

# TRANSNYTT

NR. 1 | 2013 | ÅRG. 38



## TOP 2 seminar

Side 3

## EM Leader 2<sup>nd</sup> in the world

Side 14





# CHANGE and Improve

We are already well into 2013, and as expected there is still no general market improvement to be seen.

In Europe the total EU industrial production is still in decline and is now well under the 2008 numbers. This affects all our markets in a negative way, but thanks to the continued restructuring of our fleet and operations, Seatrans is still in a positive development. We believe this will continue to be the case; any market improvement will be slow and gradual, and we will have to continue to create better results ourselves through our own actions.

One of Seatrans' Core Values is 'Innovation, We Change and Improve'. I see many examples in Seatrans that

we understand, and live in accordance with, this Core Value. Through changing and improving at all levels in the group, we create a better bottom line. This is an important reason why we are pulling through these difficult times strengthened and ahead of our competition!

Thanks to everybody's efforts, 2013 will continue to show better results than last year.

**We Change and Improve!**

**Johan Hvide**

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**Beyond compliance:**

The 2012 figures for vetting performance are good. Now it's time to go beyond compliance, according to Atle Sommer, Managing Director, Seatrans Ship Management.

# Putting our words into action

“We all know what is right and we say the right things, but words mean nothing without action,” said Managing Director Atle Sommer at the Top-2 Seminar in Bergen which took place from 20 to 22 February. Saying the right words means nothing if we can't follow up with the right actions.

In 2012, Seatrans vessels improved their scores on vetting and port inspections. However, shipping is not a honeymoon voyage with everlasting sunsets in calm sea. Improvements are required in all aspects. This was reflected in the topics chosen for the seminar: Safety Maturity Assessment, Seatrans Leadership Principles and Training, Seatrans Energy Efficiency Management Plan, and Hours of Work and Rest. Naturally then, the motto was “Beyond compliance”. Compliance with rules, regulations, procedures, etc. is not a target; it is a minimum requirement for employment and our “ticket to trade”. This perspective must be clear to everyone.

**STATUS AND OUTLOOK**

Some 40 Masters and Chief Engineers took part in this second Top-2 Seminar in Bergen. The seminars

have been developed into the most important event through the year for top managers working with the Seatrans fleet, according to Atle Sommer, Managing Director in Seatrans Ship Management: “The value of this opportunity to both inform and discuss with our top managers is undisputable. Shipping is local in nature while value is created onboard each single vessel. This means that the management is spread over the seven seas. From time to time, it is of fundamental importance to meet face to face to get to know each other better and to nourish the standards and culture we strive for.” The Shipowners also attended the conference, providing the top management team with an updated status and sharing their perspectives on the near future.



Energy efficiency monitoring



▲ **SEEMP:** "We can reduce energy consumption and thereby save money and reduce our environmental footprint," says Henning Rebnord at Seatrans Ship Management.

▲▲ **Gap to be filled:** Erik Green held a lecture and arranged a workshop for groups of vessels and managers about how to fill the gap between expectations and realities in the field of safety and security.

▲ **Workshop:** Top-2 Seminars are not just about listening, you also have to participate. The photo shows groups gathered together around the superintendents responsible for the vessels.

### REST FOR SAFETY

The Top-2 Seminar covered a number of topics of high importance. One topic of particular significance for operations is: "How can we improve our work and rest hour performance?" According to HR Manager Erik Mohn, a number of things can be done. Planning is crucial. "We had a workshop with the top management on one of the smaller ships who needed assistance to achieve improvements in their planning of work and rest. We went through their operational plans and the processes on board and identified new ways of organising the work. Now, they have close to zero nonconformities from the work and rest hour regulations. To make it clear: If you need to stop/anchor/slow down to allow crew the required rest hours, then do it! This is simply a matter of walking-the-talk regarding safety first. Such decisions are expected and supported."

### ENERGY CONSUMPTION - ATTITUDE AND SYSTEM

Seatrans Energy Efficiency Plan (SEEMP) was also on the agenda. Bunkering stands for some 50 per cent of the total costs of running a ship, Henning Rebnord at Seatrans Ship Management explained. DNV has indicated a cost reduction of between 6 and 15 per cent by implementing SEEMP as a tool to reduce the energy consumption on board and inside the vessel. What's more: "A smooth hull and a well-polished

propeller can improve total energy consumption by up to 20 per cent. A well-polished propeller alone reduces energy consumption significantly. We are now setting clear requirements to the shipyards regarding polishing of the propeller when we have ships in dry dock. It is even possible to polish the propeller in ordinary port. This should be done on a regular basis. But SEEMP means a lot more. It is an attitude towards energy consumption. SEEMP is a topic to be discussed in the near future.

“How can we  
**IMPROVE** our  
**work** and **rest** hour  
**PERFORMANCE?**”

## Rest hours a challenge?

Rest hours are a challenge for all seafarers with high standards and professionalism. We asked a few of the top 2 officers about what they regarded as crucial here.



### AGENT IMPROVEMENT

Grigori Mihai Iulian, Captain and Serfedin Genghiz, Chief Engineer, Trans Emerald

-At sea we don't have problems with being in compliance with the rest hour regulations. Problems occur when we are in the harbors. There we are dependent on various third parties. Waiting is the worst thing we can do. Four hours waiting is four hours wasted. We are planning as good as possible, but we have to adapt to realities. Our pledge is to the agents who need to take this into a deeper consideration. We need to increase the communication with them.



### HINT IN ADVANCE

Idar Olav Høvik, Chief Engineer, Trans Iberia

-One of the obstacles we strive with is that we don't get any hint in advance if we are about to reach the work and rest hours limits. Then, suddenly some red dots occur. This is somewhat frustrating when you in the evening register the tasks of the day. It is sometime difficult to plan. By example taking in bunkers: How long time will it take? You can estimate but you really never know exactly.



### ONE HOUR A DAY

Sylwester Ustrzycki, Captain, Copernicus

-At "Copernicus" I use one hour a day to plan the tasks for the day. Actually, we plan for three days ahead, and that makes it easier to change plan when needed. This reduces the risk for not being in compliance with the rest hour regulations. Well, it is easy for me as we have a crew counting only eight persons. On a larger vessel this may take a lot of time. But most important is that the crew read the plan in advance. Then it is easy to adjust.



**SAFER, QUICKER, REDUCING FUEL CONSUMPTION.  
IT IS ALL A QUESTION ABOUT THE**

# weather

At sea everybody talks about the weather.  
Now it's time to do something about it. Yes, we can.

If you have a storm ahead of you or high waves are expected, you certainly want to avoid this. With information about the weather only hours before it hits you, there are few options to ease the trip. With the new 'SeaWARE Routing' application, you can plan your course up to five days in advance with a high level of precision.

"Two times a day, the ship will receive updated weather information automatically. Naturally, the closer in time the more precise it is. We've been told that up to five days in advance the forecast is pretty accurate – 80 to 90 percent. You can get weather forecasts up to 16 days ahead. The navigator onboard then has a number of options. He can choose the quickest route related to the known forecasts for the shortest course. He can choose to save fuel and let the programme suggest a course where minimal fuel consumption overrules. On long voyages, you can achieve significant reductions. For a Transatlantic voyage, you may lose one day but save tons of fuel. When we consider that the fuel constitutes about half of the total costs of running a vessel, it is simple arithmetic to count the cost improvements," says Superintendent Øystein Danilisen at Seatrans Ship Management. He has been authorised as a

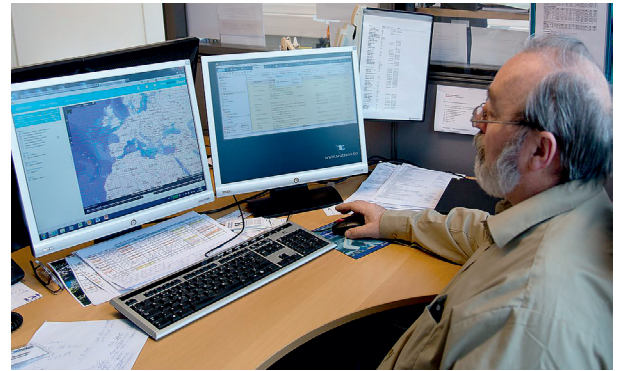
super user of the ingenious programme designed made by talented developers in Aberdeen. They developed the new SeaWARE application based on weather information from the Bergen based company StormGeo.

"We have decided to roll out the application ship by ship as we upgrade the software packages onboard," Danielsen explains. "The programme is very easy to understand and use, but it is best to play with it until you have the various functions at your fingertips. The navigator is free to use the advice obtained from the programme – or not. SeaWARE is not connected to the map or navigation system. You still have to make the actual decisions yourself."

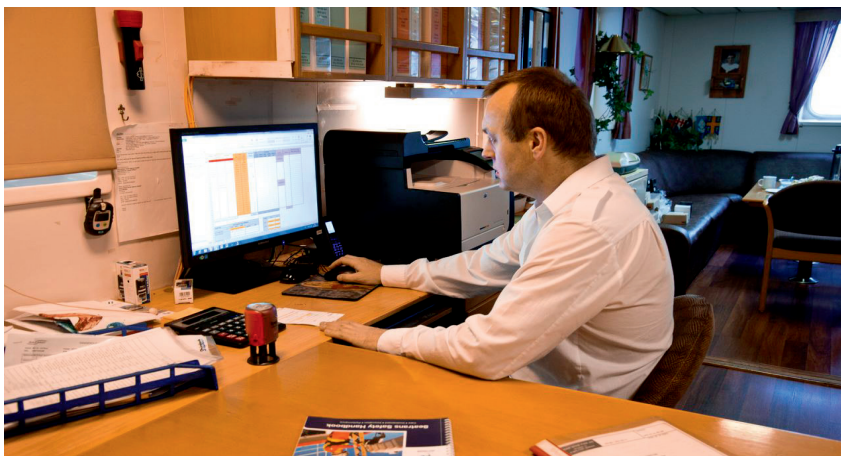
**You can get  
weather forecasts  
up to 16 days ahead**



**Nowhere to hide:** The SeaWARE application collects information that shows actual position and speed of the vessels.



**Global weather forecast:** Global weather forecast: Øystein Danielsen plays with the new SeaWARE application. You can choose among a number of preferences. The on-shore version also includes tracking facilities of the ships in the Seatrans portfolio. In November last year he attended the introduction course in Aberdeen (top).



**Photo:**  
Captain Leif-Arne Grøndahl

# GOOD FORECASTS

«With only 18 hours at sea we will not benefit that much from the course planning options, but the weather forecast is brilliant,” says Leif-Arne Grøndahl; Captain at SC Ahtela. Grøndahl is one of the first officers who have been familiar with the SeaWARE application. “It works very well and the prognoses are very credible - even up to one week ahead. The North Sea can be very rough sometimes, and with a forecasted storm ahead of us we can plan to secure the cargo far beyond the normal 100 per cent already when we charge the vessel. For vessels going overseas the route planning option is very useful.

The application can calculate alternatives depending on the request or priorities you set up.”

## Facts SeaWARE

- Computer programme for weather presentation and route planning.
- StormGeo automatically feeds the system with weather forecasts two times a day.
- Onboard, you configure the programme setup with ship data (tanker vessel, lengpropulsion, depth, displacement, consumption/speed etc.)
- Automatically produces suggestions and alternative routes based on preferences.
- On screen data with wind direction and intensity, wave heights.
- Dynamic update of suggestions and alternatives.



**Photo:**  
The two crews on board Trans Fjell have made an exceptional job in very short time.  
That made them SHIP OF THE YEAR 2012 prize winners.

## New crew took Trans Fjell to the Top of the Soty list

"I am impressed. We engaged a new crew for Trans Fjell in 2012 and, in the space of one year, they managed to take the vessel to the top ranking position in the "Ship of the Year" competition. I am delighted for the crew and very impressed with their hard work," says Tomasz Kaminski. He is Technical Superintendent with responsibility for Trans Fjell. The vessel has now become one of his favourites!

"The crew demonstrates a very good attitude to work and responsibility. We have a very close and trustful relationship with the people onboard. They work extremely hard on ship maintenance, and are doing an excellent job. Quite simply, it is a huge pleasure to work with her." Tomasz Kaminski also underlines the importance of good management on board. "The captains have brought strong leadership to Trans Fjell. You have to use superlatives when describing the vessel."



Trans Fjell

# Ship of the Year

# 2012

Trans Fjell was named Ship of the Year in 2012 but had a poor ranking in 2011. How is that possible? Trans Fjell has two Masters: Jarslaw Kochanowski and Jacek Frymus, and Jacek took the vessel to the top of the list last year. Jacek Frymus explains some of his management secrets below.

"For me, it is important that the crew feels well and that we have a good atmosphere on board. I really try to make my crew happy. I like to help them. If anyone needs a helping hand, I'm happy to be there for him. We are a team, and the officers have a good relationship with each other. When it comes to performance, we put a lot of effort into making good plans. We work hard to ensure pleasant and clean accommodation facilities. All in all, we do our best every day to keep a high standard on the ship. Vettings and inspections are not a problem. It is much harder to lift a vessel up to high standards before a vetting than to keep her in good shape and in compliance with standards all the time."

The prize money will be spent on installing a new digital television tuner. This will help increase the good atmosphere among the crew, Frymus hopes. "Our crew members come from Croatia, Norway, Poland and Romania. There are many different cultures onboard, but we use good communications to overcome any difficulties. We focus on communications. I have an open door to my office and I am convinced of the effects of giving positive feedback. As a leader, I have to correct where necessary, but that is not often. In difficult matters, it is my experience that I improve performance more if I can help than if I correct," says Jacek Frymus, one of the Masters at "the Ship of the Year" – for the second time in two years



# Safe voyage

among islands and steep mountains

The Norwegian coast is a picturesque delight on a calm, sunny day. Or it can be the opposite: dangerous, unpredictable and full of hidden rocks – not to forget strong winds blowing from the north in all directions, one of the reasons why Norway has pilots. However, an increasing number of Masters are gaining in-depth knowledge of the waters along the Norwegian coast and can manage without.

A Pilot Exemption Certificate (PEC) is not easy to achieve. Some may say it is even too difficult. On the other hand, there is a heavy burden of responsibility involved in all kinds of transport at sea. Master Jarlaw Kochanowski has been awarded a PEC for a number of “troubled waters” along the Norwegian West coast.

“I have a PEC for Bergen to Odda (where Sea-Cargo picks up zinc at the Boliden production plant; editor’s note), from Bergen to Fedje and the narrow waters around Haugesund and Karmsund to mention a few,” Jarlaw Kochanowski explains, onboard Trans Fjell on her way to Fredrikstad, soon in position to pick up a pilot...

## REQUIREMENTS

To gain a PEC for a specific area, you have to apply to the Maritime Authorities. Before you apply one of the following criteria must be satisfied:

1. Minimum 1 year of effective sea service as a responsible navigator on the Norwegian coast, where the area of service encompasses the fairways or areas for which a pilot exemption certificate application has been submitted.
2. You must have completed the trainee pilot exemption certificate scheme for the fairways or areas for which the pilot exemption certificate application has been submitted.
3. Over the last 12 months you must have been in charge of the navigation of at least six voyages in each direction in the fairways or areas for which the pilot exemption certificate application has been submitted. The voyages must have been made by the vessel or vessels for which the pilot exemption certificate application has been submitted, and at least two of the voyages in each direction must have been during the hours of darkness.

“It was the HR Department at Seatrans who challenged me to try for these PECs. I haven’t regretted it. This has actually been a positive challenge for me to learn more,” Jarlaw Kochanowski says.

## LEARN BY HEART

“It was very satisfying personally to get the PECs. I am interested in learning and I used every opportunity to ask the pilots questions about the passage we were in,” says Jarlaw Kochanowski. “Some of them may have felt that I gave them a hard time, but all the pilots I have met have been eager to pass on vital knowledge. The thing is: You cannot find everything in maps or in books. Sometimes you have to learn the most important things through practical work. I call it learning by heart. Once you have stored knowledge in the heart, you will never forget it.”

## TRAINING AND TESTING

Jarlaw Kochanowski has a long record of sailing in Norwegian waters. He sailed for seven years for another shipping company before he joined Seatrans in 20xx. He sailed onboard Copernicus for a while, but it was onboard a Sea-Cargo vessel that he gained practical PEC experience. “I had the pleasure of sailing onboard Trans Carrier with Captain Hepsøe and his team. Most of the mates on this vessel have a PEC and I got lots of great training on these sailings.”

To gain a PEC, you have to fill in a form and apply for a practical test. The exam takes place onboard the ship sailing through the actual waters. An experienced pilot asks questions and observes the candidate’s activities. “It is very satisfactory not to be dependent on a pilot everywhere. We save time and the company saves money,” Jarlaw Kochanowski emphasises.



## Steps in the application process

1. An application for a new PEC, or expansion of an already issued PEC is sent to the Norwegian Coastal Administration (NCA)
2. The NCA responds with an "offer-letter" to the applicant to carry out a test on board
3. The applicant submits a pilot request (iaw the "offer letter" instructions) for the test
4. The test is carried out on board
5. A decision to issue or decline the applicant's request for a PEC is issued by the NCA

Read more: [http://www.kystdirektoratet.no/en/EN\\_Maritime-Services/Pilot-Exemption-Certificate](http://www.kystdirektoratet.no/en/EN_Maritime-Services/Pilot-Exemption-Certificate)

## To gain a PEC, you also have to comply with certain fundamental skills, such as:

- Sufficient and fluent English for problem-free communication of passage plan.
- Knowing the limitations and regulations for use of PEC (working hours and duty regulations).
- Coastal navigation methodology, including knowledge about nature, lighthouses and traffic conditions.
- Local currents and other issues that may affect manoeuvring.
- Team work on the bridge.

Seatrans launches new QHSE software:

# Designed to make working life easier

at sea and on land

“We have recently signed a contract with the Norwegian based software company UniSea for the full installation of a well-documented and tested programme for use on land and on all our vessels. I know that the existing system we use causes some confusion and I really hope this new system will be a blessing for us all,” says Eilert Nøttingnes, QHSE Manager at Seatrans. Seatrans has chosen the UniSea software because it is both a well-tested system and has a user-friendly environment.

#### USER-FRIENDLY

The modules in the UniSea software are based on a web-like setup. This means that the software is located on a server onboard the vessel or at the office while the user gets access through the web browser. One of the advantages with this is that most of the users will recognise this environment from ordinary applications on the Internet. Another advantage is that it is not necessary to install the programme on every PC in the network, eliminating all the problems regarding updates and service.

Eilert Nøttingnes states a number of factors which make UniSea's software user-friendly;

- all modules have the same menu design,
- the menus needed onboard have been downsized,
- for onshore personnel, the system only includes the menus needed,
- the system provides a smart «workflow», and
- uses wizards to generate reports.

UniSea has aimed to design software which simplifies working life, allowing for an optional workflow, flexible and module based solutions and, not least, web and offline capacity.

#### INFORMATION, EDUCATION, IMPLEMENTATION

Eilert Nøttingnes continues: “As the UniSea QHSE system is in use in the shipping industry elsewhere, we can benefit from existing experience. All the modules for improvements and QHSE management are intended for use by every member

of a vessel's crew. In my opinion the application is so easy to use that this should be possible. The experience from other shipping companies that already have this system in use is that crew members with some basic skills on the web are able to learn the system by themselves – or with the help of colleagues. What is still needed is training in processes such as risk assessment, management of change and similar issues. When it comes to administrators and office users, we will arrange a one-day course for them in Bergen. The exact date for roll-out is still not set, but the plan is to implement the new software on vessels during this spring,” says Eilert Nøttingnes.

**ALL** the **modules** for improvements and **QHSE management** are intended for **use** by **every member** of a vessel's **CREW**.

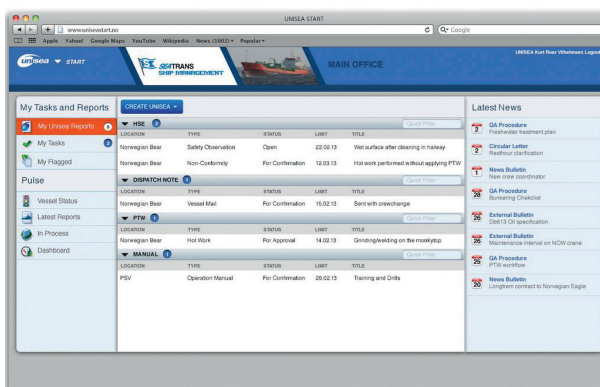
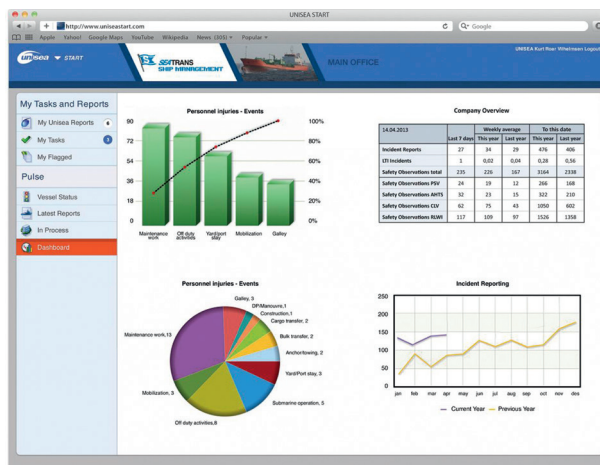


**Photo:** Eilert Nøttingnes looks forward to the new QHSE software to be implemented.

# What's it all about?

The new QHSE system will simplify all reporting in the field. The following lists only a few of the benefits:

- Reporting and follow-up reports on improvements (accidents, near misses, non-conformities, and suggestions for improvement).
- Inspection and audit registration and follow-up on findings.
- Distribution of experience, bulletins and internal memoranda.
- Distribution of governing documents.
- Registration and follow-up of various reports such as Superintendent visit report, Master's Review, Ship visit report, PEC/Safety meetings.
- Storing/distribution of certificates and documents.
- Risk assessment module with sharing of templates and experience among the users.
- Permit to work registration and follow-up.
- Management of change registration and follow-up.
- Registration of meetings and reports for projects and tasks.



# Facts

- UniSea is a software company specialised in shipping and offshore.
- UniSea was established in 1999 and is located in Skudeneshavn, Karmøy in Norway.
- They have a total staff of 19 persons at the head office. In Bergen they have two employees.
- The QHSE module-based system from UniSea is in use onboard more than 200 ships owned by some 40 different shipping companies.
- Read more at [www.unisea.no](http://www.unisea.no)



Our vessel, the EM Leader has been operating in various waters in the Far East since September 2012. Both the charterer EMGS and their clients are satisfied with the vessel's performance. In March, the EM Leader was docked in Singapore for a well-planned upgrade.



**Polished:**  
A well-polished propeller is also important for optimal operation/fuel consumption ratio.

# SMOOTH operator

"We are very satisfied with the work carried out at the Keppel Gul shipyard in Singapore. They have both the skills and the resources to perform well and on time. This was the first out of two dockings for EM Leader. In August, she will return to install a new diesel generator and azimuth thruster, and to increase the aft deck area," Operations Manager Karl Johan Kleppe explains.

## **SECOND IN THE WORLD**

Karl Johan Kleppe continues: "What's even more exciting is the new antifouling paint used on EM leader during the Singapore docking. The problem of growth of various marine organisms on a vessel's underwater hull is well known. The effect of traditional antifouling paint has diminished as the toxic content of the paints had to be reduced. Self-polishing antifouling has proven to be less effective for EM Leader, as the vessel only make 2.5 kt for survey operations. Now, however, Jotun has developed a brand new coating for these purposes under the name Sea Lion. This is a very hard coating that resists any organisms trying to grow on the hull. From an environmental perspective, this is a very positive

innovation as it contains no toxins. The product has been tested in the laboratory for some time, but EM leader is the second vessel in the world to use it in full scale. No less than eight inspectors from Jotun followed the operation to be sure everything was done in accordance with instructions and under optimal conditions. In August, we will know if it is a success."

## **FULLY BOOKED**

EM Leader has been in continuous operation since mid-September 2012 and, except for the planned stays at the shipyard, it appears that she will work continuously throughout the year. "We are very satisfied that our clients are pleased with our level of service and performance. We have a very talented crew who receive positive feedback on their involvement in the success of our clients. Our ability to keep our promises is an important success factor. We feel privileged to be collaborating with EMGS and their premium clients such as Shell, Nippon and China National Petroleum Corporation, with more than 1 million employees alone."



**Shiny and new:** The new coating is so hard that the sunshine reflects off it in the dry dock. Karl Johan Kleppe (right) and Superintendent Tommy Liljebäck are shining too ...

We have a **very talented** crew who receive **positive** feedback on their **involvement** in the **success** of our **clients**

# Course plan 2013



**Chemical cargo operation management course**  
during spring 2013

**Framo courses**  
follow Framo course plan 2013

**Man B&W course**  
follow Man B&W course plan 2013

**Seatrans Senior Officer Seminar/TOP2**  
Week 8 and 17

**Seatrans Cooking course**  
Fall 2013

**Seatrans Safety Rating course**  
Spring and Fall 2013 in local Offices

**Talco course/ train a trainer**  
after need

**Pumpman course**  
June

**AMOS Introduction course**  
Week 10 in Poland, Week 15 in Croatia, Week 21 in Romania, Fall Week 42 & 46

**QHSE system introduction course (TQM)**  
Week 10 in Poland, Week 15 in Croatia, Week 21 in Romania and week 42 & 46



## TOP 2 seminar

Was held in Bergen in February at Grand Hotel Terminus. The TOP 2 meetings are very important for sharing and learning. Communication is important but difficult in an organisation with so wide spread activities as we have in Seatrans. Good

then that so many prominences could attend. You can read some glimpses from the meeting at page 3-5. Hence, here is the photo documentation of the attendants; very similar to the ones EU take at their most important meetings.

**Seatrans core values:**  
 Care - Involvement  
 - Innovation - Performance