

TRANSNYTT

NR. 3 | 2016 | ÅRG. 39



Trans Holm
will re-appear soon

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Look at
yourself!

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OPTIMISATION:

Counting litres
to lift efficiency

Page 6-7





Brighter outlook

The year 2016 is drawing to a close, and Seatrans has so far had a good year; without any major incidents, and with the promise of a good financial result.

Even though we are in a 'financial consolidation' mode, we still make investments in ships and equipment. The newly acquired Bow Master/tbr Trans Holm will join our fleet shortly, and nicely complement the SCT fleet serving customers between north and south Europe. We expect 2017 to be more of the same, with some careful investments made in the liner business, but still with a focus on consolidation.

The markets around us do not invite to any excessive spending, as many shipowners are now in the process of discussing terms with their banks to secure their own survival. The expected softening of the tanker

markets is now very evident and will continue to develop the next 12-18 months. This means that all shipping markets, without exception, are very weak.

Fortunately, ordering of new ships has slowed down, so there is some hope of improving markets when the present deluge of ships has been delivered.

In the mean time we need to carry on serving our customers, maintaining our high standards at all time!

Kind Regards
Johan Hvide

Content

Cover photo:
Trans Dania in full speed
heading north. This image
is from Vattlestraumen,
just south of Bergen, Norway

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SEATRANS SUPPORTS SAFETY AT SEA

Seatrans has prolonged its sponsorship of Redningsselskapet for a period of five years. "Safety at sea is mandatory for all our work. By supporting Redningsselskapet 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 Redningsselskapet 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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Fleet expansion

in Seatrans Chemical Tankers

During the summer, Seatrans Chemical Tankers (SCT) has negotiated a deal to take MT Bow Master on bareboat charter. The vessel was built in Poland in 1999 by Odfjell together with two sister ships. One of the sister ships was bought by Utkilen in 2015 and the third one has just been sold to a Turkish owner.

Bow Master is 6,064 dwt with 14 stainless steel cargo tanks and a total cubic capacity of 6,878 cbm. Over the past couple of years, the vessel has been trading in Odfjell's Inter Far East service. We have just been advised that she has been fixed for cargoes, bringing her to the Continent where she will be taken over by Seatrans in early November.

"The vessel is very well-equipped and in good condition, and will fill our need for an additional vessel in the Continental-Mediterranean and Inter Mediterranean service. She is fitted to carry propylene oxide and has a nitrogen generator," says Jan Johansen in SCT.

The vessel will enter into a three-year bareboat deal ending in a purchase obligation agreement at a fixed price. SCT also holds purchase options during the bareboat period.

"Before we introduce her into our trade, a normal drydocking will take place. One of the purposes is to carry out fittings to allow compliance with the SECA requirements. This includes increasing gas-oil bunker capacity, adjustments to the main engine with new lube oils and the ability to run efficiently on low sulphur gasoil. We will also need to rebuild the cooling systems with a more eco-friendly cooling medium for accommodation and stores. Furthermore, we need to make changes to achieve compliance with the latest European environment requirements," Johansen continues.

"We welcome this new lady to our fleet, and plan to reflag her to the Maltese flag and change her name to a proper Seatrans name upon delivery."

We **welcome**
this new **lady**
to **our** fleet



«Marching order»

The «press release» is like a «marching order» for other parts in the Seatrans Group; in particular Seatrans Ship Management who will take care of the vessel in order to bring it in compliance with Seatrans' standard.

Turn the page and read about how the «Seatransfication team» works to make this a happy transformation.

The “Seatransification” team at work:

Bow Master To Become Trans Holm

“You know, when you buy a used car you sometimes get some surprises. It is the same when taking over a vessel. However, the idea behind our team is to minimise or totally avoid surprises that create problems or delays when the vessel is in ordinary trade. We therefore make careful plans before “hand-over” and we always take used vessels to the shipyard to ensure they are in compliance with both European and Seatrans’ own requirements and standards,” says Technical Superintendent (TSI) Tomasz Kaminski in Seatrans Ship Management (SSM).

Video conference: ►

The “transformation team” in Seatrans Ship Management meets via live video conference. Here with Angelica Mejia, Tomasz Kaminski (on the screen) and Helge Steinsund.

To be continued:

This is what the next Trans Holm looked like in the summer of 2016. In a while, she will be “Seatransified” and be a proud member of the chemical tanker fleet.





The team is already in action. The day TransNytt visited, the team had just received information about the new name. Trans Holm is a legendary and old name in Seatrans history, going back to 1975 when the first vessel with this name was built. The name represents a commitment.

Market driven

However, before the team in SSM can start their job, the team of operators and the management at Seatrans Chemical Tankers have to carry out sound market research and forecast their need for more fleet capacity. A vessel like Bow Master seemed to fit into their plans. The negotiations with the owner resulted in a two-year bareboat agreement with an obligation to buy the vessel. The deal was signed last summer. A first inspection took place before the contract was signed, and the vessel was recently inspected in more detail by SSM.

"We visited the vessel in Singapore and made a survey. We will join her again when she comes closer to Europe. She is in a good condition, but we will upgrade her to meet our own and our clients' expectations," says Helge Steinsund who is head of the SSM Technical Department. "We are happy to have well-experienced TSIs on our staff, and this time it will be Tomasz Kaminski at the Seatrans office in Gdynia who will be in charge."

Planning is a key word

"A hand-over will take place early in November this year. Immediately after this, we will take the vessel to a shipyard in Poland. We plan for her to spend no more than ten days there before she will sail again as Trans Holm," Kaminski explains.

I assume these will be ten hectic days?
"We are always very busy in dock and at shipyards in general. We spend a minimum of time there. We operate with tight schedules, but we plan in detail – not least in cooperation with people at the shipyard. And we will have a full crew on board as well. The days at the shipyard represent a unique chance for the whole crew to get well known with the vessel," Steinsund continues.

Crewing to form a winning team

Crewing is essential in such a situation?
"Indeed. We already have the top four, and we will continue to put together a winning team for the new vessel," Angelica Mejia,

explains. "It is always a challenge to ask the people you want to have on board a new vessel because most often it will collide with the rotation timetable each of them has planned for. This time it will impact their plans for Christmas and the New Year. However, it is a pleasure to ask the people, because most of them see it as a sign of the confidence we have in them. And again, it is regarded as a privilege to be asked to join a team on a new vessel, so we are privileged to have brilliant candidates from both Norway, Poland, Romania and Croatia ready for Trans Holm," Mejia continues.

Updates needed

What other processes are required?
"It is still early in the planning phase," Kaminski explains, but some issues will certainly have to be dealt with.

"The vessel has mainly been sailing in the Far East. Seatrans will use her in various European trades which means we have to adjust her for this purpose. This mainly involves preparing her for low sulphur fuel oil, both in terms of equipment and storage. We also need to make adjustments to the vessel's lube oil storage capacity. The satellite communication system will be changed and all IT-systems on board will be replaced with equipment that is in accordance with our Seatrans standards," Kaminski says.

"The former owner planned to have her in dry dock in April next year. Now we will have her in dry dock in November. She needs a new anti-fouling treatment. As a minimum, we will have her sandblasted and repaint the hull. We will have her approved by the class company, and we have some paper work to do to transfer her from the Singapore flag to the Maltese flag."

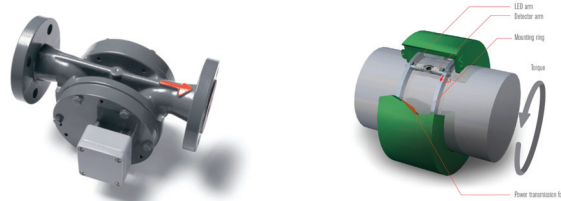
Teamwork

So you have plenty to do right now?
"I have a lot on my mind, and I make notes all the time with the ideas I have to remember. The hand-over and conversion job is a great challenge that comes in addition to the other vessels and tasks that I am responsible for. However, it is a very stimulating job. I do not complain, but I sometimes have to call people back if they call me. I cannot spend too much time talking on the telephone. It is a great job to get the vessel 'ship shape' in a very short time, so I am happy to have skilled persons with me at the office and the highly experienced guys who will be officers on board. We are planning for a successful transformation from Bow Master to Trans Holm," Tomasz Kaminski concludes.

New tools for better fuel consumption optimisation

Performance MONITORING SYSTEM

It may be easy to say, but is slightly more difficult to do it right. We are, of course, talking about how to improve a vessel's engine performance when it comes to the numbers behind the decimal stop. You need advanced tools to measure fuel consumption, speed and engine performance. Seatrans Ship Management is now in full swing installing new monitoring systems for the Seatrans fleet.



"This is beneficial for all parties involved," says Operations Manager Gunnar Solberg in SCT. "From 2018, all vessels operating within the EU shall report their CO₂ and NO_x emissions. The best way to do this properly is to install flow measurement equipment on the main engine, auxiliary engines and steamer. In addition, we are installing torque meters in order to measure the power transferred from the main engine to the propeller. Comparisons between power output and fuel consumption provide valuable information to help us keep optimal speeds by avoiding over-stressing the engine while saving significant amounts of fuel and reducing CO₂ and NO_x output at the same time."

Real-time information

This is like a Columbus' Egg wrapped up like a Kinder Egg. The benefits are obvious. However, does it work on

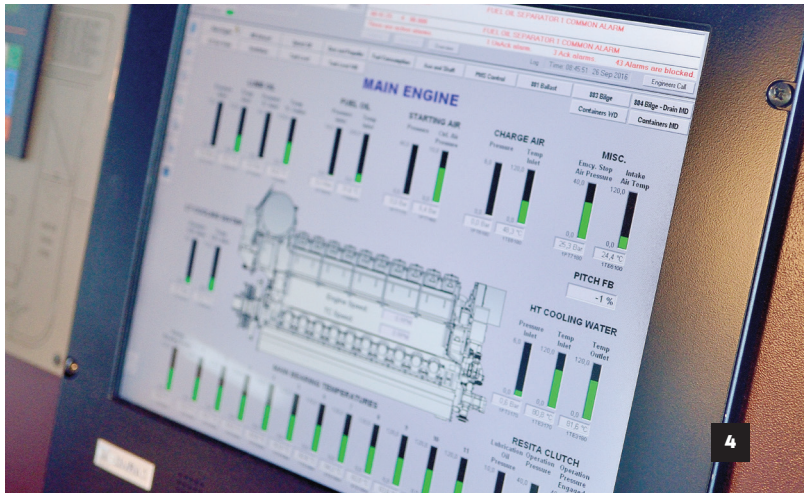
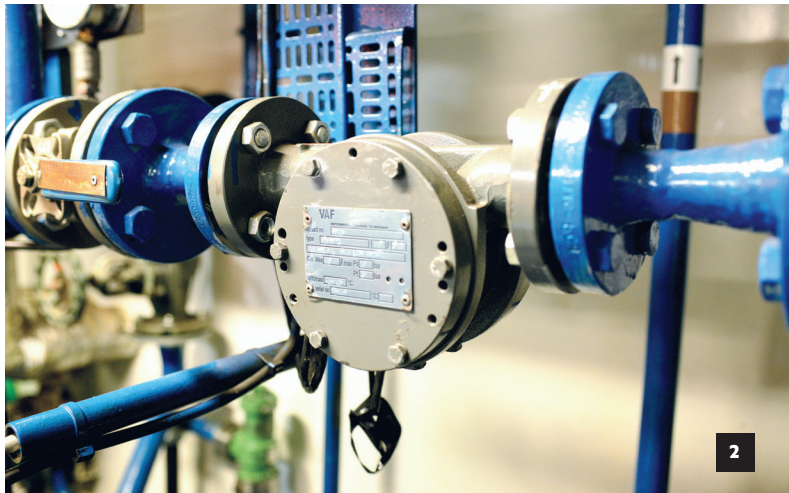
board? We asked Captain Gisle Erntsen on SC Connector who has the new equipment installed.

"We have one torque meter on the propeller shaft and seven fuel flow meters that register fuel supply to the main engine, auxiliary engines and boiler system. The sensors also monitor return and any operational leaks. The torque meter measures KW on the propeller shaft, and the application calculates the power. All data from the sensors are processed together with input from the GPS to measure speed over ground, and input from the speed log that measures speed through water. We can monitor all these inputs on screens in the engine control room and on the bridge."

Very fascinating

These are relatively new installations. What are your experiences so far?

"After slowly getting familiar with the relevant readings from this system, I must say it is very fascinating. You get an instant indication of consumption, which makes it easier to monitor and adjust speed accordingly. You get a much better perspective of consumption, so route planning (ETDs and ETAs) is now much more focused on fuel saving. By this I mean setting the departure times earlier whenever it is possible, to be able to sail at the most economic speed. The same goes for arrivals. Now, it is much easier to monitor the cost of pushing the ETA earlier if requested by customers. The cost savings related to fuel consumption also reflect improvements to our environmental footprint," Captain Erntsen explains. He underlines the good cooperation with the organisation on shore. "Any adjustments are carried out on the bridge by the Master, but these are always in close cooperation with the operator in Sea-Cargo."



- 1 **Total picture:** "There are many tools to use in order to save fuel, such as rate of turn and rudder economy. We are very keen on good planning. Look at it the other way round: If we neglect smart planning and optimal tuning of the various tools, it is easy to use 4 to 5 tonnes more fuel on a trip from Tananger to Rotterdam than if we do our best to optimise," says Captain Gisle Erntsen on SC Connector.
- 2 **Sensibility:** Sensors on the fuel line measure fuel consumption in real time.
- 3 **Power to the propeller:** The torque meter measures the power to the propeller on the main shaft.
- 4 **On screen:** In the engine control room and on the bridge, all the vital information regarding fuel efficiency is visualised.
- 5 **Ship efficiency:** The instrument calculates all input and gives real time information to the bridge on how efficiently the ship is managed. (The vessel was at port when the photo was taken.)

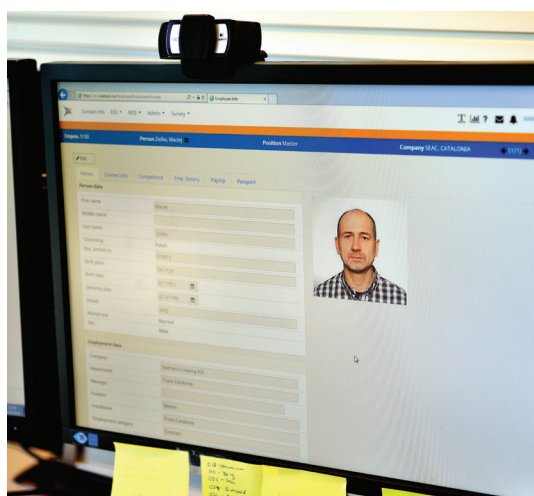
New HR database available:

Take a LOOK

Have you got married? Did you get your last certificate registered? With the new HR database, all Seatrans seafarers – whether at sea or on shore – can check their data and a number of other facts in a new “self-service” application regarding your job at Seatrans. The OCS Employee and Manager Self Service application is also a very useful tool for leaders.



▲ **Advantages:** Angelica Mejia (Angie) is one of the few in Seatrans Ship management who is authorised to edit information in the OCS HR application. Access to the application is limited to authorised users and access to the system is highly guarded ...



▲ **Thank you Tomasz Matusiak:** In addition to all relevant information about the employee, the OCS HR application also has a function for uploading employee photos.

This summer, Seatrans introduced access to the brand new OCS HR application for all its seafarers. The Self Service solution – or application – ensures access to OCS HR anywhere and anytime for anybody who has access rights and with access to the Internet. As seafarer, you can log on to the application via the Intranet. All seafarers shall have received a password connected to their username, and can change the password whenever they want. Once you have logged on, you can view all the information about yourself that the Crewing Department has registered. “It is a good idea to take a look,” says Angelica Mejia, who is in charge of the new application at the Crewing Department.

Personal info

“You can check whether we have the right next to kin, phone numbers, email addresses, activities, expertise status and so on. You will find comprehensive information on your career with Seatrans and even in other companies, all the certificates you have, when you had your last health check-up and more. If you are a seafarer and are planning to sail on a different vessel, you can check whether your qualifications and certificates are in compliance with the requirements for that specific vessel. If you find something is missing or even wrong, you have to give us notice or tell your Captain,” says Angelica Mejia. “And if you are in doubt whether your last pay check was correct, you can find it here, too.”

Also a tool for Captains

Captains have wider access to information within the application. They can find crew lists, see if crewmembers have the certificates needed and much more. Captain Tomasz Matusiak is one of the top officers to use the new application.

“I have not had much time to look at all the application’s functions in detail yet, but so far I am very impressed by OCS. I have checked my own certificates and other information, and it was all correct. One great time-saver for me as Captain is the automatically generated lists of the crewmembers on board. This matrix takes time to prepare if you have to do it manually, so for me this saves a lot of time. Access to the application is very easy, too. Even from home, I can see who will be in my crew next time I get on board Trans Emerald. The OCS HR application seems to be an advantage for the Crewing Department on shore, but it certainly eases the job for us at sea, as well.”

You can view all the
information about
yourself that **the**
Crewing **Department**
has **registered**

Sea Fever

by John Masefield

I must go down to the seas again,
to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by;
And the wheel's kick and the wind's song
and the white sail's shaking,
And a grey mist on the sea's face,
and a grey dawn breaking.

I must go down to the seas again,
for the call of the running tide
Is a wild call and a clear call
that may not be denied;
And all I ask is a windy day
with the white clouds flying,
And the flung spray and the blown spume,
and the sea-gulls crying.

I must go down to the seas again,
to the vagrant gypsy life,
To the gull's way and the whale's way
where the wind's like a whetted knife;
And all I ask is a merry yarn
from a laughing fellow-rover,
And quiet sleep and a sweet dream
when the long trick's over.

ANNIVERSARIES

50

 years

Marian Ion	11.09.2016
Andrzej Smardz	06.11.2016
Roman Zuk	11.11.2016

60

 years

Piotr Mazurkiewicz	19.09.2016
Piotr Skrzecz	05.10.2016
Stojan Kasagic	10.10.2016
Florentin Ovidenie	25.10.2016



▲
Langøya: An unique island in the Oslofjord that can be a golf course in the future.

MT Copernicus on summer mission in the Oslofjord

During the summer of 2016, MT Copernicus was a frequent sight in the Oslofjord. This is not where Copernicus has spent most of her wonderful life. However, her mission here was unique, Anita Skjelbred and Frode Nordanger in Seatrans Chemical Tankers report. They illustrate the complexity of large-scale industrial production and the need for logistics involved.



The carriage of Spent Sulphuric acid is not new business for Seatrans and the professional crew onboard Copernicus. The product shipped contains Iron, Magnesium Sulphate, Chromium, Zinc, Vanadium and Copper and this mix requires special handling as waste. The vessel needs special treatment after each shipment, too. After discharge, you have to remove a thick layer on the bottom of the tank. Copernicus was employed in this trade from 24 June to mid August, sailing between Fredrikstad and Langøya while the barge that normally handles the product was being repaired. Cooperation with shore operators both at Langøya with Noah and Kronos Titan in Fredrikstad was excellent and professional.

The vessel loaded 1,500 mt of Spent Sulphuric acid on average three to four times a week. The loading and discharging operations each took around eight hours. With this assignment, Copernicus became an important part of a long value chain. This is what it is all about:

A mineral in use everywhere

Kronos Titan AS is the only manufacturer in Scandinavia of titanium dioxide pigments (TiO₂). The plant is located in Fredrikstad. Kronos Titan AS is affiliated with

Kronos Worldwide, Inc., USA, a global player within the production and sale of TiO₂, with production facilities in Norway, Germany, Belgium, Canada and the United States and sales offices worldwide.

Titanium dioxide is a naturally occurring oxide of titanium. It has the highest refractive index of any known material, even diamonds, and is one of the whitest materials on earth. When the substance is ground to a fine powder, it turns into a pigment that gives maximum whiteness and opacity. TiO₂ pigments are used in paints and coatings, plastics, paper, building materials, cosmetics, pharmaceuticals, food and other commercial products. About 60% goes to paint, 20% plastic and 20% paper. To produce titanium dioxide, you need ilmenite, which is a natural mineral resource.

Ilmenite – from Norwegian mountains

Kronos gets ilmenite from the Jøssingfjord in Southern Norway, which has the world's largest ilmenite deposits with reserves of 400 million tonnes. The ilmenite contains 44% titanium dioxide and 33% iron. The raw material is dissolved in sulphuric acid. The process then involves converting sulphates to hydrates, which are fed into annealing furnaces, converting the

hydrates' titanium dioxides with rutile structure. The raw material is ground during several stages and surface treated with inorganic silicates and aluminates, and then dried and milled again to a particle size of 0.23 Micron, constituting titanium dioxide pigment. It is a complex chemical process with 22 process steps. It is one of the few surviving heavier chemical processes in Norway on the inorganic side.

The waste from the production of titanium dioxide

The Spent Sulphuric Acid carried is neutralised with ash from industrial incineration plants. By means of a chemical process, gypsum is formed that binds and stabilises pollutants which are of no risk to the surrounding area. Noah, the operator at Langøya, has treatment solutions for almost every kind of hazardous waste and contaminated materials.

End deposit: Langøya

Langøya is a fascinating island with a special history. Future plans for the island are equally exciting. Langøya is situated in the Oslofjord and belongs to Re municipality in the county of Vestfold. The island consists of limestone from the Silurian geological period, that was around 300-400 million years ago. The island is approx. 3 km long and

500 metres wide at its widest point. The area is known for its special flora and fauna, thanks to the chalky soil and a temperature that is slightly higher throughout the year than the average on the mainland. Limestone extraction has been going on for many years, and there are traces of past chalk incineration.

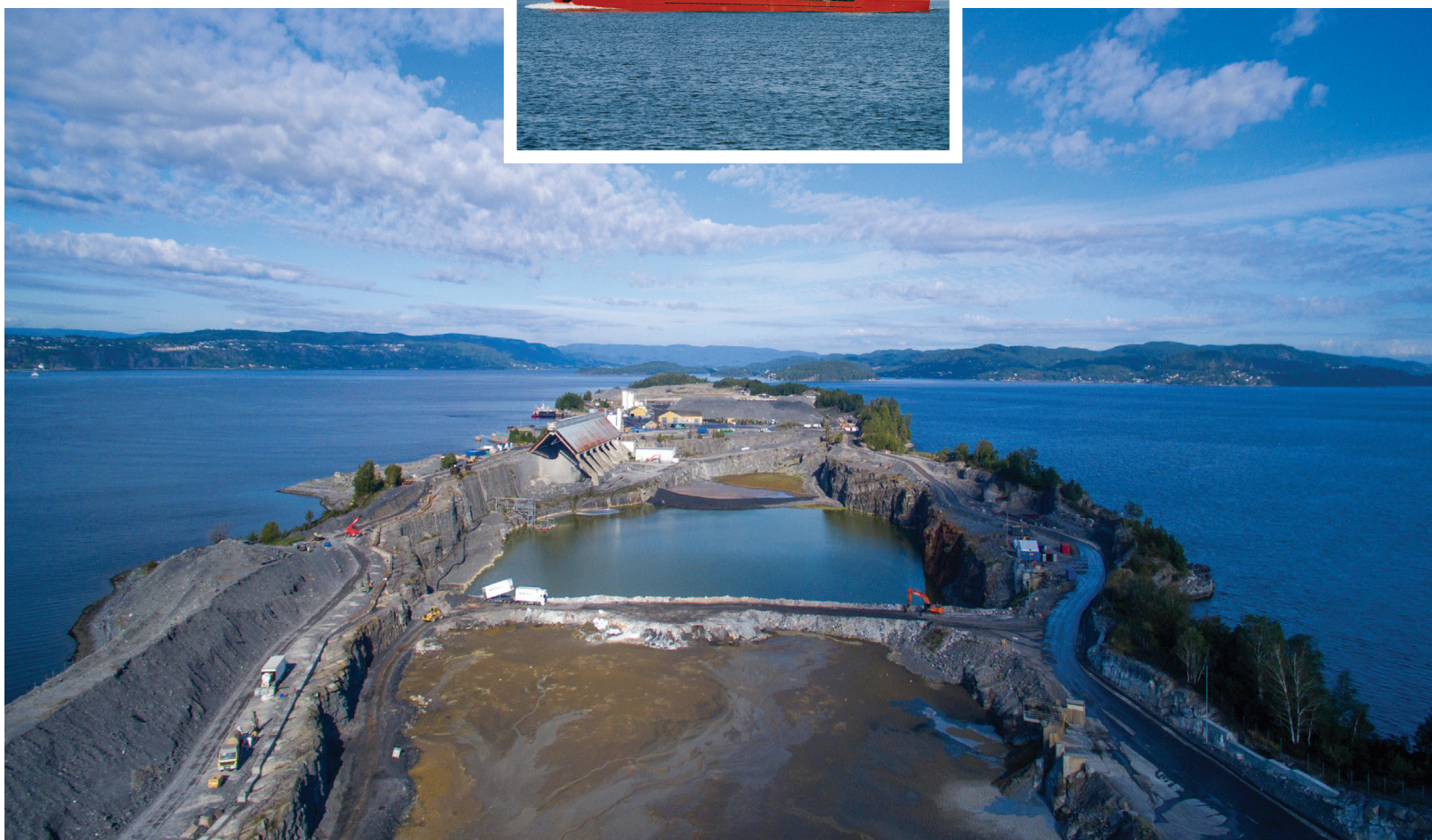
To be concrete ...

1899 saw the start of industrial limestone extraction for use in cement production. Langøya was a raw material source right through to 1985, when cement production closed down. Until then, approximately 45 million tonnes of stone were extracted. The result was two craters of 9.3 million cubic metres – most of it below sea level. Stone extraction went as far down as 40 metres below sea level. After 1985, Langøya became an issue

due to plans to develop a facility for waste treatment and vast storage of waste that could be harmful to the environment, as well as the disposal of inorganic industrial waste, dug up soil and various sediments. From 1994, waste from other countries, in particular Denmark and Sweden, was also shipped here. All hazardous waste received on Langøya is converted and re-used. This is done by turning the waste into stable and eco-friendly building materials, which are then used to fill the two large craters left after more than one hundred years of limestone extraction. NOAH's work on Langøya is therefore part of a large and important rehabilitation project, which is supported by the Norwegian authorities.

To be fulfilled

The craters are now being filled with hazardous waste, which consists mainly of heavy metal polluted plaster (CaSO_4) with some inorganic production waste and other inorganic hazardous waste from industrial production. The Norwegian Geotechnical Institute (NGI) controls the chemical and physical properties of the depot annually. Slowly but surely the craters are being filled up and in time the island will once again appear as the beautiful piece of land it used to be. This transformation of the island means the future Langøya will consist of 85% recreational area. Today, 70% of the island is used for industrial purposes. After NOAH has finished rehabilitating Langøya, it will return to the beautiful island it once was with large areas of lush vegetation, a popular destination for golfers and boat owners sailing in the Oslofjord.



Styrene



Styrene

Styrene, also known as ethenylbenzene, vinylbenzene, and phenylethene, is an organic compound with the chemical formula $C_6H_5CH=CH_2$. This derivative of benzene is a colourless, oily liquid that evaporates easily and has a sweet smell, although high concentrations have a less pleasant odour. The presence of the vinyl group allows styrene to polymerise.

The modern method for production of styrene by dehydrogenation of ethylbenzene was first achieved in the 1930s. The production of styrene increased dramatically during the 1940s, when it was popularised as a feedstock for synthetic rubber.

Styrene can be produced from toluene and methanol, which are cheaper raw materials than those in the conventional process.

Uses

Styrene is used, often in combination, to produce numerous products including rubber, plastic, insulation, fibreglass, pipes, automobile parts, food containers, and carpet backing.

Specific goods that contain Styrene:

- Building and construction plastic foam insulation
- Epoxy adhesives
- Loose mineral wool fibre
- Miscellaneous paint-related products
- Non-structural caulking compounds and sealants
- Rubber floor and wall coverings
- Scatter rugs, bathmats
- Sheet vinyl flooring
- Synthetic resin and rubber adhesives

Health information

Styrene is regarded as a "hazardous chemical", especially in case of eye contact, but also in case of skin contact, ingestion and inhalation. Styrene oxide is considered toxic, mutagenic, and possibly carcinogenic. The safety datasheet must be studied and all hazards identified when handling Styrene.

The Market

The European styrene producers have capacity to produce approximately 5.3 million tonnes per year. The largest producers of Styrene Monomer in Europe are LyondellBasell/Covestro at Maasvlakte, where production capacity is 680,000 metric tonnes per year. Total are the second largest producer at Gonfreville with an annual capacity of 600,000 mts. Versalis follows as the third largest with 595,000 mts of capacity at Mantova in Italy and Basf, Ludwigshafen with 550,000 mts.

The European Styrene market is expected to remain balanced and the market is expected to see steady growth in utilisation rates to meet anticipated regional consumption in the coming years. However, the outlook for benzene is currently muddled due to the volatility and uncertainty of the oil/energy sector as well as the wider macroeconomic picture. This will therefore make styrene production output difficult to anticipate.

In addition, the region's growing reliance on imports from the US will continue, so European pricing needs to remain attractive in order to pull export material away from the Asian market. New global capacities in the coming years may gradually change the dynamic. Most likely, the Middle East will become more of a global exporter of aromatics such as styrene.

Jacek Krajewski

travels offroad

During the day, you will find Jacek Krajewski in his office at Seatrans Ship Management Poland. At weekends and on holidays however, he goes way off – offroad. His favourite hobby is what skiers call off piste and cyclists call off road. Jacek Krajewski however goes off the beaten track by car. TransNytt asked him to tell us about his offroad experiences. Jacek Krajewski travels offroad

"I started with trial races. It was exciting to be able to drive through areas that seemed to be hard even to walk through. To find the best way to overcome the toughest obstacles nature can create. It is a challenge not only for the car, but most of all for the driver. But that is what makes it exciting," Jacek Krajewski explains. "As they say, the most important thing in offroad is the connection between pedals and a steering wheel (i.e. the driver). The funny thing is that when you buy an offroad car, you think it can go absolutely everywhere. Then you learn the hard way that it can't.

"These days, I am more into expeditions. Travelling on country roads, you get to know countries from a different perspective – you are closer to nature, you see places and meet local people in areas which regular tourists never reach. And you can still face some road challenges on the way. It does not have to be an exotic place. I have had a very good time this year driving along the east border of Poland," Krajewski says.

Maybe not everyone knows what it is. Could you explain what offroad really is?

"Offroad can be divided into two areas. One is trial races – you follow a track selected by an organiser and you have some trials to pass on the way. The trials are either to drive a part of a track that is extremely difficult or to reach a specific place that also might be extremely hard to reach. You have to prove that you have been there by stamping the race card.

"Another area is offroad expeditions. This can be as simple as country roads in your neighbourhood or it could be long trips to countries or areas where roads hardly exist, like Mongolia, Kazakhstan, Siberia or countries in Africa. Both activities require different preparations for the car and provide different experiences. Both are fun!"

Do you take part in rallies and contests or do you participate in touring expeditions?

"I do both, but recently more expeditions

Camping alone:

With an offroad vehicle, you can go to rural spots where the chances are good for camping alone, as here in East Poland. ▶

Stay tuned: The Land Rover is chip tuned and well equipped for offroad travelling, says Jacek Krajewski.



than rallies. In the past few years, I have spent my holidays on expeditions. I have been to Ukraine, Romania, Greece and Poland so far. However, I am planning some longer trips now – to Georgia, Armenia and Mongolia. This requires proper preparations and a long holiday."

Is your car especially prepared for expeditions? What is the difference between a standard car and your vehicle?

"My car is a Land Rover Discovery 2. It is adapted to withstand tough treatment and to be more offroad than the factory



▲ **Inch by inch:** Sometimes Jacek Krajewski has to be patient. Six hours to climb a 100-metre stretch would be a challenge for most of us.

▲ **Muddy waters:** The trip to Ukraine turned out to be a rather wet and muddy experience, but the memories are unforgettable.

was thinking of. It has Mud Terrain tyres, front winch, steel bumpers and a set of underneath steel covers – for the fuel tank, steering links, snorkel – that is an air intake extended to roof level, additional lights and a roof rack. Standard differential mechanisms in both axes have been replaced with HD limited slip differentials and a lock for central differential has been added. The suspension has been replaced by an HD offroad type and lifted by 2 inches. The engine has been chip tuned. Some

original systems like self-levelling of the car have been cut out as they increase the comfort but make a car more prone to failure. I still have to add or modify a lot of things. Modification of an offroad car is work that is never 100 percent complete.”

What has been your most interesting or most difficult expedition?

“The most difficult expedition I have made so far was to Ukraine. It was a race and an expedition combined. The

problem was that the track was planned in dry weather, but when we reached the place it had been raining continuously for a week. We were fighting for each kilometre. Suffice it to say, that once it took me six hours to climb a 100-metre stretch of track up the hill in a forest.

We slept off the course in tents that were wet after the first night and so were the clothes. After such an experience, you start appreciating a hot shower, dry clothes and a normal bed – things you consider normal.

“All the trips I have done have been interesting: Romania – beautiful mountain areas in Maramures and Bukovina. The unforgettable Transfagarasan – a mountain road reaching an altitude of over 2,000 metres. In Greece – camping on the beach 15 metres from the sea watching the sun rising from behind Mount Olympus. The impressions remain not only on pictures. They are still in me,” says Jacek Krajewski.

Seatrans core values:

Care - Involvement - Innovation - Performance

Ship-of-the-year- CAKE



Finally, they got it! In September the crew on board Trans Catalonia received their reward as Ship Of The Year 2015. As mentioned in TransNytt 2/2016, the crew was ready to be rewarded for excellent job in many years.

Ship Owner Lars Helge Kyrkjebø and managing director Gisle Rong in Seatrans Ship Management delivered the prize, while the Cook signed out with a SOTY-cake for all onboard.
Well done!



TRANSNYTT

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