

TRANSNYTT

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Trans Catalonia around the globe

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The «Trans Sea-era» is over

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Gasoil, LNG, Hydrogen or Electricity/Battery on future vessels?

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Putting new technology at work

2017 is drawing towards an end, and 2018 is soon upon us!

Looking back on the year we can conclude that it was as challenging as we expected. The high number of dockings has put a tough workload on the whole organization, and weak chemical markets has posed separate challenges for us.

Still, it looks like we will manage to turn a small profit also for 2017, and 2018 should yield slightly better results as we enter the year with good momentum for the company.

We are in an environment of fast changing technology, and next year we will focus on putting new technology to work at Seatrans. This does not mean that the work on board

our ships will change very much next year, but the work we do next year on new technology will start making a much stronger impact onboard in subsequent years.

Innovation, we change and improve, will be very much in focus.

In the mean time I thank you for all your good efforts during 2017, and wish you a Merry Christmas and a Happy New Year!

Kind Regards
Johan Hvide

Content

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Capt. Jacek Robert Orłowski managed to capture Trans Carrier while new painted and still in dry dock. Impressive she is!

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SEATRANS SUPPORTS SAFETY AT SEA

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



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New “position” on board

IT Officer

Ready: Trond Helland is ready with documentation for what is a brand-new course for officers who be assigned extended responsibility for IT and data infrastructure on board.

“

While we strive to standardise all the IT equipment and applications on board, we have to realise that the vessels have a variety of set-ups and IT infrastructure. In order to improve quality and service offshore, we have developed an intensive course for dedicated personnel on board, qualifying them to take hand of first-aid trouble shooting in the wonderful world of Information Technology,”



Up to 75% of all IT problems on board are caused by the communication devices. For the onshore service provider, this is a real problem because ... when communications are down, you cannot send advice to the vessel by email or any other electronic communication tools.

“The idea is that we will invite 2nd officers to a three-day intensive course in Gdynia. The core topics are data communication, PC set-up and other topics, mainly related to hardware and infrastructure on board. We already have good routines regarding software applications and automatic installing and upgrades of applications on board. These are installed from the office. However, we have to improve stability and efficiency in the data communication field,” Trond Helland explains.

Prior to start-up, all participants will receive some “homework” to be done on the vessel so they are prepared for the course. Participants will be asked to photograph all communication equipment, aeriels and servers on board their vessel. The photographs will be uploaded to a Lotus Notes database on

the vessel. A full set of example photographs will be available to the participants for information purposes. IBM Connections Plugins will be installed and ready on all computers on board prior to start-up.

“The training will be held three or four times so that the dates are flexible for everyone and we also keep the number of participants each time to a minimum,” Trond Helland concludes.

The first course will take place in early 2018.

we have **to**
improve stability
and **efficiency**
in the **data**
communication field

TRANS CATALONIA

around the world

SUPPLY ON BOARD:

Sometimes the food supplier with fresh food came to the vessel. ▶



Jules Verne wrote the famous book "Around the World in Eighty Days" in 1872. In 2017, Trans Catalonia achieved the same journey in 95 days, including loading and discharging in a number of ports along the route.



▲ **Globetrotters:** The crew on Trans Catalonia has achieved something few other crews in Seatrans have experienced: A voyage around the world!

"Coincidences made our unique voyage possible," Captain Joachim Rubin explains, from Trans Catalonia at anchor just outside Turkey. "We ballasted from Europe to the United States, and then we loaded gas and some chemicals from the US to the Far East. Back home in Europe, we were fully loaded with chemicals only."

The vessel left Rotterdam on 22 July and reached Houston on 5 August. After a trip to Mississippi, they arrived at the Panama Canal on 23 August and sailed into the Pacific Ocean the day after. On 11 September, they had to change the date on the calendar on board when they crossed the date line. They arrived South Korea on 20 September, and continued to Singapore on 10 October. From there, Trans Catalonia set course towards Europe and reached the Suez Canal on 14 November. We spoke with Captain Rubin on 20 November, and he told us they now plan to head for the port in Gebse, before returning towards Rotterdam. "We expect to be back there at the end of November or beginning of December," Captain Rubin explained.

The vessel has had a problem-free voyage. Even the extra armed guards on board had a quiet trip this time when crossing the Bay of Aden. "We didn't see any pirates, and the impression is that this activity has decreased lately."

Travelling around the globe also involves visits from a lot more authorities who like to visit our beautiful vessel. During this trip, we managed to have three port state controls (the fourth will be in ARA), one US Coast guard inspection, one CAP class inspection and a Vetting and Internal audit.

The US authorities have introduced a ban on vessels sailing close to the Hawaiian islands, so the crew were notably happy to catch their first glimpse of land with the first islands outside Japan, Captain Rubin told us. "But what surprised me and really affected us on board was the massive amount of plastic waste in the Pacific Ocean. We saw enormous amounts of plastic bottles, cans, nets and flakes continuously along the way. This is really very sad. We must re-think our attitude towards plastic. It is a long way from Sweden to the Pacific Ocean, but I know from my home

country that some countries and other public offices have implemented a ban on bottled drinking water. That would be something to consider in the countries with borders to the Pacific Ocean, too!"

Even if Trans Catalonia is familiar with longer voyages, this one became special. "We had to plan it carefully. It takes approximately 24 days to cross the Pacific Ocean, so we had to re-fill fuel and provisions before we left Panama. And when we arrived in South Korea, it was nice to get some fresh provisions onboard again, even if the galley department made a fantastic job planning the food."

"As a curiosity, we received navigational warnings about falling objects from the North Korean rockets fired and falling debris from space, so we had to keep looking up and not just ahead! We experienced some bad weather outside Japan, which is pretty normal, but all in all it was an easy voyage," Captain Rubin explained – looking forward to getting his feet on European soil again.

Trans Sea has left the company



▲ **The crew on the last voyage Trans Sea sailed for Seatrans** Zarko Orlic, Aldo Raimund, Danijel Petrovic, Zvonimir Anticevic, Ionut Bandu, Marian Hornet, Ioan Ianus Dragomir, Alan Serbic, Athmane Redouane Mouffok, Ion Corneanu and Ivan Jovic.

At the age of 20, Captain Zarko Orlic told TransNytt that: "Trans Sea has travelled far more than a million nautical miles, which means she has circumnavigated the globe at least 45 times. These voyages were mainly successful and enjoyable experiences. Inevitably, there were some difficulties, but the memories that survive are only of success and beauty. Difficulties are to be overcome, and we can look back on a few of these with pride."

Trans Sea was built at a shipyard close to Rotterdam and she was baptized on 31 August 1992 with the name "Geneva". The vessel soon joined a pool of chemical tanker vessels in which Seatrans took part. In 2002, she was renamed Trans Sea but was still manned by the same loyal crew. In recent years, she sailed in the Continental-Mediterranean trade. The deal with the new owners was settled: the vessel stopped in Piraeus, Greece to prepare for handover to new

owners. Any rented equipment and Seatrans-specific documents etc. were taken ashore. The voyage to Beirut, Lebanon was the last she made for Seatrans. For four of her crew members, it also became the last voyage for Seatrans as they have now retired, while the rest of the wonderful crew have been re-engaged on other vessels in the Seatrans fleet.

Captain Zarko Orlic HAS LEFT THE VESSEL



"I have been sailing for 44 years. Now, I have been on shore for just a few weeks. I am not sure if I have found my land legs yet. Maybe I will feel different in a couple of months," says Zarko Orlic.

For the past 15 years, Trans Sea has been his second home. When the vessel was sold, he became a pensioner.

"I am not quite aware of what it means to be a pensioner yet. However, I can see that people on shore are slightly different from us seafarers. Things move slower, are calmer here. Maybe I will get used to it," he says and smiles.

The sale of Trans Sea came as no surprise. The crew knew she was getting old for the demanding trade she was in. The crew had time in advance to get used to the idea of not having Trans Sea to return to after a break on shore. "I am not sure how I feel. I haven't had time to think so much about it. But as we speak, yes maybe it was a bit emotional after all. But I'm not sure that I have fully understood what this really mean. It is like the reality hasn't fully sunk in. I think many of the former crew felt the

same – mixed emotions. But life goes on," Zarko Orlic sums up.

As a pensioner, he will spend more time on mending the house, fixing the garden and then see what life brings. "You know, there is always something to do. As a matter of fact, my days are pretty busy," Orlic concludes at his home, close to Rijeka. One thing is for certain – he will never board Trans Sea again. However, he still follows her voyages on the internet.

Innovation in the engine room

By Torbjørn Wilhelmsen

I was happy to partly grow up in an engine room. My father was a chief engineer on a ferry, and even before I was seven years old, I learnt how to start and stop the 500HK Deutz main engine. On all the vessels I visit in the Seatrans fleet, I try to stick my nose down in the engine room. The innovations are remarkable compared to the designs we were proud of in the early 1960s.



▲ **HYDROGEN IN THE FJORDS:** Inland ferry transportation in Norway is getting environmental friendly. More ferries will come running on batteries, while the Fiskerstrand Shipyard is working on a hydrogen concept. Final contract is not signed. However, a conversion from ordinary fossil fuel to hydrogen on an older ferry seem to be a first and important turning point.

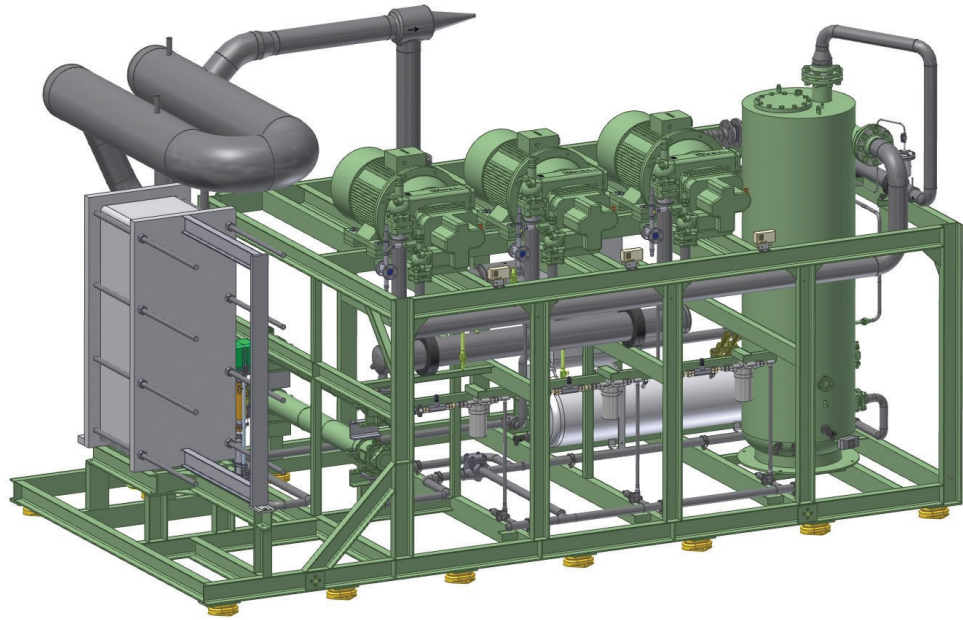
The engine efficiency, control systems, the energy supply – all of these have been modernised many times since then. The laws of physics are the same, however. The question remains the same: How can we get the most out of the

energy carrier? Carbon-based products, oil or gas, hydrogen, batteries providing electricity and even wind and solar panels transforming natural light into consumable energy – they are all on the agenda.

In this second part of our series of "Maritime Innovation Forecasts" we take a look at what might happen in the engine room. Innovation is a necessity, but no matter how intelligent you are, you will never beat the law of thermodynamics. So that will be our starting point.

THERMODYNAMICS:

We are surrounded by them. This is an illustration of a cooler. To get it working however, you have to put some energy into the system. It is said that in Europe they use more electricity to cool the temperature in living rooms, public rooms and offices in the summer season than to heat up in the winter season.



The laws of thermodynamics

An engine converts an energy carrier to movement. The fundamental question is how we do that with a minimum loss of energy. Do we need warm engines?

This depends on other factors, but is in principle not necessary. Heat is an energy consumer that “steals” energy from the intended purpose of the energy supply, which in our case is to get the propeller going round. We need cold water to cool the engine; a huge energy loss. The exhaust is hot too, and it contains particles that might have some residual energy potential. Then there is the weight of the moving parts in the engine. You would not be able to steal an engine piston from Trans Catalonia and run away with it. To get the propeller moving, you have to transform one type of energy to another, i.e. mechanical energy. This phenomenon is based on theories known as “thermodynamics.”

To understand this theory, we asked Wikipedia: What are the laws of thermodynamics? There are three laws, but let’s look at the first:

- First law of thermodynamics:
When energy passes, as work, as heat, or with matter, into or out from a system, the system’s internal energy changes in accordance with the law of conservation of energy. Equivalently, perpetual motion machines of the first kind (machines that produce work with no energy input) are impossible.

So, perpetual motion machines are not possible. However, one kind of energy can be changed into another type of energy. In the process, you lose some of the energy you put into the system. This is expressed in terms of “energy efficiency”. In other words: 100% energy efficiency is not possible, but the issue is how to minimize loss.

What options do we have? Remember, we have to balance energy efficiency, environmental sustainability, the availability of fuel (logistics) and sound economy.

You would not be able to steal an engine piston from Trans Catalonia and run away with it.

IF... then WHEN ... DEPENDING ON

“The choice of main engine will depend on the purpose of the vessel. There are several technologies available, but you still have to secure the logistics for providing energy to the engine. However, if you do have to choose an engine concept, the answer is not so obvious anymore,” says Paul Winson at Norwegian Electric Systems.

It was so much easier before. Put simply, the question we used to ask was how large a fossil fuel engine do you need to get your vessel up to the required speed. Today, you read about fossil fuel engines competing with fuel cells, batteries or LNG-engines producing electricity for huge electric motors. And let's not forget solar cells. Then there's the question of how many engines you need running to comply with safety requirements and the issue of redundancy for “duplication of critical components with the intention of increasing reliability” of the engine system.

Even if coal is cheap, nobody would install a coal-fired steam engine in a vessel today. The smoke from the coal is simply not acceptable. Paul Winson explains: “The challenge is to meet governmental requirements today and for an adequate number of years ahead – meeting the political demands of an ever-decreasing or even zero environmental footprint from your vessel. We already have the technologies for this, and the most recent are dropping in price as more and more ship owners are willing to try them. In the long run, you have to equip the vessel in way that makes her commercial, too.”

LNG

Liquid Natural Gas has been an issue in the business for many years. The greatest challenge was to secure fuel for the vessels. These days, LNG is available at most leading ports. However, it is still a fossil fuel energy carrier, even if it pollutes far less than ordinary diesel or heavy oil in combustion engines. For the time being, LNG has quite remarkable political support, but who knows how long that will last. Many observers believe LNG engines will bridge a gap towards far more environmentally friendly fuels and engines.

Hydrogen

Hydrogen is a newcomer in the shipping industry. It was recently announced that Hurtigruten, the operator of a large number of combined cargo and cruise passenger vessels along the Norwegian coast, will build new vessels running on hydrogen with fuel cells. The vessels will combine the fuel cells with batteries (more about this later). The major issue here is that the vessels (there will be many of them on this route) will charge hydrogen fuel at eight specific ports along the coast, in combination with 36 (!) ports with battery charging facilities available. That says a lot. About hydrogen.

Another aspect regarding hydrogen is how it is produced. The fuel cell creates electrical energy and water. This makes them “clean”. But how do you produce hydrogen – clean hydrogen – itself? There are mainly two methods. You can make it from hydrocarbons (a fossil fuel product). This process requires a lot of energy and creates emissions that are harmful to the environment. The other method is through electrolysis. The process is simple if you have clean water and a lot of electric power. The downside here is that you need quite a lot of energy, and you still need processes to cool the hydrogen gas to transport it as fluid gas. There might be hydropower stations along the Norwegian coast that are suitable for this kind of “clean” production, but this is not the case in other parts of the world.

It has to be said that there is not much experience from long-term use of large fuel cells. In that perspective, Hurtigruten will provide important experience for all the parties involved; engine producers, service personnel, fuel providers and maritime engineers and designers.

Batteries

Battery technology has developed rapidly in recent years. Capabilities have increased while the price has been halved every second year. To say that this technology has attracted major interest would be an understatement. This area is witnessing an explosion. The market for batteries is enormous. Imagine laptops, mobile phones, cameras, cars, even bicycles – you name it. In the shipping industry, batteries have been regarded as something very promising and interesting.

A vessel of a certain volume will have space available for storing batteries. Even the weight of the battery packs is a minor problem. Until recently, the challenges have related to price, energy density and charging time. All three parameters are or soon will be solved. Prices have fallen significantly due to larger production scale. New battery factories are being built and the increased production capacity will bring the prices down.

The capacity in each battery cell has increased. There is an enormous scientific effort going on all over the world to improve battery capacity, in both well-known technologies and, until recently, by exploring unknown materials. One issue here is the energy needed to produce a battery. In a life cycle perspective, this will matter, and the industry has to take this perspective into consideration.

New batteries and new ways of charging them go hand in hand. By using induction, charging can start before the vessel has come “to a complete stop” as they say on an airplane after landing. The power transmitted through the charging device per period of time has also increased. A ferry carrying passengers and cars across



CRYSTAL BALL: In the future we will see a number of mixes of energy sources and engine concepts, Paul Winson believes.

fjords in Norway charges in ten minutes every time they reach the quay. This is enough power to cross the fjord. These ferries have no fossil fuel engine on board. These days, the Norwegian governmental transportation authority expect new inland (meaning fjords and not oceans) ferries to be completely carbon-neutral, and the use of batteries for energy storage seems to be the preferred solution.

A mixed future

"There are still obstacles related to all kinds of energy carriers and engine

technologies. Take battery charging equipment, for example. There is still no 'standard' plug or connection method for marine vessels available today. Not even within the EU. There is still a huge job to be done if batteries are to be a solution on a larger scale globally. On the other hand, at least this process has begun. Moreover, we all need to obtain more long-term experience. A vessel will last for 20 to 40 years, and I am grateful for companies that are willing to try new solutions. In the short-term perspective, I think ordinary fossil fuel engines in combination with battery

packs will become common. This will allow for a reduction in pollution from the main engine in vulnerable areas, and the batteries will reduce the need for an extra engine to be running due to redundancy requirements. On our own behalf, we will be testing fuel cells to gain more experience. I believe we will see a number of mixes of energy sources and engine concepts in the engine room in coming years," says Paul Winson. His opinion on solar cells: "This is interesting technology, but not for ordinary vessels. Not yet."

	+	-	Energy efficiency on board*, approx.
Ordinary fossil fuel engine	Well-known technology Easy to use in terms of access to fuel and spare parts	NOx and CO2 emissions Under "political pressure"	18-50%
Ordinary fossil fuel engine + battery	On long distances, this seems to be the best choice. Batteries are a solution for redundancy and reduced emissions in areas close to ports.	Possibly not a long-lasting hybrid, due to emissions harmful to the environment	30-50%
Battery + el. engine	Rapid product development and falling prices are good. As "stand-alone" alternative for vessels trafficking short distances.	Concerns about distance. Cost/benefit is still challenging, but will improve. No international standards for charging equipment.	75-85%
LNG + el. engine	Significantly better for the environment compared with ordinary fossil engine. Relatively easy for the operators, and more silent and less vibrations.	Can be challenging in relation to fuel, but not in major ports. Is still dependent on fossil energy. Can come under pressure regarding emissions.	18-50%
Hydrogen + Fuel Cell	Old technology, but not used in larger vessels for longer time. Limited experience from maritime use. Best alternative for the environment.	Costly to produce clean hydrogen, and lack of infrastructure on shore. Rather expensive fuel cells, but costs are expected to fall.	40-60%

*Energy used for distillation/production not included. The total energy efficiency will vary significantly among the various sources before the energy carrier has reached the vessel.

Iginio Sgardelli, **PENSIONER**

Iginio Sgardelli has left the Seatrans office in Rijeka. After 15 years as General Manager of the office in Croatia, he has reached the age that qualifies for life as a pensioner. However, Iginio's daughter, Andrea, is taking good care of the work started by her father. She has been working at the office for close to ten years.

Iginio Sgardelli has left the Seatrans office in Rijeka. After 15 years as General Manager of the office in Croatia, he has reached the age that qualifies for life as a pensioner. However, Iginio's daughter, Andrea, is taking good care of the work started by her father. She has been working at the office for close to ten years.

"I feel confident and more relaxed," Iginio Sgardelli says. Anyone who has met Iginio will have problems believing this. It seems that he doesn't quite believe it himself, either...

"Now I have free time, I can do what I like to do. But I am not the kind of person who enjoys watching TV for hours. For the time being, I am working on our property. I have a lot of things to fix in our apartments in order to start renting them out to tourists. Actually, this is what fills up my time." Iginio Sgardelli was the General Manager for recruiting seafarers for the shipping company that owned Trans Fjell and Trans Sea. When these vessels were purchased by Seatrans Chemical Tankers, Iginio became a part of Seatrans in 2002. "It has been a wonderful voyage with Seatrans. I would gladly stay working for Seatrans for another ten years. There are so many nice people there. I think I can say the same for all the crew members too: It is a good company. I cannot point to any specific highlight during

these fifteen years with Seatrans. Every day has been a pleasure. It's true: I have never had a boring day in Seatrans," says Iginio Sgardelli from his home in Rijeka. The Rijeka office is now run by Colombia Shipmanagement. Andrea Sgardelli still

works at the office as Crewing Officer, taking care of both operational and administrative tasks, including Drug and Alcohol administration and coordination for the whole Seatrans fleet.



▲ **SYMBOLIC GIFT:** Erik Mohn had a symbolic present to give Iginio Sgardelli thanking him for his long and good participation for the crewing success in Croatia.

Familiarisation **BY VIDEO**

Seatrans Familiarisation will be topic in a new series of videos dedicated to new and "old" employees at Seatrans. Filming has started, and editing is ongoing. You will be surprised when you see the result. .

"We thought it was time to improve our familiarisation programme, take it to the next level, so to speak. After having debated the issue, we found that the best way to create quality-assured content, combined with the need for our own assurance that all our seafarers have received the same information, was to make some videos," QHSE Superintendent Jan Jacob Andreassen, Seatrans Ship Management explains.

The videos will tell the viewers shortly about the Seatrans history, but explain in detail about the mandatory aspects regarding safety. There will be special editions for seafarers on dry cargo vessels and on chemical vessels. The videos will have an educational aspect as well. "We aim to produce the videos with solid information but with stories told with loose links. We think they will be both educational and inspirational," says video

producer Terje Huse in the video company Mann av Huse. "If you are about to take on a new position, you are very motivated and eager to learn more about your new place of work. Safety will be the common denominator throughout all the videos. We will show every-day life on board and all the implications regarding job security, taking care of colleagues and so on. The last clips will be shot in November/December. The videos will premiere in early 2018.

Chemistry

Ethylene Dichloride (EDC)

Ethylene dichloride (EDC), also known as 1,2-dichloroethane, is made by oxychlorination of ethylene reacted with hydrogen chloride and oxygen. It is a clear, colourless liquid with a chloroform-like odour and an odour threshold of 6-10 ppm. It has a water solubility of 8.5 g/l and is readily soluble in several organic solvents. It is a highly flammable, volatile organic compound with a vapour pressure of ca. 81 hPa at 20 °C.

Ethylene dichloride is primarily used in the production of vinyl chloride as well as other chemicals. It is used in solvents in closed systems for various extraction and cleaning purposes in organic synthesis. It is also added to leaded gasoline as a lead scavenger.

It is used as a dispersant in rubber and plastics and as a wetting and penetrating agent. It was formerly used in ore flotation, as a grain fumigant, as a metal degreaser, and in textile and PVC cleaning.

Fire and Health Information

Ethylene dichloride is transported by sea-going vessels. For storage and transport, stainless steel vessels are recommended. Ethylene dichloride is highly flammable and can therefore be dangerous to transport or store. EDC is also a toxic chemical and should be handled with extreme care. Personnel should be properly trained in the handling of EDC and should always wear the proper protective equipment when working with, and around EDC.

Material Safety Data Sheets must be studied when planning loading operations. The following pie chart shows worldwide consumption of ethylene dichloride

The Market

About 95% of ethylene dichloride (EDC) is used to make vinyl chloride monomer (VCM), most of which goes into polyvinyl chloride (PVC) production.

Many EDC plants are integrated with VCM production, with EDC being cracked to produce VCM.

European PVC is a mature market with no major changes in capacity announced over the next year. From 2018 onwards, there is the potential for a bottleneck in PVC feedstock ethylene dichloride (EDC) due to the closure of chlorine capacity in Europe, which combined with ethylene is the major feedstock for EDC. The global EDC market will become tighter, which could pose a challenge for the remaining capacity in Spain and central/eastern Europe with no cell basis.

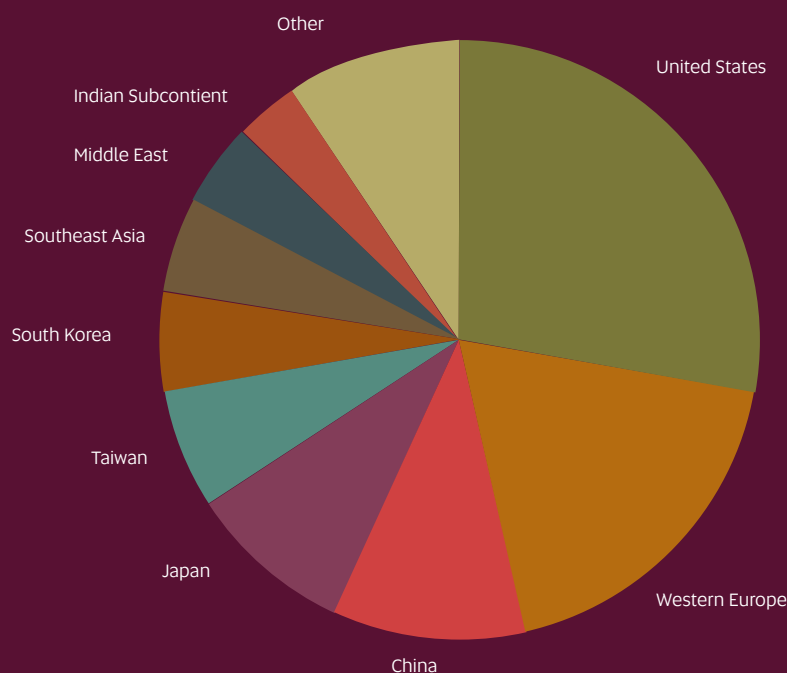
However, possible external sources for EDC are still available in the Middle East and the US. On a global scale, the Chinese carbide polyvinyl chloride market has tightened in the second half of 2017 due to stronger environmental regulations. Combined with consistently strong demand growth in India, averaging over 10% per year between 2005-2015,

as well as limited capacity expansion in India, this is likely to tighten the overall global market. However, due to the expansion of US capacity combined with increased integration with ethylene, any European exports would face strong competition.

Post-2017, a number of mercury-based chloralkali plants are expected to close down. Producing caustic soda and chlorine using mercury cells was declared outside best available techniques (BAT) in 2013, with the legal deadline for the phasing out of capacity in Europe set for December 2017.

As a result, European EDC capacity is likely to fall from 2017-2018 with operating rates at the remaining capacity expected to slightly increase. Depending on run rates, this may shift Europe from being a net exporter to a net importer of EDC from 2017 onwards. The US and the Middle East are potential sources of imports to fill the gap in EDC supply going forwards.

World consumption of ethylene dichloride - 2016



Wiesław Chałampowicz

puts heart and soul into every vessel

“Seatrans is the company where I spent the longest stretch of time in my professional career. I worked there for 27 years. Even though I’m retired now, I still get involved and I try to help my colleagues if they need me. I have very positive associations with Seatrans and all the years I spent there. I met so many different people there, most of them wonderful,” says Wiesław Chałampowicz.



Known as “Santa Claus” due to his beard, he is well-known and highly respected among Seatransers. Wiesław Chałampowicz is now retired and we met him at his cosy home in his home city of Elbląg. He tells us he almost feels more at home at sea.

“The sea has fascinated me since childhood. As a young boy, I mostly read maritime books, which interested me just as much as films about ships and the sea. I was so lucky to be called up to the Navy instead of the Army, and I spent 3 years serving on auxiliary vessels.

Straight after the Navy, I got a job with Polish Oceanic Lines (PLO), where I started work as a junior Member of the Engine Department. Later on, I became a Member of the Engine Department and was then promoted to a fitter’s position, where I stayed for a long time.”

- Your adventure with Seatrans lasted 27 years. How did it start?

“I started my career in Seatrans with the Pol Service company, which provided Polish crews for Seatrans vessels. I had this position for 1.5 years, and then was employed by Seatrans itself. Seatrans

was the first ship operator to introduce permanent crews on its ships. Before this, you changed company depending on contracts offered. Seatrans was also one of the first companies to introduce shorter contracts. My first contract was nine months long, but the subsequent ones were a maximum of three months. From the very beginning, I worked as a fitter on Seatrans ships, and it stayed this way until the end. This is my passion, working with metal parts, all kinds of technical and machining work – turning and welding. I really enjoy it. Because I’m so passionate about this work, it is easy to put your



Promotion IN CONSTANTA

Irina-Ioana Ulmeanu (25) has recently been promoted from Secretary to Crew Officer. Seafarers already know her very well, as she is taking care of crew for Trans Dania, Trans Fighter and SC Express at Seatrans Ship Management Romania office, located in Constanta on Mamaia Boulevard.

(TransNytt has told this story before (2/2017) but used a wrong photo. We apologize!)

heart and soul into it. That is why I stayed working as a fitter until the very end, I never wanted to change jobs."

- What is it about this occupation that you devoted nearly all your professional life to it?

"It all started with my grandfather, who was a blacksmith. He developed the passion in me for everything technical. As a child I watched him work, sometimes helped him, and really enjoyed it. Later, when I started working on PLO ships, I dealt with model making. I liked putting together all kinds of ship models, according to the plans that I had. I made hulls, various revolving elements, bull's eyes, but everything had to be done in such a way that the entire ship looked like an original one. And this spread into my professional work.

In Seatrans, I started the work on the Trans Borg vessel, which does not exist anymore. I sailed as a crew member, but was also called in to work on other ships for the operator in my free time, sometimes for a week, other times for two weeks. There were occasions when I came back from a cruise one evening, and the next morning I had to go onboard another ship for service work. As a result, I have been onboard every Seatrans ship, also the ones that do not exist anymore. I usually also went onboard all the ships purchased by Seatrans in order to check them thoroughly, and did so throughout my career. When the company recently purchased Trans Chemica, I had to go to Japan to take part in commissioning and to help the superintendent with the technical inspection and preparation for service.

So, I got to know the entire company fleet – both present and past. And I put my heart into every ship I worked on. Nothing was ever done half-heartedly. Even if something did not work out, I worked on it until everything was done the way it should, so that nobody could tell me later that I had done something wrong."

- What was the most difficult thing about the work, which, from what I

hear, rather gave you pleasure? Were there situations when nothing worked the way it should?

"Of course, there were moments when you tried to perform tasks by the skin of your teeth, but it was just impossible with the tools available on the ship. So, you had to use some makeshift fixture to manage to sail to the nearest port, where a service crew or shipyard crew was supposed to come and finish what I had started. My task was to maintain the ship in a good working condition for it to be able to sail. And I had to succeed in that task.

But I sailed on chemical tankers and these are dangerous ships, where certain types of work cannot be performed when the ship is carrying cargo. You can only use specialised equipment once the vessel has been unloaded and degassed. Everything has to be safe."

- And what was the most pleasant event from the period of working for Seatrans that you can remember? Something that has stayed with you for the rest of your life?

"I was on all kinds of vessels, but the best memories are from the last one – the Trans Adriatic. It is operated by a Croatian-Philippine-Romanian crew, so there were sometimes just two or three Poles onboard. And why do I remember this ship so well? Sailors often complain that a ship is old, dirty, or some other complaint. But I think that every ship is good, provided the crew is good. That is how it was on the Trans Adriatic. Romanians, Philippines and Croatians are very nice people, who would never leave you alone in trouble. So, the atmosphere was great."

- Colleagues remember that you performed the work so quickly that others were not able to keep up with you. That is why you were nicknamed Duracell. "There was no one who could keep up with me. We did the same work, and I performed it twice as fast as my colleagues. When I started a job, I had already planned in mind a few stages ahead how to perform the work well, and what to do afterwards. I have a very good

memory so when I dismantled a machine, I knew what was placed where and how to put it together again. When I returned two or three years later, I already knew what could have happened and where to look for a fault."

- Did you share your knowledge with younger colleagues?

"Of course I did. I was even recently given a young guy to help me, a graduate from the Maritime Academy, who really wanted to work with me. I always liked to show and explain to younger colleagues what should be done and how it should be done; why he is supposed to do it one way and not the other and what will happen when he does it in a different way. I never kept my knowledge to myself, I tried to share it."

- Was the decision to retire a hard one?

"It was hard. That is why I still keep in touch with colleagues from Seatrans, who I promised to help. I do not sail any more, but I provide support with necessary service of the fleet. I keep all the necessary documents up to date, so I am ready and keep in touch with the company."

- But you are active not only at Seatrans. You have a small passenger ship in your care that sails on the Vistula Lagoon. "It is a ship that was bought by Hotel Elbląg, from my city Elbląg. During the summer season, it carries both the hotel guests, as well as anyone else who feels like a cruise on the Vistula Lagoon, the Elbląg Canal, or up river to Gdansk. The ship is called Elwinga, just like the river Elbląg, flowing through my city, was once called. I act as an advisor providing knowledge of the technical maintenance of this ship."

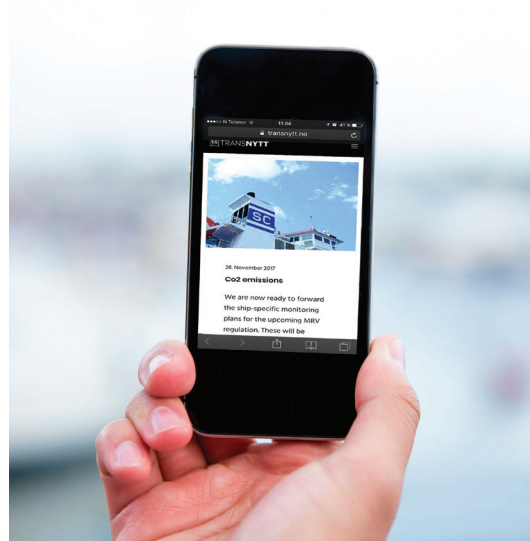
- So, it is impossible for you to part with ships?

"Now everything I do, I do it for pleasure. Besides, you cannot resign so abruptly from working life. It is commonly known that a sailor is not able to go for long without a job to do."

TransNytt on the net

Seatrans has decided to make more of the stories in TransNytt more available for readers. In near future a new version of TransNytt will appear on the net. Here we will publish selected stories from the paper based TransNytt. The site will also feature a search option, and after some time you will find many good stories from Seatrans here.

You can already take a look at a beta version here. We will also feature an option for sending us tips or any other feedback to the Editors. We look forward to hearing from you, our distinguished readers. See www.transnytt.no/front



Happy New Year!

With this wonderful photo shot by O/S Emil Ksiazek, SC Ahtela, the Editors of TransNytt send our best wishes for 2018 to our readers at sea and on shore that have been following us through 2017. Next year we will be available on more platforms. So stay tuned and live and work safe!