

| | |
|-----------|------|
| JANUARY | 2010 |
| FEBRUARY | 2011 |
| MARCH | 2012 |
| APRIL | 2013 |
| MAY | 2014 |
| JUNE | 2015 |
| JULY | 2016 |
| AUGUST | 2017 |
| SEPTEMBER | 2018 |
| OCTOBER | 2019 |
| NOVEMBER | 2020 |
| DECEMBER | 2021 |



FLEET MAGAZINE

CHEMIKALIEN SEETRANSPORT GMBH

A photograph of a ship's deck at sunset. The sky is a mix of orange, pink, and blue. In the foreground, a white railing runs across the frame. Above the railing, a large white sign with black lettering reads 'CHEMTRANS'. In the background, there is a complex structure of white metal, including a large cylindrical radar scanner and various antennas and pipes.

CHEMTRANS

Cyclclassics Belships' 30th Anniversary
Crew List 10 Years CST CYPRUS
Jubilees Rescue of Refugees from south of Indonesia

EDITORIAL



Welcome to the new edition of Fleet Magazine, the news magazine of Chemikalien Seetransport for January 2014.

Since our last edition, the world has again shown us extreme situations. The super typhoon "Haiyan" has highlighted the negative impacts of the global environment. On 8th November this year, the Philippines had the strongest typhoon recorded in history and thousands have lost their lives. The scale of the destruction is unimaginable. We were very concerned about the local situation, as many towns and villages have been cut off completely, especially in coastal areas in Leyte but also in northern parts of Cebu, Iloilo and Palawan. The level of property damages and personal losses are still to be ascertained, as the impact of a natural catastrophe of such significant magnitude is only slowly unfolding. It will still take years before all material damages are repaired. What remains is the tragic loss of lives ...

As a concrete expression of support to our people in the territories devastated, the Krämer Family has decided to contribute monetary support of USD 20,000, which will be distributed at the discretion of our Belchem and Bernhard Schulte companies in Manila.

Unfortunately, the situation in the shipping sector has not changed in the second part of this year. The earnings in our core segment, the product tanker market, have on average been falling, and only a small recovery in the chemical and bulker segment was visible. The financial environment with the shipping banks is in general unchanged, and every week there are numerous insolvencies reported on the German market. At the moment there is still little stability visible and we are all steering a course at reduced speed. Fortunately, the level of earnings is still sufficient to pay the operating expenses and to ensure a solid and safe ship operation. However, there is little room for repayment of finance or retaining

some money for upcoming dry-dockings. The task remains to reduce the costs within tradable limits. Liquidity and cost management are still the key issues.

We are continuously working on our CST 2020 vision and have progressed well with the individual initiatives. The internal initiative "structure of future ship management" has completed its work and the results and the implementation are taking place. As always, there are still some undiscovered aspects which need final adjustments. In the commercial part, there have been discussions with financial and equity partners, as well as shipping companies worldwide. Our office in Singapore was successful in starting a relationship with a shipowner in Malaysia and has taken on the technical management of three product carriers. Well done!

The reputation of Chemikalien Seetransport is still very good and we have received a lot of credit from third parties during the past months. We will continue to work on this and remain a reliable partner. I would like to thank all of you on board our vessels and onshore for your support and efforts.

Hoping you enjoy reading the Fleet Magazine and wishing you a all the best for the new year,

*Sincerely,
Ulrich Schitteck*

HSSEQ

Dear colleagues,

I would like to welcome you to the Health, Safety, Security, Environment and Quality (HSSEQ) department. I joined the company on 1st October 2013 as HSSEQ Manager, coming from the position as Risk, Security and Quality Manager (Fleet Manager) for a Swiss chemical tanker company, responsible not only for RSQ but also budget proposals and insurance.

I have a varied background, starting my sea career as a cadet on dry-cargo ships and later spending ten years working for an oil major gaining experience on crude, product/chemical, LPG and LNG vessels and being promoted from 3/O to C/O before being appointed as a marine superintendent, where I was part of the team responsible for the development of the quality system, incident investigation, emergency response, vessel inspections and auditing (not SIRE). I was also involved in developing: pro-active safety methodology, Tripod Delta safety check tools and incident investigation. I left this role and went into education when my children were very young. I taught at a marine college, focusing mainly on cargo operations and specialized courses (GMDSS, Survival, bespoke courses requested by companies). I also became an examiner for GMDSS and an MCA-approved EDH examiner. I was also seconded to audit educational institutes who delivered maritime courses.

Needing new challenges and opening up further opportunities, I then went on to work in the training department of one of the world's largest shipping companies, eventually heading their UK Training office based in Newcastle. During my time there, I developed and delivered safety courses for the shipping and offshore industries and ship handling courses and carried out on-board training and inspections for our customers. After this, I was offered the job in Switzerland.

I enjoy cycling, walking in hills and mountains and playing and teaching bagpipes.

Professionally, I do not want to see any person suffering injury or any damage to the environment or property. I will do my utmost to prevent any of these from happening. Unfortunately I cannot do it alone. To achieve zero incidents requires 100% belief and



ashore. The safety culture within CST is evolving and must continue to do so – this requires change. Change in company structure, operational methods, equipment, software and our own behaviour. As human beings, we are sometimes reluctant to accept change, some finding it less easy to change than others. In this difficult market, we have to change to reduce incidents and remain competitive. CST is currently recognized to be, and has to remain, an above-average company as seen by the oil majors. I believe we can remain so with the efforts of every employee. I also believe that, together, we can achieve our goal of zero incidents.

Part of this change has been the introduction of the HSSEQ department. Currently, the department consists of:

Manager: Niall Mushet

Senior Marine Superintendent (Hamburg): Captain Ulli Guenther

Senior Marine Superintendent (Cyprus): Kai Oltmanns

Marine Superintendent (Hamburg): Captain Igor Tjagnirjadko

Marine Superintendent (Hamburg): Position open

HSSEQ Administrator: Alexander Hermann

HSSEQ Administrator: Susanne Arlt

Vetting Administrator: Svenja Jaeger

The function of this department covers a very broad range of topics, including: assisting, advising, informing, supporting, monitoring, auditing, reporting and helping to improve all departments within the company ashore and afloat. There is a lot of experience in the department, which should be used when needed. The only stupid question is the one that was not asked!!

There will be further communications from me regarding the department structure, vessel allocation and communications to and from the department.

I look forward to meeting you and leading a pro-active team. I wish you all the best for the new year.

Niall

GANDHI – 5 years Dry Docking



After a couple of months of dragging on regarding the subject of the venue and time for the vessel to be dry-docked, a clearer indication was finally given by Handytankers Copenhagen on 7th Oct 2013 that she will be released for dry-docking.

At this point in time, she was on her way from Port Arthur, Texas, heading towards Rotterdam loaded with approximately 37 Ktons of ULSD. In the meantime, preparations were hurriedly made to confirm a shipyard in the vicinity of the discharge port, Rotterdam. Finally, it was decided to dock the vessel at Damen Shipyard at Vlissingen/Flushing.

She arrived at the shipyard facility on 31st Oct, faced the Floating Dock No. 3 at 0830 hrs LT and rested her bottom onto the blocks successfully at around 1100 hrs LT.

Listed below are some major works carried out:

HULL

1. Hull cleaning by high-pressure water washing, scraping of barnacles, spot blasting of rust and painting with hull protection anti-fouling scheme for 60 months.
2. Propeller removal cleaning and NDT inspection.
3. Stern tube seal assembly overhaul and seals renewal.
4. Anchor chains cleaning and calibration.

DECK

1. Anchor chain pipe repair.
2. Leaky foam pipe line repair.
3. Hose handling crane repair of luffing hydraulic cylinder and jib pivoting bearing bush and pin.
4. Deck seal repair of holed casing.

ENGINE

1. Main engine fuel pumps servicing.
2. Main engine survey items (main bearing, crosshead bearing, camshaft bearing and thrust bearing).
3. Intermediate shaft bearing survey.
4. Auxiliary boiler smoke and water side cleaning and overhauling of all mountings. Modification of combustion system for burning LSMGO.
5. Renewal of waste oil incinerator refractory works.
6. Renewal of various leaky seawater pipes in engine room.
7. Extension of sewage holding tank.

Challenges

As usual with all other dry-dockings, there were also a couple of repairs that caused some technical hitches for this vessel.

1. **Weather at Vlissingen was unpredictable and changed very quickly from fine sunshine to gloomy skies, and intermittent to long-lasting showers were experienced. However, this was probably nothing new for Europeans, especially during November. Weather was the main daily concern, with the fear it might delay the schedule. However, the hull painting team had to steal time and quickly do their work whenever possible. This ensured the hull preparation and painting works were completed as planned.**
2. **Waste oil incinerator – there were no insulation materials ordered when the incinerator spares were ordered along with all the refractory segments which were planned to be replaced during dry-docking. When the incinerator casing was dismantled by the shipyard workers it was found that none of the insulation materials could be reused, as they were broken into pieces while being removed.**

New insulation materials were ordered on an urgent basis but the delivery took almost five days to arrive at the shipyard and re-installation works were completed 14th Nov.

3. **Hose Handling Crane – the planned work was supposed to be a simple dismantling and renewing of seals in the luffing hydraulic cylinder. However, it turned out to be the worst and caused delay of the entire dry-docking period by four additional days.**

The efforts of the shipyard-appointed workshop failed as they could not dismantle the end cover of the cylinder/ram. After discussion with the Superintendent and Chief Engineer, the assembly was transported to another specialist workshop in Belgium and received their feedback that the end cover needed to be cut off and re-machined with new threads. It was estimated it would



take about nine days to complete the work. Hence, the green light was given to proceed with the work without further delay to minimize the off-hire days.

The repaired cylinder assembly was delivered to the shipyard on 14th Nov, one day earlier than estimated. Reassembly was completed the next day and the vessel was ready for redelivery to the Handytankers pool on the same day.

By
Kanaisan Karupiah
Tech Superintendent
Belchem Singapore Pte Ltd

Belships' 30th anniversary celebrations



- Belships Singapore celebrated her 30th anniversary recently at the Shangri-La Hotel, Singapore. The guests included shipowners, business partners, officers ashore, employees and their families. Amongst them were personnel from Marine Service, Mr Christian Kraemer, Mr Jens Burgemeister and CST's Mr Ulrich Schittek, who had specially made the trip to join in the celebrations.
- Sea and shore staff with more than 10, 20 and 30 years' experience were presented awards during the dinner for their loyalty and long service. Highlights of the occasion included performances by local entertainers, games and a lucky draw. It was a memorable night.
- Chemikalien Seetransport's good relationships with Belships Oslo date back many years to when both owners jointly owned OBO vessels. The OBO vessels were operated by CST for quite a while before they acquired them fully from Belships Oslo.
- Because of the good cooperation and trust between the two companies, Chemikalien Seetransport and Belships Singapore decided to go into a joint venture and this is how Belchem Singapore was set up in January 2004. This was a strategic move by Chemikalien Seetransport to have a presence in Asia, where the economy was growing rapidly at that time.
- As expected, during the pioneering times with the initial setting up of Belchem, there were a number of challenges faced by the team. There was the restriction from the time charterers for two of the product tankers which were operating in the Asian regions. Due to the change of management, there was also the usual rejection from the oil majors companies. However, with strong support from CST and the Belchem team's perseverance, all efforts finally led to a successful takeover with the recognition of Belchem in the oil majors' books.

- During the past nine years since the beginning, Belchem has been through Shell, BP and ExxonMobil audits. The company has also successfully attained their ISO 14001 and ISO 9001 system as certified by DNV. Recently, the company has also attained certification for ISO 18001 OHSAS and the ships were issued with the latest MLC 2006 certificates in early June this year.
- Mr Steven Tan is the pioneer and now the Managing Director of Belchem Singapore.
- Belchem Singapore is now managing three tankers and three bulkers for CST. Three coastal tankers plying the Malaysian waters were recently added to the fleet.
- By January next year, Belchem Singapore will be celebrating her 10th year in the making.
- Belchem has set its sights on the growing and booming Asian economies and will continue to strive towards excellence in ship management and acting in the best interest of the shipowners. Building a strong core of seafarers within the family and continuous fostering of ship-shore relationships is the way to nudge forward in achieving its goals.



From left: Christian Krämer, Ulrich Schittek, Sverre Tidemann, Jens Burgemeister



From left: Ulrich Schittek, Steven Tan, Christian Krämer, Jo van Koos

10 Years CST Cyprus



Dear colleagues,

Just a short note to remind everyone that Chemikalien Seetransport Cyprus Limited celebrates its 10th anniversary this year. Chemtrans Overseas (Cyprus) Limited was formed in September 2003 and changed its name to Chemikalien Seetrans port Cyprus Limited in May 2006.

The first employees, the undersigned and Eleni Chrysostomides, started to work for CST CY in December 2003, and Michael Christodoulou, Eckhard Wulff, Kai Oltmanns and Doris Wulff were employed during 2004.

The first vessels under management included the two old ladies, LNG Annabella and LNG Isabella, the two methanol carriers Goodrich Bay and Gulf of Paria, the bulk carrier Trans Ocean and the newly built Hans Scholl.

CST CY moved to its present rented premises in October 2004, and currently employs thirteen dedicated employees, responsible for two chemical tankers and five R-type oil tankers. In addition, we are responsible for the accounting function of four vessels managed by Belchem in Singapore and some companies belonging to the Krämer group.



A celebration for our 10th anniversary took place early in December and we were happy to welcome colleagues from Hamburg, seamen serving on our fleet and a few close business associates.

Finally, I would like to extend my sincere thanks to all our colleagues in Cyprus, Hamburg and Singapore, as well as the seamen on board our vessels, for their support and cooperation throughout these years, since none of our success would ever have been possible without the hard work of all our colleagues.

*Best wishes to all of you,
Yours, Philippos Antoniadis.*

Author: Steven Tan

Crew Training Seminar



On 10th October 2013, a Crew Training Seminar was held at the Traders Hotel in Manila, Philippines. There was a sizeable group of our Filipino seafarers, who came from all provinces of the Philippines to attend this training session. Our Filipino officers and crew who attended had mostly been with CST/Belchem for many years, and it was a session for questions and discussion.

The event was well organized by Mr Cruz (CEO – Belchem Manila) and Ms Jasmin (Crewing Manager – Belchem Manila), with the kind assistance of all staff in our Manila office.

In addition to the usual agenda from the Belchem Singapore team (Capt Mahes & Steven) covering the SMS topics, 2012 statistics, risk assessment and incidents sharing, Mr Sohn (Fleet Director) had also thrown in some interesting topics, such as the Watch- Keeper programme news from CST and ongoing and upcoming plans that CST will be implementing, including some videos.

The officers and crew were very participative with queries on certain issues, to which the lecturing team was able to respond and share their ideas. At the end of the event, there was a sumptuous dinner for all who came, with a karaoke system for our office staff and crew, who sang their way into the rest of that lovely evening.

Finally, we said our goodbyes, but surely look forward to the next one in March 2014. It was great for the CST/Belchem family to come together and meet our seafarers in session like that. Not only that, the event will promote greater ship-shore cohesion and it also helped to foster better understanding, encouraging the ship-shore team to work towards our common goals & KPIs.

8th CYCLASSIC event on 25th August 2013 in Hamburg for our company



Again, more than 22,000 participants were cycling around Hamburg on three different courses. The Crazy Marine Team of CST and Marine Service were participating for the 8th consecutive year with a total of 21 keen cyclists.

As in previous years, we were very lucky with the weather conditions. Sunshine and nice temperatures around 20 degrees made the event an enjoyable and relaxed one. This year the wind was blowing at force from the east and was giving us all a demanding challenge. For the first time since we initially organized this event, we had one serious accident, where Mr Uwe Heldt had to be hospitalized and stayed for several days in the hospital in Rissen. Fortunately, there were no broken bones. However, he still needs some weeks to fully recover.

The event is still popular and a well-received event by the CST crew and our business friends. Apart from the CST shore team, there were business partners from Germany, Denmark and the US. Amongst them were suppliers, charterers, bankers, insurers and lawyers. The international mix of different branches gave this event a very special and personal note. Next year we are counting on you!! Unfortunately, we had some cancellations at the last minute, so that particularly the group of cyclists on the 55 km was number-wise substantially reduced in comparison to previous occasions. However, for the first time, there was a very strong team which was cycling the 100 km and all the times were very positive. The team spirit on the 100 km course was very supportive and gave the necessary energy to make this distance. We can all be proud of our team performance – in particular the results of the team competition, with placings of 75 from 245 and 82 from 416 for the 55 km and the 100 km respectively, which is very good.

On the regular course of 55 kilometres, we had nine participants and the leading three all had times below 1:36 hours, which was an average speed of above 35.6 kilometres per hour. Ivar Lassen was the fastest and even did the distance in 1:33.10, which corresponds to an average speed of above 36.5 kilometres per hour, well done!!

The team for 100 kilometres was set up with nine participants and very strong. The fact that six did this distance in under 2:50 hours (average of 36.3 km/h) was very impressive. With 2:46.24, Matthias Graf was the fastest from our team, and at 37.0 kilometres per hour on average he also proved his good condition.

The number of participants on the "iron distance" of 155 kilometres had increased to three fighters, and with 4:10.34 hours, Glenn Bannister had a perfect race – average speed 37.55 (!!) kilometres per hour.



Next year's CYCLASSIC will be on 24th August 2014, and we hope to welcome new and old participants.



Long Service Awards, Jubilees & Promotions

Jubilees 2003 - 2013

„Excellence is an art won by training and habituation. We do not act rightly because we have virtue or excellence, but we rather have those because we have acted rightly. We are what we repeatedly do. Excellence, then is not an act but a habit“ Aristotle

We would like to thank all the recipients of the long service awards for their continued dedication and service with the company and we wish them more successful and fruitful years with Chemikalien Seetransport. Their loyalty and service with the company over the years is much appreciated, and as a token of recognition, the recipients are presented with a personal gift.

The following personnel have completed 10 Years with us (see attached list – name of seafarer – starting date – present / last vessel).

| Chief Officer | Strating Date | Vessel |
|---------------------|---------------|----------------|
| Eimer, Stefan | 22.07.03 | ISABELLA |
| Bozanic, Ivica | 26.11.02 | SITEAM JUPITER |
| Gorokhovich, Sergey | 08.12.03 | NEW YORK STAR |

| Chief/Eng | Starting Date | Vessel |
|------------------------|---------------|----------------|
| Abramov, Igor Anatolij | 20.05.03 | CHEMTRANS MOON |

| Chief/Eng | Starting Date | Vessel |
|------------------------|---------------|-------------------|
| Pantelejevs, Vladimirs | 25.04.03 | HANS SCHOLL |
| Sorokin, Oleksandr | 13.12.03 | CHEMTRANS MABUHAY |
| Teslins, Mihails | 16.10.03 | CHEMTRANS HAVEL |
| Prokopenko, Oleksandr | 04.12.02 | HANS SCHOLL |

| Second Eng | Strating Date | Vessel |
|----------------------|---------------|-----------------|
| Yakubenko, Volodymyr | 16.10.03 | CHEMTRANS HAVEL |

| Electrician | Strating Date | Vessel |
|----------------------|---------------|-------------|
| Proceviskis, Victors | 17.11.03 | HANS SCHOLL |

| Pumpman | Strating Date | Vessel |
|-----------------|---------------|----------------|
| Romanenko, Ivan | 18.11.03 | CHEMTRANS SKY |
| Sepcic, Stjepan | 27.10.03 | SITEAM JUPITER |

10-year jubilee, CST Hamburg

JUNE

16.06.2013 Nicole Bätjer

JULY

01.07.2013 Sabine Leu

01.07.2013 Ulrich Schittek

10-year jubilee, CST Cyprus

JUNE

15.06.2013 Thorsten Sohn

DECEMBER

01.12.2013 Philippos Antoniadis

03.12.2013 Eleni Chrysostomides

Promotions

“This world is your body. This world is a great school. This world is your silent teacher.” Swami Sivananda.

The following personnel have been promoted in the months from December 2012 to December 2013 to the following positions. We wish them all the best in their new ranks. Congratulations!

| | | |
|---------------------------|-----------------------|------------------|
| CAPT Golovan, | Sergiy COFF to Master | Chemtrans Star |
| CAPT Tsintsadze, Mikheil | COFF to Master | Kasugta |
| CAPT CHERVONYUK, Andriy | COFF to Master | Chemtrans Rouen |
| C/O KUBITSA, Artem | 2OFF to COFF | Revel |
| C/O Kozhukovskiy, Oleg | 2OFF to COFF | Green Point |
| C/O TICAR, Rodel | 2OFF to COFF | Gaschem Pacific |
| 2/O Stramko, Dmytro | 3OFF to 2OFF | Hans Scholl |
| 2/O Petrinovic, Tomislav | 3OFF to 2OFF | Siteam Jupiter |
| 2/O KOZLOV, Mykhaylo | 3OFF to 2OFF | Chemtrans Elbe |
| 2/O SHEVCHENKO, Evgeny | 3OFF to 2OFF | Chemtrans Rhine |
| 2/O Diasamidze, Tengiz | 3OFF to 2OFF | Oste |
| 2/O Khomenko, Kostyantyn | 3OFF to 2OFF | Weser |
| 2/O Mareyev, Volodymyr | 3OFF to 2OFF | Chemtrans Alster |
| 3/O Leonov, Oleksii | JOFF to 3OFF | Chemtrans Sky |
| 3/O Brezhnev, Kirill | DCDT to 3OFF | Chemtrans Sun |
| 3/O Puzankov, Volodymyr | DCDT to 3OFF | Athens Star |
| 3/O Perovic, Rade | DCDT to 3OFF | New York Star |
| 3/O Biserko, Marko | DCDT to 3OFF | MS Simon |
| 3/O Pankovsky, Eduard | 4ENG to 3ENG | Green Point |
| 3/O KOZLOV, Maxim | DCDT to 3OF | Chemtrans Rhine |
| 3/O PLOTNY, Vasyl | A/B to 3OFF | Chemtrans Rugen |
| 3/O Kakhidze, Beka | DCDT to 3OFF | Chemtrans Ems |
| 3/O Diasamidze, Zaza | DCDT to 3OFF | Kasugta |
| 3/O Kotik, Igor | DCDT to 3OFF | Kasugta |
| 3/O Lebedenko, Volodymyr | DCDT to 3OFF | Weser |
| 3/O Zolotukhin, Oleksandr | DCDT to 3OFF | Weser |
| J/O BEZUGLY, Sergiy | DCDT to J/O | Chemtrans Havel |
| J/O GOLINEI, Ivan | DCDT to J/O | Chemtrans Riga |
| CE Nenko Oleg | 2ENG to CENG | Weser |
| ZENG NILOV, Vitaliy | 3ENG to 2ENG | Gaschem Pacific |

| | | |
|------------------------------|----------------|-------------------|
| 3/E Ospishchev Evgeniy | 4ENG to 3ENG | Weser |
| 3/E Ananidze Guram | 4ENG to 3ENG | Ch. Alster |
| 3/E Dolgov, Volodymyr | 4ENG to 3ENG | Chemtrans Moon |
| 3/E Raspopov, Anton | ECDT to 3ENG | Chemtrans Moon |
| 3/E FERENTS, Vadym | 3/E to 2/E | Chemtrans Rugen |
| 3/E KURANDO, Maksym | 4/E to 3/E | Chemtrans Elbe |
| 3/E LELEKA, Artem | 4/E to 3/E | Chemtrans Rouen |
| 3/E Nikolaishvili, Shalva | 4/E to 3/E | Chemtrans Ems |
| 3/E Lyubatskiy, Ievgenii | 4/E to 3/E | Kasugta |
| 3/E Domashev, Sergiy | 4/E to 3/E | Kasugta |
| 3/E Petkov, Igor | 4/E to 3/E | Weser |
| 4/E SEMYKIN, Roman | ECDT to 4/E | Chemtrans Havel |
| J/E SHYROKOV, Vladyslav | ECDT to JENG | New York Star |
| J/E IGNATIEV, Igor | ECDT to JENG | Hans Scholl |
| Pman VITKIVSKY, Volodymyr | A/B to Pman | Chemtrans Rouen |
| Pman ANDROSOV, Oleg | Ftr to Pman | Chemtrans Rouen |
| Bsn REGANIT, Neil Armstrong | A/B to Bosun | Revel |
| Bsn NOARIN, DANTE | A/B to Bosun | Chemtrans Alster |
| Bsn REZ, Verba | A/B to Bosun | Kasugta |
| Bsn CALUNOD, ARCHIE | A/B to Bosun | Gaschem Nordsee |
| A/B BAISHEV, Shavkat | 0/S to A/B | Chemtrans Rhine |
| A/B KHOMENKO, Kostyantyn | 0/S to A/B | Chemtrans Rhine |
| A/B ARTHUR, LEONIDA | 0/S to A/B | Chemtrans Mabuhay |
| A/B PAGAYONA, RONALD JOHN | 0/S to A/B | MS Sophie |
| A/B ZALIM, Zenifer | 0/S to A/B | Weser |
| A/B SUSTIGUER, Francis Cesar | 0/S to A/B | Chemtrans Ems |
| A/B TANGKAY, Widelfredo | 0/S to A/B | Hans Scholl |
| Olr KOMAROV, Roman | Wpr to Olr | Chemtrans Riga |
| Olr BAGAMAN, SESINANDO JR | Wpr to Olr | MS Sophie |
| Olr DOMINGO, DONATO JR | Wpr to Olr | London Star |
| Olr SIA, William | Wpr to Olr | Chemtrans Sun |
| Olr ABELLA, FRANCISCO JR | Wpr to Olr | Gaschem Pacific |
| Olr YBANEZ, MARLON | Wpr to Olr | Hans Scholl |
| 0/S EGLITIS, Martins | DCDT to 0/S | Chemtrans Rhine |
| 0/S VERGARA, Gerald | DCDT to 0/S | London Star |
| 0/S RECREO, Narciso | MSM to 0/S | New York Star |
| 0/S ANANIDZE, DAVIT | DCDT to 0/S | Chemtrans Rugen |
| Wpr ZHELIAZKO, Kostyantyn | ECDT to Wpr | Chemtrans Rugen |
| Wpr BIELOV, Oleksii | ECDT to Wpr | Queen Zenobia |
| Wpr GERASCENKO, Kontantins | ECDT to Wpr | Chemtrans Riga |
| CCook GONZALES, Ryan | MSM to CCOOK | MS Sophie |
| Oiler GOGOBERIDZE, Gela | ECDT to Oiler | Kasugta |
| Oiler PAGAY, Richard | Wiper to Oiler | Annabella |
| Oiler Tacuban, Privaldo | Wiper to Oiler | Annabella |

Sailing in High-Risk Area



Dear colleagues!

Presently our Pretty Lady "Chemtrans Rouen" is trading between the UAE and the East Coast of Africa, e.g. Mombasa (Kenya) & Dar Es Salaam (Tanzania).

Our voyages run close to the Somali coast, hence we are passing through a High-Risk Area. Therefore, we have four security guards on board. They are equipped with modern weapons and ammunition to perform their security duties at either day or night. There are many security measures established on board, such as razor wires providing all-round defence of the ship and sand barriers



protecting the bridge and giving suitable and advantageous positions for the security team in case return shooting is required. Our bridge is sheltered well enough. All entrance doors leading to the superstructure, engine room and other spaces are blocked with special devices which do not allow anyone to enter the ship easily. Regular training sessions arranged by the Plexus Security team and supported by the crew and Master give us vital experience to keep life and vessel in safety. We are reporting to UKMTO on a daily basis in order to keep informed of responsible authorities as well as SSAS testing procedure to be carried out. The BMP 4 publication gives us detailed explanations and necessary instructions for High-Risk Area voyages. Our Security Team as a rule are well experienced and most have been in hotspot areas such as Afghanistan, Pakistan, Iraq, etc. We are living as one good family. Certainly there is fear of being attacked or hijacked, but we are under the secure protection of Plexus Team and the crew's work morale is good. We are doing our usual job as per Company Policy and voyage instructions!

God bless us.

*Truly yours,
Master m/t "Chemtrans Rouen"
Captain Radcenko Viktors.*





Rescue of refugees from south of Indonesia



Refugees departing the vessel waving goodbye

The Chemtrans Rugen was on route from Tanjung Pelepas to Cilacap in Indonesia when on 28th July at 1300 hrs local time a message from the Australian Coast Guard advised that there was a boat in distress in the vessel's area and we were requested to proceed to assist as required. The description of the boat was that it was a small boat with 60 passengers, the boat had a problem with the engine and was flooding, the position of the boat was near Yawa Island and they needed help.

Communications were continued with Rescue Coordination Centre – Australia and they requested that the vessel "Proceed to Distress area to find boat and help peoples".

The vessel then proceeded to that location and preparations were made to take on board survivors or render assistance to the boat. At 1600 hrs LT, the vessel commenced approaching the boat in distress, and it was the first time we had seen so many people on such a small boat. The white hull was almost invisible at sea between the waves, and it was decided to bring them on board the vessel using the accommodation ladder as per the picture below, as the people on the boat were not in the best of health, they were all waving and shouting and the engine of the boat

was failing and unable to provide power. One by one they were brought on board the Chemtrans Rugen with great efforts by the ship's staff. At 1700 hrs all people had been brought on board the vessel – a total of 61 people, comprising eight children, 14 ladies and 39 gentlemen; the youngest of the children was only two years old.

Many of the refugees were suffering from seasickness, in particular the ladies and children, and one refugee was found to be a medical case suffering from diabetes mellitus and was on insulin for the treatment. The Third Officer, Plotny Vasyl, was tasked with administering injections every 12 hours.

The ship's staff made all efforts to give the refugees what they could and make them as comfortable as possible.

Later the refugees advised the ship's staff that they were trying to reach the Australian Christmas Island in order to receive Australian citizenship. All of them were from Iran. But one day after departure from Indonesia, their pocket GPS stopped working, the boat engine room started flooding and one man, who had a satellite phone, called the Australia RCC and asked for help.

The ladies with children were then located in the Suez cabin. All other refugees were taken to the gymnasium. The cook then prepared an evening meal for survivors, which was greatly appreciated, and at about midnight all the refugees were found asleep.

The next day, 29th July, at 1530, the Chemtrans Rugen anchored at Cilacap Indonesia. The condition of many of the refugees had stabilized. With one exception – the man with diabetes mellitus was in a serious condition. The vessel waited all day at anchor and awaited the decision of local authorities re the refugees.

Finally, on 30th July, at 1045 hrs, the vessel berthed to public berth. On berth were military soldiers, policemen, the Coast Guard and even one general. There was also representation from Indonesian BASARNAS, who was the intermediate between the Australian and Indonesian governments regarding the refugees' next step in the relocation process. At 1230, all refugees safely disembarked the vessel to the shore and were loaded on to busses to be taken to the Immigration Centre in Cilacap.

All people waved farewell while leaving the vessel and said "Thank you crew!"

The crew also wished all the refugees a quick processing of their aspirations to reach Australia and start a new life.

I would like to thank you, my crew, for these three days, which showed that all of them are real seamen and can work in extreme situations, showing the true spirit of seafarers and compassion without thought of themselves.

Captain Zaytsev Sergey
13.08.2013

On behalf of the Krämer family and the management of CST, we like to thank the entire crew of the Chemtrans Rouen for the extraordinary support in such a demanding situation.



The refugees' boat in the distance



Bringing the people on board



Transferring to the awaiting transport to take them to the Immigration Centre

The “biggest postbox in the world”, HelWin Alpha, goes OFFSHORE



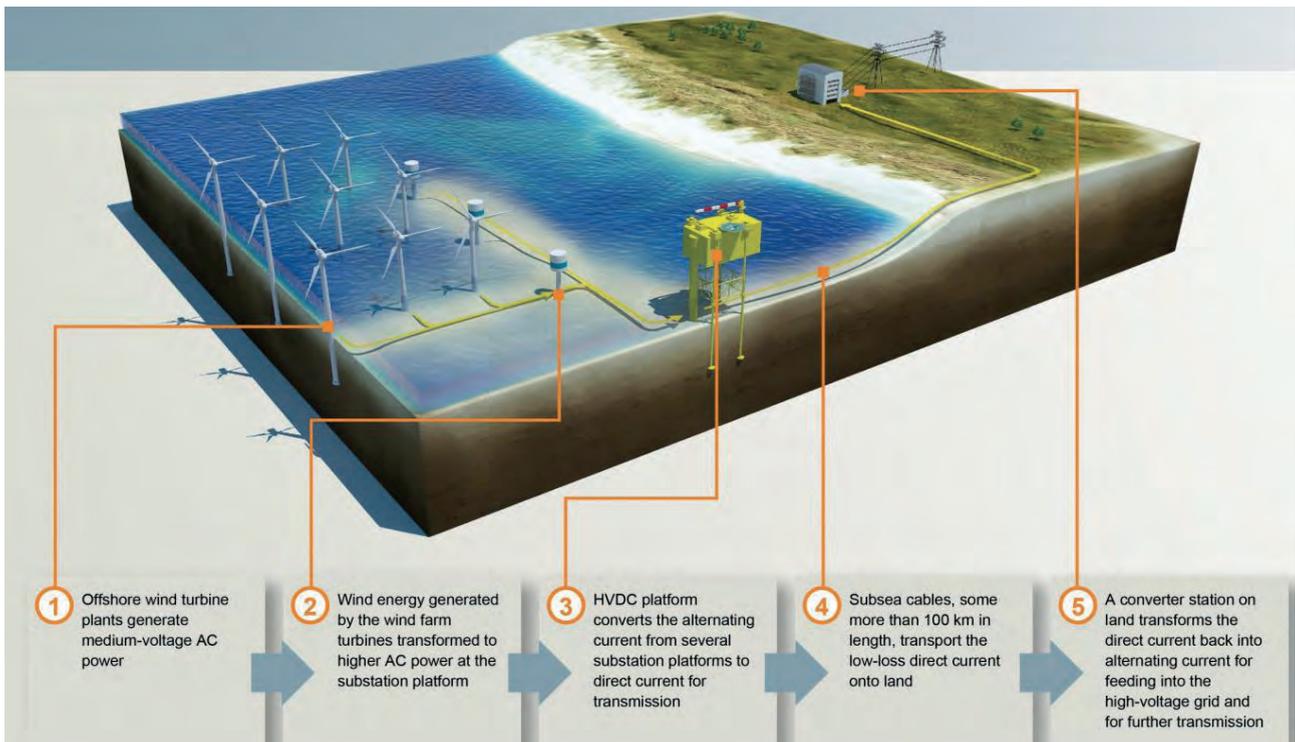
Topside HelWin Alpha is firmly connected with the jacket at calm sea, together with the jack-up vessel ODIN (Credit: siemens presspicture)

Marine Service has worked in the field of offshore wind power on converter platforms for the North Sea since 2010. These platforms are located as far as 46 nm off the German coast and bundle the energy of offshore wind farms with a capacity of 576 MW. Mainly for nature conservation reasons, most offshore wind farms are built far from the coast. Transporting alternating current to the mainland over such long distances would always involve big losses of energy. Before transport, the alternating current has therefore to be converted into direct current. In addition to the farms' own transformer stations, which collect power from the individual plants and step up the voltage initially, a technologically complex converter station like HelWin Alpha is required for the final conversion into direct current. With a weight of 12,000 tons, a height of 35 m, a width of 51 m and a length of 72 m in a bright yellow colour (like German postboxes), it is called the largest postbox in the world.

Due to our vast experience in the shipbuilding industry, Marine Service is the maritime partner for the energy industry in the offshore sector. Here the range of services Marine Service offers in-

clude concept development, preparation of specifications, approval of drawings and permits, technical project management, monitoring of offshore installations, maintenance planning and entire technical platform management.

The platforms, which are permanently installed on the sea floor, can accommodate a crew of up to 34 people, who are housed in two-man cabins. The platforms are equipped with all the conveniences you would find on a ship and of course have a galley, a mess, laundry facilities, equipment rooms, etc. Although the platforms are actually designed for unmanned operation and remote control via an onshore station, the platform is expected to be manned during the initial time in the warranty period, with a total lifetime of more than 30 years. Like on a seagoing vessel, there will be a crew, but the vessel will always remain in “Dynamic Positioning Mode”. Here, a new business is established, where a crew will be at sea without actually sailing. This new line of crewing requires, however, special qualifications for the crew, e.g. Helicopter Underwater Escape Training (HUET).



Design of an offshore wind park with a converter platform (Credit: siemens presspicture)



Warping the jacket and topside with tugs out of the shipyard (Credits: siemens presspicture)

The platform is designed according to the float-over principle, where the topside is pulled over the jacket by tugs and the self-supporting legs raise the platform out of the water.

After flooding the dry dock, the platform is ready to float and to be moored alongside the pier for final outfitting for leaving the

shipyard. Then it is time to cast off and to warp the topside with about 70 nm from the Baltic to the North Sea, where it is connected to the jacket.

To reach this stage, Marine Service has worked on this project with all preparations for three years and approx. 450 employees have been busy with fabrication works at the yard for two years.

The next-generation platform SylWin alpha, with a capacity of 864 MW, a weight of 15,000 tons, a height of 90 m, a width of 56 m and a length of 82 m, is already under construction and possibly a new workplace for new crews.

