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# FLEET MAGAZINE

CHEMIKALIEN SEETRANSPORT GMBH

Thank you' Let's talk about teamwork  
Environmental awareness School in Togo  
Fleet expansion SIRE 2.0 Jubilees



## Editorial

Welcome to the latest edition of our Fleet Magazine, the news magazine from Chemikalien Seetransport.

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

In the last edition of the Fleet Magazine we talked about 2020 being a special and challenging year, as we were in the middle of a global pandemic. 2021 has turned out to be even more challenging with regards to the day-to-day operation of our ships.

Despite having started the year with some very good news, the availability of highly effective vaccines against Covid-19, the pandemic is not over yet. The unprecedentedly fast development of the vaccines was an extraordinary achievement by scientists around the world. The vaccines are very effective against the new virus and were developed in less than a year after the discovery of Covid-19!

As of mid-November 2021 more than 50% of the world population have received at least one dose of the vaccine, which sounds a lot but is not yet enough to end the pandemic. A lot of countries still have low vaccination rates and high numbers of Covid-19 cases and thus are still imposing restrictions on travelling and daily life as well as port calls and crew changes.

If the vaccination rate continues at the speed achieved so far, we should have endured the worst part of the pandemic and we are hopeful that the situation around the world will improve in the next few months.

We are very much aware that the last almost two years have been exceptionally hard for you and your families and that very often you have had to stay longer on board than initially planned. Please rest assured that we are doing all we can to ensure the well-being of our colleagues on board and ashore and to carry out crew changes in a timely manner. However, the trading patterns of the ships and the restrictions in a lot of countries



don't unfortunately make it possible in a number of occasions. We deeply regret this, appreciate your understanding and support and thank you very much for your exceptionally hard and dedicated work in these tough times.

Operationally, we again had a lot of dry dockings, which were also very challenging due to travel restrictions, quarantine measures and other Covid-19 related issues.

Despite the tough circumstances our fleet under management kept growing during the year and we are now managing a fleet of 45 vessels. This year we took over or will take over the management of three further LR1 tankers, one handysize tanker and one MR tanker in our Hamburg fleet and four smaller product/chemical tankers in our Singapore-managed fleet. This autumn we also took the chance to sell two of our long-serving vessels, the MS Simon and the Chemtrans Star.

With the overall fleet growth, the number of colleagues in the office and on board our ships has of course also grown, which we are very glad about.

We would like to thank all of you on board our vessels and ashore for your continuous support and the excellent job you have done over the past year. We are looking forward to steering our organisation into the future with you.

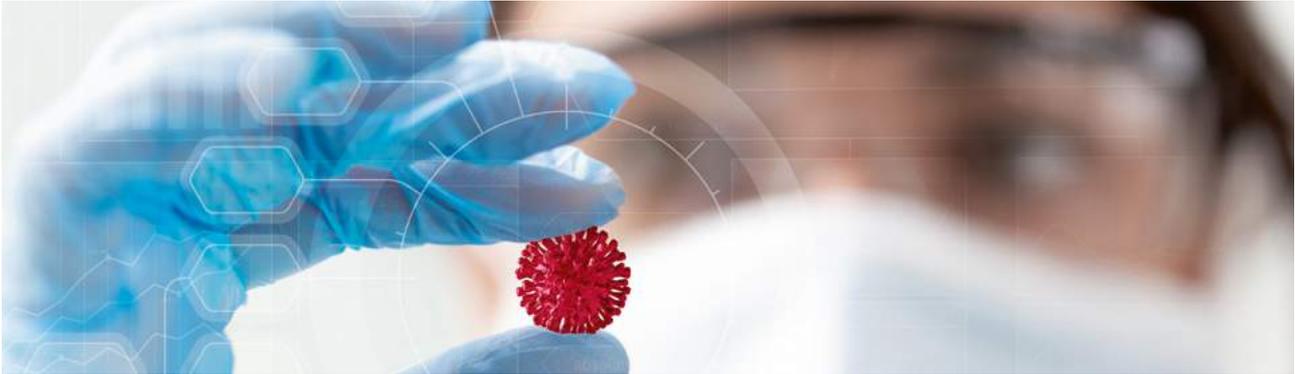
We hope you find the magazine an interesting and enjoyable read.

*Yours sincerely,  
Christian Krämer & Oliver Hennes*

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# Thank You!

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To kick off this article about Covid-19, its tremendous impact on our lives in the last one and a half years and recent developments, all your colleagues ashore in Hamburg, Singapore and Cyprus would like to thank you and sincerely assure you that we know and care about the difficult situation on board, which we are constantly trying to improve.

The pandemic has certainly shone a light on the shipping industry and the people working within it both at sea and ashore. On the one hand the industry has been united as never before, on the other hand it has never been more obvious how challenging this international industry is when each state has its own regulations, especially if these are constantly changing.

But with the highly efficient and effective vaccines now available, we can see a light at the end of the tunnel. It is proven that vaccines reduce transmission of the virus considerably and prevent severe symptoms.

In view of stricter crew change regulations around the world, more and more countries require Covid-19 vaccinations for on- and off-signing crew. To ensure smoother crew change operations, we strongly recommend that all future joiners take the opportunity to get vaccinated. If available, we recommend the EU-certified vaccines as they are more widely accepted but any Covid vaccination prior to joining is highly recommended and much appreciated!

## **The accredited vaccines are working.**

A year and a half ago, the world was hit by a dangerous virus and a long and difficult journey layed ahead of us. Eighteen months later, the end of the pandemic is in sight for some parts of the world. However, it's much too soon to declare victory as not enough people have been vaccinated yet.

But the transition towards normality is foreseeable. Not everyone will immediately resume all their pre-pandemic activities but there will be a marked shift back in that direction. Steps may include a return to fully in-classroom education, fewer restrictions on bars and restaurants, more gatherings with larger groups of people, the reopening of offices and fewer bans on interregional or international travel. All of us at CST need to ensure that the mitigation procedures we have put in place are followed strictly.

We would once again like to say a sincere "thank you" to all of you for how this difficult situation has been handled. Let's try our utmost for ourselves and our families to stay safe, healthy and Covid-free.

## **And, therefore, we again encourage you to get yourself and your family vaccinated.**

# Fit for 55 – new EU regulations EEDI-EEXI

**At the UN Climate Change Conference held in Glasgow from 31 October to 12 November 2021 the EU representatives again emphasised their plan for a green transition:**

- **The EU has set binding goals of achieving climate neutrality by 2050.**
- **Current EU greenhouse gas emissions shall decrease significantly over the next few decades.**
- **The EU has formulated more ambitious climate targets for 2030.**
- **The EU committed to reducing its emissions by at least 55% by 2030.**
- **The EU is currently working on the revision of its climate, energy and transport-related legislation – referred to as “Fit for 55”.**

This article summarises the planned changes and what they will mean for CST as a ship owner/operator:

**1. (SHIPPING ETS)** – The EU Emissions Trading System (ETS) now includes maritime transport. Shipping companies will have to purchase ETS allowances for each tonne of CO<sub>2</sub> emitted by ships operating between EU ports and at berth in EU ports, and 50% of carbon emissions from both incoming and outgoing global EU voyages. There will be no free allowances for the maritime industry in the future.

Although it is not clear yet how shipping companies will secure and submit the required ETS allowances, it seems likely that it will be a similar process to that for heavy industry:

## 1. Set up an ETS account

Either directly or via a broker, each company needs to register an ETS account.

## 2. Buy ETS allowances

ETS allowances (carbon credits) are bought either again via a broker or by participating in auctions (this mainly applies for energy companies, however).

We assume there will be a lot of guidance by flags, class societies and other parties on how ETS allowances will work, as we get closer to 2023/2025.

On our understanding, verified emissions for EU ports will be taken directly from MRV reporting and shipping companies will, from April 2030 at the latest, have to arrange for the required ETS allowance by the April following the current MRV reporting year. Carbon credits are traded like any other commodity, so there is no fixed price. Starting from 2023 the budgets should include an assumption on the ETS allowances.

**2. (FUELEU MARITIME)** – The FuelEU Maritime initiative: requirement for ship operators to comply with GHG intensity limits for the energy used on board. For this we need to use modern performance monitoring systems. It is, however, not clear yet whether there will be any fines for companies that do not manage to meet the targets, e.g. that do not manage to improve the GHG intensity of the fuels they use on board by 2% from 1 January 2025, 6% from 2030 and so on.

**3. (TAX ON BUNKERS)** – The Energy Taxation Directive (ETD): introduction of a minimum tax rate on certain fuels/vessels. The cost of bunkers will increase as it is likely that taxes will be imposed on bunkers according to their type. Advanced sustainable biofuels, renewable hydrogen and electricity will face lower taxes than other fuels (heavy fuel, LPG, LNG, etc.). Slow steaming is pretty much the only way to save on fuel. For example, the auxiliary engine should only run when needed for optimal operation of our vessel. This aspect of cost saving must be understood by vessels’ entire crews.

To summarise, all shipping companies will have to prepare to deal with and adapt to these upcoming requirements, which will certainly not be limited to the EU Fit for 55 in the future. Having already certified our company a few years back to the ISO 140001 and ISO 50001 standards, we have implemented and built a strong foundation which we believe we can expand on to meet the requirements of this upcoming legislation.

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# Fleet expansion in 2020/2021 and farewell to two ships

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In the 2020 edition of Fleet Magazine we wrote about the successful fleet expansion under CST's management. Fortunately, the successful development continued in 2021.



Chemtrans Naos



Chemtrans Taurus

The year started with a busy period as we took over two vessels at the same time. On 18 January 2021 we successfully took over the two 2006 Dalian Shipbuilding-built LR1 tankers **"Chemtrans Naos"** and **"Chemtrans Taurus"**.



Chemtrans Saturn

The next vessel we took over was another LR1 tanker, the **"Chemtrans Saturn"**, which was built in 2006 by Hudong Zhonghua. The ship came under our management on 24 June 2021 in Batam, Indonesia.



Spas Tiga

The 19,000 dwt product tanker **"Spas Tiga"** joined our Singapore-managed fleet on 13 August 2021 in Pasir Gudang, Malaysia. The ship was built in 2014 at the Japanese shipyard Naikai Zosen.



Dragon Lucky

On 20 September 2021, CST Singapore took over the 8,500 dwt chemical tanker **"Dragon Lucky"** in Pasir Gudang, Malaysia. The vessel was built in 2002 at the Japanese shipyard Higaki Zosen.



Avenca

The growth of the fleet continued with the takeover of 2008 STX built MR product tanker **"Avenca"**, which joined our fleet at Algéciras on 18 November 2021.



Chemtrans Mars

Only a couple of days later, on 22 November 2021 the 2007 Hyundai Mipo built handysize product tanker **“Chemtrans Mars”**, was successfully taken over at Rotterdam.



BTS Fabulous

By mid-December we will take over management of the 2008 Samho Tongyoung-built 17,500 dwt chemical/product tanker **“BTS Fabulous”** at Singapore anchorage.



HZ Singapura

Lastly, CST Singapore will also take over the 14,000 dwt chemical tanker newbuilding **“HZ Singapura”** which will be delivered by Ningde Shengfan Shipbuilding by January 2022.

This year we also said goodbye to two vessels that sailed in our fleet for many years.



MS Simon

The **“MS Simon”**, which had been sailing in our fleet since its delivery at Shin A shipyard in 2004, was sold and left our fleet on 5 November 2021. The vessel was named after the South American freedom fighter Simón Bolívar.



Chemtrans Star

The **“Chemtrans Star”** was also sold and left our fleet on 25 November 2021 after sailing in our fleet ever since 2003.

We would like to express our sincere thanks to the crews on board as well as the colleagues in the offices who did an excellent job preparing and implementing the handover of these vessels during the most challenging times and circumstances.

We wish the crews and officers of all the vessels calm seas and favourable winds at all time!

# An update from Shell – our partner in safety

Safety is a prominent topic in this year’s Fleet Magazine, and it is commonly known that we heavily depend on the quality, performance, loyalty, resilience, professionalism and training of our colleagues on board our fleet and ashore. The latest learning engagement tool (LET) initiated by Shell helps illuminate this topic and is worth reading.

Shell has published 24 LETs, which are excellent tools to improve safety and quality awareness and to reach the final goal of a zero-incident work environment.

The latest LET theme, “Are we in control” looks at the preparations each individual needs to make for their work. It shows incidents and risks on board and encourages you and your team to be aware of these possible safety defects. Have any gaps been identified, could such incident happen in our own workplace and/or working environment?

The latest LET will help everybody to understand that pre-planning and risk assessment must identify and mitigate all hazards which are specific to the task to be performed. A professionally held toolbox talks (TBT) meeting must ensure that the personnel completing the task are fully aware of all risks and mitigations involved.

The key messages are:

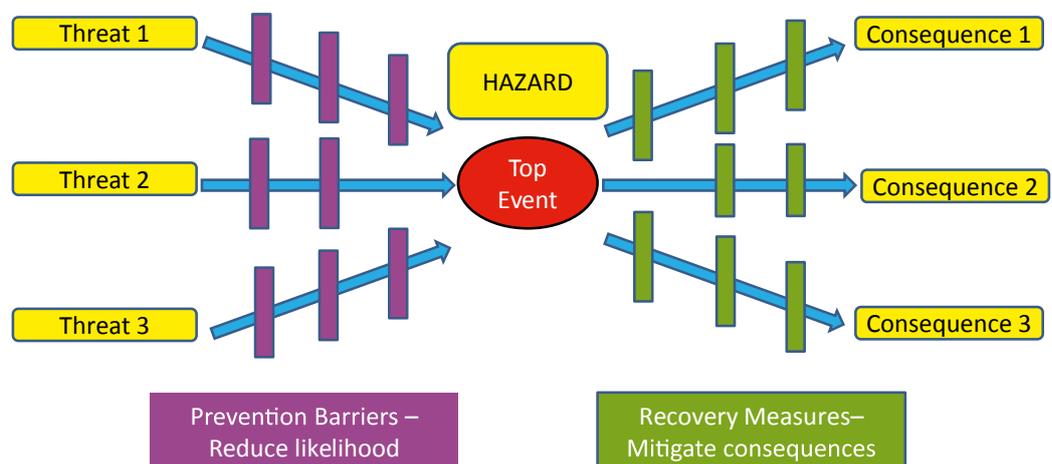
1. **Planning and risk assessment (RA) must identify and mitigate all hazards specific to the task.**
2. **Any high-pressure system must be fully depressurised before any work starts.**
3. **Toolbox talks (TBT) ensure the people completing the task are fully aware of the risks and mitigations.**
4. **And most importantly: we all want to get home safely.**

All published LETs are available on board our fleet. All training on board our ships complies with all applicable provisions and regulations, backed up by 3D animated marine safety videos which are strengthening CST’s safety culture.

Never forget that our actions are the most important factor to ensure we come home safely.

Wishing you safe voyages.

**Are we in control?**



# What will change with SIRE 2.0?

**The new SIRE 2.0 regime is expected to become operational in 2022. Each of us, on board and ashore, is requested to comply with it.**

The upcoming new vessel inspection regime SIRE 2.0 aims to provide more accurate reports on the quality of vessels and their crew (on an ongoing basis) and to forecast their future performance. In order to do so it focuses on enhanced tools, strengthened processes and more in-depth reporting outcomes, following a risk-based approach.

SIRE 2.0 will have major effects on the job of inspectors. The infographic below shows its promises:



Below you will find a brief overview of the upcoming changes between the present SIRE system and SIRE 2.0 that will help you and your crew to get ready for the new standards:

## Inspection requests and validation

All inspection requests will be made through an OCIMF portal. Requests will be validated and compared with the program overarching rules to ensure they meet OCIMF's requirements and a compliant and qualified inspector will be nominated.

## Pre-inspection preparation

In order to prepare for the inspection the inspector asks for a range of information before boarding the vessel. The inspection template will request the following information:

- Vessel particulars
- Certificates
- Pre-inspection questionnaire

- Past inspection observations
- PSC data
- Incident data
- Relevant photographs and plans

## Risk-based vessel inspection questionnaire

Applying the bow-tie method, the vessel will be evaluated with a focus on four categories of risk:

- 1. Core** The minimum questions required to meet the member's fundamental risk assessment criteria.
- 2. Rotational** The questionnaire algorithm will ensure that all non-core questions are covered over a period of time and that each inspection template is designed for a defined duration.
- 3. Conditional** Specific questions based on the available data on the vessel, operator or ship type.
- 4. Campaign** Area of specific focus defined by OCIMF and its membership, requiring time-limited exposure.

## Carrying out the inspection

All inspections will be carried out using a tablet device that is fully compliant for use on board all types of vessel. The use of the tablet will:

- Improve the overall quality of the inspection report.
- Facilitate the expanded inspection template and support the delivery of the four-tier question set.
- Provide photographic verification to support the findings.
- Allow GPS tracking, auto-logging of start and finishing times and auto-submission of inspection reports.

Each inspector will be given the opportunity to assess observations against grades. When giving a non-compliant observation, the tablet will auto-open an editor that allows a granular assessment of the observations, including a breakdown by equipment, procedures and human factors.

**You can also find more details at:**

<https://ocimf.org/de/programme/sire-2-0>

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## CST/DS – our new joint venture

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On 3 February 2021 we announced that a joint venture between Chemikalien Seetransport and the Dortmund-based investment management company the Dr. Peters Group had been founded. The purpose of the joint venture was to absorb most of the ship management activities of the Dr. Peters Group companies DS Tankers and DS Schiffahrt.

At the moment the fleet consists of two VLCCs and the goal is to further expand the fleet through new business.

The headquarters of the joint venture is in the premises of Chemikalien Seetransport in Hamburg and the colleagues working for the joint venture are fully integrated into the CST team there.

Our core fleet, managed by Chemikalien Seetransport, is being kept totally separate, however, and we as CST are of course staying independent.

We are glad to be working with the Dr. Peters Group and are pleased to expand the fleet managed by our group with the foundation of this joint venture. DS Tankers and DS Schiffahrt have a very good reputation for the technical management of crude oil tankers and other vessels such as bulk carriers and MPPs, and so complement our group very well.

## A new school for Togolese children



**“Schools for Africa” is the most successful private education initiative in the world and was initiated by our Peter Krämer Foundation. We are pleased to continue Peter Krämer’s mission and to finalise our school construction project in Togo. We would like to thank all donors for their generous support of our work. With total donations of about EUR 100,000 we were able to build a new school.**

In September 2020, the school construction project started in the village of Nanergou, in the northern Dapaong region of Togo. The local partner is the Togolese NGO “IT Village”. Due to their successful track record, which included building an orphanage, a vocational school and four school buildings, they were recommended as a capable and reputable local partner.



The construction is now almost complete and we expect the school to open in winter 2021.



**Below Gérard Fiougou, project manager for IT Village, reports on the start of the school’s construction:**

*“It is always important to us to gain broad acceptance among the population for school constructions, because we need the help of people in the implementation of the building. A mobilisation committee elected by the villagers coordinated the participation of the population. The planned process was discussed and agreed on who can help concretely with traditional knowledge, manpower and regional building materials such as sand, gravel, clay and pebbles. For the resulting transport costs, it was agreed that the women would each contribute 900 CFA francs and the men 1,200 CFA francs.*

*Work began in the first week of October 2020. The site was supplied with building materials. Many people participated in the earthworks for the foundation. Experts produced BTC bricks, and the foundation of the base walls was excavated and provided with concrete, probation irons and a self-supporting metal framework. At the same time, metal windows and doors as well as tables, benches, chairs and cabinets were ordered and installed or furnished.*

*The smooth start to the work showed us once again how expedient it is to raise awareness among the population and to involve as many people from the region as possible in the project. We are optimistic that we will have built a new school in autumn 2021 with donations from the Peter Krämer Foundation from Germany. This will significantly improve the educational situation in the north of Togo.*

*Thanks to all donors!”*

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## Focus: environmental awareness

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***“We do not inherit the earth from our ancestors, we borrow it from our children.”***

While climate change and its effects are no doubt still at the forefront of environmental concern, they form just one part of an interconnected group of issues. Loss of biodiversity, land and water pollution, overconsumption and increasing resource scarcity all play a role in environmental issues that affect everyone on this planet.

On board our managed ships we comply with MARPOL’s statutory and regulatory requirements. But the protection of the environment should not be regarded as something to please the classification societies but as an all-encompassing task, on board and at home. Environmental protection and change have gone from emerging to emergency. This is demonstrated below with the example of plastic pollution.

By 2050, researchers believe that there will be more plastic than fish in the ocean as the rate of plastic production and plastic pollution continues to increase with each coming year.

Of course, plastic is an extremely useful material: it revolutionised medicine with life-saving devices, made space travel possible, lightened cars and jets and saved lives with helmets, incubators and equipment for clean drinking water. The conveniences plastic offers, however, have led to a throw-away culture that reveals the material’s dark side: today, single-use plastics account for 40 percent of the plastic produced every year. Many of these products, such as plastic bags and food wrappers, have a lifespan of mere minutes to hours, yet they may persist in the environment for hundreds of years.

Millions of tonnes of plastic waste enter the oceans annually. This is most visible in developing Asian and African nations, where waste is carried to sea by major rivers, which act as conveyor belts, picking up more and more rubbish as they move downstream. Once at sea, much of the plastic waste remains in coastal waters. But once caught up in ocean currents, it can be transported around the world.



Once at sea, sunlight, wind and currents break down plastic waste into small particles, often less than one-fifth of an inch in size.

These microplastics are spread throughout the water column and have been found in every corner of the globe, from Mount Everest, the world’s highest peak, to the Mariana Trench, the world’s deepest oceanic trench. The biggest accumulation of plastic waste in the oceans is the Great Pacific Garbage Patch (GPGP). The GPGP covers an estimated surface area of 1.6 million square kilometres, more than twice the size of Texas or France.

Microplastics are breaking down further into smaller and smaller pieces. Plastic microfibrils have been found in municipal drinking water systems and drifting through the air.

Millions of animals are killed by plastics every year, from birds to fish to other marine organisms. Nearly 700 species, including endangered ones, are known to have been affected by plastics.

Once in the ocean, it is difficult – if not impossible – to retrieve plastic waste. The solution is to prevent this waste from entering rivers and seas in the first place. This could be accomplished with improved waste management systems and recycling, better product design with less disposable packaging and reduced manufacturing of unnecessary single-use plastics.

**We have to try harder to reduce, reuse and recycle.  
Let’s work together to make this planet a better place  
for our children.**

# Bon appétit – how to keep healthy on board

The easiest way to talk about health and unhealthy food is to distinguish between:

- 1) self-made and convenience food, and
- 2) processed and lean, natural food.

Awareness of food and ingredients has unfortunately shifted somewhat in recent years which is often due to flashy commercials suggesting you can be healthy while eating unhealthy food. By consuming lots of convenience items such as ketchup, dressings, sauces, cakes, biscuits and juices, we raise our intake of sugar, artificial flavours and additives. It is common practice for chefs to rely on more and more alternative options and the wide variety of convenience products available on the worldwide market.

Our analysis shows the average nutrition habits of the CST crew members on our vessels:

- 0.580 kg of meat per day, 7.5% of which was processed meat equivalent to around 44 g per day.
- 300 g of processed meat and fish every week excluding tinned meat and fish.
- Around 50 g of tinned, processed meat or fish per day.

The top three unhealthy but apparently very popular ingredients are

- 0.033 kg of sugar each day in addition to the natural sugars in fruit and all the convenience items that were consumed.
- 65 bottles of Maggi were consumed or ordered on average by each vessel.
- 104 bottles of ketchup were consumed or ordered on average by each vessel.

Changing cooking habits is always a challenge and does not start in the kitchen. It starts with the purchase process itself and is the responsibility of the chef.

We discussed this topic with our catering supplier HMS, who provided the below picture. Replacing certain items can make a huge difference.

In summary: healthy living on board starts with a healthy order list which should be integrated into chefs' training.

Bon appétit.

**5 simple choices. Eat healthy - stay healthy!** 

Unhealthy choice		Healthy choice
 Juices (high in sugar)		 Water flavored with: lime, lemon, apple, cucumber, orange or ginger (low in sugar)
 Processed meat: corned beef, spam, luncheon, canned, sausages (high in salt and saturated fatty acids)		 Lean meat: Poultry, red meat, fat trimmed (high in protein, low in fat)
 Ready-made cakes & cookies (high in preservatives, high in fat)		 Self-made cakes & cookies: Banana bread, oatmeal cookies (no preservatives, no artificial flavours)
 Tinned fish in oil or sauce (high in fat and sugar)		 Tinned fish in brine & water (low in fat and sugar)
 Sodium glutamate: Maggi, ready-made sauces, granulated broths & stocks (high in enhancers)		 Self-made stocks & sauces (low in added sugar, fat and artificial flavours)

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# Let's talk about teamwork

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**Ships and shipping in general are complex and, despite all safety measures and crew training, accidents do sometimes regrettably occur. The human factor influences safety in several ways: fatigue, carelessness due to automation, lack of situational awareness, unclear communication or poor decision making due to health problems and stress. Statistically, about 80% of accidents and incidents on board have human factors as root cause. Teamwork driven by strategy and structure with commitment from superior officers including the master and clear leadership will increase on board safety. Safety starts with a personal commitment to team members first, not last.**

The importance of teamwork and leadership is known to prevent or reduce the likelihood of accidents and incidents occurring. Apart from its important influence on our working spirit and mental health, teamwork is therefore a crucial factor for safe performance.

As an organisation we have embedded safety as a value that influences decisions at every level, and we are eager to put even more emphasis on the important topic of improving on board safety through teamwork.

This is both an individual and a collective responsibility because any careless action can affect all colleagues on board. What is safe for you is safe for others. When work is done by a team, a leader, nominated by rank, must control and coordinate the entire process. Safety concepts are everywhere on board: on the bridge, in the engine room, during navigation, on deck, during manoeuvring and during cargo operations at sea and in port. These procedures are written for a purpose – not to satisfy oil majors or inspectors, but to define safe working parameters. It is one thing to have processes and procedures written in our fleet handbooks, but it is another, even more important aspect to follow these rules as a team every day.

A team consists of individuals with different expertise and specified roles interacting with each other, interdependently and dynam-

ically, towards a common goal. Other pillars of good teamwork are trust, communication skills, personal behaviour, interpersonal relationships, command and response times, adherence to team principles and leadership.

Everyone's personality affects a team's activity. Team leaders must develop their own leadership skills and ought to be aware of the skills and potential of their team members. A good team leader is a person you respect, trust and follow and who is able to respect, trust and lead you. "Safety first" is a well-known expression on board all ships and must be treated as a principle, not only as advice. Caring deeply about the team is therefore not just a guiding principle of each leader but of every team member. It must be the main concern of all seafarers during their deployment on board. Safety will bring you all back home.

Almost every activity on board requires a minimum of two people. The four-eyes principle of checking and re-checking reduces the likelihood of accidents and incidents occurring. The most efficient way to continuously improve processes and procedures is to use the advantages of teamwork, including a free exchange of ideas, information, knowledge and data. The team leader must lead by example, especially in areas of high-risk operations and emergencies where decisions must be made.

Always keep in mind that a culture of teamwork and safety awareness will make a team stronger and more resilient, since each team member will understand the importance of taking responsibility for each other.

**Thank you for your support each and every day!**

# Jubilees

## *Dear Jubilees,*

**"The art of the sailor is to leave nothing to chance."**

Annie Van de Wiele (Belgian sailor, 1922–2009)

We, the CST family, would like to congratulate everyone celebrating an anniversary at the company. Thank you for sailing around the world for us, thank you for working so hard, thank you for your trustworthiness, 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 safe and prosperous voyages.**

### 25 years

### Sign-on date

Barrio, Rogelio	2OFF	09/12/95
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### 10 years

### Sign-on date

BABIY, OLEKSANDR	COFF	18/12/11
PUZANKOV, VOLODYMYR	COFF	11/01/11
IGNATIEV, MYKYTA	2OFF	01/06/11
FERENTS, VADYM	TR CENG	12/08/11
ZURBENKO, DENYS	2ENG	24/11/11
STOYANOV, SERGIY	3ENG	08/02/11
KEKHAEV, ALEXEY	2ENG	02/10/11
WITTE, UWE	CAPT	17/04/11
UCHMAN, MARIAN	COFF	14/12/10
DAHAN, CRISANTO	3OFF	07/05/11
BLECK, NORMEN	CENG	05/08/11
RENDAJE, ROMEO	CENG	22/02/11
SAN JOSE, WENDELL	2ENG	05/03/11
TUMANGUIL, ARTHUR	2ENG	19/03/11
WILK, JERZY	2ENG	18/05/11
ZEREBJATJEW, DARIUSZ	2ENG	21/04/11
CACA, BENJAMIN	3ENG	23/03/11
AGMATA, JOEL	3ENG	22/04/11
ALAYON, VON ERIC	3ENG	14/06/11
VARSHANIDZE, VAKHTANG	COFF	20/08/11
KAKHIDZE, BEKA	COFF	24/10/11

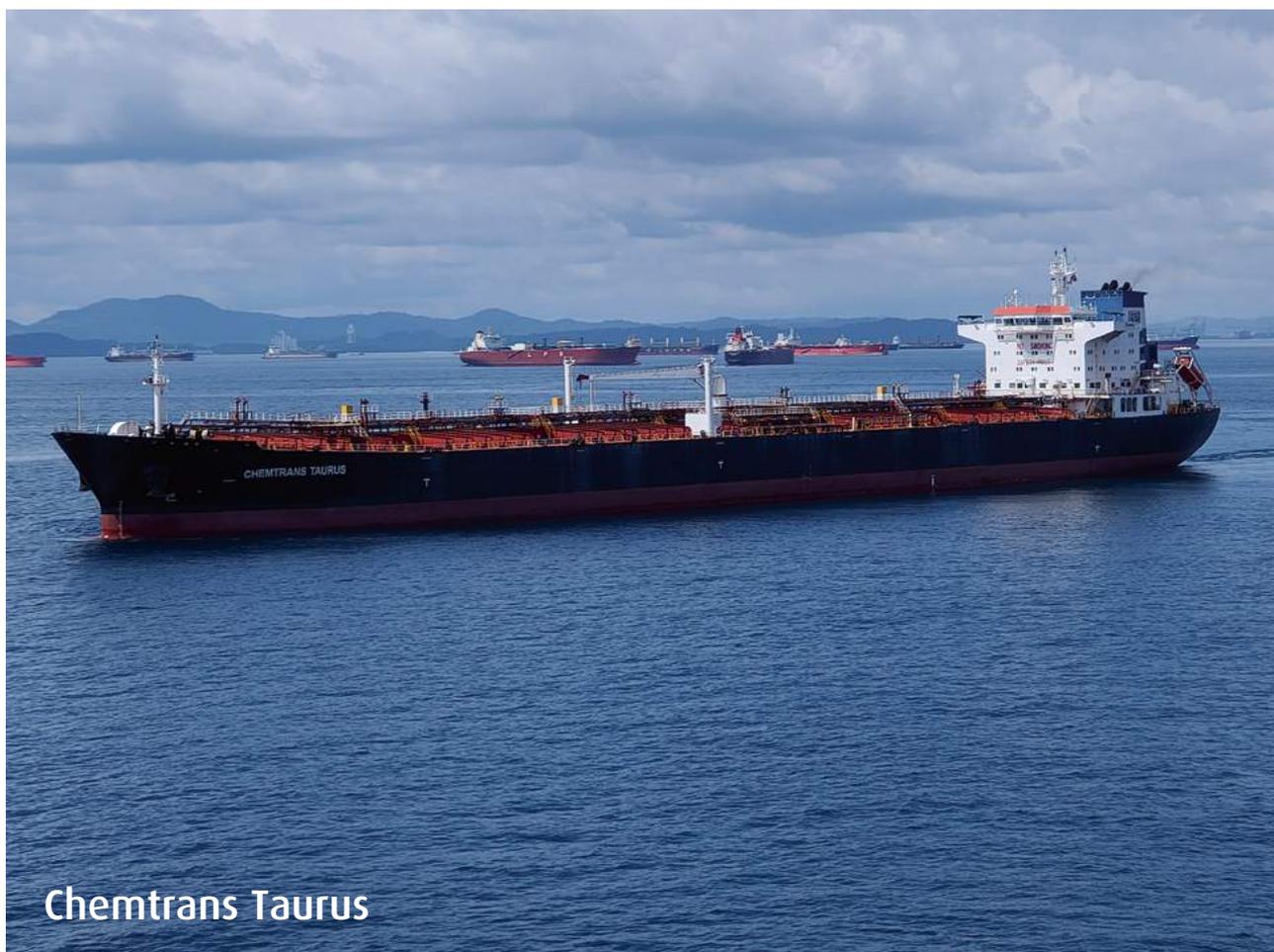
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## Our favourite photos of 2021

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Chemtrans Rugen



Chemtrans Taurus

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# Fleet Overview

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# Fleet Overview



Chemtrans Mars



Chemtrans Moon



Chemtrans Naos



Chemtrans Nova



Chemtrans Oceanic



Chemtrans Polaris



Chemtrans Riga



Chemtrans Rouen

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# Fleet Overview

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Chemtrans Rugen



Chemtrans Saturn



Chemtrans Sea



Chemtrans Taurus



Colorado Star



Conquest



Constellation



Dragon Lucky

Fleet Overview



Ganges Star



Green Point



Hamburg Star



Hans Scholl



HZ Singapura



JM Sutera 1



JM Sutera 2



JM Sutera 3

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# Fleet Overview

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JM Sutera 5



JM Sutera 6



JM Sutera 8



Kongo Star



London Star



Mississippi Star



MS Sophie



Murray Star

# Fleet Overview



Nylex 1



Pechora Star



Shannon Star



Spas Tiga



Trans Africa

