vessels, so we were also able to load gas in Antwerp and Sines for the Far East. When we reached Suez, we had to wait one day due to the opening ceremony of the new canal. We were actually one of the first 30 vessels to pass," Captain Joachim Rubin reports outside Sri Lanka.

Even though it is a 'new' canal, the age-old tradition of gifting cigarettes to the mooring workers still remains, hence the popular name used by seafarers – Marlboro Canal.

"Long voyages like this, covering close to 12,000 nautical miles from Stade to Ulsan, require extra planning to make sure the vessel has enough spare parts, paint etc. on board for scheduled jobs as well as unforeseen repairs. A good cook who can plan and be creative is also an important factor for crew welfare and a good working environment on board," Captain Rubin continues.

## Extra safety & security

The hot weather presents extra challenges for such a critical cargo. Captain Rubin explains: "This time, our main concern is

the cargo. The gas requires a transport temperature of minus 2°C, and with a sea temperature of more than 32 degrees in the Red Sea, all our cooling equipment is working at full capacity. Another issue is the relatives of Captain Blackbeard, the pirates who threaten seafarers in Somalian waters. I doubt we will ever forget the attack upon our vessel on 17 March 2012," Captain Rubin confirms.

"There is a lot of preparatory work required before entering the High Risk Area, such as testing our emergency communication equipment, rigging barbed wire along the ship hull, preparing a citadel; training in piracy attacks etc. Once we are out of the Suez Canal, the security level is increased on board, the engine room is constantly manned, extra crew are posted as lookout and many other measures are activated. Thanks to the Seatrans policy to engage security guards in High Risk Areas, we all feel safe. However, it is very draining for the crew to be on the alert 24/7 for 10 days in a row. It is sad to say, but there is an increasing amount of robbery attacks in the Malacca Strait and in the Chinese Sea. In other words, there is actually no time to relax when it comes to security in the Far East area," says Joachim Rubin.

## Good CDI

Trans Catalonia has a good vetting merit list. "Yes, our vessel has a good track record for CDIs and inspections in general, with very few issues related to the vessel. The last inspection was slightly different to what we are used to. The inspector had never before inspected a European standard vessel. The preparations, approach and execution of the inspection were all the same. However, I have never seen anyone go through all the questions as meticulously as we experienced this time. That explains why it took the inspector two days to carry out the CDI. It is really all about daily routines, maintenance, performance and attitude; it is not something you start preparing for a few days in advance. It's about everyday business and the whole crew is working hard to achieve a good performance. The inspector was impressed, and it is nice to hear you have a very clean, quality and good-looking vessel with a highly professional crew. But as all seafarers know, this doesn't come for free," says Captain Rubin on behalf of the whole crew on board Trans Catalonia.

# Ethyl acetate

## Description

Ethyl acetate is a flammable colourless liquid with a fruity odour

Synonyms: ethyl ester, ethyl acetate, acetic ester, ester of ethanol, ethyl acetic ester, acetoxyethane, vinegar naphtha, acetidin, acetic ester

## Applications

Ethyl acetate is used as a solvent for chemical reactions. Because of its odour, it is often used in cosmetics and its smell is associated with nail polishes. Additionally, it is used in confectionery, perfumes, and fruits because it evaporates at a fast rate, leaving only the scent of the perfume on the skin.

Ethyl acetate is an effective poison for use in insect collection as its vapours are a respiratory tract irritant that can kill an insect quickly without destroying it, leaving it intact for study.

It is also present in wines.

## Structure/characteristics

This substance is classified as hazardous according to EU regulation 1272/2008. It is a highly flammable liquid. It is currently classified as an eye irritant and can cause drowsiness and dizziness if high concentrations of vapour are inhaled. It is not dangerous to the environment.

### Chemical Identity

EC number: 205-500-4

EC name: Ethyl acetate

CAS number (EC inventory): 141-78-6

IUPAC name: Ethyl ethanoate

Annex I index number: 607-022-00-5

Molecular formula: C<sub>4</sub>H<sub>8</sub>O<sub>2</sub>

Molecular weight range: 88.1

## Health effects

Acute toxicity: Low order of acute toxicity. May cause drowsiness and dizziness if inhaled at high concentrations.

Irritation/corrosion: Not irritating to the skin. May cause skin dryness or cracking due to degreasing properties.

Available data indicates that this substance is a mild eye irritant, but not sufficiently to warrant classification.

Sensitisation: No evidence of sensitising properties.

Toxicity after repeated exposure: No evidence of long-term toxic effects.

Genotoxicity/mutagenicity:

Not genotoxic, as shown by in vitro and in vivo experiments. Carcinogenicity: Not considered carcinogenic. Toxicity to reproduction: Based on available data, no developmental toxicity or reproductive toxicity hazard.

## Conclusion

Ethyl acetate is a medium to high volatility solvent from the acetate ester family of solvents. It is classified as highly flammable and as a substance that may cause drowsiness and dizziness if inhaled in high concentrations. It has no environmentally hazardous properties. It is used as a solvent in coatings, inks, adhesives, and agrochemicals primarily in industry and by professional workers, but also has limited use in these applications by consumers. It is also found as a solvent in a number of consumer cosmetic products.

## The market

With European ethyl acetate spot prices having been driven upwards by tight conditions throughout much of the second quarter of 2015, the outlook for the third quarter is uncertain. In terms of supply, higher European prices could attract imports back to Europe, while the resolution of upstream production issues could also ease ethyl acetate supply constraints.

Participants in the US market for ethyl acetate are waiting to see an increase in demand associated with the spring coatings season.

Ethyl acetate is a solvent used in paints and coatings, and demand strengthens when activity in the housing market increases.

The season has been delayed this year because of a late end to winter and heavy rains across Texas and the US Midwest that delayed construction projects.

Asian ethyl acetate prices are expected to stay low relative to those in the feedstock acetic acid and ethanol sectors because of a persistent supply overhang and weak demand across the region. Slow demand and narrow margins prompted several export-oriented Chinese ethyl acetate producers to curtail their output since June. However, expanding ethyl acetate capacity in China, along with ethyl acetate's high cost relative to substitutable solvents – including toluene, acetone and isopropanol – is expected to limit ethyl acetate's feedstock cost-led price upside.

“Because of its **odour**, it is often **used** in **cosmetics** and its smell is **associated** with **nail polishes.**”



▲ **Ready for Seatrans:** After hard and good work the new Trans Chemica is ready to bear this historic name.

▲ **Captain:** Jacek Frymus is the happy Master for the good crew on-board Trans Chemica when TransNytt "visited" the vessel.

# Trans Chemica welcomed by clients and Europe

"It is the crew that makes the vessel, not the other way round," says Dragan Gvozdenovic, Master on Trans Chemica.

Trans Chemica is already on her first trip between Northern Europe and the Mediterranean when "TransNytt" calls her. Her virgin sailing as a Seatrans vessel was from China via a number of cargo ports before she set course towards Europe. The crew counting 20 had a safe journey - but not a dull one. Captain Gvozdenovic explains: "I was on board when the vessel was still at the shipyard in China and then I joined her again in Singapore on her journey to Europe. In Singapore, we had a CDI and the crew was well prepared after an intense period of work. The inspectors were impressed, and so were we. We got only two remarks, which is a brilliant result even for a vessel that has been under Seatrans operation for years. That is why I

say that the crew "makes the vessel" - it's not the vessel that makes a good crew. For these guys, there simply are no problems. We have been working very hard, and the crew members are finding solutions to the challenges we meet. Trans Chemica is now a good looking lady but we still lack some equipment and facilities to bring her up to the Seatrans standard. We will be there soon. Be sure!"

While at port in Amsterdam and Rotterdam, Trans Chemica had two new radars installed along with some other devices.

Trans Chemica has not only passed a critical CDI - the ship and crew have also passed a Port State control and inspectors from clients have been on board too. "We

had to adjust some minor procedures, but that has been completed already," Gvozdenovic underlines.

Trans Chemica will join the Northern Europe to Mediterranean trade. She will leave Rotterdam fully loaded, and with her hotel capacity fully booked. "We have a crew counting 20. In addition, we have one cadet in the engine room and some electricians and people from the classification societies. In Rotterdam, I had a full-time job just keeping an overview of who was on board and who had left," Gvozdenovic laughs. "Not the job I am used to having, but it is fun as long as it goes well and things are getting done."

## MT 'Trans Chemica' with a strong flavour of Seatrans history

The old Trans Chemica was a 3400 dwt tanker built in 1978 at the Kalmar yard in Sweden. Seatrans bought her on auction in the 1980s. She had stainless steel centre tanks and coated single-skin wing tanks. We introduced her to our major Charterers, Borregaard and Norsk Hydro, at that time. For more than 15 years, her main trade was carrying sulphuric acid, caustic soda and EDC between ports in North Europe. Her wing tanks were hardly ever used. For many years, she held the record for the annual volume carried by a Seatrans vessel, with close to 320,000 mts and more than 100 voyages. There were a few very short voyages

included in the count between Sarpsborg and Fredrikstad on the river Glomma. On 1 March 2006, still a good-looking and well-maintained 28-year-old lady, she was sold to a Turkish owner and we believe she is still trading.

Our 'new' Trans Chemica is, as reported in our last number of TransNytt, also a very good-looking lady; four times larger, 27 years younger and built in 2005. We will not be surprised if she is still actively trading with us in 2033, but what we can safely say is that it is highly unlikely that she will ever break the record of the old Trans Chemica.



▲ **Long time ago:** These people sent the former Trans chemical out of Seatrans in March 2006.

She is now well established in our Continental/Mediterranean trade and well liked by the officers and crew onboard. She also received a warm welcome from our customers shipping multi-grades of chemicals between the UK/Continent and the Eastern Mediterranean.

She is performing very well and fits perfectly into this particular trading niche.



# Bergen Shipping Dinner 2015

Bergen is famous for its International Festival – Festspillene – taking place at the end of May and beginning of June every year. Recently, the city's reputation has grown internationally, with a new event taking place at about the same time every second year: The Bergen Shipping Dinner. In truth, this event should be known as the International Shipping Dinner – some 1,200 people from the shipping industry worldwide come to Bergen to join what is by far the largest event in the shipping industry. Seatrans Chemical Tankers provided a special welcome for their clients on the top storey of Havnekontoret (The Harbour Office) which is now a hotel but

used to be the top corner office for the harbour of Bergen's CEO.

"We are very pleased to have some of our clients with us here," says Managing Director Tom Skare in Seatrans Chemical Tankers. "We are proud of our city and the shipping community here is well recognised for its professional and high quality service based on both its long history and high level of competencies. Additionally, we have the time to talk with our clients, friends and contacts in a relaxed and social atmosphere. During the rest of the year, we are all very busy and do not have much time for small talk and socialising. Bergen Shipping

Dinner is like the egg of Columbus for all parties involved in the business. It is a seemingly simplistic solution, providing an extra dimension to our business relationships, involving lifestyle and not just work."

**"We are very pleased to have some of our clients with us here"**

## Former contract partners **provide** new opportunities

For several years, Seatrans Chemical Tankers had a contractual partnership with Celanese Chemicals Europe GmbH covering shipments of vinyl acetate monomer from Tarragona to Gebze and Antwerp.

At the end of 2013, Celanese closed their VAM production unit in Tarragona to safeguard their future competitiveness within the acetyl business.

This summer, we have once again

been fortunate to continue our partnership, with a two-year contract covering distribution of acetic acid, ethyl acetate and vinyl acetate monomer from North-west Europe to the West Mediterranean.

Celanese has high expectations when it comes to quality, safety and providing a reliable service. Therefore, we are proud that Seatrans has been selected as their preferred carrier for this contract.

**Celanese Corporation** is a global technology and specialised materials corporation with its headquarters in Dallas, Texas, United States. The company is a leading producer of acetyl products, which are intermediate chemicals for nearly all major industries, and is the world's largest producer of vinyl acetate monomer (VAM).

From the global production network of Acetyl Chain, Celanese provides materials that are critical to the global chemicals, paints and coatings industries. Celanese also advances automotive and consumer electronic designs and enables life-improving medical, food and beverage products.

Celanese's operations are primarily located in North America, Europe and Asia. Its largest plant is in the Clear Lake area of Pasadena, Texas, USA.

Celanese employs approximately 7,500 employees worldwide.



# I feel at home at sea

"I love sailing and watersports. I learned to love life at sea on the lakes in Warmia in Mazury," says Marta Choromanska (26) who is Third Officer on board Trans Catalonia. When we met her, she was in the head office in Hop where she spent the summer working for Seatrans Chemical Tankers.

At the office, Marta Choromanska does a bit of this and a bit of that, learning more about the implications of managing vessels from an office perspective. "I think it is very beneficial for me to learn and understand how much it takes to make a vessel's journey safe and successful. I have to confess that I did not know it took so much challenging work. There are so many things to remember. As junior officer on board, you are far removed from office matters. I had never expected it to take so much work to complete a sailing," she says. "I'm impressed by the knowledge of the people in the office, and the experience I have gathered here is very important for me."

Marta Choromanska comes from Olsztyn in the north-east of Poland. There are hundreds of small and larger lakes in the area surrounding Olsztyn, and it was on a lifeguard course that Marta gained her first experience of sea transport. "I was 15-16 years old and some of my friends attended the course. A few of the boys I used to hang around with later applied to the Naval Academy. They really inspired me. I had to try it myself, and here I am. Seatrans is the first company I have worked for, and I really appreciate what they offer and the safety culture they stand for in the company."

Readers of TransNytt may remember Marta (TransNytt 4/2013). At that time, she was a cadet on Trans Iberia. Now, two years

and more exams later, she is Third Officer. "Trans Catalonia is my ship. She is a great vessel with a wonderful crew on board. Sometimes it is a bit difficult to be the only woman on board, as we sometimes have difficult days at work. But the people are the most important part of my working day. They are very kind and I really appreciate that they are honest and open with me. I have so much to learn and they are very helpful in explaining things to me. By adding the experience I will gain from these two months at the head office, I hope I can improve my skills and understanding of what it means to manage both a vessel and the business successfully," Marta Choromanska confirms – still looking for new challenges at sea.

The sea! the sea! the open sea!  
The blue, the fresh, the ever free!  
Without a mark, without a bound,  
It runneth the earth's wide regions round;  
It plays with the clouds; it mocks the skies;  
Or like a cradled creature lies.

Barry Cornwall, The Sea.

# Plaque delivered



As mentioned in TransNytt 2/2015, Trans Borg won the Ship Of the Year award 2015. In June, the formalities were brought in place. Ship Owner Lars Helge Kyrkjebø delivered the plaque of honour to Captain Frode Fredriksen on behalf of the whole crew. Certainly, afterwards it was celebrated with homemade cake. Well deserved!



## ANNIVERSARIES

# 50

 years

Dariusz Piotr Kozinski 07.11.2015  
Mariusz Sulek 04.12.2015

# 60

 years

Lovric Eduard 10.07.1955  
Øystein Danielsen 02.09.2015  
Roman Bichowski 04.10.2015  
Leslaw Piasecki 14.11.2015  
Virgil Chelaru 24.10.2015



# Mysterious clouds

Everybody talks about the weather but nobody does anything about it. Well, apart from Captain Zarko Orlic on Trans Sea who took some impressive photographs of weather phenomena from his vessel as they approached La Skhira, Tunisia on 23 July.

The only problem is that we are not quite sure what he has photographed, so we consulted with some meteorologists in Bergen. They studied the photo carefully and concluded: "This is something very peculiar. We call them wall clouds. What you can see is very local low pressure creating a number of small showers. You often experience strong winds ahead of these weather fronts. This is a phenomenon we seldom see in our part of the world," says Anders Sivle who is weather forecaster at The Norwegian Meteorological Institute. TransNytt thanks Captain Orlic for the photos – and for the lesson we have learnt.

## Seatrans core values:

Care - Involvement - Innovation - Performance



**TRANSNYTT**

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