

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

## New Fuel Regulations

Trans Nanjing in Hamburg Looking back 2014 Jubilee

Ebola Virus Disease SMM Fair 2014

# EDITORIAL

---



---

## Welcome to the new edition of Fleet Magazine, the news magazine of Chemikalien Seetransport at the end of 2014.

The year is coming to an end and the shipping market in general has not changed in the seven years since the Lehman Brothers event. The container market is still at rock bottom and the dry market had a terrible summer, with only small signs of recovery in the past weeks. The smaller and Handysize product tanker market maintained last year's levels and, for the first time in the last seven years, healthier rates above USD 20,000 per day were visible for our Panamax tankers in the past few months. The high number of newbuildings in the MR segment resulted in high pressure on the chemical rates, which have remained on a par with the levels from last year. The gas business also remained strong this year and the earnings were on the past year's high level. However, also in this segment, a high number of newbuildings will enter the shipping market in the coming years. A positive sign has been the decrease in the bunker prices. Since our last edition of Fleet Magazine, the prices have reduced by about 25%, which results in better voyage earnings.

As you will read in more detail in this magazine, there were numerous changes this year in our managed fleet. And this relates both to the ships in general and to the commercial partners. There have been high demands on all seafarers and personnel onshore, where I would like to thank everyone who was involved.

Our discussions with new business partners are progressing and we are confident that these will result in future business for our company. Due to the demanding situation of the last few years, however, some decisions take longer and require more time to materialize. We are also working equally hard towards our goal of generating some new business with Marine Service and are trying to identify projects of common interest.

The reputation of Chemikalien Seetransport is still very good and we have received a lot of credit from third parties during recent months. We will continue to work on this and become an even better, stronger and more successful organization.

I would like to thank all of you in the various offices and on board our ships for your excellent work and I am confident that the next year will keep us busy but also have some positive news.

I hope you enjoy reading Fleet Magazine and I wish you a happy, prosperous and healthy 2015!!

*Sincerely,  
Ulrich Schitteck*

# One year – many changes!

## Looking back on a challenging 2014

**Still in the aftermath of the financial crisis that started in 2008, the year 2014 was characterized by German banks in particular aiming to wind their credit portfolio down and foreign interests – such as American equity funds that were previously strangers to shipping or large existing Greek shipping companies – trying to take advantage of this situation, whilst income-wise the markets for oil and product tankers, as well as for bulkers, remained flat at a low level.**

Against this background, the German Commerzbank already sold its loan contracts for a total of 14 chemical tankers to a fund managed by Oaktree Capital Management L.P. in December 2013. By doing so, Commerzbank could reduce its portfolio of distressed loans by USD 376 million according to their press release. The technical advisor of Oaktree Capital Management L.P. in this deal was Norbulk Shipping, together with its commercial division Alliance Maritime.

Directly affected by this sale from the CST fleet were CHEMTRANS ALSTER and CHEMTRANS EMS. During her dry docking in Yalova, Turkey, on 25th March 2014, the ownership of CHEMTRANS EMS was transferred to OCM TUNA RED OAK LLC and the technical and commercial management were handed over from CST to Norbulk and Alliance respectively. The ownership of CHEMTRANS ALSTER changed on 3rd April 2014 when the ship was in New Orleans. However, under her new name, GREEN OAK remained under the technical management of CST, whilst Alliance took over the commercial part.

As a result of the sale of these two ships, the number of 13k tankers commercially controlled by CST and employed by Broström decreased from six to only four, i.e. CHEMTRANS HAVEL, CHEMTRANS ELBE, OSTE and WESER.

Subsequent to the purchase of loan contracts by Oaktree, CST has been awarded the technical management of three additional vessels by Norbulk in 2014:

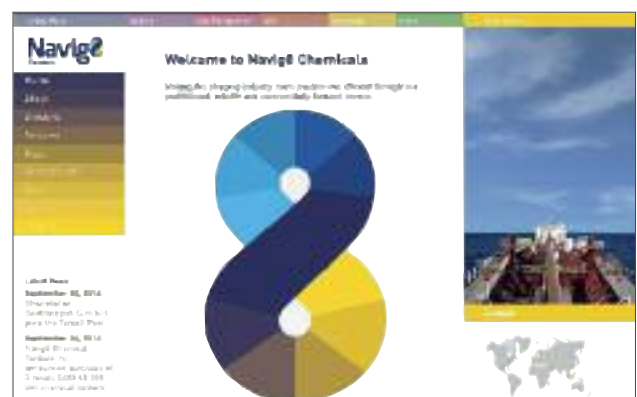
- MARIDA MARGUERITE on 25th April / GOLDEN OAK since 28th April
- MARIDA MALLOW on 15th April / MOUNTAIN OAK since 16th May
- MARIDA MISTLETOE on 1st July / WINTER OAK since 10th September

Commercially, these three ships are being handled by Alliance as well. At present, all of them are employed under time charter contracts with Monjasa A/S in the bunker trade on the coast of West Africa, where the change of management also took place. The common goal is to bring these vessels back to international standards in order to trade them worldwide in the future. Substantial improvements in the condition of these ships have already been achieved since takeover.

At the beginning of June 2014, the owners of OSTE and WESER decided to streamline their organizational set-up for all of their 13k tankers, whereby CST unfortunately received a notice of cancellation for its services. Consequently, OSTE was handed over to new managers on 9th August and WESER on 11th November 2014.

As only two Group-owned ships were left commercially with Broström after these losses, the board of the Krämer holding company decided to join the Navig8 Chemicals Taras8 pool for 12 to 15k chemical tankers, which presently consists of six ships, with CHEMTRANS HAVEL and CHEMTRANS ELBE.

Screenshot of Navig8 Chemicals' Internet home page, including announcement that CST has joined the Taras8 pool



Navig8 Chemicals was formed as a joint venture between the Navig8 Group and Sokana Chartering in October 2009 and has offices in the US (Westport), UK (London), China (Shanghai) and Singapore, providing 24-hour worldwide coverage. CHEMTRANS ELBE was delivered to Navig8 on 30th September 2014 and is intended to trade on the spot market, whilst CHEMTRANS HAVEL was delivered on 10th October 2014 and is time-chartered out to ST Shipping and Transport PTE LTD for at least one year as a bunker barge primarily serving in the US Caribbean.

With regard to the fleet of Panamax tankers operated by CST, unfortunately, all efforts by the Group to financially restructure the ship-owning company of NEW YORK STAR were ultimately not accepted by existing lenders. On 29th May 2014, a new manager took over and changed the employment of the ship as well. For CST, it has been very hard to say goodbye to this ship in particular due to the thrilling joint history that in the past had normally turned out well.



TradeWinds – 11th April 2014

Without NEW YORK STAR and with the sale of CHEMTRANS SUN and CHEMTRANS RAY already taking place in 2013, a total of five ships from CST were left with the Star Tankers pool of Heidmar Inc. in June this year. In order to improve earnings, it has been decided that LONDON STAR, CHEMTRANS SEA and CHEMTRANS MOON will follow the ATHENS STAR employment-wise and join Penfield Marine LLC, who established a pool for Panamax tankers in early 2014. Penfield was founded by its principals, Tim Brennan and Eric Haughn, who collectively have over four decades of experience in the operation of tankers on a global basis. Penfield's headquarters is located in Southport, Connecticut (US), besides which, Penfield

also has an office in London. Currently, Penfield commercially operates 17 oil tankers on behalf of shipowners worldwide.

With the assistance of Penfield, it has also been possible to find time charter employments at Petr6leos de Venezuela S.A. (PDVSA) for CHEMTRANS SKY and CHEMTRANS STAR. PDVSA is the Venezuelan state-owned oil and natural gas company, which has activities in exploration, production, refining and exporting oil, as well as exploration and production of natural gas. Since its founding on 1st January 1976 with the nationalization of the Venezuelan oil industry, PDVSA has dominated the oil industry of Venezuela, which is the world's fifth-largest oil exporter. QUEEN ZENOBIA has already been chartered by PDVSA since 2013 and after some short single-spot voyages in between, CHEMTRANS SKY was delivered to PDVSA on 15th August and CHEMTRANS STAR on 20th September 2014.



Screenshot of the Penfield Marine home page with a picture of ATHENS STAR



TRANS NANJING in Hamburg – 25th August 2014

The employment of two other ships managed by CST has been changed during 2014 as well. On 16th June, the post-Panamax bulk carrier TRANS NANJING joined the TRANS SHANGHAI in the Klave-



ness Baumarine pool. Before, TRANS NANJING had been deployed in the spot market. The goal is to stabilize the cash flow by entering the pool. Klaveness has more than 65 years of experience in dry bulk shipping and chartering desks in Oslo, Singapore and Shanghai.

In addition to this, the owners of REVEL decided to turn their back on the commercial mentoring by Marine Tanker Service and give CST the mandate for the technical as well as the commercial management. Directed by CST, REVEL entered the Handytankers pool after finalizing dry docking at Yalova, Turkey, on 10th September 2014. With this additional vessel, CST maintained its position as the second-largest member of the pool after Maersk Tankers.

Driven by a combination of the vessel's age and the banks' task to reduce their portfolios, CHEMTRANS JACOBI was sold and handed over to buyers OPL Singapore on 15th September. For both SITEAM ships, a longer search for proper buyers finally succeeded in autumn 2014. Whilst SITEAM JUPITER was already transferred to a Singaporean company that belongs to Champion Tankers AS on 7th November in Punta del Este, Uruguay, the handover of SITEAM NEPTUN to a Norwegian subsidiary of Champion Tankers AS is presently scheduled for December 2014 in Gibraltar.

As for SITEAM NEPTUN, a sale and purchase agreement has also been signed for CHEMTRANS RHINE, and the ship is scheduled to be handed over to buyers in December 2014, at Fujairah. Besides these ships, it is most likely that CHEMTRANS PETRI and CHEMTRANS MABUHAY might also be sold within a short period, due to both their financial situation and their age.

As a result of all these changes, a number of dry dockings, especially in the first half of the year, and running daily operations, 2014 has been a very challenging year for all of us – the employees ashore as well as all the seafaring colleagues. In 2014, a shake-out process within the fleet following the rules of Darwinism has begun. However, in the end, this consolidation will result in an even stronger fleet, whereby CST will be well positioned to survive the present, already long-standing, shipping crisis and to tackle further new projects. Together, we will continue to keep CST as one of the top-quality managers, with excellent crews on board of all its ships and highly motivated people at sea and ashore!



---

# M/V KASUGTA – a lubber on a cargo vessel – a report back

---

**“Twenty years from now you will be more disappointed by the things you didn’t do than by the ones you did do. So throw off the bowlines. Sail away from safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.”** Mark Twain

What really goes on on board a cargo ship? Nearly six years after I joined the CST team in Hamburg I had the chance to find out ...

On Friday, 31st October 2014, I joined our stainless steel chemical carrier M/V KASUGTA in the port of Hamburg and spent one week accompanying Captain Evgeniy Reznik and his crew on the North Sea while the vessel sailed to Porsgrunn, Norway, for discharging and Immingham, UK, for loading, from where I finally returned back to the office and my “normal life”.

Following a short night’s rest at Hamburg’s Vopak terminal, I witnessed the spectacular departure of the vessel from my hometown along the narrow channel of the Elbe River (unmooring at Vopak started 4:30 a.m. on Saturday), and I got to know one harbor pilot (former Master with NSB in Buxtehude, Germany) and two river pilots before we finally set sail towards Porsgrunn in the Skagerrak Fjord on the afternoon of 1st November 2014.

At this point I need to mention that Hanseatic people are rumored to be very quiet and reticent, but all pilots on board took a lot of time to speak to me during their passage and were keen to explain their daily tasks in the port of Hamburg and on the Elbe River to “the passenger”. Pilotage is another facet of shipping I didn’t know very well before and that I learned a lot more about during my time on board.

Before I joined the M/V KASUGTA I was very worried about seasickness and was prepared for all possibilities of nausea, but thankfully much of the voyage was quite comfortable, like being on a subway or a passenger airplane, under reasonable conditions, and it was easy for me to ignore the jittery motions.

All “quiet” time at open sea after the last river pilot left the vessel was absolutely worthwhile and only exceeded by the beautiful nature of Norway, which was shown at its best during the approach to the port of Porsgrunn, where we made fast on the evening of 2nd November 2014, welcomed by a nice and heavy rainstorm. Unfortunately we stayed only for a busy night of under 12 hours, which didn’t permit me to explore Porsgrunn more, and especially the Chief Officer spent his time in and around the CCR handling the discharge operation, while I tried to get some rest, at least for a few hours.

After a few strong coffees in the morning (thanks to Kay Pohlers for the lovely coffee machine in the Master’s cabin – without your gift I don’t think I would have survived my early wake-ups on the vessel), I again found myself back on the bridge with Captain Reznik at 5:30 a.m. when we departed the port of Porsgrunn. Our way to open sea was temporarily accompanied by a lucky dolphin and another communicative pilot, who left us alone on our way to Immingham on the forenoon of 3rd November 2014.

Looking back, it was strange being the only passenger on board a working vessel. Everyone else was mostly on a four-month stint on board, continuously looping around the world. I had the chance to chat with several crew members, on and off work time. All are doing highly skilled work, but having to spend four months away can be very difficult. All crew members have family, mainly keeping in touch with expensive phone calls and limited email. With efficiencies in the industry, shore leave time is now often not possible or just hours, giving the people on board little opportunity to set foot in the countries they deliver cargoes to. Technologies also make another big difference: almost everyone on board now has personal tech/media stashes full of music and laptops full of movies, games etc. This means people spend more free time behind screens and headphones, being less social than in the past; but some things are the same all over the world, on board and ashore.

But now back to my time on M/V KASUGTA. After another one-and-a-half days at open sea and one day at Humber anchorage, thanks to the weather god Petrus, the good lady finally started rolling and pitching at anchor and I once again had to show my seaworthiness while we were moving around like crabs on the vessel and even the tasty soup from Chief Cook Berdzenishvili spilled out of our soup plates. For me it was a new experience to see such waves slapping onto the good lady, but my excitement only caused a smirk on the crew's faces, followed by friendly invitations to also join the vessel to the Bay of Biscay to see proper waves.



On the evening of 5th November 2014, we arrived under the pilotage of a great elderly guy with Irish roots and two tug boats in the port of Immingham, again too late for shore leave and just in time for a rest after the agent disembarked and formalities were completed. The next day I had to fly back home, even though I would have loved to spend some more days on board (which, by the way, almost happened due to the tremendous tide in Immingham. When I looked out of the window in the morning the good lady was approx. 4 m under the pier, so there was no chance of securing a gangway properly, but after another six hours, just in time, the gangway was ready for my departure).



To "my crew" on board M/V KASUGTA: I want you to know how much I appreciated your kind hospitality. I know it wasn't easy to have a passenger on board. It's like having someone sitting next to you in your private home just waiting for something exciting. For me, who has never been on board a cargo vessel (sailing at open sea), it was really exciting. Very exciting to see you guys in your working environment. I would like to thank you very much for all allowing me to have a look over your shoulders. What's more, I hope I was not too much of an inconvenience for you and I am very thankful for the great time you all gave me. I really enjoyed the trip with you; a week giving me a better understanding of the life on board and a deep respect for all seamen.



if you can trust someone is to trust them.

Let the spirit of love gently fill our hearts and homes during the forthcoming Christmas season. In this loveliest of seasons may you find many reasons for happiness. May the holiday season

bring only joy to you and your loved ones. Merry Christmas and warm wishes for a very happy, healthy and prosperous new year to ALL crew on board CST vessels.

I wish us all more good experiences and friendships during the coming year. Don't forget, the spirit of sweet friendship brightens all the year, wherever you may be, and the best way to find out

*Yours sincerely,  
(Ex-passenger) Kim Sarah*

# New Fuel Regulations Effective from 1st January 2015

Effective from 1st January 2015, any ships calling at ECA zones (Baltic Sea, North Sea, 200 nm around the US and Canada shorelines including Hawaii, St Lawrence Waterway, Great Lakes and the US Caribbean zone) have to use fuels with a maximum sulfur content of 0.1% by mass.

This limit was valid up to now for sailing in Californian waters and in Europe, when the vessel is alongside.

The properties of the LSMGO are not yet clearly defined; ISO 8217 has added an additional grade "DMZ" with a minimum viscosity of 3.0 cSt @ 40°C. We also see that many bunker suppliers will be able to deliver LSMGO with 4.0 cSt @ 40°C.

Generally this fuel is acceptable for all engine makers such as MAN, Wartsila, Yanmar or Daihatsu.

Exxon has the "HDME 50" out on the market, some kind of "dirty" MGO. Other refineries like Chevron and Lukoil are producing a similar brand. The problem, however, is that the different brands cannot be commingled and thus this is no option for vessels trading and bunkering worldwide with only one storage tank available for LSFO.

SECA areas are shown on the maps below.





**Present situation**

Usually you currently have three (3) different fuel grades on board, which are namely:

- **HSFO with a sulfur content of 3.5%**
- **LSFO with a sulfur content of 1.5%**
- **MDO with a sulfur content of 0.1% (in most cases)**

From 1.1.2015 on:

There will be ONLY two (2) different fuels on board:

- **HSFO with a sulfur content of 3.5%**
- **MGO with a sulfur content of 0.1%**

To deal with the fuel changeover, several issues have to be considered:

**Tank arrangement**

Usually one of the HFO bunker tanks has to be converted / segregated for future use as an MGO bunker tank. The new tank allocation is shown for the Hamburg fleet as an example.

The total MGO capacity will allow a cruising range of 10–15 days. Of course it is difficult to predict how long a vessel will operate within SECA; MGO bunker operations will definitely be more frequent, as the boilers also have to run on MGO.

Before filling the tank with MGO, it has to be cleaned and all debris must be removed from the bottom, which might not be as easy for tanks which had HFO at all times.

Furthermore, the additive PRI or Innospec should be added in order to clean the tanks and keep sediments suspended. If the dosage is applied correctly, there will be no problems with clogged filters and purifiers.

The heating coils have to be blanked so that no unintended heating can occur.

Vessel	Storage Tanks intended for MGO use		Total MGO		Remain HFO	
	exist. MDO Tk Tk	m <sup>3</sup>	to be converted Tk	m <sup>3</sup>	new capacity m <sup>3</sup>	
Athens Star	DOT S	195.7	Nº 2 HFO S	350.4	546.1	1701.1
Hamburg Star	DOT S	195.7	Nº 2 HFO S	350.4	546.1	1701.1
London Star	DOT S	195.7	Nº 2 HFO S	350.4	546.1	1701.1
Chemtrans Moon	DOT S	72.8	Nº 3 HFO/DOT	193.4	266.2	2022.5
Chemtrans Sea	DOT S	72.8	Nº 3 HFO/DOT	193.4	266.2	2022.5
Chemtrans Star	DOT S (DB Tk) DOT P (DB Tk)	69.9 46.4	Nº 2 HFO P	408.1	524.4	1455.5
Chemtrans Star	DOT S (DB Tk) DOT P (DB Tk)	69.9 46.4	Nº 2 HFO P	408.1	524.4	1455.5
Greenpoint	MGO (stb) MGO (port)	62.5 55	Nº 2 HFO S	169	287	1273
MS Sophie	MGO (stb)	127	Nº 2 HFO S Nº 2 HFO P	110 110	329	1531
MS Simon	MGO (stb)	127	Nº 2 HFO S Nº 2 HFO P	110 110	329	1531
Hans Scholl	MGO (stb)	127	Nº 2 HFO S Nº 2 HFO P	110 110	329	1531
Kasugta	MGO (stb) MGO (port)	60.3 64.7	Nº 1 HFO S	93	176	789
Chemtrans Mabuhay	MGO (stb) MGO (port)	78.5 68.9	Nº 2 HFO S	90.4	200	838

---

As soon as the tank is clean, it has to be filled up with the existing MDO for further flushing of the tank. This means that the MDO will be downgraded to HFO and can be burnt in engines and boilers. Charterers/pools have agreed to the downgrading, there is no other option.

Just to mention, the present MDO storage and service tank will also be used in future for LSMGO only, tank cleaning is no issue, but it should be checked for cleanliness before filling.

### Piping modification

Piping for connection of the new dedicated MGO bunker tank has to be modified to avoid any contamination and exceeding the maximum allowable sulfur content.

The new bunker tank has to be connected to the diesel oil bunker line directly. Connection to the fuel oil line has to be blanked.

The same arrangement also applies to the connection to the HFO and MDO transfer pumps.

The venting and overflow systems remain unchanged.

After completion of modifications, a class surveyor has to verify the correctness of the installation on board.

### Pumps

As per the maker's instructions, the transfer pumps are able to work with viscosity of 3.5–4.0 cSt, no problems are to be expected in this respect.

Engine fuel injection pumps are a bigger concern. As mentioned above, engine makers confirmed that viscosities of 2 cSt had to be used, provided plunger and barrels are in good condition.

The changeover time needs special attention. Switching over from HFO to MGO and vice versa, the temperature gradient is not to exceed 2°C/min. Otherwise there is a danger of freezing parts.

It must be noted that viscosity and lubricity are different properties.

To increase the lubricity and to avoid sticking components, we have to add lubricity improver (Innospec LI5) into the MGO tanks during bunkering.

Viscosity is dependent on the temperature. An option to control the temperature would be the installation of a separate chiller or cooler unit. Several options have been evaluated.

We have decided to provide suitable pipe connections on the fuel oil booster module for a later retrofit if it should turn out to be necessary. The chiller/cooler unit connections are such that it can be connected parallel to the heaters.

The cooling medium could either be fresh cooling water (LT circuit) or seawater.

The disadvantage of using fresh cooling water is that the temperature of FCW is approx. 38°C and the oil to be cooled is 40°C, i.e. the difference is small and the cooler area is big, and a more comprehensive piping alteration of the cooling water system is necessary. The advantage of using seawater is the bigger temperature difference (32°C SW) and usually less pipework modification. The major problem might be the risk of oil pollution in case of leakage.

However, as mentioned above, we believe that the installation of additional equipment is not needed.

### Operational issues

In any case, there will be more frequent bunker operations in future. Fuel changeover procedures will be amended and have to be followed strictly. Risk assessment is to be done by the office and distributed to the vessels. Change of fuel temperature must not exceed 2°C/min. to avoid serious damages or loss of power. The bunker delivery note has to be kept on board the ship in such a place as to be readily available for inspection at all reasonable times. It should be retained for a period of three years after the fuel has been delivered on board.

It is also required that the bunker delivery note be **accompanied by a representative sample of fuel oil sealed and signed by the supplier**. The BDN is signed by the bunker barge master and the chief engineer or master of the ship receiving fuel oil.

# SMM 2014



**This year, Marine Service took part in the world's largest shipbuilding exhibition for the second time.**

The SMM (Shipbuilding, Machinery and Marine Technology International Trade Fair) takes place in Hamburg every two years; this year under the theme "Setting the Green Course", which perfectly fitted into our line of business, "LNG as Fuel & Offshore Wind Power". We therefore attracted an incredible amount of customers' interest this year.

In the area of "LNG as fuel", we directed our focus on the planned LNG Small Scale Terminal in Hamburg, for which Marine Service has been contracted to design the jetty pipe connections and layout. Different mooring simulations for import vessels, distribution vessels and bunker barges were carried out together with our colleagues from CST. The great nautical experience of CST was very helpful when simulating the landing and harbor maneuvers.

For the receipt of LNG at the Small Scale Terminal, Marine Service designed a power barge on behalf of a client and a bunker barge together with a shipyard located in Hamburg, which was optimally complemented by an operating concept from CST.



MS bunker barge: 2x 450 m<sup>3</sup> LNG



MS power barge: powered by LNG

---

For the conversion of ships to an environmentally friendly LNG propulsion, Marine Service developed a Gas Valve Unit (GVU) housing which means that the engine room does not need to be converted to meet hazardous-area criteria. This new development was first used on a vessel owned by the shipping company Anthony Veder.



The second theme, "Offshore Wind Power", was similarly interesting for the people who visited our booth, as the substitution of nuclear power with renewable energy plays an important role in Germany in particular, and also in view of the fact that generating

wind energy onshore is no longer sufficient. For this reason, wind farms are being built offshore. Here, the extensive knowledge of Marine Service in the maritime sector is used by our clients to achieve an optimum design and continuous building supervision of these platforms.



In addition, manning of platforms is an equally important issue that Marine Service works on together with CST, CCM and ITE.

At the exhibition, many further subjects and projects in the area of LNG as Fuel and LNG Terminals to be implemented in 2015 were discussed with clients and interested visitors. Especially for our new Sales Director, Rainer Olbricht, this offers many new challenges and opportunities for which offers will be prepared.



**Rainer Olbricht**  
Contact: email [ro@ms-de.eu](mailto:ro@ms-de.eu)  
mobile +49 174 19 56 621



---

We look forward to the new year, 2015, in which we will hopefully be able to materialize a lot of these projects and to acquire new projects in the shipping industry with the assistance of CST.

Michael Kraack  
Managing Director  
Marine Service



---

Author: Eckhard Wulff

## Gaschem Pacific for Special Survey dry dock at Sembawang shipyard Singapore

**Gaschem Pacific did its first SS at Sembawang shipyard Singapore, without further problems, or unexpected damages.**

The expected duration of repairs of nine days was slightly exceeded and completed after ten days.

The major problem was finding slots for painting the vessel in time between the frequent and heavy rain showers.

Sembawang shipyard is a well-organized, well-performing yard, always able to improve the performance if required.





# M/V TRANS NANJING in Hamburg



**Between 24th and 28th August 2014, we were happy to welcome our M/V TRANS NANJING in the port of Hamburg, the city where the CST head office is based.**

M/V TRANS NANJING is a 92,500 dwt post-Panamax bulk carrier built and operated by our colleagues from Belchem Singapore Pte. Ltd.

The ship carried a cargo of Russian steam coal from Ust-Luga to the Hamburg Hansaport ore and coal terminal.

Many people at the CST Hamburg office utilized this rare opportunity to sign on as tourists for one day and experienced a dry bulk workhorse in full operation.

The Hamburg-based owners also visited the vessel and signed off quite impressed by a well-maintained vessel after a long day spent on board.

We would like to thank Capt. Zheng and his crew for the great hospitality provided.



# Trainee Report

## Dear Colleagues at Sea,



**My name is Christoph Egbring. For the last 14 months I have been an apprentice in the Hamburg office. During this time I have worked in the following departments and gained a lot of experience as to how a shipping company is operated:**

First of all, the Purchase team introduced me to the processes involved in ships' orders. A purchase request is received from a vessel and this request is sent to suppliers for quotations. Once quotations are received, the best offer is accepted (based on supply time, quality and price). The proverb "quality generates acceptance" is recognized!!

After this, I returned to business school, where I improved my theoretical knowledge. There is much to learn and it will take time for me to become fully acquainted with all the knowledge necessary to continue in business and obtain my qualifications. I still have three school terms to attend before completing my course.

When I returned from school, I was placed in what some people refer to as the "most important department" ☺, Chemtrans Crewmanagement (CCM). Despite the fact that I will not be joining any vessel on a voyage, ☹ this was my introduction into crew management ashore and on board.

Furthermore, I was given introductions to the Technical and Health, Safety, Security, Environment and Quality (HSSEQ) departments. The HSSEQ department basically takes care of all navigational and marine requirements of the entire fleet. The Designated Persons Ashore (DPA) can be caught here as well as the Vetting business, with all its questionnaires, SIRE invitations and support.

All employees in the office look forward to visiting a CST vessel, as we seldom have one in our vicinity.

In October, Captain Evgeniy Reznik welcomed some of us on the KASUGTA. The chemical tanker had called in at the Vopak Terminal in Hamburg for the loading of 4000mt Nexbase, a base oil. For me, as I had embarked our crude oil tanker CHEMTRANS SKY in Bremerhaven, as well as the bulker TRANS NANJING, it was a good chance to have a look round a chemical/product tanker. I was accompanied by Third Officer Zaza Diasamidze while having a tour of the main deck.

Even though we did not see the liquid cargo (which is a good thing), we could hear the gurgling flow through the manifolds as well as the whistling sound of the PV valves as the level of liquid raised in the cargo tanks, as Third Officer Diasamidze explained to me.

After Chief Cook Gregory Berdzenishvili and his team had served us a tasty lunch, Chief Engineer Monastyrshyn led us into his workspace. Along with our Superintendent Kay Pohlert and my Training Supervisor Annika Claussen, we got a great impression of how a tidy engine room should look.

I had thought of working in shipping media, so my next experience was in the publishing house of a well-known shipping newspaper. For two weeks, I was given the opportunity to dabble in the working process of journalism. The editorial staff works on a maritime newspaper written in the German language. During this placement I visited HHLA – a Hamburg logistics corporation – and also the Container Terminal Altenwerder (CTA), after which I wrote an article which was published.

Additionally, together with an editor, I took part in several different events, such as the opening of an onshore power supply in the port of Hamburg.

*Kind regards and all the best,  
Christoph Egbring*

# Jubilee 2014

## Dear Jubilees,

**“Excellence is never an accident. It is always the result of high intention, sincere effort, and intelligent execution; it represents the wise choice of many alternatives – choice, not chance, determines your destiny”** Aristotle

We, the CST Family, would like to wish a happy ten-year anniversary to all Jubilees. Thank you for sailing around the world for us, thank you for working so hard, thank you for your trustiness, thank you for your efforts, thank you for your patience, thank you for your dedication and thank you for making the most complex projects possible.

**We wish you all a safe and prosperous voyage.**

### 10 Years Captain

Alimenko, Viktor	Dukko, Alexander
Davitadze, Oleksiy	Kogut, Oleg
Lavrinenko, Oleg	Mashkov, Andriy
Yevtushevsky, Oleksandr	Zavadsky, Oleksandr
Agnic, Roberto	Dolidze, Nugzar
Kumar, Ajay	Radcenko, Viktors
Almazov, Vitaly	

### 10 Years 2nd Engineer

Gumenyuk, Mykola  
Lotvin, Dmytro  
Cheban, Andriy

### 10 Years Chief Officer

Papunidi, Aristotel  
Kardash, Oleg  
Kubitsa, Artem

### 10 Years Pumpman

Kozina, Ivan  
Dementjevs, Aleksejs  
Kovalovs, Nikolajs

### 10 Years Chief Engineer

Bandura, Mykola	Bandura, Oleg
Ivciks, Aleksejs	Kondrashov, Pavlo
Pereverzevs, Nikolajs	Jukic, Davor
Bocharov, Volodymyr	Kondrashov, Pavlo
Rjabinskis, Valerijs	

# Ninth Cyclclassics event on 24th August 2014 in Hamburg for our company

**Again this year a new record in the number of participants was seen, with more than 21,000 cyclists at the Cyclclassics event. As in the past, there were three different courses of 55, 100 and 155 kilometers.**

All participants were lucky again this year, as the weather conditions were perfect during the ride. When starting, the temperatures were pretty cold and only about 7 degrees Celsius. The majority of our group was wearing long sleeves and freezing when waiting for the start in its block. Muscles became cold and needed time to regenerate. During the ride, the temperatures fortunately increased to nearly 20 degrees Celsius and became perfect. When our race was over and we gathered together for the traditional meeting at Alex by the inner Alster, short showers were following us and we were happy to be well protected.

As in previous years, our CST and Marine Service team participated in all three different courses, whereby, for the first time, the majority cycled the 100-kilometer distance. The results were slightly

below the previous year's, which was due to the strong winds which we faced out in the southern part of Hamburg in the Lüneburger Heide. Nevertheless, six participants finished this course in less than three hours, which is a very good result. Our Crazy Marine Team ended with a very good placing of 79 out of 344 participating teams. It is worth noting that for the majority of the race we were cycling in a group where we were surrounded by our CST and Marine Service shirts, which gave us additional energy to stay in the group or make the pace. The joint training before was very helpful.

**Finally, we are very happy that no injuries occurred this year and hope that you will join us again next year. Next year's Cyclclassics will be on 23rd August 2015, and we hope to welcome new and old participants.**





# Ebola Virus Disease (EVD)

The recent outbreak in West African countries continues to cause concern throughout the world, with many countries offering physical and monetary assistance to bring the outbreak to an end.

We are aware that there are three affected countries, these are: Guinea, Sierra Leone and Liberia. The situation is monitored regularly in the office and the fleet is updated on a regular basis. There is always the possibility that we may trade to any of the three named countries. This would only be done if we can assure the well-being of our seafarers through having carried out thorough risk assessment which shows that any remaining risk of contraction is within acceptable limits.

**We always wish to be open and supportive, in this respect we have put the following Q&A information together:**

## 1 – LOCATION

**Question:** Why was your vessel in West Africa where Ebola is currently very prevalent?

**Answer:** The WHO has recommended that there should be no general ban on international travel or trade. The committee emphasized the importance of normalizing the movement of ships, including the handling of cargo and goods, to and from the affected areas, to reduce the isolation and economic hardship of the affected countries. We also decided that the risk was sufficiently low and manageable if we followed strict protocol to minimize any exposure to Ebola for our seafarers. We have implemented measures on all of our vessels visiting the affected area and have procedures in place in case of the unlikely event that one of our seafarers contracts the virus.

**Question:** If the situation worsens in West Africa, will you stop sending your vessels to the affected ports?

**Answer:** We will monitor the situation very closely and as soon as we deem the risk of Ebola to our seafarers to be too high, we will take any measures necessary, in consultation with charterers.

## 2 – PREVENTION

**Question:** What preventative measures have you taken to ensure Ebola does not become an issue on your vessel?

**Answer:** We have followed and adhered to recent IMO, ITF, Flag and ICS guidelines to ensure we minimize the risk of Ebola being contracted by any of our seafarers. We have informed masters to ensure that the crew are aware of the risks, how the virus can be spread and how to reduce the risk. We are implementing the ISPS requirements on ensuring that unauthorized personnel do not board the vessel and that this should be strictly enforced throughout the duration of the vessel being in port.

We advised the master not to give any shore leave whilst in impacted ports, unless absolutely necessary.

We have asked all crew members to be aware of the symptoms and report any occurring symptoms immediately to the person in charge of medical care.

We are avoiding any crew changes in the ports of affected countries unless they are absolutely necessary to the safe running of the vessel. We have supplied all our vessels with appropriate medical kits.

**Question:** Do you allow your seafarers to go ashore when your vessel is in the affected area?

**Answer:** We have instructed the masters to strongly advise against giving shore leave unless essential.

## 3 – IN THE EVENT OF A SUSPECTED EBOLA CASE

**Question:** What procedures have you put in place when a crew member is suspected of having contracted Ebola?





**Answer:** In the unlikely and unfortunate event of one of our seafarers contracting Ebola, we will follow WHO guidelines to ensure that the virus is contained and that our seafarer receives swift and excellent medical care.

**We have issued every vessel with guidance on what to do in the event of suspected Ebola, which includes:**

- **Keep the affected person's cabin door closed, if not placed in an isolation room on board.**
- **Maintain a log listing all people entering the cabin or isolation room.**
- **Ensure that anyone who enters the cabin or isolation room to provide care to the affected person or to clean the cabin wears PPE.**
- **Immediate expert medical opinion should be sought and, based on that opinion, the event should be reported to the next port of call by the ship's master.**
- **Immediately notify the port health authority prior to arrival if a person on board is suspected of having contracted Ebola.**
- **The affected crew member or passenger with symptoms consistent with EVD should disembark in such a way as to avoid any contact with healthy persons on board the vessel and wear a medical mask.**
- **Depending on the situation, the competent authority at the relevant port or our designated port agent may need to arrange medical evacuation or special arrangements for disembarkation and hospitalization of the patient and laboratory diagnosis.**
- **Cleaning and disinfecting the crew member's cabin or isolation room is to be undertaken by a professional cleaning service.**

**Question:** What will happen to the infected seafarer once they leave the ship?

**Answer:** Depending on his or her current health, the seafarer will either be medically evacuated from the ship or will disembark in

port to receive immediate medical attention. We have notified all our port agents to ensure that the seafarer receives excellent medical care.

**Question:** How will you ensure your vessel will not carry the virus to other parts of the world after someone on board has been infected?

**Answer:** The vessel will be quarantined by the port health authority and, following rigorous cleaning and sanitization of the vessel, will be screened to ensure the virus is not still present. All crew members and any stevedores or onshore personnel who may have come into contact with the infected crew member will also be tested and screened to ensure the virus has not been transferred.

Only when we, the port health authority, port agent and master are fully satisfied that the vessel is not contaminated will we then let the vessel go back into service and leave the port.

#### 4 – AFTER A SUSPECTED EBOLA CASE

**Question:** Will you remove ports from the affected area from your service after a crew member has contracted Ebola?

**Answer:** Following WHO guidelines recommending trading as normal, we will continue to visit ports in the region. If those guidelines change, then we will reconsider our position.

**Question:** Do you believe you are putting profit before the health of your seafarers by continuing to visit the affected ports?

**Answer:** The health and safety of our seafarers is our number one priority. Organizations such as the WHO, IMO, ITF and ICS all have the same priority in ensuring that the Ebola virus is contained and that seafarers are not unnecessarily put at risk of contracting the virus.

We therefore have followed all the guidelines and recommendations made available to us to prevent and minimize the risk of Ebola being contracted or carried by any of our seafarers.

# Crew List – Our Men on Board



London Star

MRAOVIC, ZDENKO	Master
PAPUNIDI, ARISTOTEL	Ch. Off
BLAZEVIC, DUJE	2nd Off
SERGEYEV, PAVLO	3rd Off
GALUSTASHVILI, MERAB	Ch. Eng
BALOV, VIKTOR	2nd Eng
KOSHARYNSKY, VALERIY	3rd Eng
ZELEVYCH, DMYTRO	Junior Eng
THET, KHINE	El. Off
SEGURA, JAY-AR VILLANUEVA	Bosun
MARTINOVIC, MATKO	Pumpman
JANEQ, RONILO URETA	A.B. 1
PUNTA, WILLIAM MORENO	A.B. 2
LEONIDA, ARTHUR	A.B. 3
NACIONAL, RAYMOND	O.S. 1
HINAY, ANDY ARQUION	O.S.2
BRILA, DIOMEDES LANUZGA	Fitter
LAUTA, ALEX	Oiler
REGALADO, KRIS ALLAN POSADAS	Wiper
TOTANES, STIFANNY	Ch. Cook
VUSKOVIC, BERISLAV	Messman



Athens Star

Dolidze, Nugzar	Master
Nomerovsky, Dmytro	Ch Off
Sharov, Eduard	2nd Off
Yesipov, Oleksandr	3rd Off
Dushin, Victor	Ch Eng
Alakozov, Semen	2nd Eng
Pastushenko, Vitalii	3rd Eng
Gur, Oleksandr	El. Eng
Ielogvenko, Leonid	Pumpman
Corpuz, Venchito Leceta	Bosun
Dean, Napoleon Jr. Apas	AB 1
Edillon, Renato Eala	AB 2
Eulogio, Dindo Pederito	AB 3
Moises, Ralph Jomar Espinosa	OS 1
Romero, Henridito Merenguez	OS 2
Novochynsky, Anatoliy	Fitter
Piedad, Bienvenido Hisoler	Fitter
Geromo, Salvador Sadaya	Motorman 1
Hernandez, Alvin Ilagan	Wiper
Gallen, Alexander Inigo	Chief Cook
Segunto, Carlo Quintin	Messman



Hamburg Star

De la Iglesia Fernando	CAPTAN	Santa Cruz, Cristian	MARINERO
Barrera, Emiliano	1º OFICIAL	Ruiz Cobo, Carlos Federico	MARINERO
Constantini, Franco Lucio	2º OFICIAL	Saverino, Fabian Gustavo	1º CABO
Cassin, Eliot Emmanuel	3º OFICIAL	Escobar, Juan Jose	ENGRASADOR
Giurovich, Esteban	JEFE MAQ	Elorrieta, Sergio Dario	ENGRASADOR
Sanchez, Hector Daniel	2º Of. MAQ	Tavella, Martin	COCINERO
Algañaraz, Carlos Facundo	2º Of. MAQ	Moreno, Esteban Ramon	MOZO
Ferreyra, Pablo Javier	3º Of. MAQ	Ocampo, Pedro Antonio	AYTE. COCINA
Marin, Ruben Alberto	ELECTRICISTA	Rosales Facundo Hernan	ALUMNO ENN
Ríos, Jorge Alberto	BOMBERO	Nikitenko Viktor	SOBREC/1ero Cub
Subasnabar Jose Marcelo	CONTRAMAESTRE	Typobueb Turovtsev, Sergey	SOBREC/2do Maq
Grigolatto, Ariel Claudio	MARINERO	Blinov Sergiy	SOBREC/BOMB
Guiot, Maximiliano	MARINERO	Pasichnyk Yuriy	SOBREC/MECA
Carlino, Ramon Antonio	MARINERO	Shopin Sergiy	SOBREC/MECA



Chemtrans Sea

Nesterenko Andriy	Master	Reyes Jesus MA Villanueva	AB
Rubanov Oleg	Ch. Officer	Villabrilte Adin Pasuquin	OS
Brezhnev Kirill	2nd Officer	Sanchez Manuel JR. Nazareno	OS
Riaboshapka Oleg	3rd Officer	Sabueso Edison Obsequio	Fitter
Martynov Olieg	Ch. Eng	Capobres Roy JR. Basaysay	Oiler
Demyanenko Grigory	2nd Eng	Alindogan Ronie Mark Tomo	Wiper
Kovalenko Oleksandr	3rd Eng	Almo Timothy Bayoneta	Ch.Cook
Makyeyev Oleksandr	El. Eng	Gueco Jonald Joseph Espiritu	Messman
Yevdokymenko Mykhaylo	P/Man		
Caneta Rufino JR. Bualoy	Bosun		
Tad-y Ryan Vallota	AB		
Ortega Christian Osia	AB		



Chemtrans Sky

Margatskiy Viktor	Master
Kopaleishvili Merab	Ch. Officer
Koshevko Roman	Second Officer
Pyatnychanskiy Dmytro	Third Officer
Retseptor Vladislav	Ch. Engineer
Nastasyuk Andriy	Second Engineer
Genov Genadiy	Third Engineer
Davydchuk Vasyl	El. Engineer
Davydov, Andriy	Pumpman
Chernenko, Vladimir	Bosun
Arranguez, Nestor Desucatan	AB
Panulaya, Kenneth Aligsao	AB
Tangkay, Widelfredo Cabalod	AB
Bajador, Edilberto Jr. Bacharo	OS
Parinas, Jonel De La Cruz	OS
Liashenko, Mykola	Fitter
Jornala, Ronnie Zantua	Fitter
Chua, Alan Jr. Macabale	Motorman
Suaybaguio, Dennis Dacula	Wiper
Cajilig, Rolando Sacupon	Ch. Cook
Gan, Jerby Kit Barrios	Messman



Chemtrans Moon

Davidatze Oleksii	Master
Nesterenko Oleksiy	Ch. Mate
Golovan Dmytro	2nd Off
Ryabchych Igor	3rd Off
Abramov Igor	Ch. Eng
Soloviov Yurii	2nd. Eng.
Kryvenko Sergiy	3rd Eng.
Shevelov Dmytro	Electrician
Tolentino Dionisio Jr. Macaya	Pumpman
Maxino George Cabaes	Bosun
Suller Alando Cayabyab	A.B. 1
Pagkaliwangan Jessie De Villa	A.B. 2
Cutaran Isagani Canton	A.B. 3
Betonio Brian Clemino	O.S.1
Ramos Janry Parman	O.S.2
Espaltero John Paul Engada	Fitter
Villanueva Jaime Jr. Villanueva	Oiler
Villa Razel Umahag	Wiper
Arceo Edwin Bajo	Chief cook
Miranda Marvin Gonzales	Messman

# Crew List – Our Men on Board



Gorbunovs Olegs	Master
Yarikov Vasiliy	Ch.Off.
Tkachenko Dmytro	2nd Off.
Leonov Oleksii	3rd Off.
Shurpakov Anatoliy	Ch.Eng.
Niverovsky Andriy	2nd Eng.
Komarov Roman	3rd Eng.
Minakov Sergey	El. Eng
Kasyan Artur	Pumpman
Khokhlov Mykhaylo	Bosun
Pruidze Davit	AB
Devadze Teimuraz	AB
Surmanidze Dzambulat	OS
Syrytsya Mykola	OS
Myronyuk Stanislav	DCDT
Rybalchenko Sergiy	Fitter
Abuseridze Georgi	Oiler
Tsetskhladze Lasha	Wiper
Kramar Stepan	ECDT
Saidov Roman	Cook
Buchkovsky Yevgeniy	Messman
Basilia Lasha	OS
Frostyanov Oleksiy	OS



Golovan, Sergii	Master
Trefilov, Viktor	Ch. Officer
Yakhymyuk Maksym	2nd Mate
Krupin, Kostyantyn	3rd Mate
Lunegov, Sergii	Ch. Eng
Lotvin, Dmytro	2nd Eng
Manisov Oleksandr	3rd Eng
Pe, Hla	El. Eng
Nodia Levan	Pumpman
Tkachenko, Oleksandr	Bosun
Malacas, Rommel Ballesteros	AB 1
Gayatgay, Elmo Garde	AB 2
Nunez, Bob Padica	AB 3
Vernaiz, Vanizer Canton	O.S. 1
Ilustrisimo, Marcelito Jr. Gilbuena	O.S. 2
Arnaldo, Arvin Pailagao	Fitter
Mazuryk, Volodymyr	Fitter
Jacinto, Brian Chuca	Motorman
Aninon, Ian Lloyd Asombrado	Wiper
Balzote, Ricardo Manahan	Ch.Cook
Lubang, Omer Olaybar	Messman



POPOVS VLADIMIRS	Master
KARDASH OLEG	Ch Off
EGOROV ALEXANDER	2nd Off
ARESHKIN VLADYSLAV	Jun Off
BOCHAROV VOLODYMYR	Ch Eng
CHURILOV SERGIY	2nd Eng
LELEKA ARTEM	3rd Eng
ODISHARIA DAVIT	EL.Eng
KOVALOV NIKOLAJ S	Pumpman
ASEEV SERGEY	Bosun
CHANTLADZE ZVIAD	AB-1

MALAMEN IVAN	AB-2
CHAVLEISHVILI ARCHIL	OS-1
DIASAMIDZE ALEXANDRE	OS-2
MAMAYEV IGOR	Oiler
PASKO ALEXANDER	Fitter
TAVATIAN EDUARD	Wiper
DIAK VOLODYMYR	Ch Cook
SHORNIKOV OLEKSANDR	Messman
MYKHAILOV ARTEM	Deck Cadet
OTROKH OLEKSANDR	Eng Cadet



Chemtrans Rugen

Chervonyuk Andriy	Master
Starodub Oleg	Ch. Off
Beridze Raul	2nd Off.
Levytskyi Oleksandr	3rd Off.
Kadurkin Oleg	Ch. Eng.
Sokolov Mikhail	2nd Eng.
Abuladze Zauri	3rd eng.
Golovkov Mykyta	El. Eng.
Androsof Oleg	Pumpman
Sevcivs Pjotrs	Bosun
Iliyev Volodymyr	AB1
Poteleshchenko Oleksandr	AB2
Vyshnevsky Oleksandr	OS1
Glonti Irakli	OS2
Byelgorodsky Vitaliy	Fitter
Ilchenko Iurii	Oiler
Zheliashko Kostiantyn	Wiper
Kochetkov Vladimir	Chief Cook
Savytskyi Valentyn	Messman
Pasichnychenko Maksym	D/Cadet
Balmeli Maksym	E/Cadet



Chemtrans Rhine

POSNOV STANISLAV	Master
SURMANIDZE ENVER	Ch. Off.
MOVCHAN LEONID	2nd Off.
TROYAN DMYTRO	J/Off
BRAMANIS JANIS	Ch.Eng.
KAPLUNENKO SERGIY	2nd Eng.
STOYANOV SERGIY	3rd Eng.
POPOV OLEKSIY	El/Eng
VITKIVSKY VOLODYMYR	Pumpman
ANPILOGOV IGOR	Bosun
GOLIADZE NUGZAR	AB-1
BYELOGRAD ANDRIY	AB-2
TKACHENKO SERGII	OS-1
LUKIANOV VLADYSLAV	OS-2
FOMIN OLEKSANDR	D/Cadet
PUCE EDGARS	Fitter
AKHALAIA BADRI	Motorman
CHOMAK SEMEN	Wiper
BUGAYOV VLADYSLAV	E/Cadet
PATARAIA TEIMURAZI	Cook
SOSLYUK VADYM	Messman



Chemtrans Havel

DYOMIN SERGIY	MASTER
IVANOV OLEKSANDR	Chief Officer
NAZAROV FEDIR	2nd Officer
LUTSENKO OLEKSANDR	3rd Officer
TESLINS MIHAILS	Ch.Engineer
VEBER ANDRIY	2nd Engineer
STOPCHANSKY VOLODYMYR	4th Engineer
FADYEYEV VITALIY	El.Engineer
ANTONIO LAWRENCE CARAY	Pumpman
VOLKOV IVAN	BOSUN
JANDA MARK ANTHONY LANOT	AB-2

DINO RYAN SAMPANG	AB-3
GAAC NOLI BAUTISTA	OS-1
DANICO IVAN DREXEN APEROCHO	OS-2
REFOL PETER FLOYD TULIO	Oiler
NEZHIVIASOV SERGII	Chief Cook
FALLESGON ERIC FERRANCO	Messman
IGNATIEV MYKYTA	Deck Cadet



# Crew List – Our Men on Board



Chemtrans Elbe

Kubitsa Grygorii	Master
Balatiuk Sergii	Chief Officer
Glava Oleg	2nd Officer
Myroniuk Oleksandr	Junior Officer
Kononovich Anatolii	Chief Engineer
Iskanderov Ruslan	2nd Eng.
Semykin Roman	4th Eng.
Kurochka Maksym	El. Engineer
Talaga Ramir Francisco	Pumpman
Alyoshyn Oleksandr	Bosun
Jayme Raphael Ledesma	AB 2
Dejan Norbert Jr. Tagao	AB 3
Ramos Orlando Jr. Geron	OS 1
Laureaga Gilbert Alcasid	OS 2
Kazimir Andriy	Fitter 1
Sobgayda Oleksandr	Fitter 2
Bagaman Seseinando Jr. Octura	Oiler
Kyryanov Oleksandr	Chief Cook
Jude Chin Regis	Messman
Prorokov Artur-Gabriel	Deck Cadet
Orehov Dmytro	Engine Cadet



Chemtrans Mabuhay

Wulf, Jörg-Michael	Master
Timchenko, Valeriy	Ch Off
Tkachenko, Kyrylo	2 Off
Babiy, Oleksandr	2 Off
Kotik, Igor	3 Off
Stepanenko, Oleksandr	Ch Eng
Balakin, Maksim	2 Eng
Nikolaishvili, Shalva	3 Eng
Osadchuk, Oleksandr	4 Eng
Tsurkan, Igor	El Eng
Loboda, Vitaliy	Pumpman
Klepalo, Vasyly	Deck Fitter
Rivera, Elbert Bernardino	AB 1
Llanza, Felix Bantigue	AB 2
Yanga, Adrian Camero	AB 3
Graida, Christian Arella	OS 1
Galve, Danilo	OS 2
Sorono, Nilo Marlon Bucuya	Fitter
Bernales, Teodolo Molina	Oiler 1
Aguillo, Bryan Jay Quindiagan	Oiler 2
Docallos, Sheran Glenn R.	Oiler 3
Krolevets, Volodymyr	Chief Cook
Tamayo, Erick Resurrection	Messman



MT Winter Oak

TKACHUK PETRO	MASTER	SALVADOR S.RUBIO, JR.	AB-1
BOYKO STANISLAV	C/O	JAY D. DE LA CRUZ	AB-2
KARPENKO MYKHAILO	2/O	EAISSSEL C. CATAPANG	AB-3
STEFANIUK OLEKSII	3/O	REYNALDO C.TAN, JR	OS-1
SURMANIDZE KAKHA	J/O	TROY M. DEMAFILEZ	OS-2
RUTKOVSKY SERGIY	C/E	ROEL R. BAUTISTA	FTR
LIASH ARTUR	2/E	ROBERT C.ESPIRITU	OLR-1
ZAVGORODNIY VADYM	3/E	RENATO T. CAGANO	OLR-2
SOROTYAK VOLODYMYR	4/E	CESAR Q. PAJATIN, JR.	OLR-3
YELYSYEV DMYTRO	E/E	SVYRYDYUK ANDRIY	C/COOK
KHALVASHI BADRI	P/MAN	NARCISO B. ASPERA, JR	STWD
DANTE N. NOARIN	BOSUN	AMZAEV ALEXANDER	SUPERCARGO



Golden Oak

Kuksov Sergiy	Master	Salada Joseph	AB1
Chkhardtshvili Gocha	Ch.Mate	Matulac Alexis	AB2
Diasamidze Tengiz	2nd Mate	Flora Henry	AB3
Kvirkvelia Rezo	3rd Mate	Retinio Jeffrey	OS1
Koshelnyk Vladyslav	Jr. Mate	Perlas April Ace Ramos	OS2
Lilo Oleksii	Ch. Eng	Dejan Mark Louie	Fitter
Slyusar Vyacheslav	2nd Eng	Tadije Dexter	Oiler 1
Lotvin Yevgen	3rd Eng	Shiferaw Getachew Semu	Oiler 2
Brazhnikov Oleksandr	4th Eng	Wolde Yemayalkibet Mengistu	Wiper
Tin Htun	E/E	Kalandadze Emzar	Ch.Cook
Lastakanidze Omar	Pumpman	Pagayonan Joemie	MSM
Estil Rodrigo	Bosun	Amzaev Oleg	Super Cargo



Green Oak

Klymenko, Andrii	Master
Dolzhenko, Oleksiy	Chief Officer
Tarieladze, Levan	2. Officer
Makhno, Dmytro	3. Officer
Bondarkov, Vasyl	Ch. Eng
Kuyan, Mykola	2. Eng
Ospishchev, Evgeny	3. Eng
Voronov, Mykhailo	Electrician
Reoveros, Elvis R.	Pumpman
Alis, Philip C.	AB 1
Patino, Ipy Vicente G.	AB
Yanes, Jonathan T.	AB
Llorente, Jhufel M.	OS
Mandate, Michelle J.	OS
Tubil, Ricardo V.	Fitter
Olivo, Antonio JR. B.	Oiler
Shevchuk, Oleg	Chief Cook
Fuller, Louie P.	Messman



Mountain Oak

KOROVNIKOV, ARKADIJS	Master
RESHETNYAK, YURIY	Ch. Officer
VATALIN, MAXIM	2nd. Officer
STEPANOV, IVAN	3rd. Officer
IVANOV, IVAN	Jun. Officer
SOROKIN, OLEKSANDR	Ch. Engineer
SHISHKIN, YURY	2nd. Engineer
KOVALENKO, MYKHAYLO	3rd. Engineer
KALASHNIKOV, OLEKSII	4th Engineer
HAHOLKIN RUSLAN	El/Engineer
MESKHISHVILI, VASILY	Pumpman
CORDERO RENIE JR.	Boatswain
CRESENCIO, EDWIN	AB-1
HUIO, NICANOR	AB-2
MEDIODIA, ARNEL	AB-3
LAMATON, EDGAR ALLAN	OS-1
CAMAYUDO DARYL	OS-2
DIACONO, RONNIE	FTR
UDAUNDO, JOEL	OLR 1
VENTURA, CHRISTIAN JURIS	OLR 2
SUSUSCO, ANDRO	WPR
RUSNAK, MYKOLA	Chief Cook
DOMINGO, RAYMOND	Steward

# Crew List – Our Men on Board



**Kasugta**

Reznik Evgeniy	Master
Orzhekhovskiy Andriy	Ch.off
Naumov, Vladyslav	2nd.off
Diasamidze Zaza	3rd.off
Monastyrshyn, Sergiy	Ch.Eng
Kudlenko, Oleksandr	1-AE
Domashev, Sergiy	2-AE
Malyi Sviatoslav	3-AE
Hla Moe Aung	El.eng
Diasamidze Ramaz	Pumpman
Verba Rez Vasquez	Bosun
Abrajano Sherwin Ian Misa	Ab 1
Pan Federico Quimpo	Ab 2
Javelosa, Vincent Dedoroy	Os 1
Riel Paul Noah Ongtangco	Os 2
Charcos Charlito Tundag	Os 3
Korchevsky Georgiy	Fitter
Ronquillo Hector Ana	Motor-man 1
Domingo Donato Jr. Lambino	Motor-man 2
Baoy Michael Angelo Gabriel	Motor-man 3
Berdzenishvili Gregory	Ch.Cook
Pillone Jevie Casaria	Messman



**Green Point**

Ignatyev Ruslan	Master
Shchepinskiy Oleksii	Chief Officer
Kalashnik Oleksandr	2nd Officer
Soloshchenko Stanislav	3rd Officer
Stepockins Sergejs	Chief Engineer
Gumenyuk Mykola	2nd Engineer
Samoilov Oleg	3rd Engineer
Kheletiy Sergiy	Pumpman
Larino Emelito Bacasmas	Bosun
Celetaria Alberth Bautista	AB
Mendoza Reuel Vargas	AB
Sustiguer Francis Cesar Quidato	AB
Almorfe Myrlo Jr. Fetizanan	OS
Canta Romulo Jr. Laguisma	OS
Vilog Almar Macayan	Oiler
Agosto Joseph Brecio	Wiper
Kotsay Valeriy	Cook
Alferez Michael Joquino	Messman



**Revel**

Katisevs Aleksandrs	Master	Richard P. Viros	AB
Nikitin Oleg	Ch.Off.	Ian Loutonn V. Toledo	OS
Khashchevatskyi Sergii	2nd Off.	Narciso J. Recreo. JR	OS
Kozlov Maxim	3rd Off.	Darwin Justino S. Otico	Fitter
Burlaka Volodymyr	Ch.Eng.	Bryan Julius C. Aninon	Motorman
Cheban Andriy	2nd Eng.	Chris Ian L. Galia	Wiper
Dolgov Volodymyr	3rd Eng.	Dionisio R. Catchillar	Chief cook
Diudiun Oleksii	El. Eng	Cepriano B. Solero	Messman
Dementjevs Aleksejs	Pumpman	Mark Joseph N. Abad	D/Cadet
Jone Derick S. Lorayna	Bosun	Jayson E. Visaya	E/Cadet
Oscar P. Rebusquillo	AB	Khrystenko Oleksandr	Ch.Off.



Queen Zenobia



Gandhi

Glotovs, Igors	Master
Andreyev Andrey	Ch. Off
Jersovs, Andris	2nd Off
Collado, Feliciano Gonzales	2nd Off
Blinov, Sergiy	3rd Off
Moreira Marafona Donato	Bosun
Quiap, Christopher Oria	AB-1
Rivera, Patricio Jr. Seares	AB-2
Perez, Teogy Son Macalisang	AB-3
Rosales, Marjone Mahinay	OS-1
Rosada, Junrie Mabilia	OS-2
Rosinsky, Sergiy	Ch.Eng
Apariz, Chito Amaquin	2nd Eng
Kliarskyi Volodymyr	3rd Eng
Tabasa, Alejandro Aclon	4th Eng
Solovjovs, Vladimirs	El. Eng
Kushnirov, Sergiy	Gas Eng
Varenyk, Vadym	Fitter
Abelido, Robert Cubio	Oiler-1
Pan, Alexander Abong	Oiler-2
Lagera, Leovin Pugoy	Wiper-1
Bacolado, III Simeon Pelagia	Wiper-2
Gmeinbauer, Adolf	Ch.Cook
Meija, Larry Castro	Messman

SERGIY TILININ	MASTER
DMYTRO KRUK	CH.OFF.
ROMMEL GIMAO	2ND OFF.
MIGUELITO CUYME	3RD OFF.
DENNIS CORTUNA	3RD OFF.
VOLODYMYR YAKOVLYEV	CH. ENGR.
VASYL ZAYARCHENKO	TR. C/E
ERICKSON DE LIMA	3RD ENGR.
MARK VILLACERAN	4TH ENGR.
VALENTYN STAROSTOV	EL. ENGR.
ADRIAN PADILLA	PUMPMAN
HENRY ACEPCION	BOSUN
ROMMEL FERNANDEZ	A/B
EMMANUEL GETINO	A/B
NORMAN SORIANO	A/B
KEITH HILADO	O/S
FLOYD ANNISON TALES	O/S
RENATO REBATO	FITTER
DE JAY GALLARDO	OLR
ANIANO CAISIP	OLR
ANTHONY ROY JAVIER	CH. COOK
OSCAR JR. NAUNGAYAN	MESSMAN
PRAVEEND KUMARR KANNAN	D/CADET
MOHD ZULFADHLI BIN ZAINUDIN	E/CADET



Gaschem Pacific

Sergejevs, Jurijs	Master	Tabella, Roderick M.	A.B.
Balanutsa, Andriy	Ch. Mate	Blancaflor, Cezar T.	O.S.
Semenov, Sergiy	2nd Mate	Santos, Rielle Edward D.	O.S.
Pikanovsky, Oleksandr	3rd Mate	Pershyn, Andriy	Fitter
Zub, Volodymyr	Ch. Eng.	Beltran, Eric L.	Motorman
Nilov, Vitaly	2nd Eng.	Celebrados, Leonardo Bautista	Motorman
Martinez, Arnold Prado	3rd Eng.	Borgonos, Rey C.	Wiper
Schill, Uwe	El. Eng.	Liwag, Joseph M.	Ch. Cook
Trofimov, Eduard	Gas Eng.	Abiera, Ernie I.	Messman
Aquino, Ernesto Jr. B.	Bosun	Maretic, Viktor	Deck Cadet
Candava, Janssen B.	A.B.		

# Crew List – Our Men on Board



**Gaschem Nordsee**

Harms, Rainer	Master
Stanchev, Kaloyan Dimitrov	Ch.Off.
Satanevsky, Igor	2 Off.
Lapins, Aleksejs	3 Off.
Brauer, Jens	Ch.Eng.
Vasilcenko, Dmitrijs	2 Eng.
Isajevs, Igors	2 Eng.
Doma, Vadym	3 Eng.
Shpylyevoy, Mykola	Electrician
Karcevs, Aleksandrs	Gas Eng.
Agbing, Rodel Dimaculangan	Bosun
Lubaton, Felicito Dacia	AB
Bofill, Ignacio Jr. Asis	AB
Cadelina, Ronald Sajulga	OS
Malacad, Gay-Mar Magno	OS
Molotov, Vitaliy	Fitter
Abella Jr. Francisco Bernal	Oiler
Salen, Michael Chris Dela Marquez	Oiler
Sajonia, Elmer Obillo	Wiper
Cuartero, Rodillo Evangelio	Ch.Cook
Varela, Joao	Messman
Jevtic, Strahinja	Deck Cadet



**Siteam Neptun**

Perica Robert	Master
Bosnjak Marin	Ch Off
Petrinovic Tomislav	2/O
Bota Stjepan	3/O
Jukic Davor	C/E
Di Liddo Mauro	2/E
Bukvic Milan	3/E
Cutic Zoran	E/E
Bumagat Freddie Leano	Bsn.
Sepcic Stjepan	Ppm.
Lastimado Levi Jo	A/B 1
Gonzaga Manny John Mariano	A/B 2
Davila Joselito De Leon	A/B 3
Alagon Joebert Parrenas	O/S 1
Padasas Ronald Jumud	O/S 2
Yagonia Edwin Amores	E/Fitter
Caldemon Robert Franklin Flores	Oiler
Redelicia Aidelbert Valente	Wiper
Roldan Rodolfo Jr. Landicho	Cook
Zarsaga Florencio Jr. Bilag	Messm.
Peji Kevin Baby Boy Rojas	D/Cadet
Solibet Neil Valencia	D/Cadet



**Chemtrans Petri**

ANDREY MASHKOV	MASTER	DEXTER TUÑACAO	AB
ERIC LAYAM	CHIEF OFF	DANNY MICHAEL ODIO	AB
RAUL BELIGANIO	2/O	SHIRWYN CAPISTRANO	AB
MACARIO FERNANDEZ JR.	Jr 3/O	GERRY NIÑAL	OS
KIM GOMEZ	3/O	PROSPERO CAPELLAN	OS
MYKOLA BANDURA	C/E	DONALD JIMENEZ	FITTER
ERNESTO VIRAY JR	TRAINEE C/E	ROSAORO ESTRELLA	FITTER
CONSTANTINO ESQUIERDO	3/E	ERNIE MORAÑA	OLR
FRANCIS CALARO	4/E	RONALD ALLAN UYSON	OILER
SAO MAWN HPA	E/E	ROLLY PECILLER	C.COOK
JORGE BARONTOY	P/MAN	RAYMARK FIDER	MESSMAN
ULPIANO BASIT	BSN		





MS Simon



Trans Pacific

Bogoje, Ivica	Master
Vukasovic, Renato	Ch.Off.
Avdic, Orhan	2nd.Off
Duzevic, Mateo	3rd.Off.
Bogoje, Matej	3rd.Off.
Pulitika, Hrvoje	Ch. Eng.
Surjan, Ivo	2nd. Eng.
Galia, Domingo Jr. Fornela	3rd. Eng
Kitin, Nikola	Eng.Cadet
Kancijanac, Gordan	El.Eng.
Bebek, Zdravko	Pumpman
Martinez, Arnel Francisco	Bosun
Salibio, Sammy Mejorado	A/B
Solis, Edsel Condez	A/B
Sombilon, Frederick Sorallo	A/B
Segumalian, Joven Restoso	O/S
Alayon, Michael Salavia	O/S
Cortez, Anthony Dayto	Fitter
Caminade, Carlo Bacalla	Oiler
Ayala, Jomark Navarra	Wiper
Mamotenko, Igor	Chief Cook
Molina, Gilbert Onting	Messman

Cao Wei Rong	Master
Xu Xiao Feng	C/O
Liu Wei	2/O
Liu Xing Long	3/O
Zhang Hong Xue	C/E
Jiang Chang An	C/E
Htein Win	2/E
Tong Guo Ming	3/E
Xu Hai Bo	4/E
Wang Jin Kui	E/E
Fan Jun Ti	Bosun
Wang Yi Dong	A/B 'a'
Liu Cong	A/B 'b'
Liu Li Xiang	A/B 'c'
Lyu Mo	O/S 'a'
Wang Ya Ping	O/S 'b'
Ding Yun Hua	E/Fitter 'a'
Zhang Jia Tian	D/Fitter
Liu Si	OLR 'a'
Lyu Xiu Feng	OLR 'b'
Shi En Hai	C/COOK
Zhang Meng	MSM
Cao Feng Li	D/C
Talorete Jose Aldy remollo	E/Fitter 'b'
Legarde Roel Pradas	E/Fitter 'c'



Hans Scholl

Yevtushevsky Oleksandr	Master
Yaroshkevych Sergiy	Ch. Off.
Stramko Dmytro	2nd. Off
Bondarev Yaroslav	3rd. Off
Pantelejevs Vladimirs	Ch/Eng
Chernyshov Stepan	2nd/Eng
Troyan Viktor	3rd/Eng
Shulgach Vitaliy	El/Eng
Keshelava Mamuka	Pumpman
Merciadez Rodolfo H.	Bosun
Andrade Ruel S.	A.B.

Santiago Ezrael V.	A.B.
Loang Chulo S.	O.S.
Asuncion Reagan A	O.S.
Cudo Diocel G.	Motorman
Pajoganoy Nestor P.	Fitter
Caalaman Charlbert Nathanael O.	Wiper
Pelle Russell A.	Chief Cook
Papasin Almer L.	Messman

# Crew List – Our Men on Board



**Trans Nanjing**

Yang Jun Xiang	Master
Zaw Min	C/O
Niu Li Feng	2/O
Jing Gang	3/O
An Chong Qiang	C/E
Min Swe	2/E
Min Ping An	3/E
Zhu Yong Sheng	4/E
Thu Ra	E/E
Cai Cong Bo	BSN
Sun Guan Lan	A.B.
Liu Zhi Gang	A.B.
Lu Bao Lian	A.B.
Zhou Ke Qing	O.S.
Hou San Feng	O.S.
Dong Li Jun	Fitter
Gu Yong Ji	Oiler
Li Li Feng	C/Cook
Sun Bang Hui	Messman
Zheng Kai	D/Cadet
Meng Xian Qiang	D/Cadet
Du Ying Jie	E/Cadet



**MS Sophie**

Alimenko Viktor	Master
Kurtovic Luka	Ch/Officer
Vashakmadze Giorgi	2nd Officer
Osanadze Besik	2nd Officer
Toropenko Yevgen	3rd Officer
Toneryan Amayak	Ch/Engineer
Kekhaev Alexey	2nd Engineer
Chernov Igor	3rd Engineer
Lwin Kyaw Myo	Electrician
Poltavets Viktor	Pumpman
Matutina Alex Morguia	Bosun
Luces Sonny John Dayuno	AB1
Don Raul Jr. Duka	AB1
Gonzales Kenneth Ross M.	OS1
Perez Kenneth Arvin Abordo	OS2
Pernia George Jr. Bombia	Fitter
Maestrecampo Arc	Oiler
Planas Vicente S.	Wiper
Riego Joselito De Luna	Cook
Abendan Dominador	Messman



**Trans Shanghai**

Shen JianHua	Master	Jiu YaMing	AB-C
Jiang LiXian	C/O	Wang Yong	AB-B
Li WenZheng	2/O	Shen Hai Shen	AB-A
Tian Li	3/O	Jiang Wei	OS-A
Li MengMeng	T3/O	Xiao PanKun	OS-B
Yan Feng	C/E	Yang DaoJiang	FTR
Kyaw Htwe	2/E	Yang XuTao	OLR
Ye Yong	3/E	Li BaoYa	C/CK
Lim Ming choon	4/E	Wang FeiHu	M/M
Kyaw Myint	E/E	Li YanBing	E/C
Liu DongHe	BSN	Xia Yang	D/C



