

JANUARY	2011
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MARCH	2013
APRIL	2014
MAY	2015
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JULY	2017
AUGUST	2018
SEPTEMBER	2019
OCTOBER	2020
NOVEMBER	2021
DECEMBER	2022



FLEET MAGAZINE

CHEMIKALIEN SEETRANSPORT GMBH



EEXI and CII Promoting Energy Awareness
 Inauguration Primary School in Togo Crew Health and Safety
Fleet expansion Jubilees
 Cyber Security Marine Service exhibits

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,*

First and foremost, we would like to express our sincere gratitude to all of you for the hard work and dedication you are showing CST each and every day during the most difficult times.

The last two years until spring this year had been dominated by the Covid-19 pandemic and all the challenges that resulted from it, and in February this year, the world changed once again.

The devastating war between Russia and Ukraine made things even worse for all of us. All the operational challenges we had during the pandemic are still continuing and on top of that our Ukrainian colleagues are going through the most terrible times, with constant fear for their families and loved ones. We can only hope that this terrible war ends as soon as possible and the world goes back to normal soon.

With regards to Covid-19 we sincerely hope that the worst is behind us. Nevertheless, we still urge you to get yourselves vaccinated, including with a third dose, which is a very effective means against getting the virus.

Again, we ask for your understanding if you had to stay a bit longer on board than initially planned. Some countries still have quite a number of restrictions with regards to crew changes, etc.

In addition, the dry dockings which we had to go through were again very challenging due to travel restrictions, quarantine measures and other Covid-19-related issues.

Thank you very much once again for your exceptionally hard and dedicated work in these tough times!



Despite the operational challenges, we have been quite successful in growing the business.

We have grown the fleet to more than 50 vessels, which is a number we have never had before.

Since the last edition of our *Fleet Magazine*, we have added eight ships in the Hamburg-managed fleet and five ships in Singapore, three of which are handysize product tankers, two LR1 product tankers, one Aframax tanker, one Suezmax tanker, one MR product tanker and five small chemical/product tankers.

It is great to see that the fleet is growing, and that is only possible due to your hard work during the challenging day-to-day operation and the takeover processes, which are also tough in these times.

We also continue to increase the number of colleagues in the office and on board our ships, which is great to see.

A few ships left the fleet this year because the owners decided to sell them, amongst them our long-serving vessels Chemtrans Rouen, Chemtrans Rugen, Chemtrans Riga and Hans Scholl as well as Dragon Lucky and Mikines.

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

We hope you enjoy reading this magazine.

*Yours sincerely,
Christian Krämer & Oliver Hennes*

Fleet expansion in 2022

In the last editions of our Fleet Magazine we wrote about the successful fleet expansion under CST's management. Fortunately, the successful development also continued this year.

The last year ended with a busy task, the takeover of the 13,000 dwt chemical tanker newbuilding "HZ Singapura" in Ningde Port, Baima Gang, China, on 31 December 2021.



"HZ Singapura"

The first vessel to join the fleet in 2022 was the "Mikines", a 2003 built ice-breaking Aframax tanker, which was taken over in Gothenburg, Sweden, on 1 February 2022. She left our fleet again on 17 June because the owner sold her to a third party.



"Mikines"

The next vessels we took over were three handysize product tankers, the 2006 Hyundai Mipo built "Chemtrans Mercury", which we took over in Cartagena on 13 May 2022, the "Chemtrans Leo", which we took over in Algeciras on 27 May 2022 and the "Chemtrans Uranus", which we also took over in Algeciras on 1 June 2022.



"Chemtrans Mercury"



"Chemtrans Leo"



"Chemtrans Uranus"

On 11 May 2022 the 2007 built LR1 tanker "Chemtrans Aegean" joined our fleet in Daesan, South Korea, and on 7 July 2022 the sister vessel "Chemtrans Ionian" joined CST in Luanda, Angola.



"Chemtrans Aegean"



"Chemtrans Ionian"

The 2008 built 13,000 dwt chemical/product tanker **"ES Jewel"** joined our Singapore-managed fleet in Singapore on 22 May 2022.



"ES Jewel"

The next addition to the fleet was the 2006 built MR tanker **"Chemtrans Carolina"**, which joined the fleet of CST/DS Ship-management on 18 October 2022 in Singapore.



"Chemtrans Carolina"

On 27 October our Singapore office took over the management of the 2018 built 19,000 dwt chemical/product tanker **"Amyla"**.



"Amyla"

The 2003 built Suezmax tanker **"Lila Hong Kong"** joined our fleet on 16 November in China.



"Lila Hong Kong"

On 8 December CST Singapore took over the 2013 built 7,000 dwt product tanker **"Arc 1"**.



"Arc 1"

Lastly, around 15 December, the 2010 built 17,600 dwt chemical/product tanker **"BTS Capella"** will join the managed fleet.



"BTS Capella"

Farewell to five ships

This year was also time to say goodbye to five vessels, some of which sailed in our fleet for many years.

The chemical tanker **“Dragon Lucky”** left our fleet this year after being under our management for about a year, since the owner sold the ship.



“Dragon Lucky”

The **“Chemtrans Rugen”**, **“Chemtrans Riga”** and **“Chemtrans Rouen”** which have been sailing in our fleet since 2004, were sold and left our fleet in spring and summer of this year.



“Chemtrans Rugen”



“Chemtrans Riga”



“Chemtrans Rouen”

The **“Hans Scholl”** was also sold and left our fleet in August this year after having sailed in our fleet for many years since its delivery in 2004. The vessel was named after the German student Hans Scholl, who protested against the Nazi regime in Germany during the Second World War and was subsequently killed by the Nazis.



“Hans Scholl”

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 taking over and preparing 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 times!

Inauguration of the Peter Krämer Primary School in Togo and ongoing work for the children in Africa



We are very pleased to announce that on 1 April, 2022, the “Ecole Peter Krämer” was opened with a ceremony in typical African tradition in the village of Nanergou in the poor north of Togo, in the Savannah region.

The primary school, which is named after Peter Krämer, was financed by donations from our Peter Krämer Foundation, the goal of which is to help children in Africa via education.



In this context, we are glad and proud in equal measure to have renewed the “Schools for Africa” partnership with UNICEF for the years to come. An agreement for that was signed between the Managing Director of UNICEF Germany, Christian Schneider, and the Chairman of the Peter Krämer Foundation and of CST, Christian Krämer. So far “Schools of Africa” has built more than 3,000 schools in Africa with more to come.

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

Gomez, Glen Anthony P.	AB	31/05/97
Josue, Joseph A.	PPM	17/07/97
Surima, Danilo H.	PPM	14/08/97

10 years

Sign-on date

Byelograd, Andriy	BSN	11/11/12
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“He who loves practice without theory is like the sailor who boards ship without a rudder and compass and never knows where he may cast.” Leonardo da Vinci

In 2022 the CST fleet expanded significantly. This would not have been possible without your dedication and confidence in the company. We would therefore like to thank you for all your efforts and great cooperation.

The new year will bring some new challenges. In 2023 OCIMF will start the roll-out of Sire 2.0, which will implement some impor-

tant changes to the Sire regime. That will make it necessary for all of us to dive into the theory of the matter once again. Together, we will also master this challenge. We will support you all the way to successfully complete Sire 2.0.

Marine Service exhibits once again at SMM and Gastech



After two years of absence due to Covid-19, exhibitions came back to the shipping scene this year.

Our engineering and consultancy company, Marine Service GmbH, participated in two large exhibitions during the same week in September this year. Marine Service exhibited at the world's largest shipbuilding exhibition, SMM in Hamburg, and at the same time at the world's largest exhibition for LNG technology, Gastech, which was in Milan this year.

For Marine Service the two events were a great success, as there were many interested companies and potential customers visiting the exhibitions and our booths and showing interest in the services which we offer.

The exhibitions were well attended by shipyards, shipping companies, gas companies, suppliers and others.

One of this year's main themes was the energy and gas situation in Europe as a result of the war between Russia and Ukraine. LNG



will become more and more important and especially Germany is planning the construction of a number of LNG import terminals, both land-based as well as FSRUs. LNG as a marine fuel as well as other alternative fuels, such as methanol, ammonia, hydrogen, etc., were also on the agenda.

Marine Service promoted our services in the fields of LNG as fuel for cruise vessels and other ship types, FSRUs and LNG bunker vessels and barges, as well as consultancy in the fields of LNG, offshore wind power and shipbuilding in general.

EEXI AND CII: Dual regulations reducing ships' carbon impact

The International Maritime Organization (IMO) has set ambitious decarbonisation targets for the shipping industry. By 2030, the IMO aims to reduce vessels' carbon emissions per transport work by at least 40%, and is targeting a 70% reduction for 2050. This is to be implemented in parallel with an overall reduction of greenhouse gas (GHG) emissions by 50% across the sector.

To accomplish this, the Marine Environment Protection Committee (MEPC) is increasingly passing regulations devoted to minimising the marine sector's carbon emissions and environmental impact. In June 2021, the MEPC put forward two new regulations that will impact shipowners worldwide: the Energy Efficiency Existing Ship Index (EEXI) and the Carbon Intensity Indicator (CII).

WHAT ARE THE EEXI AND CII?

The EEXI is a framework for determining the energy efficiency of in-service vessels over 400 GT that fall under MARPOL Annex VI. The EEXI requires ship operators to assess their ships' energy consumption and CO₂ emissions against specific requirements for energy efficiency for each vessel type. To do this, shipowners may need to implement technical measures to adjust their vessels' emissions to the required level.

HOW ARE EEXI AND CII CALCULATED?

The EEXI describes a vessel's CO₂ emissions, determining standardised CO₂ emissions related to installed engine power, transport capacity and ship speed. Emissions are calculated based on the installed power of the main engine, fuel oil consumption, and a conversion factor between fuel and the corresponding CO₂ mass. A ship's CII is calculated as the ratio of the total mass of CO₂ emitted to the total transport work undertaken in a given calendar

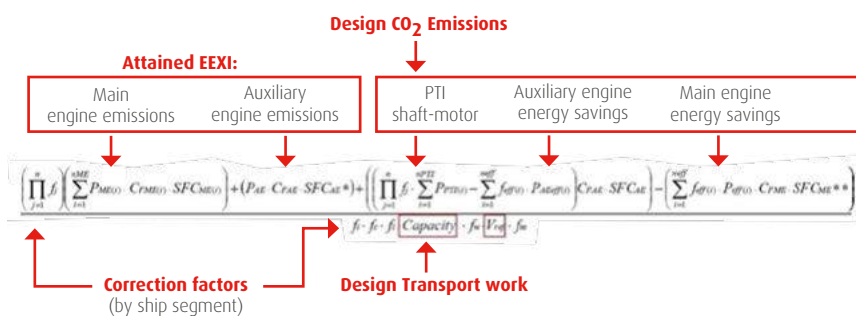
year. A vessel's performance rating is determined by comparing a ship's operational carbon intensity performance with the average performance of other ships of the same type.

COMPLYING WITH EEXI AND CII

Shipowners and managers must prepare for the EEXI and CII requirements in advance, taking time to assess and improve their vessels as needed. This is crucial to ensuring that vessels are ready for 1 January, 2023, in order to earn the proper certificates to allow them to continue sailing and trading internationally.

To achieve EEXI compliance, vessels can undergo a preliminary assessment, then gain approval for preliminary technical files and earn a statement of compliance. Verification of the ship's EEXI takes place after 1 January, 2023, at the vessel's first annual, intermediate or renewal survey for its International Energy Efficiency Certificate (IEEC).

For the CII, managers must determine ships' carbon intensity profiles and develop an optimised Ship Energy Efficiency Management Plan (SEEMP) by the end of 2022. This mandatory document is a ship-specific plan that provides a mechanism to help improve the energy efficiency of a ship in a cost-effective manner. For ships that must moderately or significantly minimise emissions and improve fuel consumption, several options for technical and operational improvements are available. These include switching to low-carbon fuels, limiting engine loads and reducing speed, and retrofitting vessels with energy-efficient technology. One of the goals of the EEXI and CII is to help stakeholders develop a mindset of ongoing improvement, where modifications both small and large can ultimately drive down onboard carbon emissions.



A	Major Superior
B	Minor Superior
C	Moderate
D	Minor Inferior
E	Inferior



CYBER SECURITY AWARENESS

BE AWARE

EMAILS

- Only open emails and attachments from sources you trust.

ANTIVIRUS

- Keep your antivirus software updated.
- Periodically scan of your computer/ laptop and your external devices.

PERSONAL EQUIPMENT

- Personal equipment (USB sticks, phones, tablets, laptops, HDDs, etc.) must not be connected to ship's computers.

PASSWORDS

- Use long password phrases.
- Make them complex by using special characters (\$\$%&), numbers and capital letters.
- Keep your passwords to yourself.

REPORT

- Always report suspicious or unusual problems on a ship's or office operating systems to ITE!

COMMUNICATION

- Think twice before you share information and/or photos (e.g. about your job, company, crew, ships, etc.).

For more details see the CST / CSTS Cyber Security Manual

Crew Health and Safety - Enclosed spaces

An “enclosed space” on board is not designed for continuous worker occupancy. It is characterised by its limited opening for entry and exit and its inadequate ventilation.

The most common enclosed spaces are cargo tanks, pump rooms, chain lockers, cofferdams, water tanks, void spaces, duct keels, fuel tanks, engine crankcases, and exhaust and scavenge receivers. Hazards such as an oxygen-reduced or toxic atmosphere are not always recognisable by the human senses and may lead to the assumption that the atmosphere in the enclosed space is safe to enter.

In order to protect the safety and the health of the crew and to avoid accidents and incidents, the owners have implemented a detailed procedure for the entering of enclosed spaces.

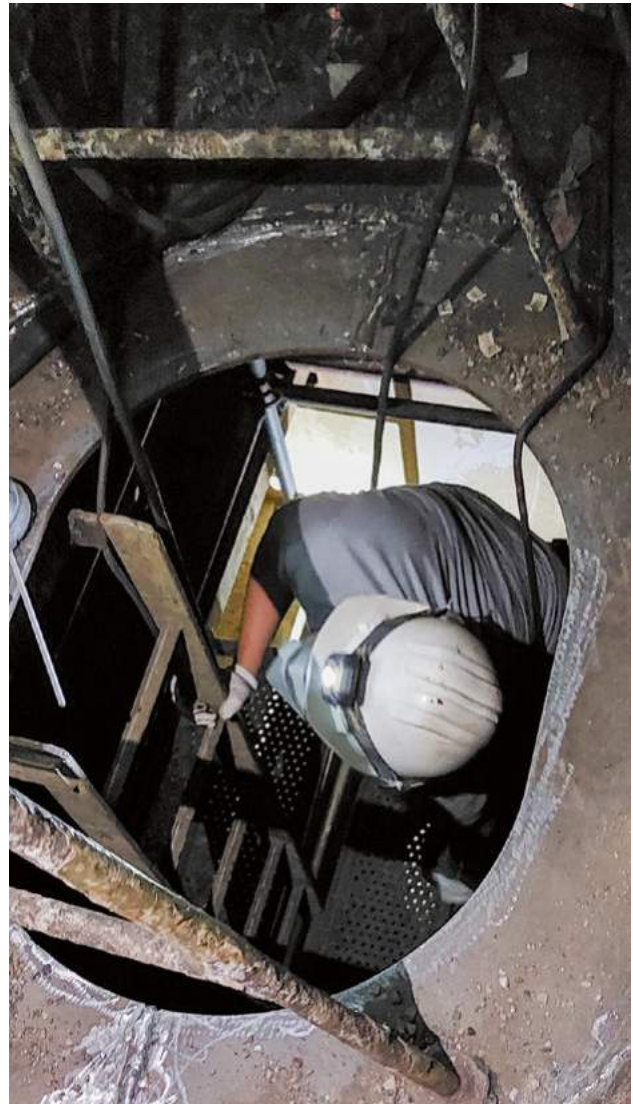
Enclosed spaces on a particular vessel are listed in the respective safety management procedure. Whenever those spaces are to be entered, the procedure must be followed.

Unfortunately, incidents involving personal injury and the loss of life of crew members entering enclosed spaces are still being reported within the shipping industry.

The main failures are:

1. Failure to recognise dangerous enclosed spaces and hazards associated with them.
2. Lack of understanding of or non-compliance with company procedures.
3. Treating checklists as a tick-box exercise, resulting in the failure to carry out necessary safety precautions.
4. Incorrect use of critical safety equipment.
5. Unplanned and poorly executed rescue attempts in case of incident, acting on emotion and instinct, disregarding proper safety precautions.
6. Lack of intervention.

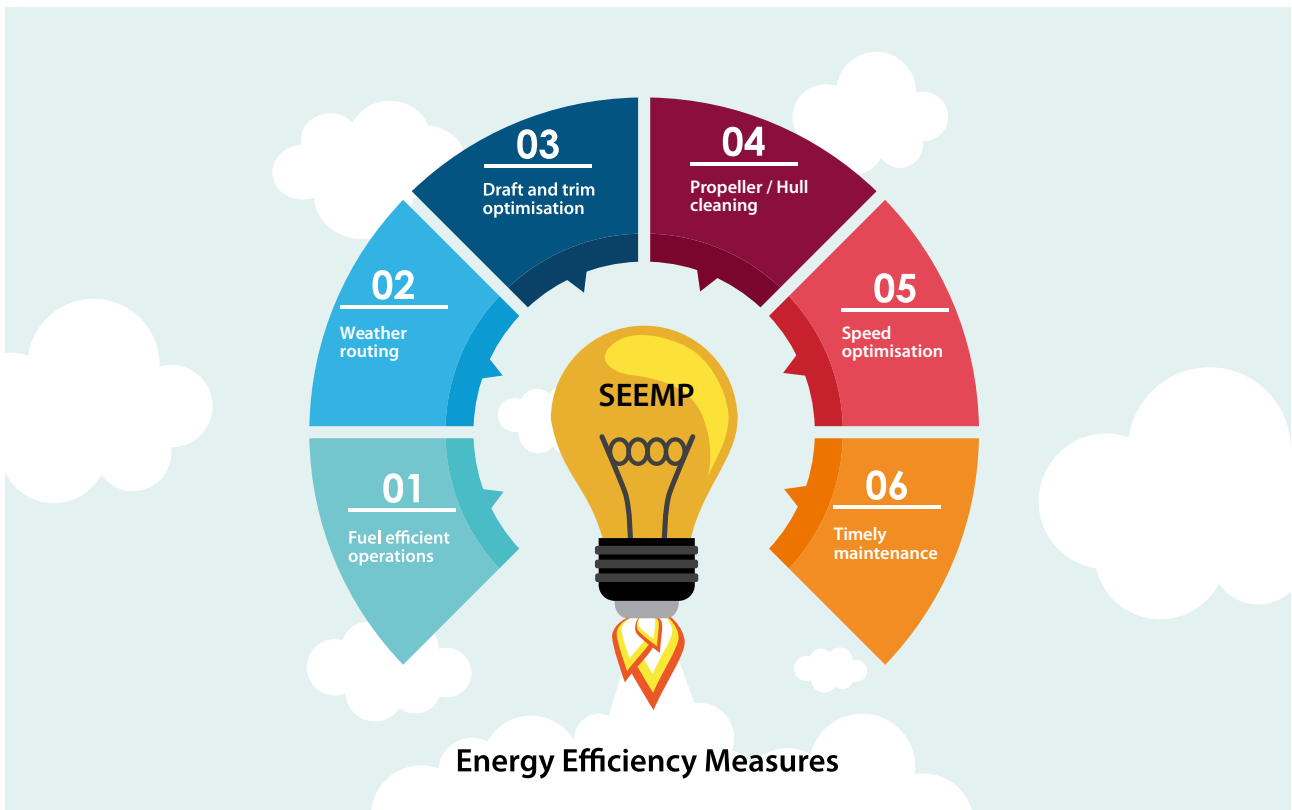
Most of the above failures indicate a lack of training and understanding. Regular training is therefore essential in order to



familiarise the crew with the hazard, the equipment and the use of the checklist.

Before entering enclosed spaces, the Safety Officer will have to review the procedure once again with the crew involved and assign the various duties. Only when all participants understand their responsibilities and duties will the Master (or any other assigned Senior Officer) review the plan and provide written permission to enter the space.

Promoting Energy Awareness



Fuel efficient operations

The ship specific way in which the ship operations can be carried out in a fuel-efficient way.

Weather routing system

The master to take into account the guidance provided by the weather routing services that the company has subscribed to.

Engine performance

A well-maintained engine will provide optimum efficiency and save fuel. It is required to complete the PMS jobs of engines well on time.

Boiler and IGG use management

The consumption of the auxiliary boiler and inert gas generator is significant. By smartly managing the use of the boiler, a significant amount of fuel can be saved. Installation of electric heaters

for fuel heating to further reduce the need for the boiler and thus save fuel should be explored.

Draft and trim optimisation

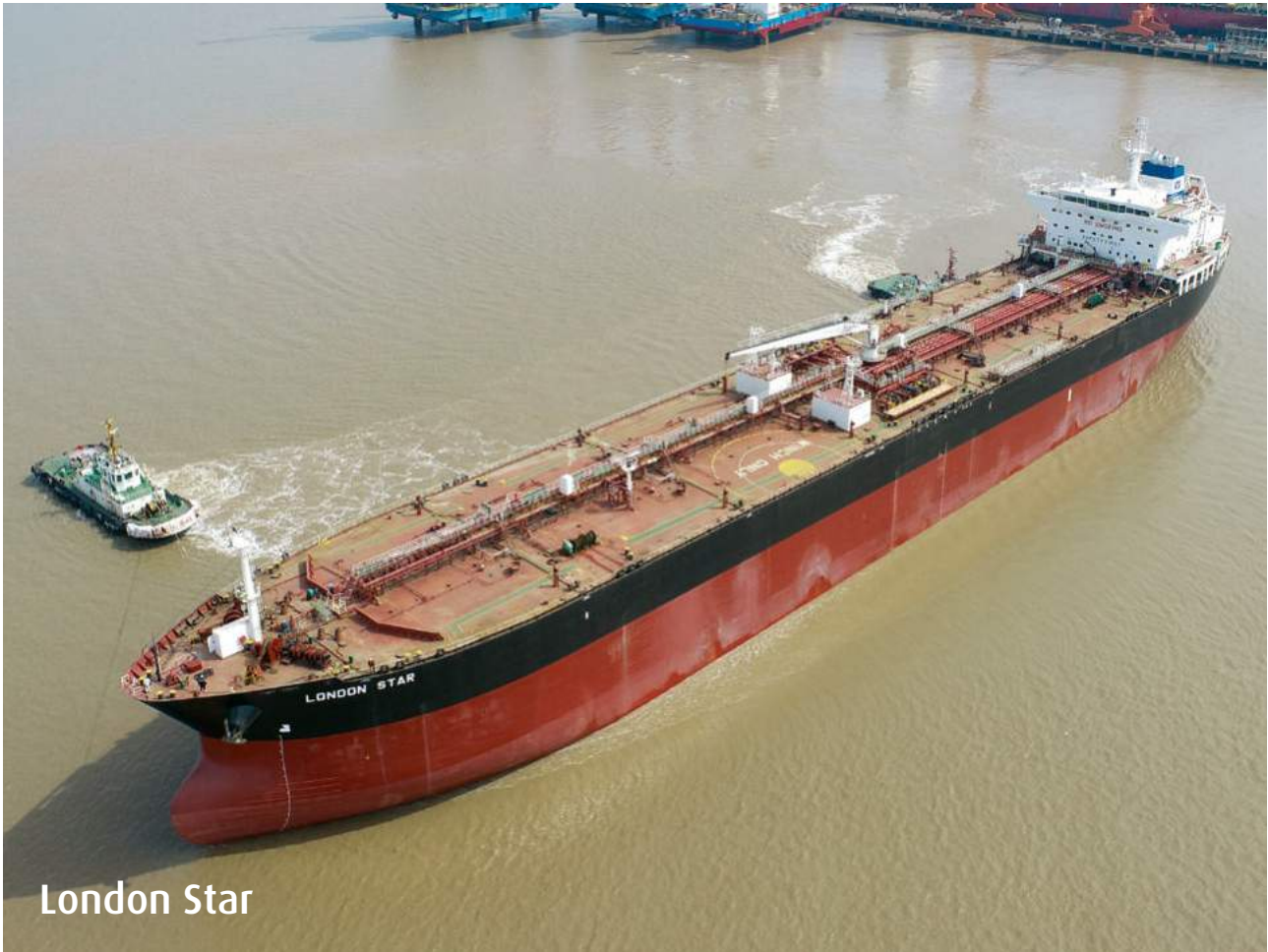
With the same deadweight, a ship at different trim may consume a different amount of fuel optimising the ship-specific draft and trim to maintain (whenever possible) lower fuel consumption is recommended.

Propeller and hull inspection/cleaning

A clean propeller and clean hull offer lesser resistance and thus better fuel efficiency. Regular underwater hull inspections and cleaning of the hull and propeller are to be considered within a 120-days cycle.

There could be hundreds of such measures that can contribute towards energy efficiency of the vessel.

Our favourite photos of 2022



London Star



Chemtrans Leo

Fleet Overview



Fleet Overview



Chemtrans Aegean



Chemtrans Arctic



Chemtrans Baltic



Chemtrans Cancale



Chemtrans Carolina



Chemtrans Ionian



Chemtrans Leo



Chemtrans Mars

Fleet Overview



Chemtrans Mercury



Chemtrans Moon



Chemtrans Naos



Chemtrans Nova



Chemtrans Oceanic



Chemtrans Polaris



Chemtrans Saturn



Chemtrans Sea

Fleet Overview



Chemtrans Taurus



Chemtrans Uranus



Colorado Star



Conquest



Constellation



ES Jewel



Ganges Star



Green Point

Fleet Overview



Hamburg Star



HZ Singapura



JM Sutera 1



JM Sutera 2



JM Sutera 3



JM Sutera 5



JM Sutera 6



JM Sutera 8

Fleet Overview



Kongo Star



Lila Hong Kong



London Star



Mississippi Star



MS Sophie



Murray Star



Nylex 1



Pechora Star

Fleet Overview



Spas Tiga



Shannon Star



Trans Africa

