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|-----------|------|
| 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

Complete LNG Solution Food Safety  
Chemtrans India Crew Event 2016 Green efficiency  
Environmental Care SMM Crewing meets Vetting

# Editorial



**Welcome to the new edition of the Fleet Magazine in March 2017, the news magazine of Chemikalien Seetransport.**

*Dear Captains, Chief Engineers,  
Dear colleagues on board and ashore,*

Let me first reflect on the year 2016:

During the year 2016 the shipping markets were less active than expected and the freight income was far below the budgeted figures.

Despite the continuing unpleasant circumstances, we are coping with the challenges of the industry. To strengthen our company we implemented structural changes to our onshore offices last year. We concentrated our group's technical ship management activities in Hamburg and Singapore only and we implemented a new structure in our head office in Hamburg.

Most important for our success is the overall performance and efficiency to meet today's industry benchmark standards. The Major Oil Companies expect us to perfectly match their changing requirements on environmental and energy awareness, safety, security and health and our customers measure us by our commercial skills such as trust, reliability, sustainability, punctuality and last but not least cost efficiency.

The key to success lies in the overall performance of our organization on board and ashore and in particular on Vetting Results, Energy Efficiency, Voyage Performance results and Cost Awareness.

Striving for the respective goals we split our HSSEQ department in Hamburg into two separate independent units, one bearing responsibility for quality management and one covering all vetting matters and business relationships with the Major Oil Companies.

Since vetting is the mirror of the skills on board, we decided to appoint one manager, Mr. Sven Strauss, being responsible for crewing and vetting. The target is to strengthen and focus on commercial awareness and to communicate the company's policies and mission directly with the vessels' command and core staff.

Furthermore, the operational departments in Hamburg (technical, purchasing and operations) moved into one large office to form integrated groups jointly taking care of each individual vessel.

After about one and a half years with CST I have been promoted to become Managing Director of the company as of October 2016 being responsible for all technical and operational matters. Thus, I would like to thank the Management and the Shareholders for their trust and support.

In this edition of the Fleet Magazine there are various articles about new key personnel in our group and about crewing, quality and improving technical performance on board of our vessels. Another article covers our group's newly founded joint venture CHEMTRANS (INDIA) PRIVATE LIMITED. Last but not least there is an article on Marine Service's continuous success story in the field of LNG as marine fuel.

We would like to thank you all on board of our vessels and ashore for the continued support and excellent job during the past months and we are looking forward to jointly steering our CST vessels towards the future.

We hope that you enjoy reading this magazine.

*Yours sincerely,  
Oliver Hennes*

Alexander Zangenberg,  
Head of Accounting and Tax of Dr. Karl-Heinz Krämer GmbH



*Dear Colleagues,*

**I am pleased to introduce myself as the new head of accounting and tax within the Dr. Karl-Heinz Krämer Group.**

Sixteen years ago I moved from Osnabrück to Hamburg. I am living with my girlfriend in the center of the city of Hamburg near the outer Alster Lake. I am 42 years old and a certified tax advisor (German Steuerberater) with a master degree in Business Administration (Dipl. Kaufmann).

While studying I was working part-time for several companies especially in the fields of business administration, accounting and rearranging as well as optimizing accounting procedures.

I started my working career right after university on 01.11.2001 as a junior audit assistant at TPW Todt & Partner GmbH & Co. KG, Hamburg (TPW). In March 2006 I passed my exam as certified tax advisor and became manager at TPW with a team of up to three people. With more government regulations in connection with the electronic data processing and accounting I passed the CISA exam in 2014. CISA (Certified Information Systems Auditor) is a globally recognized certification in the field of audit, control and security of information systems. In 2015 I became senior manager at TPW.

TPW is an auditing company with over 250 employees and merged with Baker Tilly Roelfs in 2015. Presently the Group represents twelve locations throughout Germany with more than 1.000 employees. One of the main areas of TPW is tax advisory and auditing international ship operating business.

One of my first "external" contacts was Chemikalien Seetransport GmbH where I was auditing the financial reports and prepared the tax declarations of several "one shipping companies" for many years as well as Chemikalien Seetransport itself. During this time I have established a good overview of the daily challenges

in the shipping sector, especially during the past eight years since the shipping industry is in heavy waters. One thing I have never managed until today is visiting one of the vessels I was auditing during the last 15 years.

Besides the business with Chemikalien Seetransport GmbH and the other companies of the Krämer Group I was auditing and preparing tax declarations as well as other business administration related jobs with several different companies in and out of the shipping business sector for TPW.

Due to this long lasting relationship with Chemikalien Seetransport GmbH and the Krämer Group I was asked last year to join the company. I was honored by the job offer and joined the group in October 2016.

We are facing various challenges and tasks due to the new setup of the accounting departments. As some accountants and accounting assistants left the companies, duties were redistributed and shifted within the remaining colleagues, processes were streamlined and tasks and workflows reconfigured. This process has not been finalized so far so we are still in the optimization process. Thanks to my skilled team and their engagement and motivation we are able to do a great job in supporting the management of each company. In my leisure time I am also connected to the water, not exactly shipping or sailing but everything else I can do in or on the water. I like to go scuba diving during vacation time or ride my wakeboard on the weekends in a cable park near Hamburg.

If you have questions on the accounting department please do not hesitate to contact me.

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Sven Strauss,  
Managing Director of Chemtrans Crewmanagement  
and Head of Vetting Department



*Dear Colleagues,*

**I would like to introduce myself as the new Managing Director of Chemtrans Crewmanagement GmbH and Vetting Manager, Head of Vetting Department within Chemikalien Seetransport GmbH. My name is Sven Strauss. I am 44 years old. I have got two sons aged seventeen and sixteen and I am married to my wife Ute.**

I have started my shipping career with the age of 16 years. Since September 1988 I have been enjoying the work in the shipping industry. At that time I began my career as an "Able Bodied Seaman" with the former East-German shipping company Deutsche Seereederei Rostock (DSR). After Germany united I continued as Able Bodied Seaman and worked on a research vessel on worldwide trade.

In the year 1993 I have decided to join the nautical experts and passed my Master license.

After several years on various kinds and types of vessels and ranks I became Master in the year 2000. Since that time the decision was made to stay as a Master within the Tanker business which I have enjoyed since on Chemical, Product and Crude oil vessels ranking from small vessels of approx. 3.000 GT up to 82.000 GT on a worldwide trade.

In the year 2008 I have got the opportunity to become a Marine Superintendent within a German based Tanker company. My career on shore continued and I became Marine and Vetting Manager at the same German based Tanker Company. During that time I have enjoyed for several years to work together with Oliver Hennes.

I decided in 2014 to take up a Director position within a HSSEQ Department being responsible for over 110 vessels within inland and offshore tanker business at a German based company.

Since 01st October 2016 I got the opportunity and the pleasure to work together with you in a Team.

In this difficult market, we have to reduce and/or minimize any third party complaints which includes SIRE inspection observations, terminal inspection observations etc. in order to remain competitive. CST is currently recognized to be, and has to remain, an above-average company as seen by the oil majors. I believe with the efforts of every employee ashore and on-board we can improve further and with your teamwork and your passion we will become one of the best companies.

As the responsible person as Managing Director within our Crewing organization and as the responsible person within our Vetting organization we have already achieved a close relationship between those Departments.

I am proud to share with you the information that it has been already very positively recognized by our clients during my recent visits to various oil majors head offices that CST has improved very well within the last quarter 2016 in regards to the Vetting results. This was only possible by your excellent team work on board and in the Office within all departments! However, we shall not rest on those positive result as we are further in need of continuous improvement.

Please feel free to share with me all your improvement suggestions on board and ashore.

**My contacts are as below:**

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## Chemtrans (India) Private Limited –

### A joint venture between the Indian based Elektrans Group and CST / Marine Service

In October 2016, it was announced that Elektrans Group and a company affiliated to Chemikalien Seetransport G.m.b.H. and Marine Service GmbH have concluded a joint venture agreement to set up CHEMTRANS (INDIA) PRIVATE LIMITED.

The agreement was signed by Mr. Daniel Chopra (Executive Chairman, Elektrans Group) and myself in New Delhi, India.

The fast growing Elektrans Group has a vision of charting a course for expanding its global footprint by forging strategic partnerships with reputed players in the global shipping industry. The joint venture is based on similar values, beliefs and practices between Elektrans and CST / Marine Service which will generate synergies between the groups.

The jointly owned vehicle – CHEMTRANS (INDIA) PRIVATE LIMITED – will be a platform to promote common activities of Elektrans, CST and Marine Service in India and the region, including servicing the growing Indian LNG and gas industry. The partners believe that in providing high standards of client servicing, they have a strong market reputation and are in a position to tap global networks.

On the occasion of starting the collaboration Mr. Daniel Chopra speaking for Elektrans said, “Since its inception, Elektrans has envisioned rendering the highest standard of services to the global maritime sector. We are proud to be associated with CST and Marine Service, companies which have a solid reputation, globally, and have been providing pioneering solutions over many years, especially in the field of LNG”. He added “This is yet another important milestone in our strategic drive and ultimate goal – to be among the best performing integrated shipping service providers,

and establish ourselves as reputable shipowners trading to the highest international standards”.

Celebrating 15 years as a business, privately owned Elektrans Group offers a wide range of tailor made and integrated shipping services to its global customer base.

From ship owning with technical management, e-commerce, commercial management to crew management, marine travel, ship recycling and freight forwarding services the company seeks to offer sustainable value added services to its global clients, as strives to furnish the current and future requirements of the global shipping community.

Elektrans owns and operates its own fleet of tanker vessels under Gauri Ships and will continue to expand its tanker fleet. The company is supported by a growing number of 250 shore staff and 1500 ships crew. The

Group offers its services through a strong foothold of offices spread in Singapore and across key locations in India.

We in the Krämer Group believe to have found in Elektrans an excellent partner for the fast-growing Indian shipping and energy market and are very much looking forward to developing business opportunities together.



# Green efficiency.

## The quite power of homogeneous wake fields

On the continuous ambition to improve the performance of our vessels in the fleet the Company decided prior to the recent 2nd special survey of the MT London Star to retrofit a wake equalizing duct from maker Schneekluth.

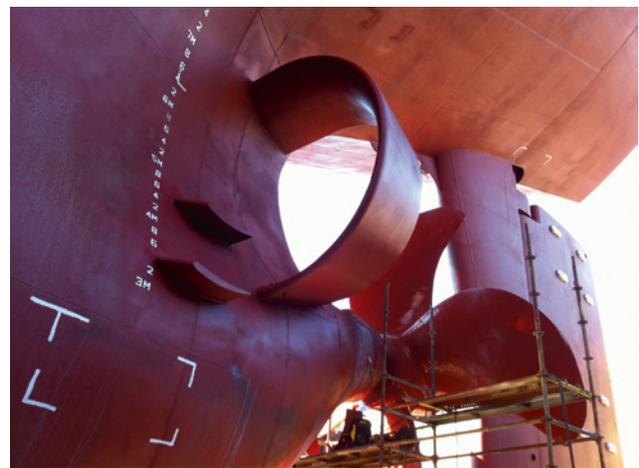
As per research during various model tank tests done the opinion is that propeller-induced pulsations are due, amongst others, to an inhomogeneous flow into the propeller. In a non-laminar turbulent flow field the angle of attack of the propeller blades changes with each angular increment. This, in turn, means that the propeller is subjected to a permanently alternating load which, inevitably, leads to the generation of vibrations. The pressure pulses propagate through the shell plating, and in certain circumstances even on the drive, but mainly pose a risk to the welded joints near the propeller and as such to the steering gear. Further, in the turbulent surrounding area the propeller cannot prop up itself powerfully in the true sense of the word. In the case of unfavourable wake conditions the engine has to deliver a higher performance for a certain speed than in the case of a wake homogenized across the entire propeller area.

It is technically possible to absorb part of the losses by means of a wake equalizing duct (WED) of Schneekluth type. This WED is named after its designer Prof. Dr. Herbert Schneekluth. It is welded to the stern end of the under water part of the ship at the port and star board side.

From the physical point of view it consists of a hydrofoil section venturi bent to form two half shells, where the wider opening faces the bow and the camber of the hydrofoil the vessel's side. From this there results a negative pressure in the cross section that draws in water, accelerates it and routes it as in channels largely homogeneously to the propeller. This channelling is assisted by matching spoiler plates.

The installation of the WED was performed during vessel's 2nd Special survey in 2015. Straight after departure from shipyard vessel's staff on board reported the impression that the vibration level was reduced significantly and that the performance improved in terms of lower Main engine revolution recognized

to achieve the required voyage speed as well as less fuel consumption monitored. After monitoring the voyage data results over a period of time it is evident by means of the WED installed compared with sister-ships the daily average fuel consumption saving of abt. 3,7 – 3,9mt/d (> 8%) whereof a speed gain of 0,6kn was achieved.



### The "green" Factor

By retrofitting the WED the CO<sub>2</sub> Emission of the subject vessel in operation a reduction of about 11.000 kg CO<sub>2</sub> per day was achieved which contributes to companies continuous endeavour on environmental protection.

## IFS Article contribution for Fleet Magazine

# Food Safety: Better be safe than sorry

While last edition focussed on healthy living on board, this month we'd like to put the spotlight on food safety issues in the galley. Did you know that more than 250 different diseases can cause food poisoning? Avoiding foodborne illnesses is one of the catering crew's responsibilities. But be aware: potential food dangers are looming long before a dish actually lands on your dinner plate.

Food safety starts from the moment a food product is sourced and touches deck. A hygienic, clean environment and good food handling, storing and processing considerably reduce the risk of food contamination. Prevention is better than cure is hence the one and only message. The perfect tool to do so is HACCP (Hazard Analysis and Critical Control Points), an internationally approved management system in which food safety is addressed through the analysis and control of biological, chemical, and physical haz-

ards from raw material production, procurement, handling and consumption of food. Sticking to HACCP rules, every seafarer can contribute to reducing the risk of food safety hazards.

Simply put, maintaining a healthy and germ-free food environment comes down to pure common sense and individual discipline. Here's a 3-step plan serving the most important tips and tricks.

### Be prepared

Before anything else, preparation is the key to success. When food is about to be supplied, make sure vessel logistics are ready to receive and store the food products IMMEDIATELY. Have storage rooms and fridges cleaned thoroughly: prepare for every new delivery by disinfecting floors, walls, gratings, doors etc.

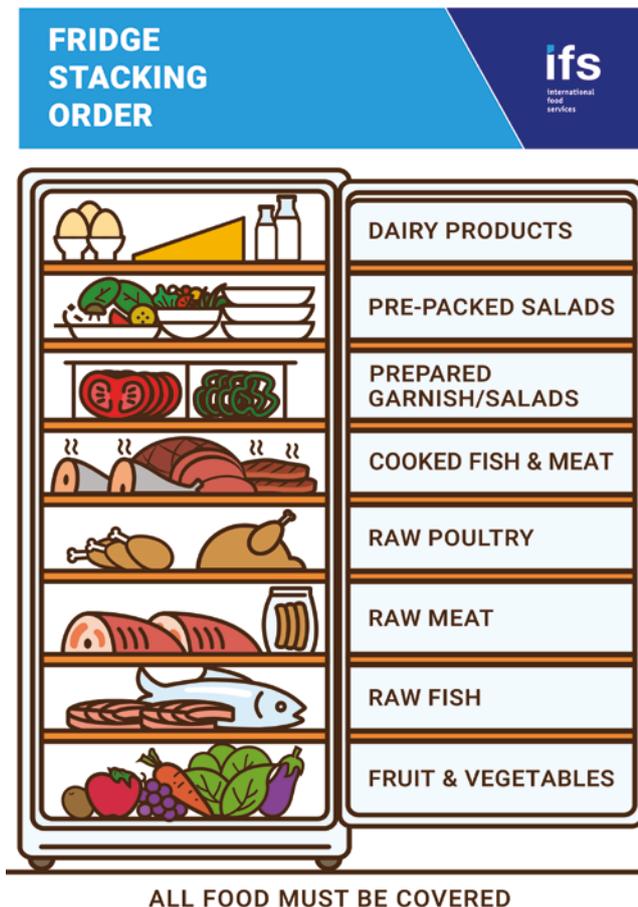
### Scrutinize your supply chain & storage

Control the cold chain by monitoring the (temperature of) supplies carefully and report non-conformities. Store your fresh crops upon receipt at the appropriate place. Respect the stacking order (see picture). Increase shelf life of your fresh crops: installing ethylene filters for instance prolongs storage of fruit and vegetables with 1 to 2 weeks. Another trick is to switch the lights off in fridges: provisions will keep fresh up to 30 percent longer. Store your provisions according to the stock-order book and wrap every article in the freezer to prevent 'cold-burning'.

### Remain vigilant while cooking & serving

The danger temperature zone for food-borne illnesses caused by bacteria such as Salmonella, Shigella or E. Coli is between 4 and 60°C. Therefore, defreeze your food in fridge or cold running water and keep the time food is served at room temperature to a minimum.

Curious for more good advice? International Food Services (IFS) has more than 30 years of seaborne expertise in food supply management and monitoring. IFS audited CST fleet, the MV Chemtrans Sea had the best HACCP audit results in 2016. For 2017, IFS is preparing a food safety awareness campaign and a set of tools in order to support the crew of CST to focus on cleanliness and hygiene. More information on [www.ifs.de](http://www.ifs.de).



# Crewing meets Vetting



Charterers/Oil Majors are pulled more and more by the public into responsibility for safe and environment-friendly operations of the ships carrying their cargo, thus connected with considerable loss of reputation in case of major accidents involving such ships, especially tankers. Consequently, charterers/Oil majors wish to know about the condition and operational standard of ships intended for contracting, thus achieved in many cases by frequent vetting inspections like SIRE. In order to satisfy the charterers/Oil majors – as being our customers – their representatives shall receive our support respectively.

In order to improve and/or establish a close relationship with Charterers/Oil Majors we have set up a new Vetting Department within our office on 1st October 2016.

The Vetting Department will work very closely with the Vessels and Office Departments including Management in order to achieve continuous improvement within the Vetting results on each vessel.

**INTERTANKO (<https://www.intertanko.com>) has established “A guide to the Vetting Process”.**

This guide has become an invaluable tool to assist ship and office

staff, charterers and oil majors to gain a clear understanding to ensure the effective vetting of ships.

It is of utmost importance that ALL on board and a shore understand that Vetting is of utmost importance. Therefore, you will find below important topics before, during and after a Vetting inspection.

## *My message to ALL: “Vetting is the ticket to trade”*

### **Inspections on board**

The vessel and her crew should always be ready for the inspection. Do not work just to impress Inspector, you should work to achieve a safe and efficient vessel. You shall ensure that all systems are always in good order and you should be aware of any systems which are not in good order. Immediate and proper action should be taken in order to bring those systems back in good order.

### **Vetting vs. Inspection**

Vetting is a process of examination and evaluation, generally referring to performing a background check on the ship before offering an employment. Inspection is the process of physically examining a ship and its related systems to collate data to help the ship in vetting later.

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### When inspection is expected

The Master to chair a meeting and to remind everyone on board of their duties. Use the VIQ/VPQ to conduct a check or a pre-inspection (pre-vetting check-list) on board. You must ensure that all records are updated and advise the relevant Office Departments if anything is outstanding or any shortcoming is noticed. The on board Senior Management shall carry out the pre-operational checks and record same. It is of utmost importance to enhance the general housekeeping. The Master must ensure that he has available all required documents at one place for the inspector prior to the inspection. All crew on board shall also refer to the Vetting Alerts sent by the Vetting Department and ensure that those fleet observations are not existing on board and/or have been close out.

### First Impression

The first impression of the vessel is of utmost importance as you do not get a second chance to make a first impression! Most important areas for first impression are from the vessels gangway to the vessel's office. The Inspectors are supposed to be objective. Nevertheless he has an inherent human nature to base future actions on initial subjective impression. He may look for objective evidence to reinforce his initial subjective opinion. A good first impression will most probably ensure a quick and hassle-free inspection.

### First Impression – How to?

The Gangway shall be properly rigged with gangway net and Lifebuoy. All required warning signs shall be readable and available at the gangway before the Inspector steps on board! The Crew on board shall wear all required Personal Protective Equipment (PPE) which includes clean boiler suits. The Deck watch shall be present at the gangway and follow strictly the ISPS requirements. They shall be polite, courteous and firm and ask the Inspector and any other visitor to identify himself with a Photo ID. The watchman shall ask each visitor for the purpose of the Visit and whom he wants to see on board. The watchman shall make the entries in the gangway Visitor log book. He shall offer a visitor helmet if the inspector/visitor is not wearing one. The Watch Officer shall be called on the on board radio and advise to escort the Inspector and/or visitor to the vessel's office by a second watchman.

### Further Impression

All required Fire Fighting Equipment at the manifold shall be available for immediate use. The Deck shall be free of any oil, garbage and/or oily rags and any leakage. All scuppers shall be plugged as required. All Moorings being continuously monitored and adjusted if necessary. The Material Safety Data Sheet of the

cargo on board and/or to be loaded shall be posted as required. The Emergency equipment is marked and readily available. All accommodation Doors/vents are closed and a slight positive air pressure inside accommodation is available.

### General Awareness

All Crew on board shall have a general information of cargo, especially about the hazards (H2S, Benzene etc.). They shall know where they can find the information and where the Material Safety Data Sheet is posted!

### Ship's office

The Master shall meet the Inspector in his Office and he shall brief him regarding his muster station. The Master shall offer refreshments and if possible some snacks. He shall be courteous and be aware that the Inspector is a fellow professional and that he is not onboard only to find faults. The Master and his crew shall grant their full cooperation to the Inspector.

### Inspection opening meeting

Master and Chief Engineer shall be present, preferably all four Senior Officers if ship operations permit. During the opening meeting the Inspector shall explain/inform the Scope of the inspection, the approximately time for the full inspection, the order in which he intends to carry out the inspection and the Equipment's/alarms he may want being tested or demonstrated by Crew. The Master should ensure that the inspection is conducted without disrupting vessel operations or STCW rest hours. If deemed necessary he shall suggest/request to change the order of the inspection. Any equipment to be tested should not interfere with the safe operations!

### During the Inspection

The Master **MUST** ensure that the Inspector shall be always be accompanied **by minimum one Senior Officer** at all times during the time of inspection! The safety of the inspector must be ensured at any time. You shall not argue with the inspector, do not intentionally give false information and do not embarrass the inspector with your years at sea and/or your qualifications. You shall not agree to any unsafe practices, do not give any opinion on observations and do not disclose information to impress Inspector.

### General Crew Attitude

The Master shall ensure that the crew attitude reflects a safe and professional vessel. Important, safe and professional crew topics are regular rounds on deck and in the engine room, reports on UHF Radios (Intrinsically safe radios), Moorings being checked continuously and adjusted if necessary. Crew should not sit and chat at the manifold. All Officers are alert and active during their

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## Crewing meets Vetting

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watch. The Bridge and Engine room shall also appear neat and tidy. The Instructions from superiors being followed strictly. If you have been advised by the inspector about an observation made during the inspection it is of utmost importance to **close out all possible observations before inspector's final closing meeting.**

### Inspection closing meeting

Master and Chief Engineer shall be present, preferably all four Senior Officers if ship operations permit. During the final meeting, a draft version of observations will be presented to the Master which shall be reviewed by the Master together with his Senior Officers taking part at the closing meeting. This review is in order to ensure that there are no observations which could be cleared because of a simple misunderstanding. The Master is not expected to provide corrective actions or to indicate that he agrees with the observations. His signature only indicates that he has received the observations. The Master shall request an opportunity to discuss the observation(s) and inform the Inspector on any already closed observation(s) during the time of the inspection.

There is a remark field on the majority of the inspection observation sheets on which the Master should write his comments if he does not agree with the observations. We strongly recommend the Master to use this field if there is a conflict between the latest VIQ and Inspector's Observation(s).

Clear any misunderstanding prior signing the Inspector's preliminary report. Cross out blank areas on the report and keep a copy for yourself!

Some SIRE inspector might only give the observation verbally during the final meeting as they might have been instructed by the relevant Oil major. In such case the Master shall ensure himself that that he has recorded the verbal given observation himself. Such record shall then be signed by the Chief Officer and/or Chief Engineer who ever will be present during the final meeting. Very important, do not ask for advice on how to clear observations!

### After Inspector departs

The Master shall immediately forward the preliminary report together with respective background information to the Vetting department.

Within 24 hours, the Master shall assess the inspection and e-mail the root cause, corrective action and preventive action for each observation to the Vetting department.

The Vetting Manager shall review both, the findings and the Master's report. He shall consider together with relevant office personnel actions to be taken and respective due dates or justifications if none are intended. If necessary he shall approach the Master for further information.

Upon receipt of the oil major's final report he shall respond with respective owners/operator's initial and/or close out comments. If the oil major is member to the SIRE system the comments shall be copied thereto as well. The final report shall be sent to the Master. All actions and due dates shall be registered at the Vetting department. The Master shall review the comments and initiate those actions which are under his responsibility, if not already addressed. The identified deficiencies shall be presented during the next shipboard meeting. Latest at the due date the Master shall report to the Vetting department the status of the actions taken. Actions to be taken under the responsibility of office personnel shall be monitored similarly. If the actions or due dates prove to be unsuitable, such shall be re-considered, registered and initiated respectively.

### Distribution of Findings

On a regular basis, the Vetting Manager will distribute the Vetting Findings to the whole fleet, to enable Masters, Officers and Office Departments to verify if these items are being addressed on board their ship, otherwise alerting them to do so then.

# Crew Event 2016



*Dear Colleagues, Dear Friends,  
Dear Crewmembers,*

One year passed since our last Senior Crew Event had been carried out on 20th and 21st April, 2015 in Hamburg. We are still remembering the very nice atmosphere we had, sharing information and open discussions. We received a lot of positive feedback from all participants that helped us to organize the Annual Senior Officer Crew Event in Hamburg in 2016. It was a two-day Seminar on 9th and 10th May which took place in the conference hall of the Adina Hotel close to our Office. We have prepared round tables for small Groups of 6 persons, so that we had interactive conversations, interesting sessions, ECDIS IMO update, media response training, best management practice leadership and many other activities. In total we had more than 70 participants, also representatives from our Manning Agencies in Russia (STMA – Mr. Sergey Dushka), Ukraine (Mr. Sergey Maslov, Mr. Sergiy Manuylenko – Eurocrew) and Georgia (Capt. Irakli Pharsenadze – Seagate) attended.

The seminar started on 9th May at 9 a.m. after a very warm welcome note by our CST management Mr. Christian Kraemer, Mr. Ulrich Schitteck and Mr. Hylke Boerstra with topics covering the following sections:

- Recent Changes within CST
- CST Belchem Introduction
- CST – Incident & Inspection review 2015 / KPI targets 2016
- Fire Fighting & Life Saving Appliances Inspection / Maintenance / Observations

- CST – Safety Campaign / Vetting observations
- MTI Social networks & consequences Media response
- TRANSAS – ECDIS IMO update / Charts official vs unofficial / optimization of chart orders
- CASTROL – Low Sulphur operation experience
- CST – Master class / Best Management Practice Leadership
- Maersk Handy Tankers – Ship Operating Performance and Impacts
- CST – Energy Efficiency Management
- Scorpio – Ship Operating Performance and Impacts
- ITE – Recent Changes / Ship Support & Service Concept
- CCM – crewing Matters / Overtimes, Training, MLC, Health
- GARD – Heavy Fuel Oil
- CST – Procurement / OPEX / Quarterly Requisitions / Spare part procurement
- CST – Docking Review 2015 observation & experiences

The target of the seminar was to give an overview on the recent changes and the present activities, as well as on the situation and development of CST. We want to motivate our good staff for open discussion, to praise and to complain, to recommend ideas and new visions. For a better understanding, closer co-operation and to sensitize the demanding requirements in order to competitive on the market nowadays. Both days were a great success; the seminar was conducted with many open discussion rounds and recommendations from the crew. You gave us the chance to clarify and to openly sort out the topics. At the first evening, we went to one of the oldest privately owned breweries in Hamburg, the Grönninger restaurant who serves typical German food and self-made beer. The second dinner took place at the Copper House, a completely different style compared to the first evening, with Asian fusion cuisine and live cooking sessions. During the second evening, we took the opportunity to honor the 10 and 25 years' service with CST. We presented special gifts to the jubilarians and gave a short introduction on their career in our company.



We would like to express our special thanks to all participants, external speakers and colleagues from all departments for their great support and feedback!

# Strengthening our Commitment to Environmental Care through adoption of ISO 14001:2015

To strengthen the Company's policy towards environmental care and improvement there has been a conscious decision to obtain ISO 14001:2015 certification by the end of 2017. This is a voluntary standard that requires the Company to identify environmental impacts within each operational area, quantify through measurement the identified impacts, identify means to reduce the impact, implement the procedures and monitor the effectiveness of the adopted improvement measures.

This will benefit the Company, stakeholder and individuals in various ways including:

- Enhances the Corporate image
- Providing methods and assurances that we are able to meet our environmental commitments and Policy requirements
- Managing environmental risks in a transparent, structured and consistent manner
- Increasing awareness of Company employees ashore and afloat of the Company's impact on the environment
- Informing employees on methods of reducing environmental impacts, which are able to be applied in the home environment
- Bringing competitive business advantage
- Demonstrating to our employees, stakeholder and other interested parties that we are committed to improving the environment
- Bringing about cost savings through reduction of waste, reducing consumption and energy conservation
- Ensures that our management system is in compliance with environmental laws and regulations
- Improved safety by reviewing our current procedures and revising/issuing new safety procedures

Recently various ISO standards have been brought into similar formats which enables easier adoption of multiple standards through a common structure. Both 9001 and 14001 standards have been revised to the 2015 format making it possible to incorporate several standards into one management system, since

there are common areas within each standard. The requirements of both these standards will be included in the Safety Management System which will require the addition of some new and revision of existing procedures. Once in place the additional workload will be minimal as many of the requirements of the standard is being met, however, there will be few alterations to the way we do things.

The implementation will go through various phases as highlighted in the following roadmap such phases will include:

- The identification of gaps between our current system and the requirements of the standard
- Engagement of personnel through positive information exchange and training on board and ashore
- Development of new and revision of existing procedures
- Identification of environmental impacts
- Arrange audits on shore and on some vessels

## ISO 14001:2015 ROADMAP

|         |  |
|---------|--|
| Q1 2017 | <ul style="list-style-type: none"> <li>■ Gap analysis between existing management system and ISO Standard</li> <li>■ Inform all employees of the requirements of the standard</li> <li>■ Obtain qualifications to audit this standard</li> </ul>   |
| Q2      | <ul style="list-style-type: none"> <li>■ Develop new procedures to ensure compliance</li> <li>■ Identify training for employees and implement same</li> </ul>  |
| Q3      | <ul style="list-style-type: none"> <li>■ Implement the new and revised procedures</li> <li>■ Complete training of employees</li> <li>■ Carry out a document review to ensure all the criteria of the standards are met</li> <li>■ Invite accreditation body (Lloyds) to carry out the audit</li> </ul> |
| Q4      | <ul style="list-style-type: none"> <li>■ OBTAIN ISO 14001:2015 CERTIFICATION</li> <li>■ Continually improve the system with the engagement of all employees</li> </ul>   |

With the engagement, commitment and understanding of all our employees from the top management to the newest recruit we will do our share to improve the environment on board and at home.

# Panama Canal passage on board of MT London Star



**In September 2016 I was on holiday together with a friend for a 3 weeks backpacking trip through Colombia.**

As the Panama Canal is not too far away and in order to achieve a lifetime dream I was asking Oliver Hennes if, in case there would be a chance, it would be possible to visit one of CST's ships there. After promising plenty of pictures he was OK with it and confirmed. Directly I have contacted Kerstin from Ops Department whether she could keep me up to date in case there will be any news regarding a vessel to pass the channel. It came out that MT London Star could be a possible candidate on her voyage from Rotterdam to Richmond. As I was already staying with her in Turkey during Dry Dock in October 2015, I was doubled happy to meet old friends again and see how everyone is doing.

However, frankly spoken me and my friend were in doubts and not very confident that it would work out with the voyage, so we rather kept our expectations on a lower level in order not to be too disappointed if in the end it wouldn't take place.

Day 3 of our holidays, it was a Friday morning in Medellin, we had just arrived planning to spend the next couple of days there.

I was checking my Emails during morning hours and suddenly found a message from Kerstin saying the London Star will pass Panama Canal on Saturday, so already the day after.

Lucky us! But will we make it on that short term?

After some minutes (maybe just seconds) of consideration we've decided to put in all possible efforts from our side to have this unique experience realised.

It was tough, but somehow it worked out and everybody confirmed after plenty of phone calls with the office, the agents and Captain Davitadze who all helped us a lot. Finally we could book our flights to Panama City, though in order to keep our own travel budget affordable we got from Medellin via Bogota via San Jose to Panama City. Already at the airport we've been briefed about San Jose Airport and its local regulations if on a stopover towards Panama. We shouldn't leave the transit area and some other helpful hints.

Then when we arrived in San Jose the flight to Panama City got cancelled. Nobody of the stuff knew anything about the further flight to Panama City and neither did we know if we would make it to the vessel on time at all.

We were lucky as we've finally received the new flight information, since besides some other passengers we've been booked already with the next flight, so our arrival time matched very well with the flight of onsigning chief officer Dmytro Kalyev who arrived from Frankfurt.

Though our luggage got stuck in San Jose, we were more than happy that we finally made it to Panama, after all. The agent was already waiting for us, arranged the customs formalities and brought us to Colon. It was a hot day, about 33°C, living in Hamburg 85% of humidity is no fun \*sigh\* Before boarding we



spent the last couple of hours in a hotel when suddenly hard rain showers welcomed us but making us finally able to breath again. During midnight the driver arrived to pick us up. Dozy we stood up and grapped our things. We have been brought to some kind of warehouse, a huge hall with a small office at the side. We entered the room which felt extremely cold, a guy sitting at a desk, covered by TV noise, a winter jacket and a cap. I was looking around, the air conditioner showed 13 degrees.

We were happy when all formalities were arranged and we could leave the chilly office for waiting at the pier. After approximately 1-1/2 hours, it was 0245 hrs the launch boat operator said the London Star will now leave the Atlantic anchorage so he started the engine. About 15 minutes later we reached the MT London Star.

First time boarding by a pilot ladder, trying not look to down once started climbing it. For my friend it was the first time on a merchant vessel at all. Around 0330 hrs we passed the Gatun Locks, watched how they made fast on the electric locomotives. These so-called „mules“ are used for side-to-side and braking control in the locks. However, forward motion through the locks is actually provided by the ship’s engine.

After sunrise at 6am vessel dropped anchor at Lake Gatún so that Captain Davitadze, his crew on duty and ourselves could finally get some rest. Shortly before noon time we met them on the

bridge again together with the pilot, waiting for another ship to pass first so that our London Star could proceed with her voyage through the channel directly afterwards. It was incredible for us to see the mindblowing nature of Panama from the waterside, a wonderful way to see a country. Captain Davitadze told us about the crocodiles he used to see relaxing in the sun ashore. Unfortunately, there was too much rain for them to appear this day. However, we have learned a lot about the channel itself. The meaning of the signs ashore were explained to us and their regulations. For instance, that the Panama Canal is the only place where it is the pilot’s full liability for navigational control of a merchant ship during transit we have not known before.

Still hooked on our experiences from the voyage, during late afternoon hours we arrived the locks on the pacific side, the Pedro Miguel and the Miraflores locks, watching foraging pelicans and frigate birds.

Then, around 1900 hrs the vessel reached the pacific anchorage where the launch boat picked us up again. Luckily this time the gangway has been dropped, and our backpacks where also on board, which we totally forgot due to the spectacular distraction during the previous couple of hours.

The last 16 hours have proven to us that passing Panama Canal is definitely worth to be one of the thousand places to see before you die.



*Dear Captain Davitadze,*

please let me take this opportunity to thank you and your crew once again for your very kind hospitality and also for taking your time to answer all our questions!

Even though we haven’t seen any crocodiles, it was way more fun to watch the lazy pelicans who were sitting there next to the locks, waiting for fish to pass by, jump off and just grab it on shortcut.

# SMM in Hamburg

In autumn last year, Marine Service participated once again as exhibitor in the world's largest shipbuilding trade fair in Hamburg. With around 50,000 trade visitors and an exhibition space of 93,000 m<sup>2</sup>, the SMM is one of the leading trade fairs for innovation in shipbuilding.

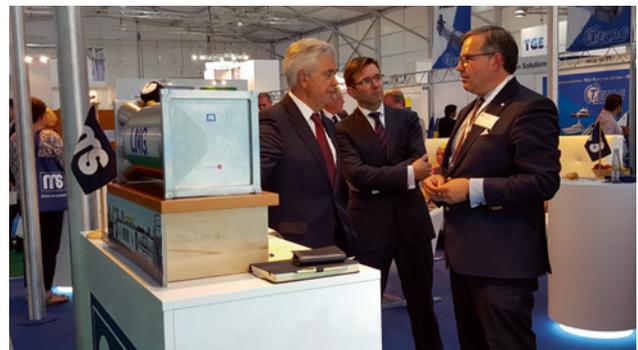
This time, Marine Service had its booth in the new exhibition Hall A5 which was dedicated entirely to environmentally friendly and alternative propulsion. This proved to be the perfect area to promote our scope of services in the field of LNG as fuel systems. We were not only able to welcome new and old customers at our booth, but were also in the focus of politics, not least because of the orders we received in the field of cruise ships.

For instance, out of 2,200 exhibitors, our booth was one of the five chosen for the opening visit of the Hamburg Trade Fair's management together with the Parliamentary State Secretary Mr. Beckmeyer. At our booth, Mr. Beckmeyer informed himself from Michael Kraack, Managing Director of Marine Service, about Marine Service's performance and products in the area of LNG as Fuel and Offshore Windpower.

Another highlight at the Marine Service booth was the visit of Hamburg City Senator for Economics Mr. Horch, who also showed great interest in our products.

Apart from the main booth in the green propulsion hall, Marine Service was also able to present its LNG test bench container in the outdoor exhibition area. From Easter this year, this test bench container will be installed at the Caterpillar MAK dual fuel test bench. It will then be the world's first and only test bench where dual fuel engines can be directly tested with LNG.

I am happy about the successful collaboration between Caterpillar MAK and Marine Service which is also documented in the attached press release.



# Caterpillar and Marine Service offer complete LNG solution

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**Caterpillar and gas-engineering and storage specialist Marine Service GmbH develop a winning formula for the design and production of LNG-fuelled propulsion systems through MaK™ branded products.**

Cruise lines are pioneering a transformational move away from heavy fuel oils and distillates to liquefied natural gas (LNG) as the principal fuel for their ships, but they are by no means alone. At the cruise sector's largest annual gathering in Florida earlier this year, one cruise line CEO predicted that 80% of cruise ships will be running on LNG by 2025. While the claim brought a lively debate, all of the cruise sector's biggest names (and a number of smaller ones) are weighing up gas-fuelled propulsion systems for next generation vessels.

For engine manufacturers and propulsion system specialists this is an eye-watering prospect, with the cruise orderbook is at a new peak of 59 vessels worth more than \$44bn. A number of cruise operators have not finalised their choice of propulsion systems. While the high visibility of these ships and their high value will continue to grab attention, many in the wider commercial maritime industry see LNG as the smart new option, complying with all existing and upcoming regulations on emissions of SOx, NOx, particulate matter and CO2. The solution has already been successfully adopted by a number of progressive owners, notably in northern Europe and the US and, with the LNG bunkering infrastructure expanding in key locations around the world, a growing number of ship operators are taking a fresh look at its feasibility as a marine fuel.

'The cruise sector is leading the way, but we see a significant market in the commercial and offshore sectors, both for engine modifications and new installations' Ulf Hannemann, Segment Manager Cruise & Ferry at leading engine builder Caterpillar Marine. Ferry firms, container lines, short-sea operators, offshore vessel owners and the providers of inshore and harbour service vessels including tugs and workboats face equivalent choices in their future response to mandatory limits on emissions from ships.

## **Powerful position**

For this reason, Caterpillar has prioritised establishing a leading position among power system providers by developing tailor-made LNG propulsion systems for a wide range of vessel types. Via its MaK brand, the company is working with Hamburg-headquartered LNG and cryogenic specialist Marine Service GmbH to offer systems for retrofit and newbuilding. The cooperation means that every link in the engineering chain from bunker flange to propeller – and everything in between – is available from a single source.

After all, this is a technology whose wider acceptance faces plenty of remaining challenges – whether technical, operational or from a safety point of view.

Caterpillar says that its all-inclusive view, which extends from front end engineering and design (FEED) studies to engine architecture and the new technologies that raise operating efficiency, have enabled the development of solutions that address different imperatives.

Its solutions include special features to minimise methane slip, incorporating variable valve timing, flexible camshaft technology and a Caterpillar patented 'waste gate', for example. These innovations combine to avoid part-load choking, optimising the fuel/air mixture to provide fast upload response times and effective low-load operation.

Again, system safety is ensured through Caterpillar's control and monitoring process, which continuously tracks engine performance in real time. In-cylinder pressure monitoring devices prevent engine knocking by adjusting fuel injection and valve timings within the accepted tolerance range, with alarms set off should out-of-range exceptions occur.

## **Peak performance**

The bespoke handling solutions provided by Marine Service cover the entire fuel gas supply system, including storage tanks, scalable vaporiser system, double-walled piping systems inerted



with nitrogen at up to ten bar, and components including pumps, valves, level sensors and insulation. Most importantly, Marine Service's gas conditioning system expertise ensures that engine fuel is of the right quality to be supplied at the right temperature and pressure to vaporise into a gas which can be burned in the dual fuel engines. Effective fuel control and management is paramount.

Caterpillar has also moved to address the issue of operating gas-fuelled engines efficiently at low loads, and specifically loads below 20%. Various strategies are possible, including taking one bank of cylinders in a Vee configuration out of the combustion process, thereby allowing the other engine bank to operate at a higher load.

At its Rostock facility, Caterpillar demonstrated the capabilities of the MaK M 46 DF engine and started the engine by using LNG from the very beginning, thus avoiding diesel engine spe-

cific emissions – another first for the company. "This innovative concept was realized by utilizing the experience Caterpillar has in electronically controlled engines. These engines will use the latest generation of Caterpillar's own Engine Control Units (ECU), which in conjunction with in-house software development enable customer operation profile specific optimization", noted Dr Frank Starke, Global Product Manager Medium Speed Engines. "This is a major advance, particularly for cruise lines starting their engines in city-centre port locations."

# Crew List – Our Men on Board



Athens Star



Chemtrans Elbe

|                            |            |
|----------------------------|------------|
| Nesterenko, Andriy         | Master     |
| Kalashnik, Oleksandr       | Ch Off     |
| Revtov, Oleg               | 2nd Off    |
| Palavandishvili, Teimuraz  | 3rd Off    |
| Galustashvili, Merab       | Ch Eng     |
| Pastushenko, Vitalii       | 2nd Eng    |
| Otrokh, Oleksandr          | 3rd Eng    |
| Panasenko, Oleh            | El. Eng    |
| Ostapchuk, Vitaliy         | Pumpman    |
| Yudin, Andriy              | Bosun      |
| Silao, Arnel Trinidad      | AB 1       |
| Baloyo, Denis Ray Nonifara | AB 2       |
| Ado, Randy Albarido        | AB 3       |
| Alejo, Mark David Ramos    | OS 1       |
| Valderama, Rio Abordaje    | OS 2       |
| Jalandoni, Renante Loja    | Fitter     |
| Ambito, Necon Panaga       | Motorman   |
| Trasga, Ronilo Palisbo     | Wiper      |
| Siriachenko, Nikolai       | El. Cadet  |
| Kochadze, Rezo             | Chief Cook |
| Lubang, Omer Olaybar       | Messman    |

|                              |              |
|------------------------------|--------------|
| Kubitsa Grygorii             | Master       |
| Kapara Oleg                  | Chief Off    |
| Kostenko Igor                | 2nd Off      |
| Tkachenko Illya              | 3rd Off      |
| Teslins Mihails              | Chief Eng    |
| Kaplunenko Sergiy            | 2nd Eng      |
| Korniychuk Igor              | 4th Eng      |
| Tzurenko Andriy              | El. Eng      |
| Cetra Noel                   | Pumpman      |
| Sevcivs Pjotrs               | Bosun        |
| Bahia Rosauo Jr. Del Rosario | AB 2         |
| Pagayona Ronald John         | AB 3         |
| Canta Romulo Jr. Laguisma    | OS 1         |
| Demafitez Troy               | OS 2         |
| Brila Diomedes Lanuzga       | Fitter       |
| Rebadonia, Butch             | Oiler        |
| Dubovy Konstyantyn           | Chief Cook   |
| Miranda Marvin               | steward      |
| Bondarenko Mykola            | Engine cadet |

# Crew List – Our Men on Board



**Chemtrans Moon**

|                             |                 |
|-----------------------------|-----------------|
| Suprun Sergiy               | Master          |
| Kopaleishvili Merab         | Ch. Mate        |
| Golovan Dmytro              | 2nd Off         |
| Ryabchych Igor              | 3rd Off         |
| Abramov Igor                | Ch. Eng 1       |
| Soloviov Yurii              | 2nd. Eng.       |
| Mararenko Vyacheslav        | 3rd. Eng.       |
| Duz Valeriy                 | Electrician     |
| Padilla Adrian Tan          | Pumpman         |
| Matutina Alex Morguia       | Bosun           |
| Villabrille Adin Pasuquin   | A.B.1           |
| Talana Lynan Jeat Sinangote | A.B. 2          |
| Ramos Janry Parman          | A.B. 3          |
| Zonio Bernabe Rabal         | O.S.1           |
| Alagon Joebert Parrenas     | O.S.2           |
| Matarum Egdon Agas          | Fitter          |
| Aninon Bryan Julius Cahayag | Oiler           |
| Alindogan Ronie Mark        | Wiper           |
| Paalisbo Wilbur Ponce       | Chief cook      |
| Moraga Gabriel Buena        | Messman         |
| Slyusar Vyacheslav          | Ch. Eng 2       |
| Ilin Vitaly                 | Supernumerary 1 |
| Santaella Gamez Jose Jaime  | Supernumerary 2 |
| Gorbatko Andrii             | Supernumerary 3 |
| Nowak Robert Piotr          | Supernumerary 4 |
| Lisowski Wojciech           | Supernumerary 5 |



**Chemtrans Sea**

|                             |         |
|-----------------------------|---------|
| Bayrak, Vitaliy             | Master  |
| Papunidi, Aristotel         | Ch Off  |
| Babiy, Oleksandr            | 2nd Off |
| Koshelnyk , Vladyslav       | 3rd Off |
| Sorokin, Oleksandr          | Ch Eng  |
| Kovalenko, Oleksandr        | 2nd Eng |
| Brazhnikov, Oleksandr       | 3rd Eng |
| Tiushkevych, Andrii         | El Eng  |
| Odarchenko , Yuriy          | Pumpman |
| Martinez, Arnel Francisco   | Bosun   |
| Suller, Alando              | AB      |
| Patino, Ipy Vicente         | AB      |
| Agsaluna, Charlie Espin     | AB      |
| Abad, Mark Joseph Negosa    | OS      |
| Tan, Reynaldo JR. Capapas   | OS      |
| Cortez, Anthony Dayto       | Fitter  |
| Palabay, Eric Malayo        | Oiler   |
| Villa, Razel                | Wiper   |
| Quirante, Jonathan Bigornia | Ch Cook |
| Unlayao, Erickson           | Messman |



**Chemtrans Riga**

|                      |         |                      |            |
|----------------------|---------|----------------------|------------|
| RADCENKO VIKTORS     | Master  | BERDZENISHVILI ROMAN | OS-1       |
| KUBITSA ARTEM        | Ch Off  | ARUTUNYAN GRANT      | OS-2       |
| KASARJIAN ERVAND     | 2nd Off | GADELSHYN IEVGENII   | Oiler      |
| NIVEROVSKIY MYKHAILO | 3rd Off | RYBAKCHENKO SERGIY   | Fitter     |
| KONDRASHOV PAVLO     | Ch Eng  | EYZMYR STANISLAV     | Wiper      |
| ASIEIEV OLEKSII      | 2nd Eng | ROGOZYANSKYI IGOR    | Ch Cook    |
| ZHAROV PAVEL         | 3rd Eng | STANCHEV VLADISLAV   | Messman    |
| KERKADZE GRIGOL      | EL.Eng  | MYKHAILOV ARTEM      | Deck Cadet |
| MELNYK MYKOLA        | Pumpman |                      |            |
| ANPILOGOV IGOR       | Bosun   |                      |            |
| ANANIDZE DAVIT       | AB-1    |                      |            |
| JIKIDZE TORNIKE      | AB-2    |                      |            |



Chemtrans Rouen

|                      |                  |
|----------------------|------------------|
| Oleg Starodub        | Master           |
| Enver Surmanidze     | Ch. Officer      |
| Kostyantyn Zavadskyy | 2nd Off.         |
| Dmytro Makhno        | Trainee 2nd Off. |
| Volodymyr Bocharov   | Ch.Eng.          |
| Sergiy Churilov      | 2nd Eng.         |
| Zaur Abuladze        | 3rd. Eng.        |
| Vakhtang Kakabadze   | Electrician      |
| Nikolajs Kovalovs    | Pumpman          |
| Ruslan Pavlenko      | Bosun            |
| Andrei Devadze       | AB1              |
| Zviad Chantladze     | AB2              |
| Sergii Tkachenko     | OS1              |
| Temur Bedunkevich    | OS2              |
| Edgars Puce          | Fitter           |
| Lasha Tsetskhladze   | Oiler            |
| Ramaz Davitadze      | Wiper            |
| Denys Tkachuk        | ECDT             |
| Volodymyr Diak       | Cook             |
| Davit Beridze        | Messman          |



Chemtrans Rugen

|                      |            |
|----------------------|------------|
| Andrey Mashkov       | Master     |
| Alexander Dymovskiy  | Ch. Off.   |
| Oleksiy Marchenko    | Tr. Master |
| Viktor Koltsov       | 2nd. Off   |
| Maksym Zhbankov      | 3rd. Off   |
| Andrii Tsurkan       | Ch. Eng.   |
| Mikhail Sokolov      | 2nd Eng.   |
| Dmytro Orekhov       | 3rd. Eng   |
| Sergey Minakov       | El. Eng.   |
| Artem Gordiyenko     | Eng. Cadet |
| Artur Kasyan         | Pumpman    |
| Sergey Aseev         | Bosun      |
| Teimuraz Devadze     | AB1        |
| Irakli Glonti        | AB2        |
| Amiran Jintcharadze  | OS1        |
| Archil Chavleishvili | OS2        |
| Vasyl Romashov       | Fitter     |
| Iurii Ilchenko       | Oiler      |
| Mykyta Gnatovskyi    | Wiper      |
| Igor Syryatov        | Chief Cook |
| Sergo Petridze       | MSM        |



Chemtrans Star

|                             |         |                                |          |
|-----------------------------|---------|--------------------------------|----------|
| Golovan, Sergii             | Master  | Gayatgay, Elmo Garde           | AB 3     |
| Yarikov, Vasiliy            | Ch Off  | Parilla, Crissan Pearl Fajardo | OS 1     |
| Yakhymyuk, Maksym           | 2nd Off | Igang, Maynard Nikki Epe       | OS 2     |
| Potemkin, Dmitrii           | 3rd Off | Juario, Ronnie Idio            | Fitter   |
| Lunegov, Sergiy             | Ch.Eng  | Cabral, Anthony Herrera        | Motorman |
| Daki, Igor                  | 2nd Eng | Banog, Edmar Enage             | Wiper    |
| Kosharynsky, Valeriy        | 3rd Eng | Castillo, Alberto Malana       | Ch. Cook |
| Romanik, Ivan               | El Eng  | Vuskovic, Berislav             | Messman  |
| Andrieiev, Leonid           | Pumpman |                                |          |
| Ivanov, Vyacheslav          | Bosun   |                                |          |
| Marcellana, Rushell Alfiler | AB 1    |                                |          |
| Edillon, Renato Eala        | AB 2    |                                |          |

# Crew List – Our Men on Board



**Chemtrans Sky**

|                                  |              |
|----------------------------------|--------------|
| Dolidze Nugzar                   | Master       |
| Durov Danil                      | Ch. Officer  |
| Brezhnev Kirill                  | 2nd Officer  |
| Troyan Dmytro                    | 3rd Officer  |
| Martynov Olieg                   | Ch. Engineer |
| Nastasyuk Andriy                 | 2nd Engineer |
| Dolgov Volodymyr                 | 3rd Engineer |
| Stratiyevsky Oleksandr           | El. Engineer |
| Saburov Volodymyr                | Pumpman      |
| Tkachenko Oleksandr              | Bosun        |
| Gallenero Dennis Gellor          | AB           |
| Baja Noel Cagas                  | AB           |
| Parinas Jonel De La Cruz         | AB           |
| Alvez Nice Anthony Devota        | OS           |
| Sioson John Carlo Albar          | OS           |
| Tribaco Lemuel Jarina            | Fitter       |
| Ybanez Marlon Estrada            | Motorman     |
| Fernandez Fredrik Jemerson Fagel | Wiper        |
| Gallen Alexander Inigo           | Ch. Cook     |
| Chica Erickson Serrano           | Messman      |



**Hamburg Star**

|                               |            |
|-------------------------------|------------|
| Dodic, Ivan                   | Master     |
| Nesterenko, Oleksiy           | Ch Off     |
| Sliusar, Yurii                | 2 Off      |
| Davitadze, Vissarion          | 3 Off      |
| Nenko, Oleg                   | Ch Eng     |
| Turovtsev, Sergey             | 2 Eng      |
| Chernov, Igor                 | 3 Eng      |
| Lin, Aung                     | El off     |
| Blinov, Sergiy                | Pumpman    |
| Molina, Nestor Pereras        | Bosun      |
| Charcos, Charlito Tundag      | AB 1       |
| Matulac, Alexis Gumana        | AB 2       |
| Ortega, Christian Osia        | AB 3       |
| Capellan, Prospero Jr. Azares | OS 1       |
| Danico, Ivan Drexen Aperocho  | OS 2       |
| Smirnov, Sergiy               | Fitter     |
| Uyson, Ronald Allan Sari      | Motorman 1 |
| Agosto, Joseph Brecio         | Wiper 1    |
| Netkachev, Roman              | ECadet     |
| Navarro, Sherwin Sicat        | Cook       |
| Chin, Jude Regis              | Messman    |



**Green Point**

|                            |                |                                   |              |
|----------------------------|----------------|-----------------------------------|--------------|
| Ignatyev Ruslan            | Master         | Matulac Ernesto Erwin Jr. Dequina | AB           |
| Kozhukhovskiy Oleg         | Chief Officer  | Mondragon Jimboy Alonzo           | OS           |
| Soloshchenko Stanislav     | 2nd Officer    | Llorente Jhufel Mingki            | OS           |
| Tsverava Kakhber           | 3rd Officer    | Shopin Sergiy                     | Fitter       |
| Petrov Alexander           | Chief Engineer | Molotov Vitaliy                   | Fitter       |
| Burnus Vladimir            | 2nd Engineer   | Matulac Edmund Bacalzo            | Oiler        |
| Marakhtanov Oleg           | 3rd Engineer   | Galia Chris Ian Lusuegro          | Wiper        |
| Burnashev Tymur            | Electrician    | Kotsay Valeriy                    | Cook         |
| Diasamidze Ramaz           | Pumpman        | Naungayan Oscar JR. Guinaban      | Messman      |
| Maxino George Cabales      | Bosun          | Karkadze Kirill                   | Engine Cadet |
| Celeteria Alberth Bautista | AB             |                                   |              |
| Mediodia Arnel Hermano     | AB             |                                   |              |



Hans Scholl

|                             |                     |
|-----------------------------|---------------------|
| Yevtushevsky Oleksandr      | Master              |
| Lobov, Viktor               | Chief Officer       |
| Diasamidze , Tengiz         | 2nd Officer         |
| Abashvili, Robert           | 3rd Officer         |
| Cheban , Andriy             | Chief Engineer      |
| Ustyanskyy, Igor            | 2nd Engineer        |
| Chomak, Semen               | 3rd Engineer        |
| Kyaw Myo Lwin               | Electrical Engineer |
| Keshelava, Mamuka           | Pumpman             |
| Corpuz, Venchito Leceta     | Bosun               |
| Dean, Napoleon JR. Apas     | ABS                 |
| Romarate, Dick ĐĐĐ Soro     | ABS                 |
| Luces, Shem Rel Arthur Vili | OS                  |
| Bersaluna,Mark Roy Manuta   | OS                  |
| Biglang-Awa,Eufracio Jose   | Motorman            |
| Zita, Melvin Sillo          | Fitter              |
| Paulines,Jesthony Hinampas  | Wiper               |
| Arias Juanito Zafra         | Chief Cook          |
| Ricohermoso,Eric Francisco  | Messman             |



JM Sutera I

|                                 |            |
|---------------------------------|------------|
| ABD JALIL BIN MANSOR            | MASTER     |
| RAHMAT RUHIYAT                  | T.MASTER   |
| VIVEK EDAVALATH                 | 2/OFF      |
| MUGILAN NADARAJAN               | 3/OFF      |
| AMBRISH KUMAR MISHRA            | JR. 3/OFF  |
| MUHAMMAD ADDRUZ BIN ZULKARNAIN  | D.CADET    |
| BRYAN DAMIAN DOMINGO            | CH/ENGR    |
| MOHD NAZRI BIN RAZALI           | 2ND ENG.   |
| NELSON SITOMPUL                 | 3RD ENG.   |
| AHMAD SAFRIE BIN AHMAD KAMAL    | 4TH ENG    |
| THILAK PRADHIP ELANGOVAN        | E/CADET    |
| EKO SUSANTO                     | E/E        |
| SAWIDI                          | PMAN-BOSUN |
| WINOTO                          | AB         |
| MUL INDRA                       | AB         |
| PYAE PHYO AUNG                  | A.B        |
| MOHAMAD FADHIL CHE RAMELI       | OS         |
| MUHAMMAD NUR SYAFIQ BIN SHAMSUL | OS         |
| AUNG PHYO MIN                   | FITTER     |
| MUHAMMAD NUR HAZIQ BIN MAZLAN   | GREASER    |
| MUHAMMAD FUAD BIN SAIDON        | GREASER    |
| ASKARI                          | CH.COOK    |



JM Sutera II

|                              |             |   |          |
|------------------------------|-------------|---|----------|
| SHANKER GANESH MUTHURAM      | Master      | ABDUL MADJID                              | Bosun    |
| VERCASION CARLITO JR. YAMZON | Ch. Officer | BUDI RAHARJO                              | A.B.     |
| MOHAMMAD SHAHMIR             |             | SOE YA                                    | A.B      |
| BIN MOHD RASHID              | 2nd Officer | RIDWAN                                    | A.B      |
| WIN MIN TUN                  | 3rd Officer | MUHAMMAD ASYRAF                           | O.S.     |
| MUHAMMAD AIMAN               |             | BIN PUAD SUYITNO                          | Fitter   |
| BIN ABDUL AZIZ               | 3rd Officer | AGUS DARWANTO                             | Greaser  |
| RAHMAN HARJANTA              | Ch.Eng.     | MUHYI                                     | Greaser  |
| AGUS RONNY IRWANSYAH         | 2nd Eng     | SHAMSOL BAHARIN                           | Ch. Cook |
| MUHAMAD MUKLIS               | 3rd Eng     | BIN AB TALIB SHAH IMRAN BIN ABD ZAINEED/C |          |
| EDINBARO GRANDY              | 4th Eng     | MOHAMAD AMIRUL BIN MOHD PUZI              | E/C      |
| MOHD FAUZAN BIN ABDULLAH     | El. Eng     | ABDUL KARIM BIN TAJUDIN                   | O.S.     |

# Crew List – Our Men on Board



|                                     |              |
|-------------------------------------|--------------|
| Ajay Kumar                          | Master       |
| Yuliyanto                           | Ch. Off      |
| Snehanshu Mazumdar                  | 2nd Off      |
| Hii Yeou Wei                        | 3rd Off      |
| Puvintraj Narayanasamy              | 3rd Off      |
| Saiful Irwan Bin Hassan             | Ch. Eng      |
| Eko Supriyanto                      | 2nd Eng      |
| Dinesan Ayasamy                     | 3rd Eng      |
| Luqman Nulhakim Bin Samsudin        | T. 3/E       |
| Rigen Raj Sooraindaran              | Engine Cadet |
| Ardiansyah Halim                    | El.Eng.      |
| Kristian                            | Bsn/Pman     |
| Ferdinel Bin Syahrudin              | A.B. 1       |
| Tri Abdul Rohmat                    | A.B. 2       |
| Devalindo Bin Jaripusnardi          | A.B. 3       |
| Nixon Avinash Maria Soosay          | O.S. 1       |
| Mohd Anuar Shafiq Bin Ishak         | O.S. 2       |
| Muhammad Rozi                       | Fitter       |
| Mohamad Amiruddin Bin Mohamad Sabri | Greaser-1    |
| Hasbur Rahman Bin Zazali            | Greaser-2    |
| Abdul Farid                         | Chief Cook   |
| Richard Naveen Chelliah             | Deck Cadet   |

|                                |          |
|--------------------------------|----------|
| WULF, JÖRG-MICHAEL             | Master   |
| KALIEV, DMYTRO                 | Ch. Off  |
| KAKHIDZE, BEKA                 | 2nd Off  |
| BASILADZE, MINDIA              | 3rd Off  |
| DUSHIN, VICTOR                 | Ch. Eng  |
| MATVIYENKO, DENYS              | 2nd Eng  |
| GALIA, DOMINGO JR.             | 3rd Eng  |
| TUN, MIN MIN                   | El. Off  |
| ESTIL, RODRIGO FERRER          | Bosun    |
| GRECHUKHA, VIKTOR              | Pumpman  |
| PAGKALIWANGAN, JESSIE DE VILLA | A.B. 1   |
| RUBIO, SALVADOR JR SUMAYA      | A.B. 2   |
| BALAD -ON, ARNEL GARCIA        | A.B. 3   |
| INGUA, ROBERT DELOTINIO        | O.S. 1   |
| PEJI, KEVIN BABY BOY ROJALES   | O.S. 2   |
| PERIDO, JAY DARILLE TAD Y      | Fitter   |
| ESPIRITU, ROBERT COMIA         | Oiler    |
| ALCUBILLA, JUN PHILIP AGUARAS  | Wiper    |
| ADAPON, RHOMMEL DE BELEN       | Ch. Cook |
| VALDOMAR, ROLAND DAYOT         | Messman  |



MS Simon



MS Sophie

|                              |          |
|------------------------------|----------|
| Dyomin, Sergiy               | Master   |
| Vukasovic Renato             | Ch.Off.  |
| Blazevic Duje                | 2nd.Off. |
| Dolgov Alexander             | 3rd.Off. |
| Tatarov Nikolay Iliev        | Ch.Eng   |
| Manisov Oleksandr            | 2nd.Eng. |
| Lomtadize Irakli             | 3rd.Eng. |
| Saw Daniel                   | El.Eng.  |
| Minetto Andriy               | Pumpman  |
| Padilla Nelson Gural         | Bosun    |
| Mendoza, Reuel Vargas        | A/B      |
| Janeo, Ronilo Ureta          | A/B      |
| Fallesgon, Eric Ferranco     | O/S      |
| Sanchez, Manuel Jr. Nazareno | O/S      |
| Merene, Ernesto Deocareza    | Fitter   |
| Bayer, Victor Ogong          | Oiler    |
| Redelicia, Aidelbert Valente | Wiper    |
| Pugasan Jirah Jonathan       | Ch. Cook |
| Gueco, Jonald Joseph         | Messman  |
| Culina Karlo                 | D/C      |

|                      |              |
|----------------------|--------------|
| Kogut Oleg           | Master       |
| Orzhekhovskiy Andriy | Ch/Officer   |
| Osanadze Besik       | 2nd Officer  |
| Diasamidze Zaza      | 3rd Officer  |
| Kruchinin Viktor     | Ch/Engineer  |
| Kekhaev Alexey       | 2nd Engineer |
| Fomin Yevgeniy       | 3rd Engineer |
| Aleksandrov Evgenii  | Electrician  |
| Loboda Vitaliy       | Pumpman      |
| Bellen Ruben         | Bosun        |
| Arroyo Grizzel       | AB1          |
| Noveros Joseph       | AB2          |
| Glorioso Roberto Jr. | OS1          |
| Almorfe Myrlo Jr.    | OS2          |
| Fidarov Aslan        | Fitter       |
| Baoy Michael Angelo  | Oiler        |
| Castillano Joselito  | Wiper        |
| Saladze Jimsher      | Cook         |
| Aspera Narciso       | Messman      |

# Crew List – Our Men on Board



Voge Dignity

|                             |             |
|-----------------------------|-------------|
| Reznik Evgeniy              | Master      |
| Nikitenko Victor            | Ch Off      |
| Khalvashi Ramaz             | 2 Off       |
| Raguz Leo                   | 3 Off       |
| Bondarkov Vasyl             | Ch Eng      |
| Kudlenko Oleksandr          | 2 Eng       |
| Kitin Nikola                | 3 Eng       |
| Kancijanac Gordan           | Electrician |
| Muhoberac Andrija           | Eng/Cadet   |
| Lastakanidze Omar           | Pumpman     |
| Bakhtadze Vaja              | BOSUN       |
| Nares Venecio Jr. Tandugon  | AB 1        |
| Lamaton Edgar Allan Sulio   | AB 2        |
| Getino Emanuel Cuayson      | AB 3        |
| Camayudo Daryl Catedrilla   | OS 1        |
| Sombilon Frederick Sorallo  | OS 2        |
| Klepalo Vasyl               | Fitter      |
| Annenko Yuriy               | Fitter      |
| Aragon Shemruck Montano     | Oiler       |
| Nunez Nino Leonard Santiago | Wiper       |
| Kalandadze Emzar            | Chief Cook  |
| Yee Arthur Torio            | Messman     |



MT Trans Nanjing

|                            |         |
|----------------------------|---------|
| Bai Li Ming                | Master  |
| Fang Zhen Dong             | C/O     |
| Hu Wei                     | 2/O     |
| Ma Zhi Chao                | 3/O.    |
| Wang Xue Zeng              | C/E     |
| Jin Ri                     | 2/E     |
| Han Gu Chang               | 3/E     |
| Qiao Ying Tao              | 4/E     |
| Tan Zuo Gang               | E/E     |
| Chen Zhi Gang              | BSN     |
| Tang Zhu Yue               | A.B.    |
| Yanga, Adrian              | A.B.    |
| Li Jun Yi                  | A.B.    |
| Xiao Lin                   | O.S.    |
| Wang Cheng Zhu             | O.S.    |
| Hu Xi Gong                 | Fitter  |
| Zhao Xue Wu                | Oiler   |
| Liu Li Xi                  | C/Cook  |
| Santocildes Jason Abrasado | MSM     |
| George Godwin              | D/Cadet |



MV Trans Pacific



MV Trans Shanghai

|                            |      |
|----------------------------|------|
| Dong Sheng Qiao            | Capt |
| Jian Gao                   | C/O  |
| Jiu Cheng Guan             | 2/O  |
| Zi Fei Wang                | 3/O  |
| Ai Wen Song                | C/E  |
| Wei Hui Liu                | 2/E  |
| Jian Xiong Gong            | 3/E  |
| Chong Bo Zhang             | 4/E  |
| Than Tun                   | EE   |
| Li Liu                     | BSN  |
| Jing Chao Su               | A/B  |
| Wei Jiang                  | A/B  |
| Wen Xu Liu                 | A/B  |
| Joel Felasol Feolog        | O/S  |
| Cai Yong Yang              | O/S  |
| Roel Pradas Legarde        | FTR  |
| Ronnie Sarahina Diacono    | FTR  |
| Walter John Surmaco Belga  | OLR  |
| Qiang Ding                 | OLR  |
| Shan Li Ma                 | C/CK |
| Leonel Original Aclaracion | MSM  |
| Manu Basil                 | D/C  |
| Zhao Qi Wu                 | E/C  |

|                        |        |
|------------------------|--------|
| JIANG LIXIAN           | Master |
| LI LEI                 | C/O    |
| ZHANG LIANG            | 2/O.   |
| LIU LIXIANG            | 3/O    |
| ZHU YIGANG             | C/E    |
| KYAW THU YA            | 2/E    |
| JIAO XUEJIE            | 3/E    |
| HU TIANXI              | 4/E    |
| HAN THU YA             | E/E    |
| WANG WENCHAO           | BSN    |
| NIE LIBO               | AB-C   |
| CHEN XING              | AB-B   |
| ZHANG HAIJIANG         | AB-A   |
| XIA DENGTAO            | OS-B   |
| WANG CHAO              | OS-A   |
| DONG LIJUN             | FTR    |
| XU XIAOMING            | OLR    |
| LI LIFENG              | C/CK   |
| GU BO                  | MSM    |
| JAMIL ASYRAN BIN       | D/C    |
| SNAIL WATSON DANA ANAK | E/C    |

