FLEET MAGAZINE

IMO 2020  Crew Seminars 2019
COVID-19 Chemikalien Seetransport Singapore Pte. Ltd.
Delivery of “Chemtrans Cancale”  50th anniversary
Welcome to the latest edition of our Fleet Magazine, the news magazine from Chemikalien Seetransport.

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

This edition is published in a very special year for all of us and everyone around the world. Since the beginning of the year, we have been living in a global pandemic, the first one since the Spanish Flu at the beginning of the 20th century.

We have all had to learn to live with these extraordinary circumstances, and first and foremost we hope that all of you, your families and loved ones are safe and healthy.

We would like to thank all of you very much for dealing with the situation in such a professional manner!

This year’s further challenges, from an operational point of view, have been the introduction of the new IMO 2020 regulations as well as the many dry dockings, with some of them including the installation of ballast water treatment systems, which you have been managing very well.

We are very glad and proud that CST is in very good shape and the fleet under management has grown even further since the previous edition of the Fleet Magazine!

Since August 2019, we have been able to add an additional seven ships under management to our fleet, five of which to our Hamburg fleet and two to our Singapore fleet.

With these additions, the fleet under management is now at 40 vessels, comprising 37 tankers and three bulk carriers.

Again, several new colleagues have joined us in order to cope with the growth of the company.

At the beginning of this year, our Singaporean company changed its name to Chemikalien Seetransport Singapore Pte. Ltd.

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 years. We are looking forward to jointly steering our organisation into the future.

We hope you enjoy reading this magazine.

Yours sincerely,
Christian Krämer & Oliver Hennes
The corona virus has changed our daily routine dramatically. Travelling has been restricted, ships’ visits are reduced to a minimum, and crew changes are still highly challenging in most regions worldwide.

Day-to-day life has very often come to a complete standstill, with family visits restricted, travel bans and lockdowns in certain parts of the world.

Scientists are regularly providing updates about the latest results of their research on the new corona virus and medical treatment developments. However, to date, we are still in a learning curve and have to adapt to the circumstances given.

It’s quite interesting to know that different types of corona viruses are not new to doctors and scientists. Over 100 years ago, veterinarians examined a sick cat that was feverish and had a swollen stomach. This was perhaps the first reported case of a corona virus infection. Other animals such as chickens, birds and pigs also showed mysterious symptoms. Researchers found out that the corona viruses detected on dogs could also seriously harm cats, and the cat corona virus, in turn, could harm pigs and other animals and lead, in the end, to their death.

In the past, experts believed that the viruses would cause no harm to humans or only very mild symptoms. Today, we know that over twelve corona strains exist and most of them can spread from animals to human beings.

In 2002, hundreds of people died during the SARS outbreak. The SARS virus, which belongs to the corona virus family, showed how easy the viruses can mutate and kill people.

It is shocking how the COVID-19 virus spread around the world in a very short period of time and has killed more than a million people so far. It is still unclear where exactly the virus came from, how it mutates and how it developed into such a lethal disease.

Nobody knows how long the present corona virus pandemic will last. We are currently facing the “second wave” in many countries, with a significant increase in infections reported in autumn 2020. Scientists are working hard on developing a vaccine, which will hopefully soon be available.

Unfortunately, this pandemic is having an enormous impact on all of us and, of course, on the shipping industry worldwide.

Therefore, we all must ensure that:

- Workplaces are clean and hygienic
- Our hands are washed frequently
- Symptoms are observed when we are feeling unwell
- Social contacts are limited to a minimum and in accordance with present government regulations
- We observe the policy for social distancing – with a minimum distance of 1.5 metres between one person and another
- We cover our noses and mouths with protective face masks when the distance can’t be kept
- We all ensure that only persons who have a legitimate interest and are cleared have access to ships and offices
- We observe instructions from local governments, authorities, flag states, the IMO and OCIMF and other relevant parties in order to stop the spread of the corona virus

We at CST have mitigation procedures in place which ensure that all the necessary requirements are met and, more importantly, that all crews on board our ships and the office staff stay safe, healthy and CORONA-FREE.

We would like to express our sincere thanks to all of you, for how this difficult situation has been handled by our crews who had to extend their contracts in some instances and who have handled the crisis extremely well – THANK YOU VERY MUCH!
IMO 2020
Global Sulphur Cap challenges

Towards the end of 2019, crews on board all vessels had to prepare and execute the changeover of fuels from a maximum sulphur content of 3.50% down to 0.50% with the assistance of the office and commercial partners, which went smoothly and without operational interruptions.

Many predictions were made in the early stages of preparation to the introduction of MARPOL’s 2020 Global Sulphur Cap, none of which proclaimed that the transition to Very Low Sulphur Fuel Oil (VLSFO) would be smooth sailing.

Our experience with the transition

Initial experience suggests that there have been significant variances in the composition of residual VLSFOs, provided at the various regions. Off-specifications have been found for a variety of ISO 8217 parameters such as aluminium plus silicon (catalytic fines), pour point, acid number and several others. The most problems with fuel reported by our contracted laboratory were high total sediment potential (TSP) and marginal exceedance of sulphur. In fact, the results of an industry-wide survey jointly carried out by BIMCO, ICS, and Intertanko have produced similar findings.

Furthermore, it has been reported by our contracted laboratory that within the 1st quarter of 2020, 8% of the overall samples analysed had shown off-specification characteristics, compared to only 1% in the same period of the previous year.

Among the most common operational problems was an increase in sludge formation in purifiers and filters. Important for the operation of the new fuels is the reduction of the purification ratio as well as the frequent cleaning of the purifiers and filters. We can proudly say that these obstacles were managed extremely well by our good crews and no events of major breakdowns or engine damages occurred.

Port State Control (PSC) compliance inspections

In the first six months of 2020, the number of PSC inspections dropped by nearly 40% due to the COVID-19 outbreak. Despite that, detentions relating to the SOx regulations in MARPOL Annex VI were in the double digits in the Tokyo MoU region, with the majority of those being for high sulphur content in the fuel.

In some of those cases, further training might be needed for crew members and even office staff to increase their awareness of the PSC inspection guidelines, with an emphasis on two points in particular:

- Results from portable devices with a sulphur content of more than 0.53% can be considered clear grounds for a more detailed PSC inspection, but they should not be treated as evidence of non-compliance. The results are merely indicative.
- As part of a more detailed inspection, the “in-use” or “on-board” samples have to be tested ashore by an accredited laboratory. If the sulphur content of such samples is found to be equal to or less than 0.53%, verified as an average of two tests performed at the same laboratory, then the vessel should be deemed to be in compliance.

However, everyone should be aware that if the MARPOL sample is tested, a strict limit of 0.50% applies, verified as an average of two tests performed at the same laboratory. To the best of our knowledge, authorities have so far limited the testing for sulphur verification to the “in-use” or “on-board” samples and have not extended it to the MARPOL sample.

Future outlook

There are quite a few challenges ahead for all of us, mainly because of the variability in the fuel blends and the lack of oversight by authorities over the bunkering infrastructure. Apart from general recommendations, stressed in our CST IMO 2020 Changeover Guidance distributed prior to the transition in 2019, IMO 2020 is a game-changer in our shipping industry, affecting shipowners, refiners, and all other key stakeholders along the marine fuel supply chain. As a result of these changes, the world will see a greener environment in the shipping industry.

We thank you for managing the transition to IMO 2020 so smoothly!
On 22nd August 2019, Chemikalien Seetransport celebrated its 50th anniversary.

In 1969, the grandfather of the current Chairman Christian Krämer, Dr. Karl-Heinz Krämer, founded Chemikalien Seetransport as a ship management company.

Starting with the management of just one ship, the 2,500-dwt chemical tanker “Chemical Sprinter”, the company became a manager for all sorts of vessels during its 50 years of history.

While it always focused on vessels for liquid cargo – such as chemical, crude and product tankers, as well as LNG and LPG carriers – it has also been managing bulk carriers, container ships, ro-ro vessels, supply vessels, reefer vessels and multi-grade OBO carriers.
We are very glad that CST has made a great development over the last three years and has grown the fleet by 23 vessels since the beginning of 2018.

At the moment, CST is technically managing 40 vessels from its offices in Hamburg and Singapore, of which 37 are tankers and three are bulk carriers:

- 15 Panamax/LR1 crude and product tankers
- 7 handysize/MR product tankers
- 2 small product tankers
- 13 chemical tankers
- 3 bulk carriers

The golden jubilee was celebrated among colleagues from the different offices on the 10th floor of the Maritime Museum in Hamburg, with a beautiful view over the city and a tour around the impressive museum showcasing maritime history from all over the world – the perfect setting for Chemikalien Seetransport’s 50th anniversary celebration!
Chemikalien Seetransport (CST) held its main Senior Officer Crew Seminar in Hamburg on 19th and 20th August 2019, which included evening celebrations for the company’s 50th anniversary.

Further successful crew seminars were held in Manila on 7th and 9th May 2019, which were attended by CST’s Managing Director Oliver Hennes, CST Singapore’s Managing Director Maheswaran Muniandy, and Chemtrans Crewmanagement’s Managing Director and Head of Vetting Department Sven Strauss, as well as 155 seafarers from the Philippines.

Lastly, crew seminars were conducted in Novorossiysk on 22nd May 2019, in Odessa on 24th May 2019 and in Batumi on 28th May 2019. They were attended by Ebru Ural, Head of Operations Department CST, and Sven Strauss, Managing Director of Chemtrans Crewmanagement GmbH and Head of Vetting Department, as well as 58 seafarers from various Eastern European countries.

Seminar content included the following topics, among others:

- **Incidents, PSCs and “near miss” review**
  The HSSEQ team presented an overview of incidents, PSCs and near misses in 2019.

- **Lifeboat and davit maintenance**
  We invited the external company Woell Marine, who went through the importance of lifeboat and davit maintenance in detail. We thank the company and owner of Woell Marine for their input.
Crewing – various topics such as evaluation, motivation, personal attitude, appraisal, communication and promotion.

Vetting review and training by example
The vetting analysis for 2019 was presented and reviewed. Active exchanges took place between our vetting department and participants on how to present ourselves on board during SIRE inspections.

- Bunker and voyage optimisation.
- Communication and technical observations.
- The IMO 2020 low-sulphur fuel procedures and preparation
- Reflective learning / Resilience / Learning engagement tools / Partners in Safety

Our HSSEQ department presented the topics reflective learning, resilience, and learning engagement tools. All participants agreed that safety is not taken care of by one person alone on board, namely the safety officer. It is important that everyone is aware and understands that safety is the responsibility of every person on board and within the office.

• Mental health
• Jubilees 2019

With big pleasure, our Group Chairman Christian Krämer and the Managing Director of Chemtrans Crewmanagement GmbH, Capt. Sven Strauss, congratulated and appreciated with great thanks our anniversary employees in 2019. They received CST certificates, a CST watch and a CST-labelled pen.

Congratulations to all the anniversary employees!

The seminars were arranged to share the company’s future plans with our seafarers, to talk about progress and prospects – showing full commitment by top management, who took part in the seminars – and to reinforce the key objectives and tasks set by CST for its crews.

We are proud that we received very positive seminar feedback from the participants.

We hope that we can meet all crews again soon!

Batumi

Odessa
We are proud to announce that as of 6th February 2020, our group is the sole owner of Chemikalien Seetransport Singa-
pore Pte. Ltd.

The company, which was founded in 2004 as a joint venture be-
tween the Norwegian company Belships and CST, was previously
named CST Belchem Singapore Pte. Ltd.

The joint venture was a very successful set-up for more than 15
years, but now the time was right to continue on our own in
Singapore.

After CST bought the remaining 20% of shares from its joint ven-
ture partner, the company changed its name and moved to new
nice-looking and modern offices in Singapore at the beginning
of 2020.

Since then, more than ten new colleagues have joined our team,
and we now have a fully staffed ship management company
with all functions in Singapore. The technical and vetting de-
partment has been with the company since the beginning, but
purchasing, crewing, QA, administration and accounting was so
far provided by Belships Singapore and has now been established
on our own.

Our Managing Director, Captain Maheswaran Muniandy, and his
team have been very successful in acquiring new tonnage under
management – over the last three years, six new vessels have
joined our fleet – and are well connected in the South-east Asian
shipping markets with strong relationships to oil majors, traders
and major shipowners.

We would like to express our great thanks to the team in Singa-
pore for managing the transition so smoothly, especially under
very special circumstances during COVID-19, and wish them the
best of luck for continuous success in Singapore and the Far East!
On 25th November 2019, a Panamax/LR1 product tanker, which has been well-known to us for many years, joined the fleet of Chemikalien Seetransport.

The ship was originally ordered by an Italian shipping company at New Century Shipbuilding in November 2003, and our group took over the ship during the construction phase in October 2004. The newbuilding supervision was performed by us in conjunction with the Italian company, and the vessel joined our management straight from the delivery on 25th June 2007.

We named the vessel after Cancale, a beautiful small town in Brittany: “Cancale Star”.

The ship was later sold in 2010 to another party, and we took her back under management in November 2019, renaming the vessel “Chemtrans Cancale”.

The delivery in Walvis Bay, Namibia, went very smoothly.

We wish the vessel and her seafarers always calm seas and safe voyages.

Welcome back, “Chemtrans Cancale”!
Fleet expansion in 2019/2020

In the previous Fleet Magazine, we wrote about the successful delivery of the LR1 product tanker “Chemtrans Oceanic“, built by New Century Shipyard in 2005, which was successfully taken over in Mombasa, Nigeria, on 30th July 2019.

Since then, we have managed to continue our path of expanding the fleet under CST management.

In 2019, three sister vessels of “Chemtrans Oceanic“ were successfully taken over as well:

- “Chemtrans Baltic“ joined our fleet in Falmouth, UK, on 16th August 2019.
- “Chemtrans Arctic“ was taken into management in Singapore on 20th August 2019.
- “Chemtrans Adriatic“ was taken over in Salvador, Brazil.

After a very busy summer in 2019, with four takeovers on four continents in a timeframe of only one month, the next vessel to join the fleet was “Chemtrans Cancale“. The ship, which is well-known to us since its delivery from New Century Shipbuilding in 2007, was taken over by CST in Walvis Bay, Namibia, on 25th November 2019.

“Chemtrans Baltic“ joined our fleet in Falmouth, UK, on 16th August 2019.

“Chemtrans Arctic“ was taken into management in Singapore on 20th August 2019.

“Chemtrans Adriatic“ was taken over in Salvador, Brazil.

“Chemtrans Cancale“ was taken over by CST in Walvis Bay, Namibia, on 25th November 2019.
On 1st March 2020, CST Singapore took over the newbuilding “JM Sutera 8”, a 7,200-dwt chemical tanker, from Muhibbah Marine Shipyard in Port Kelang, Malaysia.

The Panamax/LR1 product tanker “Chemtrans Polaris”, built by Hudong Zhonghua Shipbuilding in 2005, joined the fleet in Singapore on 18th June 2020. The takeover took place during lockdown and COVID-19 restrictions, so it had to be performed without our attendance at the site. Furthermore, the seller’s crew agreed to stay on board for the first voyages, since a crew change was not possible in Singapore at the time. Nevertheless, the delivery went very smoothly.

Finally, CST Singapore took over the 6,800-dwt chemical tanker “Nylex 1” in Pasir Gudang, Malaysia on 27th November 2020. The ship was built at Hakata Zosen Shipyard in 2017.

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 these vessels during challenging times and circumstances.

We wish the crews and officers of all the vessels calm seas and favourable winds at all time!
Advice for seafarers struggling with mental health during the Covid-19 global pandemic

Currently, many people in countries across the world are experiencing a new way of living, suddenly confined to their home, perhaps feeling “cabin fever” and, for some, a sense of loneliness.

However, while this is new to a lot of us, it is a different story for seafarers who experience being away from their friends and families for very long times and are confined to one space as the norm. This, among other reasons, can be detrimental to the well-being and mental health of seafarers.

Due to the corona virus, some vessels are unable to continue on their planned schedule, meaning there is the additional uncertainty of not knowing when seafarers may be able to see their families again. Others may not be able to join vessels and suffer from job insecurity.

On the right are some useful ways to cope with the increasing pressure caused by the current circumstances:

1. Be aware of news that is relevant to you, but limit exposure to articles that upset you.
2. Try some daily meditation or breathing exercises to manage worry, anxiety and stress.
3. Create a routine that includes one fun or enjoyable thing each day.
4. Try not to worry about things outside of your control.
5. Focus on the things you do have, rather than the things you don’t have.
6. Try to think positively and imagine best case scenarios.
7. Notice one good thing each day, no matter how small.

Stay safe and well!
Dear Jubilees,

“The art of the sailor is to leave nothing to chance.”
Annie Van de Viele (Belge Yachtswoman, 1922-2009)

We, the CST family, would like to wish a happy anniversary to all Jubilees. 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 a safe and prosperous voyage.

Jubilees 2020

10 Years

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We wish you all a safe and prosperous voyage.
Our favourite photos 2020

Chemtrans Baltic
Our favourite photos 2020

Chemtrans Polaris
Our favourite photos 2020

Hans Scholl
Fleet Overview

Amur Star

Athens Star

Chemtrans Adriatic

Chemtrans Arctic

Chemtrans Baltic

Chemtrans Cancale

Chemtrans Moon

Chemtrans Nova
Fleet Overview
Fleet Overview
Fleet Overview

- JM Sutera 3
- JM Sutera 5
- JM Sutera 6
- JM Sutera 8
- Kongo Star
- London Star
- Mississippi Star
- MS Simon
Fleet Overview

- MS Sophie
- Murray Star
- Nylex 1
- Pechora Star
- Pos Logistics 1
- Pos Logistics 2
- Shannon Star
- Trans Africa