

# TRANSNYTT

NR. 1 | 2017 | ÅRG. 39



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## Karmsund havn

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## Top2 Seminar





# Vacation and **intense** WORKING

Summer is coming, and vacation for some of us! Not so for the ship management team and crew who are in the middle of the heaviest docking schedule we have ever experienced in Seatrans.

Partly by coincidence, and partly caused by the new rules on Ballast Water Treatment coming into force, we have unusual many ships that go through drydock, class survey and heavy maintenance schedules this year from January until September. In addition, we have had a few unfortunate mechanical equipment breakdowns, and all the extra work associated with taking over second hand vessels and bringing them up to Seatrans standard.

It is fair to say that the work load on the people involved in this is above normal, and I salute all those of you who are putting in extra hours

to perform drydock, class renewal, repairs and maintenance and upgrades on our fleet.

It is critical for the company's performance that we succeed in this process. However, with the competence and dedication of Seatrans Ship Management, I am confident that we will complete this in a successful way!

For all others, I wish you a good and restful summer, and please keep in mind those who are working extra time for all of us.

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

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**Cover photo:**

We got this image from Captain Joachim Rubin on Trans Catalonia on her voyage towards Mumbai, crossing the Indian Ocean. Thanks!

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**SEATRANS SUPPORTS SAFETY AT SEA**

Seatrans has prolonged its sponsorship of Redningselskapet for a period of five years. "Safety at sea is mandatory for all our work. By supporting Redningselskapet and their rescue boat RS Bjarne Kyrkjebo, 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 Redningselskapet 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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Copernicus on new

# ADVENTURES in the Bay of Biscaya

“Copernicus and the good crew managed very well,” says the operator Anita Skjelbred. The vessel loaded Hydrochloric Acid in Moerdijk, the Netherlands for Covestro, and the seapassage took some 3,5 days.



## Long story

Already in April 2007, Operation Manager Gunnar Solberg visited Bilbao and the receivers ACIDEKA. At the time he met with Terminal Manager Juan Ramon Larrocea who still is in charge.

After the first shipment was confirmed, all technical preparations were completed in due time, both from receivers' side as well as

from Owners side. “We expect some eight to ten shipments per year into Bilbao,” Skjelbred confirms.

At Bilbao Captain Andrzej Golanski inform the everything went very well, and that they met with very nice people. The cooperation with shoreside was excellent, with both receivers and the local agent Hector Garcia with Iberica Maritima.



**Haugesund Cargo  
Terminals, Husøy**  
with tremendous  
expansion programme

**SEA-CARGO PARTICIPATES IN**

# DEVELOPING NEW STRATEGIC **PORT IN WEST NORWAY**

Located between Bergen and Stavanger and south-west of the great Hardangerfjord with all its electro-chemical industry plants, Haugesund Cargo Terminals, Husøy close to Haugesund has ambitions to be the natural choice for seaway transportation for all the western part of Norway. This part of Norway has the highest number of export-oriented industries in the country, and the port can even relieve heavy loaded import ports in the eastern part of Norway. Sea-Cargo will be an active partner in this.



**ROOM FOR EXPANSION: ▲**

Huge areas at the port in Karmsundet are meant to facilitate various maritime related functions in the future. Photo/illustration: Tor Inge Vormedal/Arkitektene Brekke Helgeland Brekke.

“Some years ahead, there will be a ferry free connection between Haugesund Cargo Terminals, Husøy and Bergen in the north and Stavanger in the south. This represents a unique possibility to consolidate large amounts of goods from the cities and regions. Combined with better frequency and capacity to and from the Continent and United Kingdom with larger vessels, we will see a significant improvement in cost efficiency. Our goal is to make Haugesund Cargo Terminal, Husøy the natural beachhead for all cargo between West Norway and the UK and the Continent,” says Sea-Cargo’s Managing Director, Ole Sævilid.

This is music to the ears of Tore Gautesen who is Port Director/ CEO at Karmsund Port Authority. “We will build an on-shore infrastructure that makes it

possible to fulfil a vision for a motorway at sea between West Norway and our partners on the Continent.”

**All kinds of goods**

The master plan for Haugesund Cargo Terminal, Husøy has a ten to fifteen year perspective, Gautesen explains. “I hope that by 2030, most of our expansion plans will have been executed. We have already started. In 2017, we will start to fill some 700,000 cubic metres of spoil into the water. This will give us 22 hectares of new acreage for storing and warehouse in addition to a 220 metre new quay. Some years ahead, we can extend this with some 500 metres more, giving us a 720 metre new quay on the west side and 900 metres on the east side, totalling approx. 1.6 kilometres in

addition to the present quays. This year we will build a new roro-ramp, and new cargo cranes are under planning in close cooperation with our clients,” Gautesen explains. “All-in-all, we will have facilities for all types of vessels and goods, be it roro, container, big bags, bulk or project goods and free available space that is comparable with approx. 50 football grounds.”

**Already big**

Haugesund Cargo Terminal, Husøy is already a huge port – in Norwegian terms at least. In 2016, they shipped 1.1 million tonnes of cargo. This is far more than the ports in Stavanger/Risavika and in Bergen, if you exclude oil and gas. Moreover, the expansion plan has integrated considerable environmental aspects, Gautesen says.



#### **Environmental friendly port**

"The shipping industry takes climate change very seriously and we will take our part in making the logistic chain more environmental friendly. Our approach is summarised in what we call Intelliport, which is lean, clean and green. Our contribution is to offer the best technology available for rapid battery charging for visiting vessels, and e.g. vacuum mooring. We will have a fuel terminal for LNG and

we are prepared to offer biofuels as well. We will save energy on lighting by only lighting zones in use. We will make investments in cranes so they run on electricity. Diesel engines shall only be in use when electricity is out of reach. We also plan to invest in vehicles for moving cargo, and these will primarily run on batteries. Haugesund Cargo Terminal, Husøy will be an environmental friendly port," Gautesen concludes.

#### **▲ SUSTAINABLE:**

"The shipping industry takes climate change very seriously and we will take our part in that," says Tore Gautesen. (Photo: Tore Fjeld)

Facts about

## **HAUGESUND CARGO TERMINAL, HUSØY**

has the ambition to become the most important maritime logistic hub on the west coast of Norway

- Part of an inter-municipal organisation, with ten different business areas.
- Today's area covers 220,000 m<sup>2</sup>
- Future area will cover a 35 hectare port area, in total 90 hectares of industry and port area
- Various buildings (warehouse and office buildings)
- 57 harbour sections in total in Karmsund Port District

# Butadiene (CH<sub>2</sub>=CH<sub>2</sub>)

Butadiene is an important industrial chemical used as a monomer in the production of synthetic rubber. The molecule can be viewed as two vinyl groups (CH<sub>2</sub>=CH<sub>2</sub>) joined together. The word butadiene usually refers to 1,3-butadiene. Although butadiene breaks down quickly in the atmosphere, it is nevertheless found in ambient air in urban and suburban areas because of its constant emission from motor vehicles.

## Butadiene produced from:

- Extraction from C<sub>4</sub> hydrocarbons
- From dehydrogenation of n-butane
- From ethanol
- From butenes

In the United States, western Europe, and Japan, butadiene is produced as a by-product of the steam cracking process used to produce ethylene and other olefins. When mixed with steam and briefly heated to very high temperatures (often over 900°C), aliphatic hydrocarbons give up hydrogen to produce a complex mixture of unsaturated hydrocarbons, including butadiene. The quantity of butadiene produced depends on the hydrocarbons used as feed. Light feeds, such as ethane, give primarily ethylene when cracked, but heavier feeds favour the formation of heavier olefins, butadiene, and aromatic hydrocarbons.

**“Contains gas under pressure; may explode if heated.”**

## Fire and Health information

### Hazards

#### Extremely flammable gas.

- Contains gas under pressure; may explode if heated.
- May cause genetic defects.
- May cause cancer.
- May displace oxygen and cause rapid suffocation.

### Response

#### IF INHALED:

**Remove person to fresh air and keep comfortable for breathing. Immediately call a POISON CENTER or doctor/ physician.**

#### IF exposed or concerned:

**Get medical advice/ attention.**

## The Market

The European production of butadiene has increased year-on-year since 2013 and hit the two million tonne mark in 2015 – the highest output since 2011. This can be

explained by the new capacities that were brought online in 2014 and 2015. Output in 2015 was about 70% of available capacity and production in 2016 was around 7% higher.

With European supply remaining tight, and with renewed buying appetite from both domestic and Asian buyers, domestic spot prices have surged since November 2016.

Some increase in Butadiene production is expected for 2017 and 2018 but this will depend on Crude C<sub>4</sub> availability and average operating rates are unlikely to move much above 80%. Demand growth is expected to remain around 1% in 2017 and net exports from Europe may increase towards 350,000 tonnes. In Europe, the largest producer of Butadiene is Ineos, Cologne - Germany with a production capacity of 245,000 mts followed by Lyondellbasell, Wesseling - Germany where production capacity is 240,000 mts. Evonik follows as third largest producer with a capacity of 220,000 mts. Other producers in Europe of Butadiene are Dow, Basf, Versalis, Sabic, Repsol and Shell.





Two years as 3rd Officer:

**“Young** colleagues  
on **board** and a **terrific**  
working **environment”**

Malin Dyngeland (25) had no problems being the only woman on board. She feels like she has been sailing like a queen. The fellow crew members from the Philippines felt uncomfortable watching her doing “men’s work” but Malin didn’t give them the chance to take over. Today she is Junior Operator with Seatrans Chemical Tankers. She loves her job but misses the smell of the sea.



Combine smartness, cleverness and hard work, and you have summed up Malin Dyngeland's career so far. "I come from Bergen and was attracted by the stories and the idea of a career at sea. I joined Bergen Maritime College and applied for a Cadet job just after New Year's Eve. Luckily, I was hired for a summer job as Cadet by Odfjell. I continued to work for them each summer, so I finished my six months at sea before many of my fellow students had even started. After completing my exams, I sailed for five years in total in various positions, most of the time for Odfjell."

#### **Establishing a family life**

Then came family life. Malin Dyngeland got pregnant and she gave birth to a wonderful son Mathias. After having enjoyed maternity leave, she found herself on shore, land based without any wish to leave her son and partner. "Once again, I was lucky in my career and got a job with a first class shipping company, Seatrans. Now I can combine my professional career

with being a mother. My partner is also a seafarer working in the North Sea three weeks on and three weeks off. So far, life has been very kind to us," says Malin Dyngeland.

#### **Recommends a career at sea**

Malin Dyngeland is used to being the only woman on board in a man's world. Looking back, she doesn't mind. "In the beginning, it was somewhat difficult to be respected as a crew member on an equal basis with the other crew members. Especially the Philippine crew members thought it was strange to accept a woman doing the same work as men. They seemed to want to protect me from the toughest tasks. But I decided to win that "battle" and after a while it was no longer an issue. Except from the senior officers on board, the crew members were young and very open minded. We had no quarrels related to gender, but became a team. This is also the experience I hear from other girls who apply for jobs at sea. I can, with my hand on

my heart recommend a maritime career for other girls, but these days it is a great challenge to get your first job as cadet. I hope this will change when the shipping industry gets back on track again."

#### **Fascination**

"But what was it that made a career at sea so attractive in the beginning?"

"What triggered me was the chance to see the world and get paid for it. And a vessel is a fascinating thing in itself. There are so many jobs, equipment, knowledge and experiences needed to get it running the best way. Now that I look at the vessel from my office desk, I realise there is so much more that has to be done properly to make any voyage a success. Some of my colleagues here say that it takes five years to be a good operator. I started in my new job in November last year. I still have a lot to learn," says Malin Dyngeland, the youngest Junior Operator in Seatrans Chemical Tankers. "I'd love to go to sea again. Maybe, when my son is older..."

# Women are welcome!

"We do not have any special programmes or initiatives for employing more women on our vessels, but we absolutely welcome them if we receive any applications. We have a few women sailing with us, and our experiences are very good. I mean, in 2017 this is not an exceptional position. As sailors, men and women are treated equally. However, for the time being there is no balance in the numbers, so a vessel

operated by women alone is just far out of reach," says Erik Mohn; head of Crewing and HR Shore in Seatrans Ship Management.

Women and men compete for the same jobs in Seatrans, Erik Mohn explains. "We do not have any special quotas or that kind of system." During his career with Seatrans, Erik Mohn can only remember less than ten female sailors on board. He also

underlines that as a shipping company, Seatrans does recognise women's special needs when it comes to career planning.

"What we experience is that women expand and develop the culture on board in a very positive way. I think that the male sailors also appreciate female colleagues on board. In other words: We have room for more female sailors among us!"



◀ **AWARD Winner** : C/E Radu Virgil Toma, Trans Iberia, got the 15 years in Seatrans award at the second Top2 seminar.

# GLIMPSES FROM THE Top 2 seminars

As usual, during the winter and spring, Seatrans Ship Management have held their Top2 seminars – this time in Kozi Grod in Poland. The seminars were well received by the audience, Pitir Masny reports.

“With regard to how it was received, my general impression of the seminars after talking to many of the participants is really good. We have tightened the schedule a bit, and that was appreciated by the Officers.”

In general, the seminars took place over two days for all participants, with an additional half day for Norwegians when the new pension scheme was presented. “Splitting the two days between Seatrans Ship Management and the two Operators, Sea-Cargo and Seatrans Chemical Tankers, was also popular. My impression is that we have found a good balance between theory and practice”, Masny continues. “And on top of this, everybody, as always, appreciated the owners presenting their views and plans for the near future.”

▶ **Captain Mihai Grigore** getting his “15 years with Seatrans” placard

◀ **WINNERS** :From left: C/E Jan Hearnar, SeaCargo Express, NSA Gold Medal award for 30 years Company service

C/E Idar Høvik, Trans Iberia, Gold Medal and gold watch for 25 years in Seatrans

Master Jarosław Kochanowski, Trans Holm and C/E Krzysztof Kowalski, Trans Borg received the 15 years in Seatrans award

## ON THE RIGHT COURSE

The course calendar for 2017 is ready. Some courses have already been executed. Here are the ones that remain for this year (a few more might appear in the autumn):



<b>May</b>	
24	QHSE for Officers, Romania
29-2.6	PEC Cadet, Norway (Haugesund)
<b>June</b>	
13	QHSE Ratings, Poland
<b>August</b>	
22-24	FRAMO, Norway (Bergen)
26	BBQ, Romania
<b>Sept.</b>	
2	BBQ, Poland
5-7	FRAMO, Holland (Rotterdam)
25-29	MAN, B&W Course, Denmark (Copenhagen)
<b>Oct.</b>	
3-5	Chemical Cargo Operation Management course, Poland (Szczecin)
17	Behavioural Based Training, Poland
<b>Nov.</b>	
14-15	AMOS, Poland
16	QHSE for Officers, Poland
27-1.11	MAN B&W Course, Denmark (Copenhagen)



# Seatrans expansion in Romania

Seatrans ShipManagement in Constanta, Romania experiences good times and increased business. Now, as a luxury problem they got inhibited by lack of space at the office in Str. Mircea cel Batran. In order to continue growing and thriving in the maritime business in the Romanian largest shipping town, Seatrans Ship

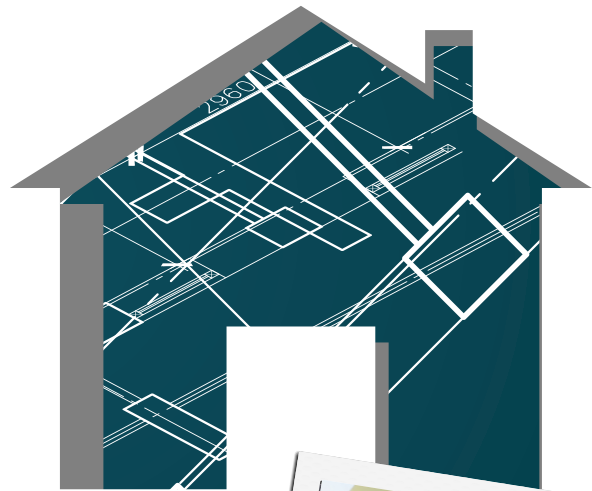
Management Romania has moved to a larger and modern office. The new address is 158 Mamaia Blvd, GSS Building, 5th Floor, 900534 Constanta.

At the end of April, the new premises were opened. TransNytt wishes our colleagues in Romania all the best.

▼ **Good talks** / Three companies together (Seatrans, Abojeb and Tsakos Shipmanagement)



# TIME FOR (NEW) KITCHEN



**“With the new kitchen, we can serve dishes we never could before”**

After many years (few remember how many), the kitchen in the good, old wood house at the head office has undergone a remarkable facelift. The team who took on the job is well known from a Norwegian TV series called “Tid for hjem” or “Time for home”. Luckily for Anne Gunn Vedå (photo) and Ferilyn Johannessen, who run the canteen, and all the office employees, the team had time for Seatrans as well.

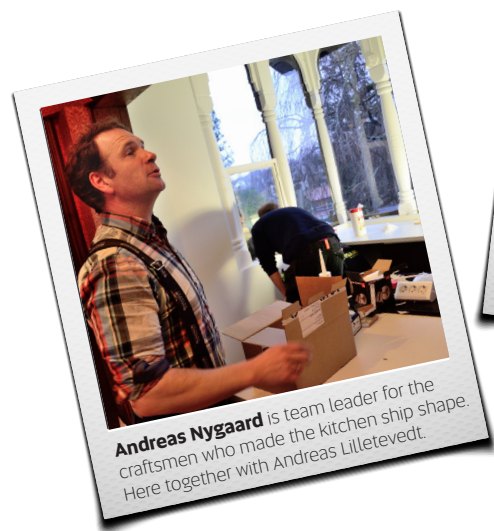
TransNytt met the team in full swing in late December. They removed the old kitchen furniture and equipment before they expanded the opening between the kitchen and the living room. A brand new counter for the home-made food was installed together with state-of-the-art kitchen equipment—very similar to what you would find in a galley. “With the new kitchen, we can serve dishes we never could before,” says Anne Gunn Vedå. Hungry for lunch, anyone?



**Einar Nilsson** claims he is not just “clerk of all jobs” but also “clerk of all options”: Here he is putting a window.



**Anne Gunn Vedå** prepares lunch for the hungry Seatrans staff. She shares the job with Ferilyn Johannessen.



**Andreas Nygaard** is team leader for the craftsmen who made the kitchen ship shape. Here together with Andreas Lillevevd.



**Improved facilities:** The new kitchen under installment.



Erik Paulsen,

# **40** **years** with Seatrans

Among his close colleagues, he is known for his sociability, creativity and enthusiasm for nice cars. Globally, he is known as Mr Shipping Dinner. Erik Paulsen has worked in Seatrans for 40 years and still has no plans for retirement

**▲ Dinner development:**

Erik Paulsen has spent 40 years of his professional life in Seatrans and has chaired the huge international success known as the Shipping Dinner in Bergen, counting more than 1,300 participants in 2017.

"I had my first day in Seatrans on April 12th in 1977. I always wanted to work in the shipping business. It is a cyclical business and I have had a few bad days, but mostly I look forward to going to work every day," Erik Paulsen says with a hint of a smile. "I started working in the big meeting room in the Villa, which we call Uncle Sam. I shared it with one colleague; we felt like ship owners as soon as we entered the room and we inhaled the unique atmosphere. Later, I worked in the offices on the 1st floor, in the old house where the accounting department is now located, in the ground floor of the new building and now with a very nice corner office in minus one, in Sea-Cargo. I think I have had a desk in nearly every house and floor in the Seatrans building complex," Erik continues, now smiling.

#### What a journey

Erik Paulsen is the only one in Sea-Cargo who has had the chance to follow the Company on its long journey from a small coast-based cargo player in the huge shipping business to a market leader in the North Sea liner business. "In the late 90s, we were not earning money in our trades. The formation of Sea-Cargo in 2001 was an attempt to develop our market

opportunities. History has proven this to be a good decision. We have had our ups and downs, but generally Sea-Cargo has been a great success, with satisfied customers and good pay-off for the owners."

#### Windmills

Talking about past success, the innovative, new side-port paper vessels in the 1980s have to be mentioned. Looking to the present day and future, the transportation of windmills is a modern success story. "In 2015, we took care of all the transportation needs for one of the global players in the windmill business. We took the market by surprise by using a ro-ro vessel for the purpose. Looking back, this is one of the best projects I have been involved in," says Erik Paulsen, who now has the title of Director Business Development on his business card.

#### Social dining

It started in 2003. A crazy idea: To invite shipping colleagues and customers to Bergen for dinner and a social gathering. "Together with some other colleagues in the business, we saw a need to improve relations with our clients. The idea was to develop a programme with zero professional presentations or lectures, but

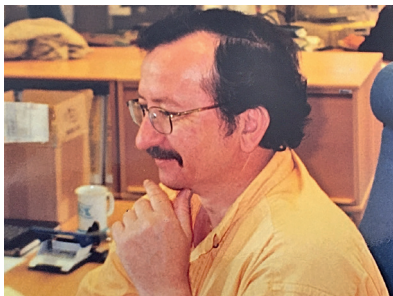
just invite people to meet, talk and have a wonderful dinner together. The programme would however allow plenty of time for the respective companies to make their own respective presentations and discussions with their clients. The main focus of the programme was to be the social aspects.

"So far in 2017 we have 1,320 persons on our participation list and people come from absolutely every corner of the world. I hold the only speech we have during the dinner – someone has to say welcome. Not even the Mayor of Bergen is admitted onto the podium!" Chairman Erik Paulsen is quite firm here: "The shorter the speech I hold, the more applause I get. We are talking about counting seconds here, and I have some ideas for how to make it even shorter at this year's event in June."

#### Age is just a number

For Erik Paulsen, the idea of retiring has yet not struck him (before TransNytt asks him...) "As long as I have the privilege and joy of working with wonderful colleagues here in Sea-Cargo and in Seatrans, and I still have my creativity and curiosity, I will continue to work. We have many ideas in stock and a number of tenders in the market. I see no point in leaving a great success."

## In memory of Bjarne Augestad



It is with deep sorrow that we received the message that Captain Bjarne Augestad passed away on 25th April 2017 at the age of 63 years. Bjarne started his career in Seatrans as Chief Officer onboard Trans Borg in 1988. In 1993, he accepted a position as Master on Trans Borg. In the period from 1993 to 1998, Bjarne sailed on several of Seatrans' chemical vessels. In 1998, Bjarne accepted a position at the office

in Bergen, initially in the operations department and later in the Quality Assurance department.

Bjarne was a strong contributor to Seatrans with all his knowledge about transportation and handling of chemicals.

He will be deeply missed and our thoughts go to his closest family.



# ANNIVERSARIES

## 50 år

Lei Arne Grøndal	17.06.2017
Julian Prica	16.06.2017
Pawel Sztokmanski	23.05.2017
Marius Sprinceana	11.05.2017
Ioan Ilca	21.04.2017
Remus Sorin Tonegaru	28.03.2017
Franjo Cvitanovic	24.03.2017
Stefan Tomescu	22.03.2017
Viorel Tudoran	16.07.2017

## 60 år

Cristian Doru Palade	24.03.2017
Kjell Løvteit	16.05.2017



**Stay cool:** The crew on Trans Sea got an extra colleague in Solventas, Turkey. He did not like hot weather, so he disappeared anonymously. But rare he was... TransNytt wish a nice summer to all our readers!

## Seatrans core values:

Care - Involvement - Innovation - Performance