

TRANSNYTT

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– new era
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Merry Christmas



We are close to year-end, and the Christmas and holiday season are approaching. At such a time, it is very pleasing to see that the financial results for the Seatrans Group will be satisfactory this year also.

Both the tanker division and Sea-Cargo have improved their results and the all vessels have performed very well. This is mainly due to our strong market position and contract base, and not least thanks to the efforts of all employees both at sea and on shore.

Although we are in a consolidation phase, we are increasing our tonnage both in the chemical division and in Sea-Cargo. We are still cautious about expanding too much, but we have to make sure that our businesses develop in line with the markets. It is worth noting that our system is able to absorb a vessel of 18,000 dwt, the "TransFighter", into our Sea-Cargo service. This would have been unthinkable a couple of years ago, and illustrates the agility and potential of our liner system.

There are uncertainties and challenges going forward, for sure, and we have to continue our drive to deliver excellent and safe results. There is not much we can do about the markets, so we have to focus on what we can do something about. The key to success is, as always, cost control, vessel performance, secure cargoes, customer satisfaction, and all those jobs we do that make our ships and logistic systems safe and sound.

I wish to thank each and every one in Seatrans for their great work and efforts in 2016, and wish you all a Merry Christmas and a Prosperous New Year!

With best regards
Lars Helge Kyrkjebø

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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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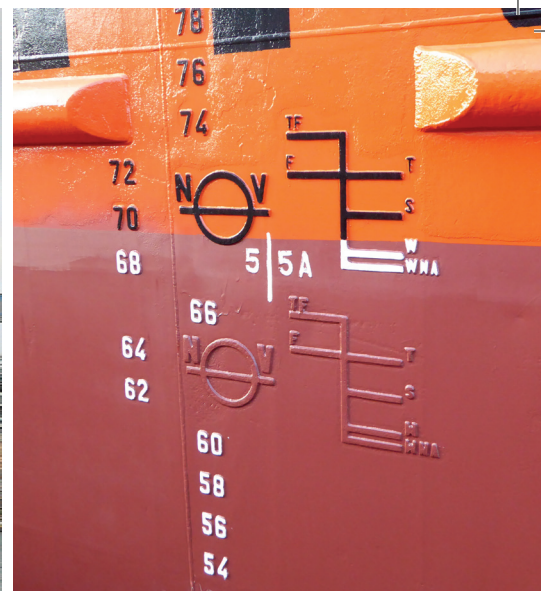
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Trans Holm enrolled

The new Trans Holm was handed over to Seatrans on 15 November. After a stay at the Nauta shipyard in Gdynia, she has been through a major make-over. She will now be sailing for Seatrans Chemical Tankers in the Mediterranean-North Europe trade.

“The ship has been for sale for a while, and it took some time to bring her up to her best again,” says Head of Technical Department, Helge Steinsund in Seatrans Ship Management. “The vessel was built in Poland in 1999 and holds a European standard, with all the requirements this implies in our business. She is very well-equipped technically. The new Seatrans crew entered the vessel in mid November. They will be spending their time at the shipyard to get to know the new lady in detail. We do not want any

surprises when she is in trade, so one of the main purposes with the docking is to secure a stable service in coming years,” Steinsund concludes.

“The ship has been for sale for a while, and it took some time to bring her up to her best again,”



Facts

Trans Holm

- Built in Poland 1999
- 6,046 dwt
- 14 stainless steel tanks
- 13.5 knots service speed
- MAN 6 cyl main engine
- 3,600 kW (4,900 HP)



Officers on familiarisation

When employed or cleared for promotion, Senior Officers are invited to the Seatrans Head Office in Bergen to meet colleagues in the land organisation and to be introduced to company standards and expectations. In November, we met these officers in the main meeting room in the old office building. The building and room

are full of history and there is no better place to make sure we all know where we're coming from and where we're heading: (from left) CO Olaf Lisakowski, CO Dariusz Kozinski, CO Remigiusz Lisowski, CO Pawel Bajerowski, CE Ciobanu Constantin, CO Antoni Borkowski, CO Pawel Marchocki, CE Krvavac Ivica and CO Aldo Raimund.



Sea-Cargo expands:

TransFighter fit for (more) cargo

With the procurement of TransFighter, Sea-Cargo takes a step forwards in terms of both capacity and vessel size.

TransFighter is 180 metres long and has a deadweight of 18,855 tonnes. She can carry 830 containers between the UK, the Continent and Norway. The combination of containers, conventional- and ro-ro cargo gives one of the best fuel/tons ratio in the North Sea.



"TransFighter is currently more than twice the size of the largest vessel in the Sea-Cargo liner system. She represents real economy of scale and provides fantastic opportunities for our customers," says Director of the Shipping Division in Sea-Cargo, Tore Knudsen.

Brand new route plan

Tore Knudsen underlines that Sea-Cargo involved their major clients in developing new schedules for the liner trade. "Our industrial clients have all taken part in the system revision we needed for 2017. In co-operation, we have developed a new sailing plan that is beneficial for all parties involved. The benefits are considerable: A new direct route between Trøndelag, Møre and West Norway towards London and Rotterdam. We aim to establish a new route between Immingham and Rotterdam. And last but not least, we will

have a considerable increase in capacity for RORO and liner cargo between Norway, the UK and the Continent, and above all a dramatic increase in container capacity between Mid-west and West Norway, and Rotterdam. All in all, we provide a viable solution that really expands the important infrastructure for a number of industries that depend on logistics between the United Kingdom, the Continent and Norway."

Perfect design

TransFighter was built for the paper industry, bringing newsprint between Europe (Scandinavia) and Canada. She is one of three sister vessels and has a very good design for multipurpose cargo handling. TransFighter had a crew from the Philippines and many of them have chosen to follow the vessel to Sea-Cargo.

International crew

"There will be an international team on board. We are very happy to have crew members who know the vessel so well working alongside crew members from Seatrans who know the Company and our way of doing things. This was an opportunity we couldn't let go. However, it all happened rather quickly. It took only two months from the negotiations started with the former owner until we signed the contract. This would not have been possible without the strong and trusting relationship we have with our clients. Sea-Cargo has a reputation for high quality deliveries. This will continue, but now we can increase capacity as well," Tore Knudsen concludes.

Facts

- Built 2001
- Deadweight: 18,885 tonnes
- Length: 178.60 m
- Beam: 25.99 m
- Engine: 2x Wärsilä 6L46C, 12.600kW
- Service speed: 13 knots
- Cargo handling: RORO, side port and hatch (also fitted for bulk)
- Capacity: 830 TEU containers
- Trucks: 5 Kalmar of various sizes

Twelve vessels, six inspectors and crew of 100+

THE LARGEST DOCKING PROJECT TO DATE

Docking is a well-known activity for the guys at the Technical Department in Seatrans Ship Management, and requires planning and execution. However, in the first half of 2017 the number of dockings will reach an all-time high. Twelve vessels have to be docked before August is over. "We are walking on a tightrope," says Helge Steinsund, Head of the Technical Department in Seatrans Ship Management.





▲ **Rolling up the sleeves #2:** In Poland the three superintendents are in full swing: Lukasz Deruniec (in front) Jacek Krajewski and Tomasz Kaminski.

◀ **Rolling up the sleeves #1:** In Bergen, the superintendents are ready for the huge docking job. From left: Tommy Liljebackl, Helge Steinsund and Henning Rebnord. Jon-Atle Aarland was on a vessel when the photo was taken.

This high level of docking activity for both chemical tanker and the dry cargo fleet in 2017 is a result of previous agreements with owners, Helge Steinsund explains.

"Organising such a high number of dockings is complex and intense, but with good experience and sound planning, we are optimistic that we will succeed. It is a privilege to have a great team of superintendents in Poland and Norway.

A good cooperation with the operators in Sea-Cargo and Seatrans Chemical Tanker management is important if we are to succeed. The two segments present different challenges. For the dry cargo fleet, we have

to adjust according to the vessels' fixed trades, in order to minimise disadvantages for the customers. For tanker vessels, it is more difficult to choose where and when to take the vessel to a yard because we cannot tell three months upfront which week we will be in position."

The docking run actually started in November 2016 with three vessels, and with SC Ahtela as the last one and scheduled for completion the week before New Year's Eve. "We dock our vessels every two to three years. Docking is routine, and I guess that in September next year we will have optimised our skills," says Steinsund as an understatement.



▲ **Today's catch:** A lobster 41 cm long and 1.8 kilo in weight. In Skogn, lobster fishing is allowed from 1 October to 31 December. (Minimum size is 25 cm long.)

"Our Saturday and Sunday breakfasts are delicious," says Captain Trond R. Nilsen on Trans Dania. The crew on Trans Dania decided to supply the cook with some wonderful seafood. The initiative was not in vain, and had a remarkable success. They now serve lobster with the morning buffet!

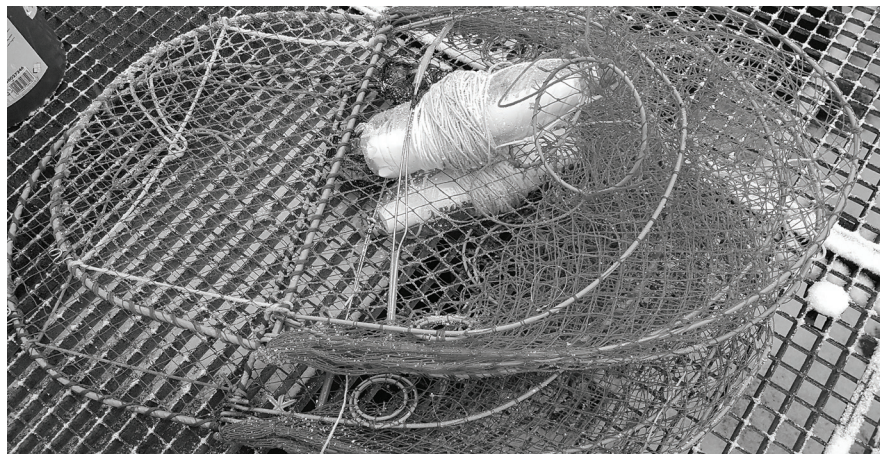
Trans Dania on **LOBSTER CATCHING**

"We ordered seven cheap lobster claws from Biltema through our agent in Skogn. While in port, we set out the pots with the claws in them along the ship side in the evening. We pull them up in the morning, and so far we have caught five very nice lobsters." Trond Nilsen, who is a dedicated lobster catcher when at home, saw some opportunities here. "We

use whatever we have as bait. Old fish is certainly all right, but we even have had great success with a left over chop from dinner. The bait has to be salty and have an intense smell. The lobsters love it..." Well, the crew loves lobster, so it seems to be a perfect match – or is that catch



▲ **Healthy addition:** First Officer Catalin Tataru and Captain Trond R. Nilsen with their favourite food. On a former occasion, they caught 31 crabs. Not that bad either, as seafood is regarded as very good for your health, and is delicious.



▲ **The claw:** Lobster catching made easy.

Methyl methacrylate (MMA)

Methylmethacrylate monomer is a clear liquid with a fruity odour. It belongs to a class of chemicals known as esters of methacrylic acid. Methyl methacrylate is typically 99.9% pure and contains small amounts of inhibitor to retard polymerisation.

Uses

- Methyl methacrylate is used in the manufacture of resins and plastics, methacrylate resins and plastics (e.g., Plexiglas).
- The principal uses of methyl methacrylate are: cast sheet and other grades (advertising signs and displays, lighting fixtures, glazing and skylights, building panels and sidings, and plumbing and bathroom fixtures), moulding/extrusion powder, and coatings (latex paints, lacquer, and enamel resins).
- Methyl methacrylate is used in the impregnation of concrete to make it water-repellent, and also has uses in the fields of medicine and dentistry to make prosthetic devices and as a ceramic filler or cement.
- Methyl methacrylate monomer is used in the production of methyl methacrylate polymers and copolymers, which are used in the manufacture of acrylic sheets and moulds, clear plastics, extrusion powders, acrylic surface and paper coatings, latex paints, printing inks, adhesive cements, and floor polishes. Methyl methacrylate is also used as a starting material to manufacture other esters of methacrylic acid.

Health information

Methyl methacrylate is an irritant to the skin, eyes, and mucous membranes in humans. An allergic response to dermal exposure may develop. Respiratory effects have been reported in humans following acute (short-term) and chronic (long-term) inhalation exposure. Respiratory symptoms observed following acute exposure include chest tightness, dyspnoea and coughing, wheezing, and reduced peak flow. Neurological symptoms have also been reported in humans following acute exposure to methyl methacrylate. Foetal abnormalities have been reported in animals exposed to methyl methacrylate by injection and inhalation. EPA considers methyl methacrylate not likely to be carcinogenic to humans

The market

The outlook for the European MMA market is largely dependent on the capacity changes in the Middle East in 2017, with Saudi Arabia set to become the seventh largest producer of methyl methacrylate in the world. A number of market participants, particularly on the buyer side, expect Europe to move towards a balanced-to-long supply situation. There is some expectation that the new Middle Eastern material will replace European products in certain areas, particularly Turkey. It is because

of the potential shift in trade flows and also with new players coming into the market that existing MMA producers, in all regions, are said to be working hard to secure volumes and contracts from 2017 onwards.

The largest MMA producers in Europe are Evonik Industries (Worms, Germany) with a yearly capacity of 225,000 mts MMA followed by Lucite International (Billingham, UK) with capacity of 200,000 mts MMA. Other major producers in Europe are Arkema (Rho, Italy) with a production capacity of 90,000 mts and Basf (Ludwigshafen, Germany) with approximately 35,000 mt MMA capacity.



Trans Carrier on terrorism drill:

“Violent stowaways attack crew members close to Norwegian port”



In late November, Trans Carrier was the scene of a spectacular drill. Local police officers and dedicated personnel at the huge aluminium plant at Husnes wanted to gain experience in how to handle a crisis that might not be hypothetical to our business: Two stowaways armed with knives and hammers were found during a routine control on the vessel. During the simulated terrorism scenario, some crew members were badly wounded and others hurt.

A few minutes after 12 noon, the Captain on Trans Carrier called the police with a clear message: “The crew has found two stowaways on board. The stowaways are very violent. They are armed with knives and a hammer. Two crew members are seriously wounded. One stowaway is locked outside while the other has managed to get inside and is hiding somewhere. We do not know where. We have risen to security level 2 and all doors to the outside are locked. The bridge is in full operation and we plan to go to port. We need help immediately.” Soon after, a police car drives into the port. As soon as Trans Carrier is ready, the gangway is prepared. Three police officers armed with guns and pistols start to search the vessel. A vessel has numerous places to hide, but the Captain on the bridge guides them in order to locate one of the stowaways who is standing outside the wheelhouse, trying to get in. He is easily neutralised and is left with handcuffs on. The two police officers

start to search the rest of the vessel for the second stowaway. One by one, all the cabins and stalls are opened. Finally, they find him on the run in a stairway. He is then neutralised. However, they cannot be sure that the crew has found all the intruders. They search through all the living rooms and other possible places to hide.

Step two is to help the wounded crew members. That is certainly not an easy task. Volunteers and professionals from the ambulance service and from the company’s health department are in action. The “wounded” persons get first-aid on the spot, and later get carried away. A possible fire is also observed and the local fire brigade has to find out what has caused it. It seems to be an attempt to set fire to a cabin, but without success.

“This is the first time we have performed such a large scale drill,” says police officer Knut Olav Myklebust. He designed the drill

and is satisfied with the outcome. “We have to admit that even Husnes, which is a lovely and quiet place on earth, may be the arena for these kinds of scenarios. For us, this was a very useful drill, and I really want to thank Sea-Cargo and the whole crew on Trans Carrier for letting us have this exercise on their ship!”

Sea-Cargo is privileged with a close relationship with their clients. That is the reason for the exercise in the Husnes port which was initiated by Sør-Norge Aluminium Port Administration; a subsidiary of the huge Hydro Aluminium plant at Husnes. “We exercise regularly and this time our personnel had to deal with a terror alarm on a vessel that was heading towards our port. This was a significant escalation of situations we are used to deal with, and the exercise was very useful for us,” says Knut Arne Haga (industrial owner) together with Hans Petter Bakke (Nordic Crisis Management AS) and Ove Sjø (PFSO Hydro Husnes).



Two police officers enter the ship



Searching for two violent stowaways.



Reporting from the wheelhouse to the other members of the terrorism combat group.



One of the victims gets first-aid outside the wheelhouse



One of "the crew members" is carried out



Christmas dinner IN POLAND – and even in Seatrans

Every nation, region and even city have their very own Christmas dinner traditions. Christmas dinner is something unique, bringing delightful, seasonal smells into your house. It evokes memories of our own childhood and the fascination for what is to come.

Seatrans is privileged to have seafarers from many nations and with many traditions, but for most of us Christmas and New Year Eve mean something special. The Christmas dinner is an important part of that "something special". To get some ideas of the traditions in Poland, and even inspire some of us to try something new this year, we asked the cook on Trans Carrier, Tadeusz Babicki, to help us.

"I come from Zamosc, which is a very old city in the south-east of Poland, but I live in a small village near Pyrzyce, close to

Szczecin. Polish traditions differ quite a lot at Christmas time, but on Christmas Eve, most Poles have carp as the main dish. Every day in December before Christmas Day is part of the Advent period. It used to be a Catholic tradition not to eat meat during Advent, and the weeks leading up to Christmas are supposed to be a time for reflection. According to tradition, the dinner on Christmas Eve is always without meat. We serve a number of different dishes and we always arrange the table with one extra seat for an unexpected guest," says Tadeusz Babicki.

Tadeusz Babicki will spend Christmas at home this year, celebrating with his family and taking part in the singing at Midnight Mass in the tiny church in the village. "I like to sing, and we are so few that the choir becomes part of the congregation during mass," Babicki explains. But what about the Christmas dinner?

"Last year, I was on-board the vessel at Christmas, so here are some suggestions from Polish traditions," says Tadeusz Babicki.

Cakes are a must: Tadeusz Babicki has already made three different cakes for the crew on board Trans Carrier. A Makowiec – a traditional Polish cake that is now appreciated in most of the world, Babka which is a sweet yeast cake and a fruit cake. The crew love all three ... ▼

Carp: This white fish is essential for most Christmas Eve dinners in Poland. Served with vegetable salad and potatoes (optional). ▼

Cook at home: This year Tadeusz Babicki will spend the Christmas holidays at home, but he has the menu ready. ▼



A Polish guide to Christmas dinner

It is common to make what is called a Swedish table, which means that all the dishes are placed on a table and everyone takes what he or she wants on their plate. A menu for Christmas Eve may consist of these dishes:



Red Bortsch with Dumplings

is a warm soup made from beetroot. Some prefer Wild Mushroom Soup with Egg Spätzle. It is important to mention here that these are not ordinary mushrooms. For Christmas we have extra tasty wild mushrooms.

Pierogi with Sauerkraut and Mushrooms.

Some people say the pierogi remind them of an Italian menu, but they are purely Polish! Pierogi can be filled with different vegetables, but we prefer sauerkraut and mushrooms. They are served warm.

Sautéed Sauerkraut with Mushrooms and Lazanki.

Lazanki is inspired by the Italians, and looks like pasta noodles.



◀ **Red Bortsch :**

This traditional Polish soup is welcomed on many tables all year round, but certainly also on Christmas Eve. Served hot, and preferably accompanied with dumplings filled with sauerkraut.

Greek-style Cod,

where the cod is fried on a pan or baked in the oven, and covered with a lot of vegetables.

Herring Rings in Tomato Oil,

very popular in the northern part of Poland.

Herring in Oil with Onion,

traditional Polish style.

Carp with Parsley Butter,

which is the number one dish for Christmas in Poland and many other surrounding countries.

Kulebiak – Stuffed Pastry with Mushrooms,

made from puff pastry

Dried Fruit Compote,

very good and very healthy

JUST DO IT

Want to try? The TransNytt Recipe Editorial Staff is very busy these days, but we highly recommend the Internet. With a little digital help, you will find wonderful recipes on most of the dishes mentioned above for Christmas or any other day for celebrating.



2ND ENGINEER, OLIVE FARMER AND FISHERMAN

A man of many talents, Zdenko Cuca grew up on an island in the Adriatic Sea. Now he is the owner of an old family-owned farm with olive trees, while his favourite time is spent on board his small boat, fishing – especially for sea bass in the season.

When Zdenko Cuca is not on duty as 2nd Engineer on board Trans Emerald, you will probably find him on a tiny Croatian island in the Adriatic Sea, called Rava. "Only 30 people live here all year round, but in the summer season, we become as many as 100 in addition to all the tourists coming," Cuca explains.

Together with his four-year-old brother, Zdenko Cuca was fortunate to become landowner of a farm owned by his family for generations. "We have some 350 olive trees, but as my father is getting older and I am working with Seatrans, we cannot take care of more than 100 olive trees. In a good or normal year, we harvest 1.5 to 2 tonnes of olives. This year was very bad. Many of the trees were infected with a disease that reduced the harvest to no more than 200 kilos! We noticed that many of the trees were sick, but by that time it was too late to start with treatments."

"What do you do with all the olives?"

"We produce our own olive oil. It is true that you can buy olive oil nearly anywhere, but you never know what is in it. When we use our own oil, we can be sure that it is pure. We use an old olive press and use no fertiliser or chemical ingredients. In an

ordinary year, we produce 16 to 20 litres per 100 kilograms of olives. However, we do not make olive oil for commercial purposes. We keep it in the family, which is big when it comes to our interest in olive oil..."

"Croatia has a good reputation for fresh fish. Do you like seafood yourself?"

"Very much so! I had an Italian boat with a Mercury engine, but it was not a success. I sold it and bought a boat made of wood with a small inboard engine. However, I am very interested in fishing. In my earlier years, I used a 300 to 400 metre long line with hooks on it. I set it out in the afternoon and three to four hours later I would pull it up. I could get as much as ten kg of fish on 100 hooks. But not anymore. So now, I have changed to fishing with a net. It is much more convenient and it gives bigger catches."

"You even catch tuna fish, I have been told?"

"That is true. It happened a couple of years ago. I had a net in the water, and I was struggling to get the catch in the boat. Then I saw it. I think that the tuna may have escaped from a cage

somewhere, but as soon as it is outside the cage it loses its sense of orientation and it becomes everyone's prey. The tuna actually broke out of the net, but I managed to manoeuvre it in to shallow waters. It had to give in. It was also badly wounded at that time. The tuna weighed 50 kilos. However, one third of a tuna is waste, and I suddenly got a lot of "friends" in addition to my family. But we definitely had nice seafood for many days."



Be careful:

As a fisherman, you cannot decide what you get in the net. Sometimes you get species that look dangerous. Be careful here...



Today's catch: Croats love seafood and the Adriatic Sea is rich in fish. However, heavy fisheries have made good catches like this more seldom. ▲



▲ **Today's catch:** Croats love seafood and the Adriatic Sea is rich in fish. However, heavy fisheries have made good catches like this more seldom.

“I have heard that there is a lot of nice fish in the water around you. What about sea bass which is recognised as the Croatian Cod?”

“That is true. I fish sea bass in season which is October and November. At this time of the year the fish, which normally live at depths of 60 to 100 metres, come to the shore to multiply. Freshly caught sea bass is sold for €30 on the

market, and the interest for this catch is very, very high. The sea bass population has decreased in recent years because of too intensive fishing. I hardly ever get any, but this white fish is very good.”



A photograph of a guillemot, a seabird with a dark cap and white underparts, standing on a dark, wet surface, likely the deck of a ship. The bird is facing left. The background is dark and slightly out of focus, showing some metallic structures of the ship.

STOWAWAY ON TRANS DANIA

«This is a sensation. I have never heard or experienced anything like this before,” says Captain Trond R. Nilsen on Trans Dania. “After a heavy storm in the North Sea, this nice little fellow of the guillemot family (lomviin Norwegian) was found on our poop deck one morning. “We throw the bird up against the wind and it disappeared sending blessings to us on board. Freedom is wonderful,” Nilsen concludes.

Seatrans core values:

Care - Involvement - Innovation - Performance