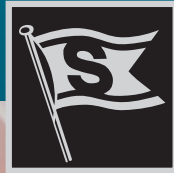


TRANSNYTT

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TRANS CHEMICA in exercise

Page 4-6

Trans Fjell in real life

Page 8-12



Long-term industrial FOCUS

The world economy is again going through turbulent times. We see that access to credit is becoming difficult for many companies, banks are hesitant to lend and the bond markets are closed for shipping companies at present.

Out of the four major markets in shipping, only tankers are doing reasonably well. Bulk carriers, container and offshore ships are all suffering from dismal markets leaving many ships in layup, and the rest earning less than operating cost. We expect that some of this weakness will migrate into the tanker markets over the next few years.

Seatrans is well positioned to meet these challenging markets. It is precisely under these circumstances that our strategy of long-term industrial focus shows its strength. We need to maintain our work on achieving operational excellence and cost

competitiveness to further build on this strength. This issue of TransNytt is testimony to our efforts and success in this direction.

2016 will be a good year for us, and we will use this year and next year to consolidate and build financial capacity. This will make us well placed to take advantage of a weak shipping market.

**Kind Regards
Johan Hvide**

Content

Cover photo:
Pumpman Witold Maslanka shows
Deck Cadet Adrian Nowakiewicz
how to splice a rope.

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42 years Page 15



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."



NR. 1 | 2016

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Fleet changes in SCT

By Jan H. Johansen, director of projects & business development

We are now well into the new year, and there is a lot of disturbing news. This includes uncertain economic development in China, Japan, the USA and Europe; multiple challenges in connection with political developments in the Middle East, with vast numbers of refugees fleeing Syria, Yemen and other countries; and low oil prices putting a critical strain on oil producing countries such as Nigeria, Venezuela, Russia and Norway.

Fortunately, activities for Seatrans Chemical Tankers (SCT) remain largely stable, and we have had a reasonably good start in 2016. Our fleet has a good composition that makes it suitable for our contract requirements. However, we have succeeded in securing new contract business and so are making a number of adjustments to our fleet.

The latest addition to our fleet is the Blue Garnet, which was delivered on time charter to us in Nordenham on 6 February. She is a 6870 DWT stainless steel vessel with 18 cargo tanks, built in 2010 by the same yard as the Trans Fjell. The Owners of the yard control the ship, which has been trading for Utkilen until early February. We intend to trade the vessel between the Continent and the Mediterranean. She will replace the Southern Zebra, on which we declared a purchase option back in December. We decided then to take a profit on the deal by reselling the vessel to Team Tankers, who will take delivery of her in the middle of March.

In the meantime SCT has a well-balanced fleet, though we are still open to adding one more ship to the fleet. Not many candidates can be found these days, but

we will be looking more closely at the opportunities as they arise. Meanwhile we wish all our customers, seafarers, owners and colleagues the very best for the remainder of 2016.

“Fortunately, activities for Seatrans Chemical Tankers (SCT) remain largely stable”

M/T "Blue Garnet"

- Summer deadweight 6870 mt.
- Built 2010
- IMO 2 – Ice class 1A
- Built by Tuzla Gemi Endustrisi, Turkey
- Cargo capacity (98%) 8082 cubic meters
- Framo deepwell pumps
- 18 cargo tanks made from duplex stainless steel



▲ **The “media”:** Tom Atle Pedersen, CFO, gained experience of providing representatives from the media with press releases and interviews.



▲ **Humans first:** Angelica Mejia informed the next of kin about what had happened. Statements were adjusted in accordance with what Tom Atle Pedersen (right) was saying to the press. Jan Andreassen at the white board follows the dialogue.

Case study:

Crisis **simulation** exercise:

HEPTANE LEAK FROM THE

Trans Chemica

in the english channel

On Wednesday morning (0900 hrs Norwegian time) January 13th, the Trans Chemica was struck by a vessel in the English Channel. One member of the crew was injured, and there were leaks in two of the tanks. The very potent and poisonous chemical, heptane, flowed into the sea. The captain immediately contacted the Seatrans office to report the accident and the crisis management team at Seatrans was mobilised.

It did not turn out to be an ordinary day at the office. In order to make crisis simulation exercises, they are conducted without advance notice for the participating resources. Mobilisation of the crisis management team is a critical task in itself.

“This exercise was initiated by one of our leading clients, Shell. This was a very welcome initiative, because its scope and scale were very relevant for us and it challenged our ability to handle a crisis

of this kind. We planned the scenario in close cooperation with Shell and we had representatives from Seatrans in the Shell Rescue Operation Centre in London, and an observer from Shell in our Contingency Room at the head office. We also involved our insurance company, which provided us with all the insurance-related information and considerations in relation to the actual case we had to deal with,” said Knut Havn.

“All-in-all, the exercise was very realistic and we seem to have managed the

situation well. There are certainly some areas for improvement however. For example, we could have got our client and cargo owner to provide us with important details about the toxicity of the acid for people and the environment. They have up-date knowledge about this to hand, while we had to go through our manuals to find documentation. Although we did track down the information, it took rather longer.”

Facts about

THE EXERCISE

The exercise was an initiative by Shell, who involved a few of their dedicated partners. Seatrans is one of their suppliers of chemical tanker services and therefore was asked to participate in the exercise.

In the exercise scenario, the Trans Chemica, loaded with a Shell cargo, was involved in an accident with another vessel in French territorial waters. In the course of the six-hour exercise, the vessel had to be in operating mode, stabilised and rescued while some crewmembers were missing and others were hurt. The situation on board changed over time. The fate of the other vessel was covered by the simulation.

The participants in the exercise were the Seatrans Contingency Team, the French Maritime Authorities and Navy, the Shell Contingency Team and the Port of Rotterdam.

The exercise was managed from London, though Shell also had a crisis management team active in Rotterdam. Shell even

involved port authorities in Lille, France. Gisle Rong, managing director of Seatrans Ship Management, and Captain Jacek Frymus were both located in London; While Gisle Rong took part in developing the scenario as it progressed, Captain Jacek Frymus had the role as captain on board the imaginary vessel.

At Seatrans' head office, the Crisis Management Team was operating from the surveillance room, while Knut Havn and Tom Klepppestø supported Gisle Rong with information about stress levels and ideas for aggregating the disaster in order to give the rescue team adequate problems to solve.

The insurance company, Gard, supported media training in Bergen with a reporter and a camera operator.

Altogether, some 40 people took part in the exercise, which was the largest Seatrans had been involved in.

“Altogether, some 40 people took part in the exercise, which was the largest Seatrans had been involved in”

▼ **Action:** There was hectic activity in the contingency room, where (from left) Jan Andreasen, Henning Rebnor (behind) Øystein Danielsen and Erik Mohn coordinated actions by Seatrans at sea and on shore.

▼ **Observer:** From another room in Seatrans, Knut Havn and some other staff members were able to watch the Crisis Management Team in action via a video link.



“Troublemaker”: Captain Jacek Frymus participated in the exercise from an office in London close to the Rescue Operation Team. Here he added problems and changed the conditions for the crew and vessel during the exercise.

Captain FRYMUS

facing “problems”

In order to improve realism and dynamism during the exercise, Captain Jacek Frymus, as the master of the imaginary vessel Trans Chemica, created challenges for the teams on shore. “A very impressive and very relevant exercise,” was his assessment.

“In theory, I was on board the Trans Chemica, although in reality I was in Shell’s office, following Seatrans contingency procedures for the vessel. After the accident occurred, I reported to Seatrans’ Duty Officer by phone and later by e-mail. During the exercise, I was in contact with the Seatrans Contingency Group and constantly exchanging the necessary information. The French Maritime Authority was asked for assistance as one crewmember was taken to hospital for treatment.”

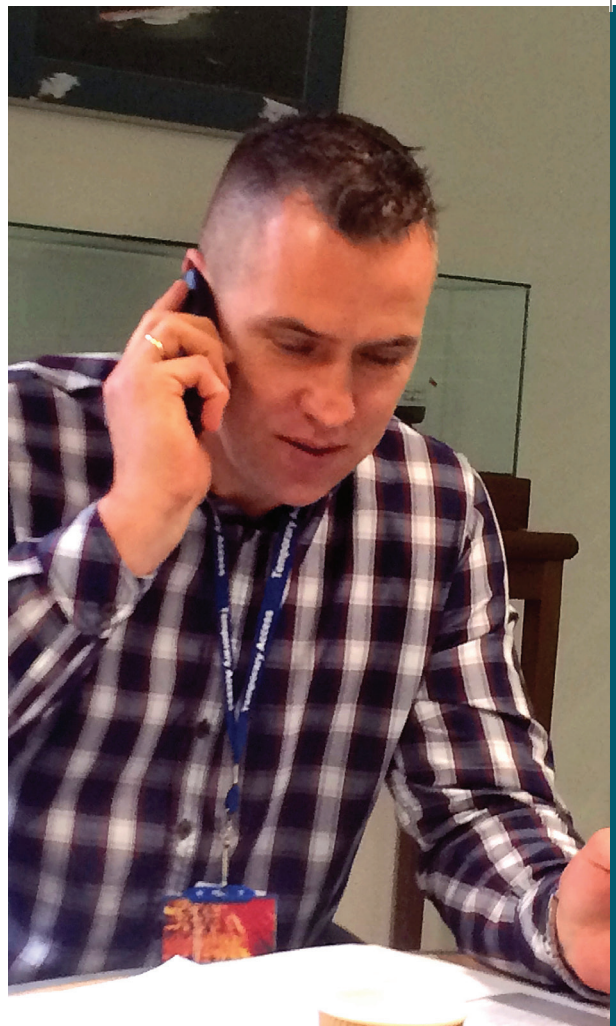
“It was very interesting for me to see how the Shell Contingency Team deals with such incidents, how the plan of action is followed, and how they work with other involved parties, including the Seatrans Contingency Team. I was impressed with the effectiveness of the cooperation and

how all the various teams fulfilled their duties,” says Jacek Frymus, looking back.

Managing director Gisle Rong, who was also on the side line in the Shell contingency room, had a good impression of the exercise. “It was very useful. A huge drill like this involves many different aspects and improves the sense of realism. In fact it was rather intense, even if it was a simulation. What impressed me most was the efficiency of the Shell Rescue Operation Team. For example, while it took us in Seatrans quite some time and effort to provide really in-depth details about the chemicals in terms of pollution potential for sea life, we learned that Shell, as the cargo owner, has this kind of information immediately to hand. By involving them in this, we would have saved time spent on research. I would also like to mention

that our Captain really helped to make this exercise more realistic. He knew what might happen and he contributed by introducing a dynamic progression throughout the exercise. This is also the message I got from Shell.”

Jacek Frymus, now captain of the real Trans Chemica, continued: “The lesson I learned as the Captain was the importance of regularly updating the crew list and the stability calculation for the vessel after departure from each port. The aim of a drill like this is to gain experience that can then help in dealing with any real-life situation. It would be good to continue with this type of exercise in the future. I can really recommend that captains take part in simulations of this kind. I have the feeling that this exercise was instructive for everyone involved.”



▼ **Shell present:** Dawn Gibson was the presentative from Shell in the contingency room with the job of observing how the crisis management team handled the “emergency”.

▼ **Professional:** As cargo owner, Shell demonstrated an impressive professionalism in dealing with the challenges during the Emergency Response Exercise.



Paraxylene (PX)

P-Xylene is an aromatic hydrocarbon, based on benzene with two methyl substituents. The "p" stands for para, identifying the location of the methyl groups as across from one another.

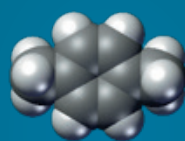
It is an isomer of xylene. Other isomers include o-xylene and m-xylene. P-Xylene is used on a large scale for the manufacture of terephthalic acid for polyester. Its polymer is known as Parylene. P Xylene is produced by catalytic reforming of petroleum naphtha as part of the BTX aromatics (benzene, toluene and the xylene isomers) extracted from the catalytic reformat. The P-Xylene is then separated out in a series of distillation, adsorption or crystallisation and reaction processes from the m-xylene, o-xylene and ethylbenzene. Its melting point is the highest among this series of isomers, but simple crystallisation does not allow easy purification due to the formation of eutectic mixtures. It is also highly flammable.

Paraxylene is one of the three dimethyl benzene isomers and therefore belongs to the aromatics family known as BTX, where X stands for Xylene. Paraxylene is also called P-Xylene or also PX. Paraxylene is a colourless liquid that is obtained by the distillation of camphor with zinc chloride. Paraxylene can then be oxidized to form PTA. Paraxylene is the principal precursor to PTA and dimethyl terephthalate, the two monomers used in the production of PET.

When it was discovered by Michael Mojzesz Szwarz in the late 1940s, the young and growing plastics industry was in search of better thermal stability in prospective new polymers. Michael's observations inspired vigorous research in many industrial laboratories, including

I.C.I. in the U.K. and DuPont, Kellogg and Polaroid in the U.S. A few years later, William Franklin Gorham at Union Carbide proposed using the very stable dimer of the reactive p-xylylene, di-p-xylylene (DPX), or paracyclophane, as the feedstock for an industrial Vapour Deposition Polymerisation (VDP) process in order to produce PPX. Gorham demonstrated that the necessary reactive intermediate could be produced quantitatively in pure form from DPX under milder conditions than those required for its production from p-xylene.

p-Xylene



Polyester uses include:

- Carbonated and non-carbonated beverage containers
- Containers for household chemicals, toiletries, cosmetics, etc.
- Fabrics for curtains, upholstery, clothing, etc.
- Microwave oven packaging material
- Films for x-rays, magnetic tapes, photographic film and electrical insulation
- Packaging for boil-in bags, processed meats, shrink films and blister packs

Reactivity and Stability Hazards

Chemical stability: Stable under normal temperatures and pressures.

Conditions to avoid: High temperatures, ignition sources.

Incompatibilities with other materials: Strong oxidising agents, strong acids, acetic acid, nitric acid.

Hazardous decomposition products: Carbon monoxide, carbon dioxide.

Hazardous polymerisation: Will not occur.

The market

Paraxylene (PX) is the largest volume isomer of the mixed xylenes. Around 98 percent of PX demand comes from the polyester chain via either of its intermediates, purified terephthalic acid (PTA) or dimethyl terephthalate (DMT). The breakdown for polyester demand is 65 percent from fibre, 27 percent from polyethylene terephthalate (PET) bottle resin and the remainder from film and other plastic end uses. Polyester demand is expected to grow at six percent a year over the next few years, with the PET resin bottle market seeing the fastest growth. A small amount of PX is used as a solvent and in the production of di-paraxylene and herbicides.

The US paraxylene market is expected to see a slight increase in demand during the first quarter, but oversupply is likely to keep prices flat.

European PX demand should pick up during the first months of 2016 in preparation for the summer bottling season. However, there is much uncertainty over the future of downstream units, such as Artlant's PTA plant in Sines, Portugal. Pricing should continue to follow Asian trends.

Asian PX markets are expected to remain stable-to-soft in the first quarter of 2016. Other market sources expect a lower operating rate in the downstream PTA market, as well as a bearish sentiment in the polyester market, to exert continual downward pressure on prices.

Toxicity

- Short-term exposure
- Paraxylene can cause issues with the central nervous system, and if swallowed could cause chemical pneumonitis when breathed into lungs.
- Long-term exposure
- Liquid paraxylene exposure to the skin over long periods of time can remove the tissue from the skin.



Always good

WHEN SEATRANS ARRIVES

"As owners of chemical tanks in both Norrköping and here in Gävle, I can say that we are always happy to work with the Seatrans guys. They always have everything in order – papers, equipment, efficiency and safety, and that's how we like it," says Niclas Petterson of Kemtrans. We met him and his stepson, Linus Lawergren, inside the tiny cabin at the

chemical terminal at Gävle port.

Kemtrans has been a family-owned business for more than two generations, and now Linus is ready to join the family firm. "We have two tanks in Norrköping and one here in Gävle. We operate them for "Kemira", which is a global chemicals company, based in Finland and operating

worldwide – including in Sweden. We have had the 6,000 m³ tank in Gävle for just two years. In Norrköping we have two tanks with a total capacity of 12,000 m³. We started working with Kemira in 1982. However, the company was established in 1971 when we specialised in transporting chemicals on trucks. This part of our business was discontinued in



Never alone: When dealing with aggressive chemicals such as sulphuric acid, there are always two operators present. Here in Gävle, owner Niclas Petterson (left) and Linus Lawergren are on the job.

2012," Niclas Petterson explains.

As a family-owned company, they have a long perspective on their part of the logistics chain. "We are dependent on good cooperation between the partners involved. We require all parts of the installations and the equipment to be of the highest standard, so we

have to continuously focus on good maintenance, safe routines based on long-term experience and solid documentation. We deal with dangerous goods, but as long as everyone prioritises safety, it's safe," Niclas Petterson concludes.





▲ **Trans Ice:** The Baltic Sea can freeze but Trans Fjell easily handles ice at this thickness. However, on her way to Uusikaupunki (Nystad) in Finland she sometimes needs an icebreaker in front.

“Baby, it’s
c-c-cold
OUTSIDE”

Frank Sinatra asked to stay inside because “baby, it’s raining outside.” He had clearly never been out on the Baltic Sea in minus 20 degrees or below.

“The best way to be protected from the cold is to stay inside,” jokes Jaroslaw Kochanowski, the Captain of the Trans Fjell, who had sent us some documentary photos to illustrate the situation. “We were lucky. The temperature had risen from minus 28 to (only) minus seven when we started to load our cargo at the YARA terminal in Uusikaupunki in Finland. Thick ice can remain here until the spring arrives, but the vessel is designed for

this climate. She has an 1A ice class hull, so we don’t have any problems in that respect. We have had some problems with frozen lines and pipes both on board and ashore, but we manage. And we have warm clothes!” We have sent warm greetings to Captain Jaroslaw Kochanowski and his crew. The winter is a wonderful time – as long as it does not last too long. Some weeks later, the ice had disappeared..

“He had **clearly never** been out on the **Baltic Sea** in minus **20 degrees** or **below**”



Trans Fjell

Smooth in stormy **WEATHER**

▲ **Up-sizing again:** Coming from a 20,000 tonner to the Copernicus was quite a step down for Captain Sylwester Ustrzycki. Now, on board the Trans Fjell, he feels comfortable with both the crew and the vessel.

“She is ten years old now, but she doesn’t show it. She’s in very good shape,” says Captain Sylwester Ustrzycki. Maybe it has something to do with the dedicated crews that have treated her so well?

Many will remember Sylwester Ustrzycki from his many years on board the Copernicus. For most of last year, he has been one of two captains of the Trans Fjell. She was a new-building from Turkey who brought with her a number of challenges from the shipyard. However, all the “childhood diseases” are long gone and she now performs very well, as the captain explains.

“She is a very nice vessel, perfect for the Norway-Baltic trade. And she handles well – even in heavy storms she takes the waves smoothly.”

Strong contrast

Coming from the inland region of Poland, it was not an obvious career choice for Sylwester Ustrzycki to become a high-ranking officer. “It was my teacher who asked me if I would like to apply for the Maritime Academy in Szczecin. Well, I did and I passed the test.”

For many years, Sylwester Ustrzycki sailed with companies offering six to seven month contracts. However, the situation with his family back home was a challenge. “The first of my three daughters really missed me during her childhood. She would sit at the window

for days looking for her father after I had left. When I came back home after many months at sea, she did not recognise me. This turned out to be a serious problem for all of us, and I decided to look for shorter contracts. Then the Copernicus came into my life. I remember well the first time I went to go on board. It was in Bremerhaven and I just couldn’t see her. I called the Captain on board, my good colleague Jacek Frymus, asking him on the phone where they were. He said: “We are here. You just have to look over the quayside.” Then, close to the water surface, there was this tiny vessel waiting for me. I wondered how I could possibly manage this? I was used to large vessels – 20,000 tonnes – that are rather more visible, which the Copernicus definitely was not. In the end I stayed with her for eight years, and we had a good time together. Even though the facilities were not up to date, the crew were very stable. There is something special about her.”

Walking inspections

Sylwester Ustrzycki joined the Trans Fjell team last summer and he is very comfortable about being here. “There is a real buzz about the job, and it keeps

you busy. You never have a chance to be bored. Except for one time when we had a five-day voyage from Svelgen in Norway to Uusikaupanki, our longest distance without a stop has been two and a half days from Helsingborg to Finland. I enjoy making preparations and dealing with agents and port authorities and staff. You have to adapt to the situation and the assumptions some of the vetting inspectors have and make the best of things. Every week I take a tour of on the vessel together with my fellow officers to see how things are. I know that if we find conditions to be good, I can say “thank you guys” and I can sleep well at night,” says Captain Ustrzycki.

Up-sizing again

Captain Ustrzycki is a sailor by heart. “It doesn’t take that many weeks at home before I get restless. I go out in the car to try to compensate. Then I know I have to prepare my family for the next voyage. They accept this, and I am very happy to be the leader of the good crew on the Trans Fjell!”

Mentor and trainee on Trans Fjell:

Satisfied with CADET PROGRAM

“In the long run it is good to educate good cadets, because then they make life easier for me when they come back as officers,” says Chief Engineer Petr Musil with a smile, while Engine Cadet Aleksander Leszczynski nods in agreement, adding “I learn a lot.”

Among the professional crew on board Trans Fjell, we also found two students, deck cadet Adrian Nowakiewicz and engineer cadet Aleksander Leszczynski, who will soon be officers - if they pass the exam. We stopped the latter with his mentor for a talk about life at sea.

There are a number of differences between a mentor and his trainee. Age and experience is obvious in terms of a life lived and the generation gap. However, in our case they do have some fundamental things in common: a dream since childhood of going to sea and a fascination with large engines.

From inland to the ocean

“I come from Slovakia, which is not a maritime superpower,” explains Petr Musil. “However, I always wanted to be a seaman. I started my career on

small vessels on the Danube, but I got my education at the Gdynia Maritime Academy (now named University, editor’s note). I now live in Poland with my wife. We have friends and family there, but sometimes I miss the beauty of the Slovakian countryside...”

Regular crew

Petr Musil, now aged 43, has had a long career with Seatrans. “I have been here for 14 years, and I have had the privilege to be on board eight different vessels, such as the two Brage vessels, Trans Arctic, Trans Fjord and now for many years on the Trans Fjell. There has been a tremendous change in terms of electronic systems and automation in the engine room. Without the help of my colleagues, I would be lost. The advantage with having a regular crew, as we do on the Trans Fjell, is that we can

specialise in various fields. I know who is good in particular roles, which makes it easier to get things done efficiently. That is why I also enjoy having a cadet with us. It is easier to train a cadet than an engineer.”

From theory to real life

Aleksander Leszczynski confirms what his mentor says. “He shows me how things are done and he challenges me to find out what is hidden behind the switches and screens. This makes the theory we learn at school relevant to everyday life in the engine room.” For Aleksander Leszczynski this is the second Seatrans vessel he has been on after three years at the Gdynia Maritime University. “I have had this dream from childhood: I wanted to be a seafarer. And yes, here I am,” he concludes.

▼ **The engineering team (from left):** Cadet Aleksander Leszczynski, chief engineer Petr Musil, 2nd Engineer Stoica Stefan and fitter Wojciech Sienko. “Without these guys I would not be able to do my job,” says Petr Musil.



Chemicals and fertiliser: Loading master Olli Saaringen and his colleagues operate the industry port 24 hours a day, year round. Each year, some 350 vessels load various YARA cargos here.

Loading master at YARA, Uusikaupunki:

Trans Fjell

is the best vessel that we operate



"We share the same values as Seatrans, and the prioritisation of safety most of all. This makes communication between us easier. I would say that Trans Fjell is the best vessel that we operate here at the YARA port in Uusikaupunki," says loading master Olli Saaringen.

Every year, some 350 vessels call into the YARA port on the western coast of Finland. The port is in operation 24/365, with most of the cargo volume consisting of fertiliser from two production lines at the nearby YARA plant and from other YARA plants elsewhere in Finland (see fact box).

"Last week we had ten bulk vessels here loading fertiliser. But some vessels take days to load. Right now, we have a Chinese vessel loading one of our unique fertiliser types that they prefer. Last year the Uusikaupunki plant produced 1 million tonnes of fertiliser, but an investment decision has been made that will increase

volume by 25%. We are planning to extend the port by some 250 meters, but the decision has not been made as yet. When it does happen, we will have space for loading chemicals," explains Olli Saaringen.

That would be a good idea, as YARA is a huge producer of various chemicals, and these volumes also seem to be increasing. "Our main products are nitric acid and fluosilicic acid. An ordinary shipment with Trans Fjell is close to 2,500 tonnes of fluosilicic acid from our plant in Siilinjärvi. The acid is transported to Uusikaupunki by rail in cargo wagons. It takes approximately 60 wagons for one

loading for Trans Fjell. So, the logistics are a bit of a challenge for us. However, this underlines the value and importance of the seamless and trusting relationship we have with Seatrans," says Olli Saaringen.

"It takes approximately 60 wagons for one loading for Trans Fjell"

Wagon: It takes some 60 wagons to load Trans Fjell with 2,500 tonnes of fluosilicic acid.

Facts about

YARA IN FINLAND

Yara has a major presence in Finland, with several production sites, a mining operation, research stations, as well as sales and support offices.

Siilinjärvi

This facility mostly produces fertilisers, as well as a range of industrial chemicals. There is also a mine at the site.

Uusikaupunki

Yara has four plants at this site, two nitric

acid plants as well as two fertiliser plants producing nitric acid and fertilisers for the Finnish market and for export. The plant has its own deep water harbour.

Kokkola

The Kokkola plant in Finland produces mainly potassium sulphate for the Mediterranean and Chinese markets and feed phosphates for markets worldwide.

Source: www.yara.com





▲ **Education is the key:** The Adina Foundation helps children with school and schoolwork and motivates families in order to help them out of the poverty trap. (Photo: Magne Reigstad)

Seatrans' support for The Adina Foundation:

“EDUCATION IS THE WAY out of poverty”

Since 1999, the founders of The Adina Foundation (TAF) have been helping children and young people from the deprived rural area outside Craiova in the south-west region of Romania. It began with healthcare and clothing, and now TAF supports families in need, kindergartens and schools, and provides education for underprivileged young people. “We believe that education is the best way out of poverty,” says Hilde Sandnes, executive director of the foundation and former teacher in Bergen, Norway.

While Romania has a good record of improving its national economy overall, there are still regions that need support from outside in order to speed up development. The rural district of Dolj County is one of them. “When we first came here 15 years ago, it was like going 100 years back in time. Families were stuck in the poverty trap. They had no opportunities for improving their living conditions unless someone from outside could help them to initiate a change. We were the lucky ones who got to do that,” explains Hilde Sandnes.

TAF has its origin back in the days when far too many Rumanian children suffered with HIV and AIDS. Volunteers from Bergen played a key role in exposing

the reason for their misery. New hygiene regimes in hospitals and in medical care removed the source of the virus, and since then childcare has improved dramatically. In 2001, Ove Haugsdal and Bjørn Storgjerde from Bergen founded The Adina Foundation. The motto is “From poverty to hope for the future”. It is a non-religious and a non-political organisation.

“We work in close co-operation with a number of communities outside Craiova and with volunteers in the region. Through our partner in Craiova, Fundatia Adina Stiftelsen (FAS), we run afterschool activities in five primary schools in four communities, Goiesti municipality being the first and still our largest local partner.

Here we facilitate various activities for children after school, such as providing help with homework, sports and meals – all based on a similar model for afterschool services for children in Norway. Before this project started, the dropout rate in Goiesti primary school was around 25%. So far, since his project started in 2008, only one boy has left without completing school. We are very proud of the progress they are making!” When the pupils get older, they have to take the bus to schools and colleges far from the small villages. In order to make this possible, we provide some young people with financial support, including for bus travel. As a “pay back”, they are required to participate as volunteers

in local TAF activities and prove their dedication to schoolwork by producing good results. We follow these young people closely, as we want them to succeed. If they drop out, we have to drop them. Most of them size the chance they are given and work hard to succeed in gaining a good education.

TAF also supports young families, as well as running open kindergartens. "Together with volunteers in Craiova, we have started a programme we call "New Start". The model is adopted from The City Mission in Bergen. We offer support to families with a limited ability to stimulate their children the way other parents do with games, common activities, helping them with homework and so on. For this project, we won unique funding from money the Norwegian government pays to the EU. Some of this payment is earmarked for this kind of work. We have

eleven volunteers in Craiova involved in this project and the results have been very positive," say Hilde Sandnes.

Seatrans Ship management has decided to support TAF. It has not been decided yet how the gift from Seatrans will be used, but there are plenty of options. "We are highly dependent on economic support from individuals and from companies. Even though we have low costs and a lot of volunteers, there are far more challenges than we can cope with. So, we are very happy about this contribution, and we hope we can develop our relationship with Seatrans in the years ahead!"

If you can read Norwegian, you can find out more about the work done by The Adina Foundations in Romania and in Uganda at www.adina.no



Sponsorship

Last year, Seatrans Ship Management decided to donate €2,000 to The Adina Foundation to support their work with volunteers in the Craiova region. "We were impressed by the good work they do based on close cooperation with local authorities and dedicated volunteers.

As a company, we are privileged to have many highly professional seafarers from Romania on board our vessels. We know how important education is for each of us as individuals and for society as a whole. When we looked for a partner in this field that combined idealism and

professionalism in terms of high quality in their work and outstanding cost-effectiveness, The Adina Foundation was an obvious choice for us," Says Gisle Rong, managing director of Seatrans Ship Management.

Still cooking after 42 years

Asked to stay:Both Captain Sylwester Ustrzycki and Chief Engineer Petr Musil wants Jozef Kurkowski to keep on cooking for them..



Jozef Kurkowski is known for being the most important man on board. That's right, he is the chief cook on board Trans Fjell. He has been cooking for others for 42 years. Now, he is thinking about retiring so that he can cook for just himself and his family. "No, no!" protests the crew.

However, being chief cook on board the Trans Fjell has been a privilege for Jozef Kurkowski. "It is a very good galley with

all the equipment I need and sufficient space. The storage room is also very good. It is a good design," Jozef Kurkowski explains. "I love to bake bread to the crew, and it's good to have an oven in which I can do that. I think this is the best galley I have ever worked in."

The crew praises the results of his efforts in the galley. "We look forward to every meal and the delicious bread he makes.

To us, Jozef Kurkowski is far more than just wonderful, traditional Polish food. He also spreads good humour on board. We think it is a very bad idea for him to leave us. We hope that he can at least postpone this retirement plan for one more year," says Captain Sylwester Ustrzycki on behalf of the whole crew. But, as everyone knows: You can't give orders to the most important man on board...

ANNIVERSARIES

50 years

Popovic, Tihomir
Strojewski, Piotr

06.01.2016
01.05.2016

60 years

Sitarek Andrzej
Bryton, Adam
Bucur, Liviu
Calustian, Andrei
Vibecke Skogstrand

02.02.2016
27.02.2016
29.02.2016
20.04.2016
16.02.2016



Seatrans core values:
Care - Involvement - Innovation - Performance