

Tribune

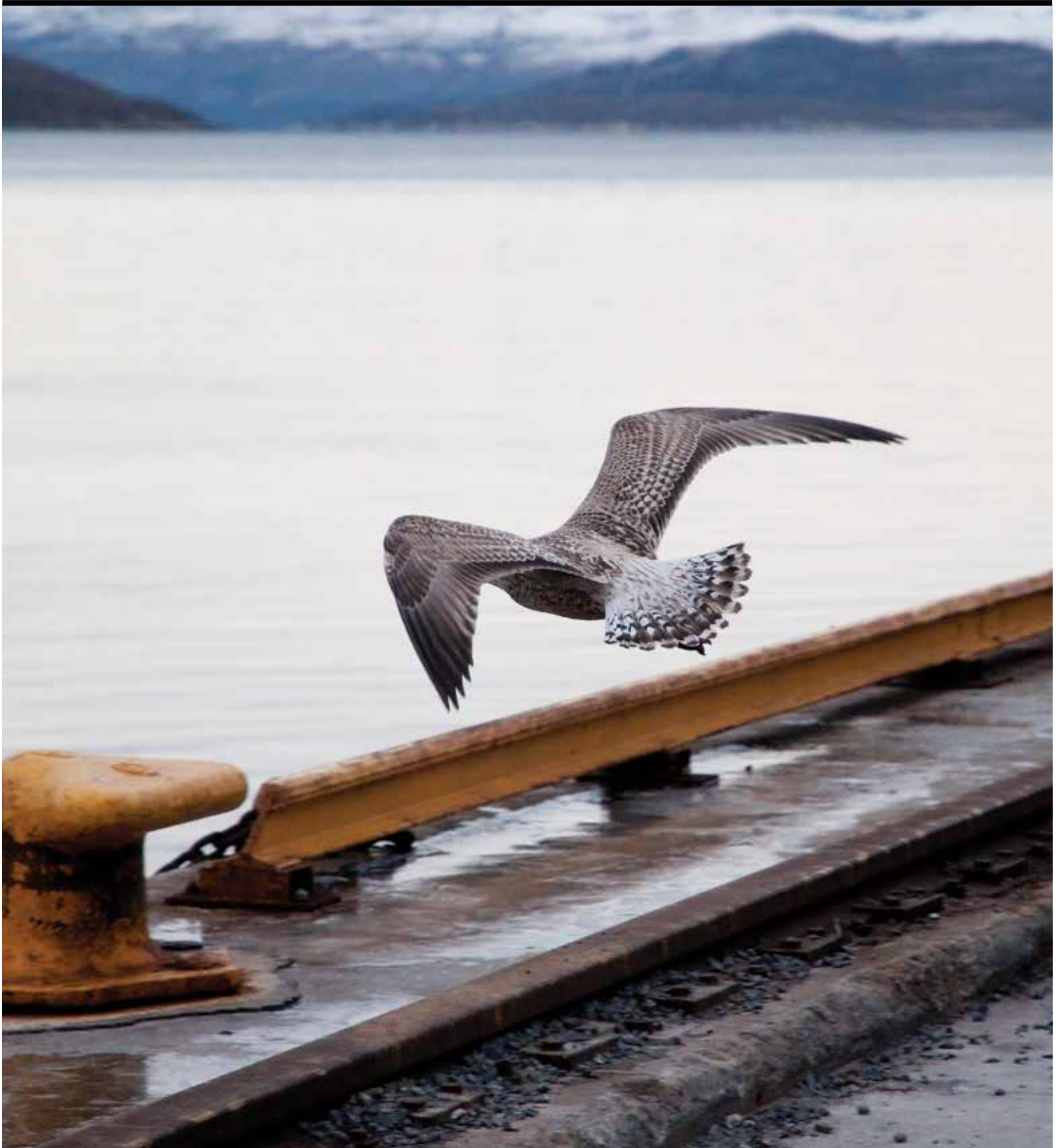
TSCHUDI 

Issue 16 - Summer 2014

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Tschudi
Tribune

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Dear friends and colleagues!

Welcome to read the summer 2014 issue of the Tschudi Tribune. In this issue you will see that we include the “tales of two Captains”. That may be read as a paradox as during the last year we have sold much of our conventional fleet. However, as you hopefully will agree from reading these articles and the rest of the Tribune, the Tschudi Group has during the last 10 years been through a planned transition from a Group with focus on assets to a Group with focus on people, cargo and activities. Furthermore, we now also see that our “bet on the High North” is giving results both in increased activity as well as in positive operating margins.

Regrettably increased activity and positive operating margins have not been seen in our conventional shipping activities during the weak markets experienced over the past few years. Still, in this context it is very important to keep in mind that this negative return on our shipping investments is to be blamed on the markets in general and not on the performance of our crew or our shore based personnel. We are proud of our operations and we believe that the teams we have are second to none. Despite this we have regrettably seen a need to adjust our activity level and sell assets to adjust to the market. The good thing in all this is that we have managed to replace much of the activity related to the sold vessels with new activity on our own account and also with more third party business. This has fortunately put us in the position that we can keep most of our competence on board and in-house and still offer interesting and challenging jobs for our competent personnel.

As addressed in the previous issue of Tribune there has been a positive development for our logistics companies with increased activity from demanding customers in a demanding market. Tschudi Logistics has a well-deserved strong position in its markets. We read the positive development for the logistics activities combined with the positive development in the



Northern Region as a strong indication that we are on the right track, in the right spot and at the right time.

When following the oil and gas industry we also see an increased focus on Africa and African resources. We have during the last few years had 3 vessels from Tschudi Offshore & Towage operating in Angolan waters. This year we have actually been up to four. We believe that the experience gained from operations of these vessels in Angola together with previous experience from African operations in Tschudi Offshore & Towage and also in Tschudi Ship Management when operating liner vessels in Angola can be used to create a new geographical platform for our offshore related activities and also for oil and gas logistics. It now looks as if the High North and Africa will be the most interesting regions in the world with respect to growth in the years to come. By building on and expanding our existing knowledge we should be able to develop new business opportunities in these regions and benefit from this.

As a concluding remark we will use the opportunity to thank you all for your good work and extensive support during the interesting and also challenging years that we now have behind us. We look forward to working together with you in the years to come. Hopefully these will be less challenging but even more interesting.

Wishing you all an enjoyable summer.

Kind regards

Felix H. Tschudi
Chairman

Jon Edvard Sundnes
Managing Director



AYE AYE CAPTAIN!

Captain Tor Bowitz retired in May 2014, after 45 years with the Tschudi family. In October 1969, at the age of 17, Tor commenced his maritime career. He continued at sea until 2005 when he joined us on land at Lysaker.

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY



Always plenty of things to monitor.



Captain Tor Bowitz at the Christening of Sibonancy, July 1994.



Olav-Kjell Sagen and Captain Tor Bowitz during trial trip Siboeva, 1993.

Captain Tor Bowitz's long and interesting maritime career commenced onboard the Tschudi & Eitzen OBO carrier Sibotre.

Tschudi with their companies, Tschudi & Eitzen and latterly Tschudi Shipping Company, have had the privilege of Tor's comprehensive knowledge and technical expertise for 45 years – an honour and pleasure we are extremely proud of.

What was the main attraction of going to sea already as a teenager?

"Arendal, where I grew up, was an important maritime town in Norway and "a life at sea" was the norm for most men. Almost every family had someone who had been to sea! Arendal was a thriving port even in the 14th century, with the largest fleet of sailing vessels in Norway before the steamship era. Everything in Arendal was related to shipping, ship building and repairs etc. - there was very little shore based industry in the town. My father and most of my friends' fathers were sailors. To be "grown up" meant that all boys had to go to sea - so off I went!"

How were the first years of your maritime career?

"At the age of 17 I started as deck boy onboard the OBO Sibotre, signing on in a windy and rainy day in Gothenburg. Going to sea at that time meant being away for 12 months at a time. With this duration, you were entitled to a free trip back home. My first trip lasted for almost 19 months! Never having been outside of Norway, this was a great adventure. With a crew of approx. 30 we headed off to the Persian Gulf, via the Cape of Good Hope – the Suez Canal being closed at that time. I was allocated my own cabin, directly over the propeller so not an ideal location but nevertheless quite a "luxury" to have my own cabin.

We often worked long days - 12 hours a day or more. Certainly not in compliance with today's regulations but in those days nobody bothered. But as you know, hard work never killed a sailor! There was always plenty to do and if you showed an interest in ship board work, you were taught the ropes, given responsibility and were then able to do other duties. After

"But as you know, hard work never killed a sailor!"

my first trip at sea, I signed on the next ship as an ordinary Seaman. After about 2 years of sea service, I was promoted to Able Seaman. This was done without any preliminary interview and I discovered this when a note was hung on my cabin door stating "Rank AB"!"

During the first period at sea we loaded coal in Norfolk, USA and carried this via the Panama Canal to Japan. After my first 2 years at sea, I had already experienced a lot of the big wide world and felt quite grown up!"

Your first trip to sea was on an OBO carrier. Has your career always been on this type of vessel?

"No - during my time at sea, I have also been on tankers, capesize bulk carriers, the heavy lift Sibig Venture and ocean going tug Sinni. These names might be familiar from the Tschudi fleet history."

Do you have any vessel preference?

"As I served the longest on OBOs, I have to admit a fondness for this type of vessel. The OBOs - ore-bulk-oil carrier or combination carrier – are of a design to enable either wet or dry cargoes. Today these vessels would be considered to be environmentally friendly as we carried cargoes both ways between Europe and the USA.

Working onboard was challenging and often meant quick "clean ups" - converting from wet to dry, or vice versa, before loading the next cargo!" It took 3-4 days to clean from fuel oil to grain. This was done using hot water with the crew working around the clock until completion.

How would you describe your career with Tschudi?

"Here I am referring to my years at sea and the good relationship between the crew and Tschudi ashore. The ship's management was trusted to get on with things and there was seldom any great «interference» from Oslo! Of course, important issues were



Always plenty of stories from the 'good old days'. From left Olav-Kjell Sagen, Arne Larsen, Captain Henry F. Tschudi and Captain Tor Bowitz.

“One other thing, which I already know I will miss, is the daily contact with my “second family” and all my colleagues and good friends!”

discussed with the Superintendent in charge and when things had to be done, our requests were granted and things were then done quickly and efficiently. Independence and trust were evident throughout my whole career. Relations were based on human factor and the working environment – the good cooperation and support from the office in Oslo were important contributing factors. Wages were never the main attraction.

During my years at sea, I was very fortunate never to have witnessed any severe accidents, fatalities or any major cargo claims.”

What are the most memorable events from your years at sea?

“Well, certainly one thing was becoming Captain. Late 1981 I achieved the highest position for a seaman and was given full responsibility for the vessel and crew!

My first voyage as Captain was on the OBO Siboto and it was certainly a challenging “maiden” voyage! We had a fuel oil cargo from Ecuador to New Orleans and as Chief Mate I had to discharge that cargo in New Orleans. After taking over the command in New Orleans many issues had to be dealt with. Departure from New Orleans and the subsequent transit down the Mississippi River while preparing for tank cleaning with a new Chief Mate who was not familiar with the vessel’s equip-

ment. During the voyage to the next loading port, we cleaned the tanks from dirty fuel oil to clean petroleum products – quite a demanding task in itself. The next cargo to be loaded, without colour drop, was jet fuel. The cargo was loaded at Saint Croix and Curacao, the discharge port was Japan for orders via the Panama Canal. En route, we encountered stormy weather and a hurricane in the North Pacific which lasted for many days. During this we sustained minor cracks to the bulkheads, causing cargo leakage into dry spaces onboard. So all in all, this was quite a challenging voyage for a newly appointed Captain – however, it did not put me off and I continued in command for another 25 years.”

What is your greatest achievement?

“I have already mentioned my fondness for OBOs and again it’s the OBOs! In 1991, Tschudi & Eitzen signed a contract with Burmeister & Wain Shipyard, Copenhagen for new building OBOs. This resulted in 7 new vessels being built from 1992-1994. Here is yet another example of great trust and independence. During the whole process the site team had an open dialogue with Tschudi & Eitzen in Oslo. We were involved in the planning and invited to come with input and suggestions prior to, and during construction. During the building period, we were given



Captain Bowitz with crew.



Captain Bowitz on one of the OBOs together with Olav-Kjell Sagen.

full authority to supervise the construction and to take the necessary actions and decisions on site ourselves. It was a unique teamwork between the site team and the Technical Department in Oslo, headed by Mr. Olav-Kjell Sagen. Major issues were discussed in order to find the best solutions and we proceeded accordingly.

I am proud to say that with the good cooperation, we made a well-designed vessel even better. The vessels had an exceptionally good performance record while in our fleet.”

Your whole career, in fact 45 years, has been with one company.

Can anything in particular account for this achievement?

“Yes, one thing has been the good working atmosphere and the close personal relations with Tschudi & Eitzen and Tschudi



Dressed and prepared for the good life with coffee ready at hand.

Shipping Company AS. I reckon the feeling of most long-time employees must be that they are happy to have found a place where they feel they truly belong. Also by being given chances to advance and develop, I saw no reason to move elsewhere.”

How do you feel about your retirement?

“I have to say, it feels like final “sign off” with no vessel to return to!

One other thing, which I already know I will miss, is the daily contact with my “second family” and all my colleagues and good friends!”

We thank Tor for his invaluable contribution to our company and wish him all the best in his retirement.

SHIP TO SHIP

– A LITTLE SMARTER



Due to the shallow waters and ice conditions in many Russian ports, it is more economical to transship oil cargoes to conventional vessels in ice free, deep waters for further transportation.

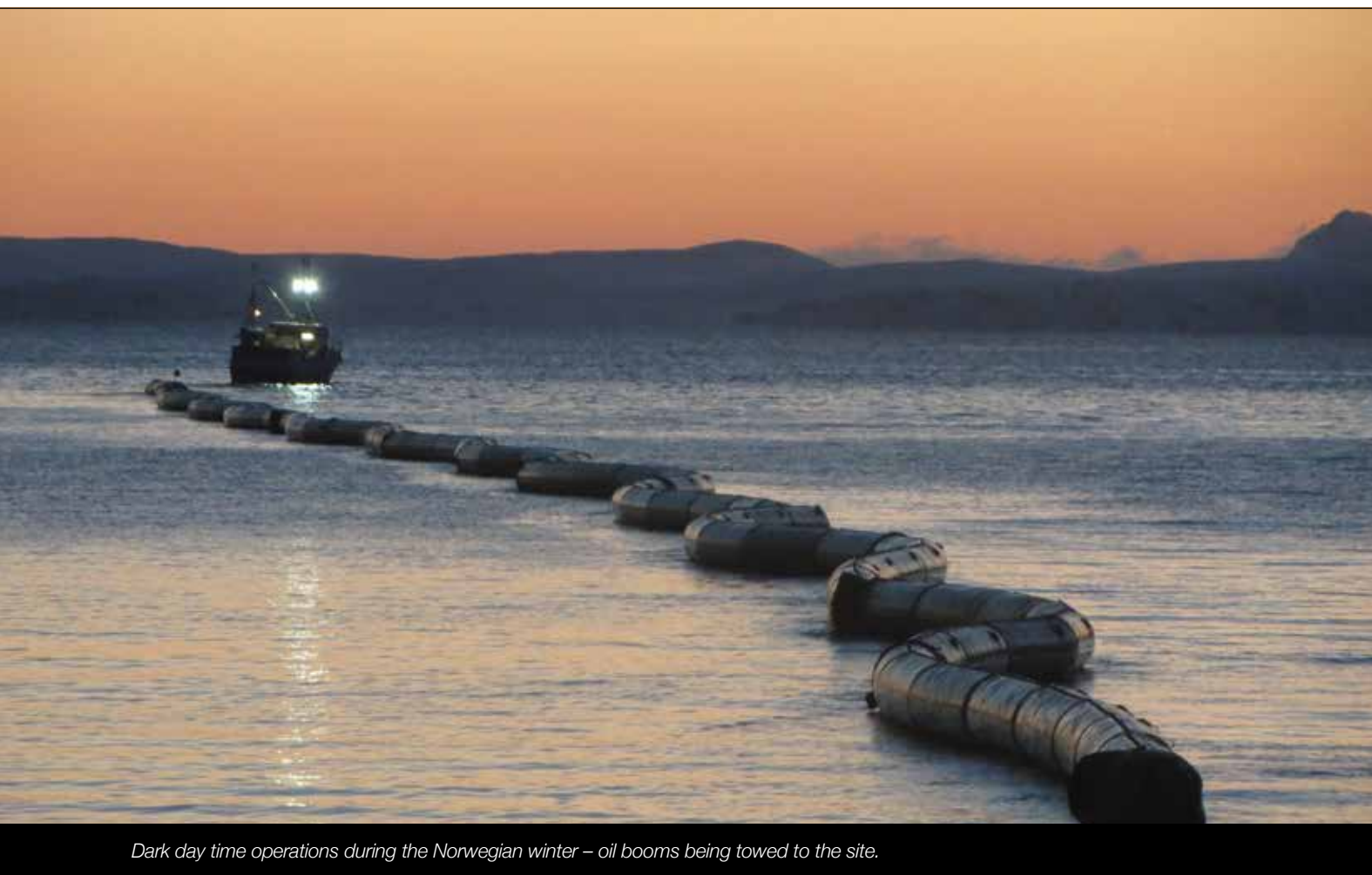
BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

Our subsidiary Tschudi Arctic Transit has been providing this service, through ship-to-ship operations (STS) for many years. In fact, Tschudi has been the only Norwegian company providing this service in Norway. These transshipments have been conducted successfully during the winter and spring in the ice free ports of Honningsvåg (close to the North Cape) and Kirkenes.

The demand for transshipment services mainly depends on crude oil and gas production in North West Russia, available storage capacity and the tanker market. Over the past years there has been little interest for this service out of Norway. However, with increased activity and new projects starting in the Barents Sea it is anticipated that there will again be a need for oil export solutions.

One project already in the pipeline is the planned oil and gas terminal for arctic petroleum exports by Norterminal AS and Lukoil. The intended location is Gamneset outside Kirkenes, northern Norway – a site well suited for players looking towards the

Pumping oil between the ships takes 24 hours and the whole operation involves 21 people, on land and at sea.



Dark day time operations during the Norwegian winter – oil booms being towed to the site.

sheltered waters along the Finnmark coast. The project will add to the maritime and oil industry related activities in Kirkenes but it is however extensive and indications are that this will most likely not be operational until 2016. In the meantime, Norterminal approached Tschudi for assistance with their operations.

“Tschudi has shown great expertise in ship to ship operations and it was therefore natural to contact them”, commented Arne Ramstad i Norterminal.

Tschudi Arctic Transit with its solid experience in transshipments and logistics in the High North is now benefitting from this venture. Since January 2014 a series of transshipments have been conducted in the Sarnesfjord, Honningsvåg. On average these have been conducted every fifth day. Due to the relatively inaccessible Arctic oil terminal, crude oil is first collected from the Russian terminal in a 70 000 ton ice-class shuttle tanker, transported to Honningsvåg, and then transshipped to a 100 000 ton tanker for further distribution.

Based on the project’s current timeline, it could well be that Tschudi Arctic Transit’s services will be required for some time to come. In addition more oil related projects in the High North could also open up for further STS activity. It is noteworthy that this operation adds to the emergency preparedness in the whole region as oil booms, fenders, skimmers, tugs and skilled personnel are now in place.

Transshipment is a very skilled operation, conducted under the surveillance of Mooring Masters. Mooring Masters Captain David J. Brock and Captain David R. Brant have been employed specifically for the transshipments and play an essential part in the smooth running of our operations. A safe and high quality Ship-to-Ship transfer operation depends on their advice and supervision.

Making such a valuable contribution to our operations, both Masters were invited to give an account of their impressions and experiences from working in Honningsvåg.

Crude Oil Cargo Transfer Operation

BY MOORING MASTERS, CAPTAIN **DAVID J. BROCK** AND CAPTAIN **DAVID R. BRANT**

Honningsvåg has one of, if not the shortest runway in Norway. Flanked by mountains on one side and water on the other, the approach is at 90 degrees to the tarmac. This makes for an interesting and sometimes heart stopping aviation experience but is a somewhat appropriate introduction to this remote but charming fishing port and summer cruise ship destination which has recently played host to an unusual progression for the marine expertise on offer.

Historically the gateway for travellers desiring to experience the bleak contours of the North Cape, or Nordkapp as it is more correctly known, the most northern (accessible) point in Europe, Honningsvåg is now the home port to an operation for transferring crude oil by ship-to-ship transfer, brought from the ice bound oil field of Varandey to medium sized tankers more used to trading in international waters and considerably warmer climates. Highly sophisticated shuttle tankers load at the single point mooring facility of Varandey and transport the “black gold” to slightly less sophisticated vessels for the journey to refineries in the south such as Rotterdam and Fawley.

It is winter and one thing you learn fairly fast is how quickly the weather changes; flat calm, glassy waters in the fjord become choppy seas whipped up by strong winds in a matter of minutes; clear blue skies become dark grey with clouds filled with snow and when that snow falls it can transform from a light sprinkling to a white-out in seconds. The Hurtigruten ferry making its morning visit to the port can quickly disappear from view, reappearing in an instant.

The ship-to-ship transfer operation actually takes place “next door” in the small Sarnesfjord. This location is protected on three sides, from the north, west and east but is a little more exposed from the south. Weather forecasts (particularly longer range which are as notoriously apt to discrepancy as those from the meteorological services in the UK) are studied intently to make sure the weather window is likely to stay open for the duration of the operation. Unfortunately, sitting in Honningsvåg studying the weather out of the window is not always an accurate picture of what is going on over the hill in Sarnesfjord. The weather can be as different as chalk and cheese despite

being only a couple of kilometres apart (as the crow flies – or ravens or seagulls, we have plenty of both).

Understandably, the Russian crews of the Shuttle Tankers seem more adapted to the inclement weather conditions than the Offtake Tanker crews who are generally used to loading cargoes in the Arabian Gulf or West Africa. They are tested by the harshness of the climate and, in sub-zero temperatures, invariably have to be coaxed and guided, albeit generally willingly, through the mooring and hose connection process which can take two or three hours depending on their level of motivation and, more significantly, effectiveness of their clothing in keeping them warm and comfortable.

But willing and able tanker crews are not the end of it. The team at Honningsvåg (and elsewhere) and their professionalism is paramount in the success of the STS operation; the local Pilots, Boa Tug Crews, Arctic Protection Pollution Response Team, Agent, Equipment and Service Suppliers and Mooring Masters, each with their respective shore support groups, all play a vital role and without their flexibility and willingness to ‘get the job done’ this operation would not be the success it seems to have become. It hinges on communication, it works and, if I say so myself, we think we are fairly good at it.



Preparation of the oil booms prior to the transshipment.

WORLD WAR ONE

2014 marks 100 years since the outbreak of the First World War. Many events will be held to mark this significant milestone in world history.

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

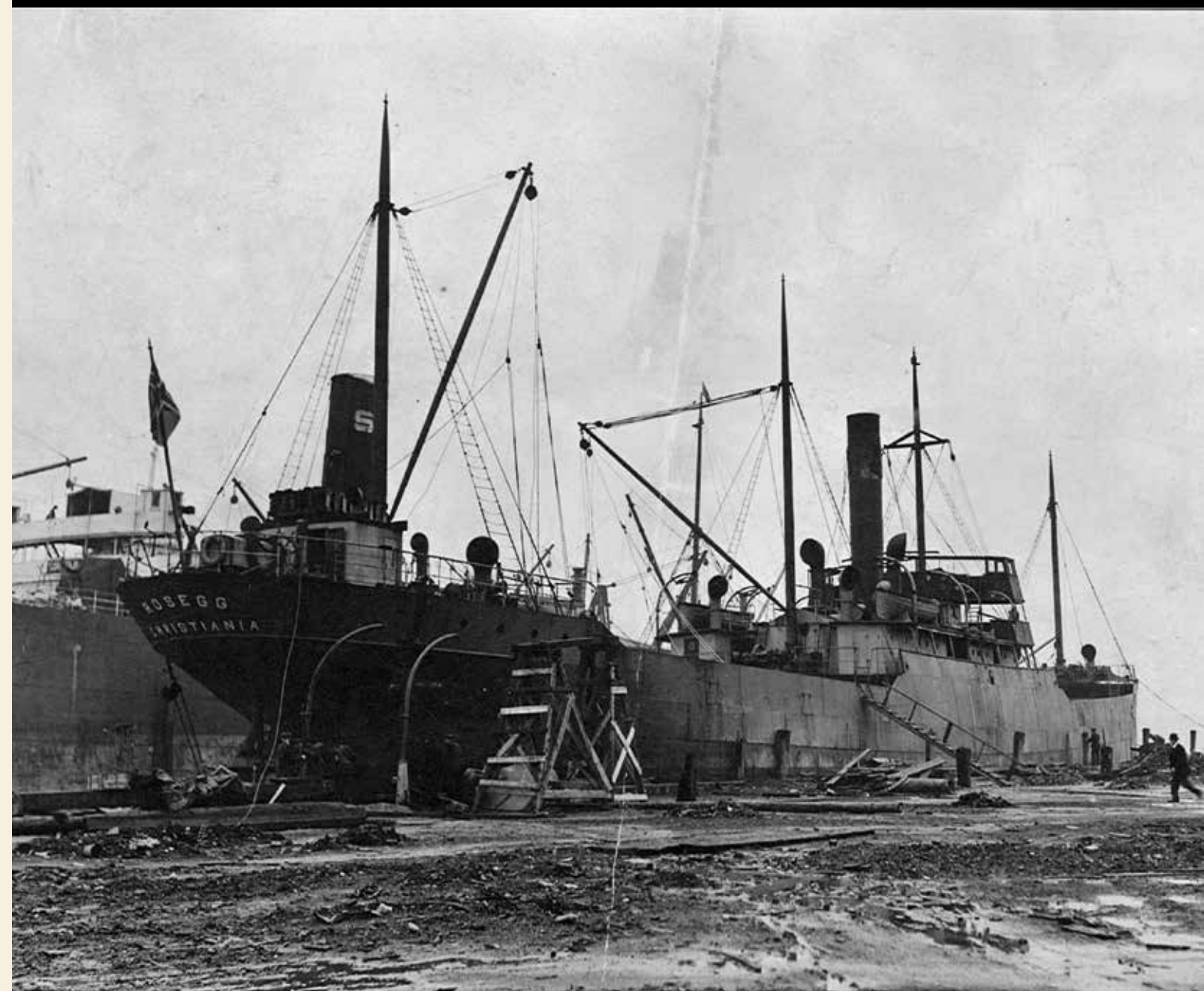
Already in 1914 the shipping company Tschudi & Eitzen had been in business for 31 years. The company was being run by first generation Captain Henry F. Tschudi (56) as senior partner together with Captain Camillo Eitzen's eldest son, Axel Camillo Eitzen (31). When war broke out in August 1914, the company was operating a fleet of 8 steamships.

Norway remained neutral throughout the war. Although not being directly involved in the war, the Norwegian shipping trade did however suffer greatly as approximately 2 000 seamen died and about 900 ships were lost. Already in 1915, Tschudi & Eitzen's "Albis" was sunk by a submarine and in 1916 "Gotthard" followed. "Rigi" sank in 1916 after hitting a mine. Three vessels had fallen victim to the war but thankfully without any loss of life.

Despite the war, the company did nevertheless manage to carry out their activities. From 1915, the demand for shipping and the value of ships began to pick up and the oldest steamer

in the fleet "Uto" was sold at what was regarded to be a good price. In the summer of 1915, the partners felt they could then justify buying a modern secondhand steamer, renamed to "Rosegg".

In order to renew the fleet a large steamer was ordered from Furness, the British shipyard, in the autumn of 1917. This was somewhat delayed as deliveries to British shipowners were to be given priority. In fact due to this, many shipowners cancelled their orders but Tschudi & Eitzen did not. Contracts were to be honoured and the ship was finally completed after the war in 1920. She was named "Rigi" after the first "Rigi" sunk during the war. Tschudi & Eitzen struggled with the costly "Rigi" throughout the 20's until she was auctioned off in 1928. To name a ship after a sunken ship is said to bring bad luck. In the Tschudi & Eitzen history this was never done again. From that time on all ships were given new names.



Rosegg in dock for overhaul.

LIFE AT SEA

We have asked
Captain Gijs Dijkdrenth
from Tschudi Offshore &
Towage to share his
experiences from sea.



- | | |
|---------------------|--|
| 1997-PRESENT | TSCHUDI OFFSHORE & TOWAGE (FORMERLY ITC) |
| 1990-1997 | FIRST COMMAND AS CAPTAIN ON BOARD
KEVERNE OF J.P. KNIGHT, UK |
| 1987-1990 | ASSISTANT HARBOUR MASTER OF THE VESSEL
TRAFFIC SYSTEM AT IJMUIDEN |
| 1981-1987 | JOINED THE SMIT-LLOYD FLEET |
| 1972-1981 | NEDDLOYD REDERIJDIENTEN IN ROTTERDAM. |
| 1969-1972 | S3 NAUTICAL COURSES |
| 1968 | JOINED BUREAU WIJSMULLER TUGBOAT FLEET |



The Captain to the left and his crew.

Captain Gijs Dijkdrenth describes a very interesting workplace and gives us a glimpse of the important tasks that are carried out on board. All told in a way that landlubbers can understand. Different aspects and his many years at sea gives us a better understanding of both the risks and good cooperation between colleagues.

I joined ITC in 1997 and my first contract was on board the Sumatras in Dubai. I have sailed on several S-wind tugs like Suhaili, Sumatras, Simoon and Sirocco, the famous icebreaker/AHTS Kigoria, the AHT vessels Typhoon and Tempest and AHTS vessels Blizzard and Boulder.

The task for an AHTS vessel is to reset, replace, install/remove anchors and/or midline buoys of pipe lay barges, offshore barges, crane barges, submersible/jack-up oil rigs etc.

Besides the anchor operations the AHTS vessel will be used for rig moves, supply operations for offshore platforms and long range ocean going towing as well.

The daily jobs on board an AHTS are quite extensive for every crew member. Everybody on board has to do his own specific job and responsibilities in order to keep the vessel in good shape, up-to-date and above all, technically reliable. During the anchor handling operations, the bridge crew is



My proudest moment from the Nord Stream project.

divided with the Captain for boat handling and the Mate for winch driving. During these intensive operations the vessel has two Captains and two Mates, Chief Officer and 2nd Officer, working a 6 hours on/off shift. This is because the anchor handling for a pipe lay barge is mostly a non-stop 24/7 operation. The deck crew has been increased from 4 to 6 persons, operating in a 6 hours on/off shift.

Once a month, the vessel heads for a port call to carry out crew change, lift of bunkers, receiving stores, spares and discharge sludge. When we are lucky, we can stretch our legs on the quayside. Most times, we are not that lucky and have to return to the pipe lay barge as soon as possible.

The best part of our job is the diversity of what happens every day. Not one day is the same. Especially during the anchor handling operations around a pipe lay barge. There are so many factors that influence the job, such as change of weather, tidal current or changing of program by the anchor foreman or

assisting one of the other AHTS vessels. The best part is running and repositioning of the anchors, which is a very precise job. The biggest challenge is to carry out anchor handling operations during upcoming bad weather and maintain safety for the crew on deck to catch the buoy, without any incidents and to stop in time. Another good thing about the job is the two months leave after a working period of two months.

The hardest thing I can remember is that when we had to connect the tow wire to a drifting semi-submersible rig in very bad weather with wind 10 BF (equal to 55-63 miles per hour or 25-28 meters per second) and 10-12 meters swell in the northern part of the North Sea.

Also a very challenging voyage was a tow with the Saipem barge S44 from Trondheim via Stavanger to Palermo in the winter season. One day during the crossing of the Gulf of Biscay, we faced 60-65 kt winds and 12m waves from 6am to 7pm. By very careful maneuvering we managed to keep everything



Full control at work .

safe and sound and proceeded slowly southwards to Gibraltar. Unfortunately when passing this rock we faced the Levant wind and had to postpone the crew change and food delivery until Palermo.

Actually there are many risks during the anchor handling operations. Crew can fall overboard, wires can break, unexpected tension on wires, anchors when pulled on deck can move, items not yet secured can move with the rolling vessel, anchor buoys can start moving, during bad weather big waves on deck and so on. This requires experienced crew on deck and the bridge to minimize the risks.

I have sailed most of the recent years with AHTS Blizzard. The AHTS Boulder is more or less the same vessel. I know the vessel, because I was the 1st Captain when ITC took over Blizzard from Maersk. In our profession it is common to change the type of vessel you are on once. However for the benefit of the vessel, it is much better to sail as much as possible with a fixed crew and a team of Captain, Chief Engineer and Chief Officer. The key personnel is familiar with all the ins/outs and history of the vessel, which is important for the reliability.

I was very lucky to sail as Captain with the icebreaker AHTS Kigoria from St. John's, Newfoundland, through the North-West Passage to Prudhoe Bay, Alaska and return to St. John's in the summer of 2003. The purpose of the voyage was to carry out a tow from Prudhoe Bay to Herschel Island. This

“The longest tow I have done is the tow with LB200 from Haugesund, Norway to Mobile, Alabama, USA. This was 84 days at sea in one stage”

passage is my most impressive and memorable trip ever. I was the first Dutch commercial Captain to pass Ballot Strait, as Amundsen did. The AHTS Kigoria was designed to assist with the arctic drilling operations and classified ice class 4. Ice class 4 means that the vessel is able to maintain a speed of 4 knots through one meter thick ice. We made 6 knots through 1 meter thick ice. Kigoriak means in the Canadian inut language = northern lights = aurora borealis.

The largest towing object I have had was the Castoro sei and Castoro 7 (ex-LB200 and ex-Agency Piper). Both are large pipe lay barges. The longest tow I have done is the tow with LB200 from Haugesund, Norway to Mobile, Alabama, USA. This was 84 days at sea in one stage. We took bunkers half way across the Atlantic Ocean from the tow and food supplies from another vessel when passing Puerto Rico.

Vessels like Tschudi AHTS vessels are sometimes involved in rescue operations. Thanks to the relatively small freeboard and main deck on low level it is quite easy to take on casualties from other vessels or directly out of the water via a scrambling net. The large main work deck without obstructions is a good space also for search and rescue helicopters to hoist up and down personnel. Tschudi AHTS vessels are equipped with salvage material and are capable to rescue a vessel which for instance is not under command or needs immediate towing or pumping assistance. The AHTS vessels are equipped with a



man overboard / rescue craft which can be launched within a few minutes. I have rescued a few vessels that had engine problems and needed to be towed to the nearest port for repair.

My proudest moment was when we received a very warm thank you from both Masters of the Castoro sei for the perfect performance and professional dedication shown by the Captains and crews of the AHTS Blizzard and AHTS Boulder during the Nord Stream project. After two years of very hard working in the Nord Stream the project was completed one month early. The sequence of resetting anchor is approx. 6-7 anchors per 6 hours watch. Due to unexpected circumstances on one occasion we were the only vessel who could reset the anchors. Normally the pipe lay barge is going down to slow lay, but with the dedication of all crew of AHTS Blizzard we managed to keep the pipe lay barge on full lay. At that time we reset 11 anchors in 6 hours and that is really something to be proud of.



Unexpected visitor giving a helping hand .



Expansion in Poland

BY CARSTEN ANDERSEN, TSCHUDI LOGISTICS, DENMARK

Tschudi Logistics Spółka z o.o. Szczecin is now reality. Since the beginning of March 2014, vessels of Tschudi Lines Baltic Sea, have made weekly calls to the Polish Port of Szczecin. The line now links Poland with Norway and United Kingdom. From the very first call of Tschudi vessels to Szczecin, the interest from mainly Polish exporters has been very positive. Export volumes have proven that the decision of starting calling the Port of Szczecin was correct and the timing was good. As domestic demand strengthens, the Polish economy is expected to gain momentum in 2014 and with around 80% of Poland's exports going to Europe there is definitely potential out there.

As a direct consequence of the vessels calls, it was decided to open up Tschudi Logistics Spółka z o.o. The company was fully operational in May 2014. Our office will be lead by Marek Wiese who has local experience. He will certainly be a big asset to us when establishing Tschudi in the Polish market.

Our office location has been found in the center of Szczecin, overlooking the river of Odra. This is only a few minutes' drive from the Szczecin container terminal, where the vessels and containers will be handled. We will be close to the operation and able to serve our customers in the best possible way.

For details of our sailing schedule, please visit www.tschudilogistics.com



Close enough to keep an eye on things.



Chablis in the making .

New family member

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

Since 2007, one of Tschudi Logistics' main business activities has been the transport of wine and spirits from the continent to Norway. Transportation has been by our trucks combined with our North Sea container line and in cooperation with Marinexpress, a local forwarder in Oslo. Marinexpress is a well known company through many years and Tschudi Logistics' biggest customer in 2013.

With a desire to have full control of the logistics chain, it was decided to incorporate Marinexpress within the Tschudi Group. We are therefore pleased that, after a takeover in 2013, Marinexpress is now a wholly owned Tschudi subsidiary. Our acquisition will however continue in its current form and Marinexpress will keep its name and not be a fully branded company within the Group.

We welcome all new colleagues in Marinexpress AS to the Tschudi family.





Tschudi already active in the Subsea sector with a recent project.

Networking in Subsea Valley

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

Tschudi is a familiar sight in and around Drammen, Norway. For several years now, Tschudi has been calling the Port of Drammen with the weekly North Sea container line. Meeting customer demand, our Baltic Sea service now also includes Drammen on a direct service from the Baltic. In close proximity to Oslo, and being served by good road and rail connections, Drammen is an ideal hub for onward distribution in Norway.

Drammen is also advantageously located in the middle of "Subsea Valley".

Subsea Valley is a cluster organization comprising over 200 companies, mainly subsea engineering companies and sub-contractors. Over the next decades, a large part of the world's growing demand for energy will be met by oil and gas. Subsea Valley therefore aims for increased efficiency and productivity thus enabling member companies to be more competitive on a national and global scale, with a greater presence in the oil and gas sector.

The majority of the member companies

in this "valley" are located in the 100 km stretch between Oslo and Kongsberg. Tschudi, with a strong offshore focus, and by being represented with Tschudi Logistics and Tschudi Project Transports in Drammen, is also an appropriate member for this network. With our wide range of activities and services, certified to the highest quality standards (ISO and Achilles), we feel Tschudi has a lot to offer fellow members of the Subsea Valley cluster.



Drammen by night.

Competitive Sea Transport

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

The introduction of our direct container line from the Baltic to the Oslofjord has been welcomed in the market.

Since the launch in September, several major customers are already using the Tschudi Line Baltic Sea service to Drammen. Goods that were previously sent by road from the Baltic are now going by sea. Based on current volumes, this will mean 2.500 fewer trucks on Norwegian roads annually.

The potential is huge and already a wide variety of goods - wood, furniture, home accessories and agricultural products are being transported for the Norwegian market. In order to serve our customers in the best possible way we provide a wide variety of containers to accommodate most cargo commodities.

Multimodal solutions with onward rail transport from Drammen to major cities, including Stavanger, Bergen, Trondheim and as far north as Bodø can be arranged. With this, we are reaching a wider market and customers in Western Norway can also benefit from an efficient and environmentally friendly service.

We are extremely pleased with the positive response to our service. Our customers are clearly ready for a competitive alternative to road transportation within Europe.

The main advantages of short sea transportation are:

Flexibility - A container arrives at a port where it can be stored until it is delivered

at the place you want at the time you prefer. When a truck driver arrives is not necessarily the best time for you to receive the goods.

Cheaper - Overall it is 20-30% cheaper to transport goods by sea compared to truck. This was confirmed in a study by The Norwegian Logistics and Freight Association in 2012.

Environmentally friendly - Sea transport emissions are a fraction of those from road transport. By moving freight from trucks to boats, harmful emissions can be greatly reduced.

DOOR TO DOOR LOGISTICS
- SAVE TIME, MONEY, CO₂



Moving cargo further afield with low cost alternatives.

Working together for better solutions

BY ROB DALMEIJER, TSCHUDI LOGISTICS, THE NETHERLANDS

Tschudi Logistics combines multimodal transport skills and competences from road, rail, barge and sea to provide a range of logistics solutions for our customers.

As a group we have expertise in a wide variety of industries including automobile, forest produce, food, chemicals, pharmaceuticals and retail. Also within specific logistics niches such as temperature controlled transport and the transport of high value goods.

We are strongly committed to reducing our environmental footprint, and that of our customers, by using innovative technologies and transportation choices.

Increasing road transport costs (toll, wages, fuel) and raising environmental awareness led to the development of new alternatives, such as combining road and rail transport. In this way Tschudi

logistics can provide customers with traditional solutions or intermodal alternatives.

Over the last years the logistics department has extended its working area further and further into Europe.

By doing this, it is essential to reduce transportation costs and there are two points to consider - reliable partnerships in the intermodal shifts like barge and rail operators and low cost possibilities to move our containers further away from the sea ports.

When moving our cargo further from sea ports it's very important that we can make cargo combinations to avoid as many empty kilometers as possible.

This results in an integrated transport chain where the strength of each alternative is utilized. Often this can only be realized by using inland depots to store

empty containers for one or more days and then pick them up for loadings, using multimodal transport or one way container trucking operators.

Over the years we have extended our empty depots into Europe by using depots in Duisburg and Bonn in Germany, Milan and Mortara in Italy, Bilbao in Spain and Basel in Switzerland.

In the near future we hope to start doing this also in Bari, southern Italy, to extend our cargo volumes from and into Europe.

This whole operation can only be realized in close cooperation with the container equipment department in Tallinn. Our colleagues closely monitor the stock and availability of the equipment all over Europe to maximize the service and minimize empty storage days.



We work in close cooperation with different partners, to find the optimal transportation solution.



Photo: Bente Geving

A Link in the Chain

BY ANDY ELLIS, TSCHUDI LOGISTICS, ENGLAND

Since man started trading outside their own vicinity, the challenge has been for the supply to either keep up with or find the demand. Today is no different from those of early trading days of the Hanseatic League where alliances were forged that perhaps continue in the modern world of logistics.

The cargo will invariably find the shortest and most cost effective path to its destination and it is our task to ensure we are the ones who provide that path. We feel we can and do provide the path and by daring to be different, whilst extolling old fashioned values in service, the Tschudi brand is one gaining in recognition every day.

The goods we carry are a mixture of consumer and industrial goods that keep the world fed, watered, moving, clothed, fur-

nished and safe, and whilst we are not saying all the products we ship are essential to the existence of mankind, much is to be said for the fine wines we ship from Continental Europe, the furnishings from The Baltics, the white goods from Central Europe etc. the list is endless for the logistics solutions given within the Tschudi Group. Our customer's rely on the high standard of service which they base their supply chains on and we have proved our worth over time, again and again.

So when you sit down at the table with a glass of wine or a cold beer, think of where that all came from; the wine, the glass, the wine bottle, the beer, the can that carried the beer..., because all may have been carried by Tschudi Logistics!

DID YOU KNOW?

On average, we sit 13.7 hours a day. Researchers are now saying that sitting is one of the leading causes of death worldwide.

A recent study indicates that only 20% of the Norwegian adult population exercises the recommended amount of 30 minutes daily. Even if people do exercise, they still run the risk of serious illness from hours of physical inactivity. Good health requires regular activity throughout the day. Easier said than done!

However, simple things can be introduced. What about walking to a colleague in the office rather than sending an e-mail or setting your phone alarm for every 60 minutes reminding you to get up and move around? If you have an adjustable desk, use it and stand regularly during the day – an easy way towards being more active and combating the effects of excess sitting.

Research has found that employees who sit less at their desks are more productive and less stressed. Every employer will agree that a company's success depends on healthy and happy workers.

Sources: Ledernytt / Fysisk form blant voksne og eldre (Helsedirektoratet)



“What about walking to a colleague in the office rather than sending an e-mail?”

BLIZZARD assisting with Sylwin 1 project

BY MARGARET OSINGA,
TSCHUDI OFFSHORE & TOWAGE

Early April, BLIZZARD started an approximate 60 days contract with Seaway Heavy Lifting to assist with the installation of the Sylwin 1 converter platform, west of the German island Sylt. The platform will be used as a 'transmitter' to connect the offshore wind farm Dan Tysk with a receiver ashore. The 5800 tons jacket will be installed by HLV OLEG STRASHNOV. At a later stage the 14,000 tons transmission station will be installed by float-over. From late February to mid-March, BLIZZARD assisted in the towage of EIDE BARGE 33, loaded with the jacket, from Wismar to Eemshaven.



On Hire for Costa Concordia wreck removal

BY MARGARET OSINGA,
TSCHUDI OFFSHORE & TOWAGE

Under contract with Micoperi / Titan JV, ITC MELTEMI arrived at Ortona, Italy to tow barge MICOURIER 1 from the Italian East Coast to the grounding site of the stricken passenger vessel COSTA CONCORDIA. On arrival on site near Giglio Island, ITC MELTEMI will assist in the project during the final phase of refloating and preparations for the dry transport of the vessel to the scrapping site.

The Italian COSTA CONCORDIA carrying 4,252 people, grounded and capsized at Isola del Giglio, on January 2012, with the loss of 32 lives. The contract to remove the vessel was granted to a JV of Titan Salvage USA (part of the Crowley Group) and Micoperi Marine Contractors of Italy.



Having been active in Angola for many years, we are now exploring opportunities in Mozambique.

Offshore opportunities in Africa

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

Having been active with four of our offshore vessels in the Republic of Angola since 2012, we have acquired a knowledge of and insight into one of Africa's major offshore oil and gas markets. Our presence has also aroused interest for other opportunities arising on this continent. Being proactive and keen to investigate new challenges, Tschudi therefore gladly accepted an invitation to join a business delegation to Mozambique.

Africa is one of the world largest oil producers with production predominately driven by Western and Northern Africa. However, as the most recent developments in the African natural gas sector have been in East Africa, eyes are now on "new promised land". Particular focus is on Tanzania and Mozambique.

Since 2010, Mozambique has discovered enormous resources of natural gas. With existing natural gas resources it is expected that Mozambique will become one of the largest exporters of LNG. The planned construction will be one of the largest industrial projects in Eastern Africa and therefore a major business opportunity for Mozambican companies, as well as international and Norwegian.

In view of this, the Norwegian Embassy in Maputo, in collaboration with INTSOK (established by the Norwegian oil and gas industry and the Norwegian government), invited a number of important Norwegian support and supply companies to visit Mozambique. The field trip also included a tour of Palma where the actual LNG plant will be constructed. Tschudi was

represented by Mark de Jonge, Managing Director of Tschudi Offshore & Towage, who is already familiar with offshore operations in Angola.

Despite the bright prospect for the future, a lot more investments and infrastructure developments are still needed. Expectations are that LNG Offshore production, either via LNG plants onshore or LNG floating solutions offshore, will not start before 2020. However, even at this early stage there are numerous possibilities for interested companies to consider before the real opportunities arise.



Putting training to practice

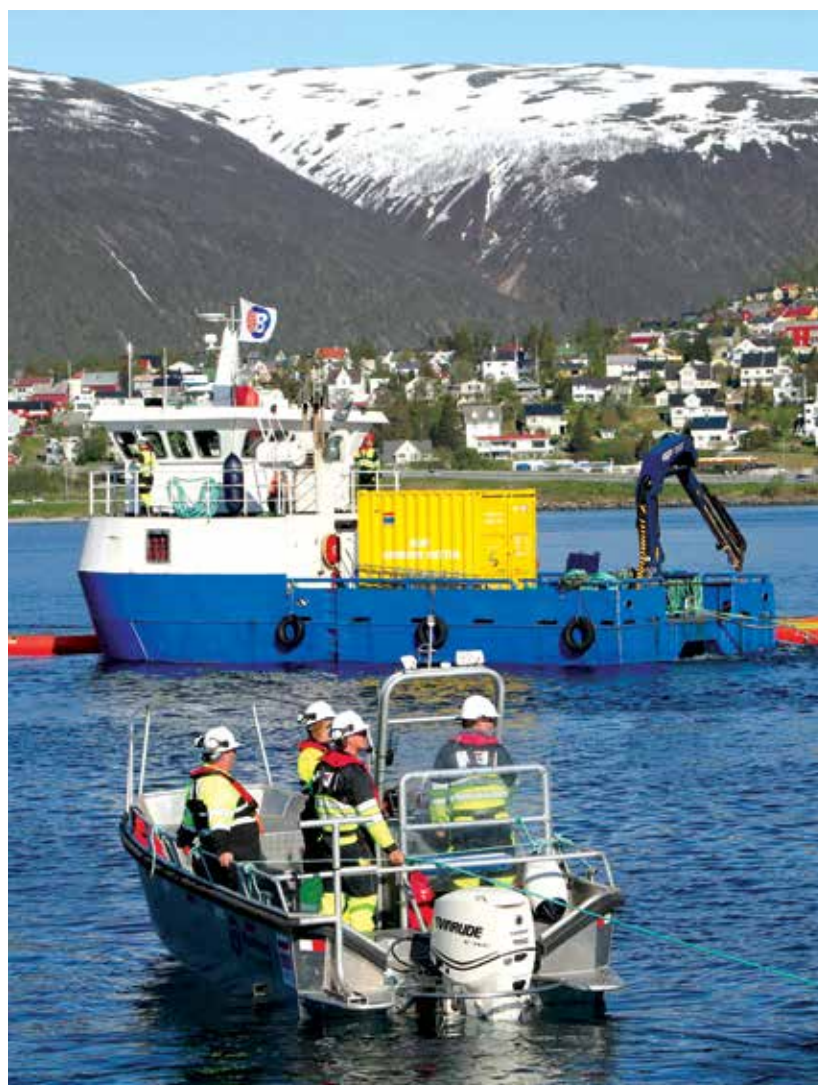
BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

A big achievement for Boreal Offshore was the signing up of their newly built vessel "Tor Geir" for oil spill contingency operations on Goliat - the first operating oil field in the Norwegian sector of the Barents Sea.

In order to be well prepared and provide the best possible response, Boreal employees conduct regular oil spill drills and frequently overhaul all equipment.

Recently this training was put into practice sooner than expected with an oil spill occurring in the harbour of Skjervøy. "Tor Geir" and his crew assisted with the clean-up operation in a timely and efficient manner and, with the proper use of containment and recovery equipment, dangers to surrounding areas were reduced.

On completion of the exercise, Yngvar Hansen from Boreal Offshore commented: "The operation was very successful with all parties cooperating well. Due to our response time the situation was quickly brought under control and a large quantity of oil recovered."



"Tor Geir", oil spill exercises, Tromsø.



Very big and heavy in the USA.

Biggest load ever to new customer

BY THOMAS VESTERGAARD, TSCHUDI PROJECT TRANSPORTS, DENMARK

During the last couple of years, Tschudi Project Transports has done hundreds of loads from Texas to Kansas in the USA. These loads have mainly been for the windmill industry but never before such a size as this. Still, a new client trusted Tschudi with the job.

The load is 14 meters long and 4 meters high, weighing more than 85.000 kg. The drier was collected in the Port of Galveston and delivered at the receiver's factory in Kansas.





Aker Brygge, a world-class marina in central Oslo.

World-class transport project in the heart of Oslo

BY HANNU LAIVONIEMI, TSCHUDI PROJECT TRANSPORTS, FINLAND

New Aker Brygge Marina opened 30th April 2014 in Oslo, Norway. Tschudi Project Transports (TPT) good old client Marinetek was contracted by Norwegian Property ASA to construct a world-class marina in the Aker Brygge area in central Oslo. TPT was hired for project transports and management. We started preparing the project together early spring 2013. The objective was to transport 1700 tons floating pontoon elements and equipment to water construction site at Aker Brygge.

At first we needed a suitable port and storage place for all elements produced in Finland and Latvia. Next step was arranging support activities in all terminals, including not only terminal handling but also retrofitting in ports. As we serve our client on a one-stop-shop basis, it goes without saying that TPT also arranged all customs documentation and subcontracting (such as warehousing and port operations in Finland, Latvia and Norway) related to the project. The total quantity of floating pontoons was about

5000 cubic meters and 1700 tons. This was no easy task to handle with the concrete of the last pontoons still curing while the vessel was berthing, combined with limited stackability and discharging partially direct into sea.

Suitable ports were soon found and deliveries begun in June 2013. In October everything was ready for the vessel to arrive and deliver all pontoons and equipment in one go. In the last minute we had to change a good candidate due to doubts that the vessel's tween deck might not

bear very high pressure under element stacks supporting points. Despite very short notice we found a better candidate at an affordable rate. She could bear double pressure on the tween deck compared to the original vessel. With extreme pressure under small supporting area still raised issues when loading on tween deck begun. Remaining supporting issues were solved instantly on bridge between Marinetek Project Manager Jaakko Heinonen, TPT Hannu Laivoniemi, Hangö Stevedoring Company Technical Manager Rabbe Johansson-Juup and the vessel Master.

Leaving Finland, the vessel headed to Latvia. In Riga terminal loading was fast and precise. MAN-TESS Tranzīts SIA

carried out all stevedoring operations in Riga port. The vessel was granted berth on arrival and operations carried out immediately. She arrived 8.00 pm and sailed next morning 9.00 am meaning the vessel was finished just in 13 hours including building of complicated cradle constructions for pontoons in cargo hold.

Oslo port was congested when the vessel arrived. She had to wait for two days which was not wasted though. Meanwhile ultimate deadline approached, the crew unlash and secured everything onboard in order for stevedores to start unloading immediately with port crane and assisting mobile crane as soon as discharging berth was available. Also unloading and storage plan was fully up-

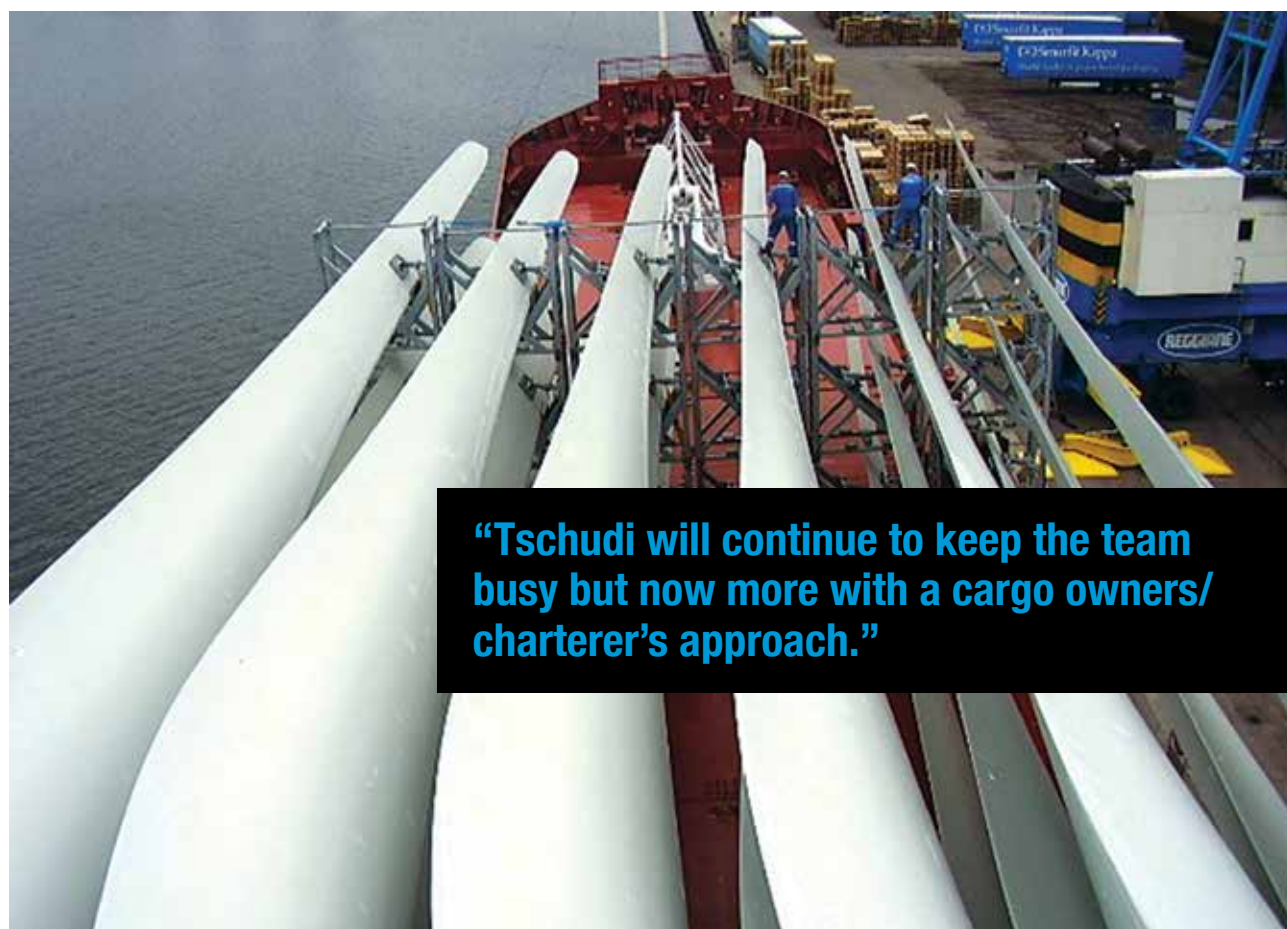
dated with local stevedores and the client. Stevedores worked non-stop around the clock and the vessel was finally finished two hours before final deadline. Project transports completed 14th October 2013 and all assembly and pier construction work at Aker Brygge finished two months ahead of schedule!

Jaakko Heinonen at Marinetek in charge of transport operations gave Tschudi Project Transport the highest A grade overall performance in Aker Brygge Marina project stating: "I'm very pleased with Tschudi Project Transports performance overall. Finding the perfect vessel for our cargo at such a short notice and port operations performance in Riga was outstanding!"



Approx. 5000 m3 and 1700 tons floating pontoons.

"I'm very pleased with Tschudi Project Transports performance overall. Finding the perfect vessel for our cargo at such a short notice and port operations performance in Riga was outstanding!"



“Tschudi will continue to keep the team busy but now more with a cargo owners/charterer’s approach.”

Nothing is too big or heavy.

Keeping up the good work

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

Chartering within the Tschudi Group is carried out by subsidiary Rederiet Otto Danielsen in Denmark. Despite our own vessels being sold, the team is still active. Our team has a wide knowledge of the shipping market and currently trades a versatile fleet of dry cargo ships in the 4-12.000 tdw segment worldwide.

With many years’ experience, our team has a wide range of clients and has earned a good market reputation. Confirmation of this was when they were

entrusted with the continued commercial management of two recently sold Tschudi vessels.

Keeping up the good work, Otto Danielsen has already fixed several voyages for Kurkse and SVS Vega (formerly Kalana), including transports of windmill parts and other equipment and a short container feeder t/c to Portuguese ports.

In addition to being Tschudi’s in-house Chartering & Operations department, Otto Danielsen is in the market for third party

customers. With a global network of ship-owners, charterers and brokers, our team will find a suitable cargo or ship for your requirements.

Jørgen Grube in Otto Danielsen commented, “We always work consciously to deliver above our clients’ expectations and in a better way than our competitors. We are ready to serve you with all your chartering needs”.

www.ottodanielsen.com



From left, Marek Kotsulim, Merje Aunaste, Margus Raad, Sergei Shestajev, Tor Bowitz and Johann Kasten.

More competitive together

BY MARGUS RAAD, TSCHUDI SHIP MANAGEMENT

Tschudi Ship Management (TSM) and Tschudi Offshore & Towage (TOT) have worked together since 2005 when TSM took on the ship management of ocean-going tug Sable Cape.

This arrangement between our Estonian and Dutch colleagues has been successful however, even with both companies being to a large extent involved in the same business, they have operated with different systems and procedures.

With an aim to have a common Safety, Health, Environmental and Quality System (SHEQ) for both companies, a workgroup of 8 people, represented from Tschudi Shipping Company, TOT and TSM was established in July 2013. Taking the best of both procedures and merging these into an improved system will enable our

vessels to run safely, efficiently and with increased flexibility. The project is near completion and it is expected that all vessels will be switched to the upgraded system later this year.

To further strengthen this cooperation, other measures will be evaluated for implementation. On crewing, a new common electronic crew management system for our offices in Holland, Estonia and Ukraine is being looked at and a planned maintenance and purchasing system is also under consideration.

Technical management, support and dry dock supervision is being offered from Tallinn. These activities have brought our companies closer together, making Tschudi stronger and more competitive in the ship management market. Sharing experience

and knowledge is of ultimate importance, especially in companies of our size. TOT has introduced us to several new third party clients to whom we are currently providing ship management and crewing services for quite advanced and demanding vessels.

In addition to supplying the Tschudi Group with ship management services, we are now being recognised as a professional ship management company among third party clients. Together, TSM and TOT provide technical management from Tallinn and commercial management for offshore vessels from Holland and are in the market for new clients and challenges.



Tschudi Shipping Company has a strong position in Kirkenes, on the Norwegian-Russian border, and we were pioneers in opening the Northern Sea Route for commercial traffic in 2010.

Nordic Arctic Business Council

BY FELIX H. TSCHUDI TSCHUDI SHIPPING COMPANY

With our presence and knowledge of the High North, Tschudi Shipping was recently approached to participate in the panel of the newly established Nordic Arctic Business Council (NABC) – the Voice of Nordic Business in the Arctic.

Recent developments have shown a need for a clearer voice of Nordic business on Arctic issues. The opening of new seaways to Asia offers substantial reductions in travel time. There is currently great optimism in the Arctic related to petroleum exploration and extraction and there are huge mining potentials.

These activities create cross-border business opportunities but also challenges. These challenges need to be dealt with in a concise and responsible manner to prevent negative impacts on the vulnerable Arctic environment. Nordic businesses need to be taken on board to ensure effective regulatory responses to the new Arctic challenges. NABC will at-

tempt to identify and explore business opportunities in the Arctic with a special focus on those which could involve companies cooperating across borders.

The largest private business organizations in Finland (EK), Sweden (SN), Denmark (DI), Norway (NHO) and Iceland (SI and SA) have therefore come together to establish the Nordic Arctic Business Council. The council will consist of representatives with particular focus on the Arctic. There will be representatives from the five countries and in addition participants from Greenland and the Faeroe Islands will be invited. Each country will be represented by five executive leaders, supported by the General Directors of the five business organisations.

The aim is to develop a strategic Nordic agenda for business opportunities in the High North. Areas to be covered are the petroleum sector, the minerals sector, shipping, transportation and tourism.

Most of these sectors are affected by the same Arctic challenges:

- Governance challenges e.g. ensuring sufficient governmental capacities to deal with licensing, inspections etc.
- Environmental challenges e.g. how to deal with potential oil-spills, ensuring safe use of chemicals in the extractive industry, ensuring sustainably fishing, movement of fish stocks etc.
- Logistical challenges e.g. safety standards for shipping, navigational challenges in the Arctic, search and rescue in the Arctic etc.
- Labour challenges e.g. ensuring sufficient capabilities, use of foreign migrant workers etc.
- Health and safety challenges for workers e.g. ensuring medical services in remote areas, protection in harsh climate etc.

“If the Nordic countries cooperate closer with regard to infrastructure and business opportunities in the High North, a great otherwise unrealizable potential will be made possible”

The first meeting was recently held in Copenhagen. Focus being on the mineral resources of Greenland and how they can be used to the greatest benefit of Greenland and the Greenlanders – Benefiting locally from resources in the Arctic, a dream or a reality? All participants joined the round-table discussion viewing their opinions on the main challenges and opportunities of doing business in the Arctic.



The missing link – Tschudi and Kirkenes in the Finnish press

“LNG might be the spark that ignites further flames in the discussion of building the essential railway track connecting Finland with Kirkenes.

The benefits of a railway connecting Finland with northern Norway are undisputable but so far the tangible steps have been few and discussions limited to paper and seminars. Providing an efficient logistical link connecting natural gas in the form of LNG with where the demand is, not only in Finland but also in the Baltic states and the rest of Europe, should be given top priority.

Not only could the energy sector benefit from the connection between Kirkenes and Rovaniemi but also the mining industry in northern Finland with reduced logistical costs and faster transit times to China, Japan and Korea and the remaining Far East via the Northern Sea Route. Furthermore, this region, “where gas meets ore”, could be developed into an area for industrial processing where minerals and metals are combined with gas as a source of energy but also as an industrial input

factor in itself. Thereby, enabling environmentally sound and innovative industrial value creation across borders.

Large multinational projects often take time but if you don't think ahead, things won't get done.

Within Tschudi opportunities have been identified and as a pioneer in providing logistical solutions in the arctic and shipping via the Northern Sea Route we are well prepared for when the missing link is finally established. Even if this means waiting a few more years, it will only be a blink of the eye in our 130 year long history.”

The above is a translated summary by Marcus Ekman, Tschudi Logistics Oy of the 2 page interview given by Felix H. Tschudi to the main Finnish business newspaper Kauppalehti, published 15th April.

Those who wish to see an illustration of how the Finns imagine this we propose the Arctic Corridor at <http://www.youtube.com/watch?v=jovlfvE4fl&feature=youtu.be>



Loading aggregates, Port of Kirkenes.

New customer in Yamal

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

In December 2013, the go-ahead for the Yamal LNG project in Russia was announced. With investments estimated at US\$ 26.9 billion, this new gas field in the Yamal Peninsula will be one of the largest undertakings in the Arctic. Extensive projects create opportunities. Naturally welcome news for many, including Tschudi Aggregates.

Only a few months later, Tschudi Aggregates had already managed to gain a foothold in this new market. Prime aggregates were to be used in the concrete for the Port of Sabetta construction, a key component of the Yamal LNG project.

In April, Tschudi Aggregates was therefore extremely pleased to be able to execute their first delivery of 10.000 tons. In agreement with the Port Authorities in Kirkenes, the aggregates were shipped

from their deep water pier facilities. Tschudi was however well represented with Tschudi Northern Logistics also acting as ships' agent for the duration in port.

Since the first export in 2011, Tschudi Aggregates has had continuous deliveries and in 2013, 425.000 tons were delivered to Russia and the local Norwegian market. Previous deliveries have been used by the Russian construction and gas industries including covering the gas pipeline across Baydaratskaya Bay, but this is a first to the enormous development in the Yamal Peninsula. The project has great potential and we are confident that as the Yamal project progresses there will be a continued demand for our product. Mining waste from Sydvaranger Gruve is now being put to good use!



FACTS:

Gneiss from Kirkenes is used to produce prime aggregates suitable for both offshore and land projects, rail ballast and also as a good component for concrete.

Yamal LNG is a joint-venture company owned by Novatek (60%), Total S.A. (20%) and China National Petroleum Corporation (CNPC) (20%).

The Port of Sabetta is a new seaport under construction on the western shore of the Ob Bay in the Yamal Peninsula of Russia. The new port will facilitate shipment of LNG from the Yamal facility to the countries of Western Europe. It will eventually involve the drilling of more than 200 wells, the construction of three LNG trains, each with a capacity of 5.5 million tons per year.



Serving the offshore industry

BY CELIA M. LINDQVIST, TSCHUDI SHIPPING COMPANY

Being well positioned in Kirkenes, we are definitely noticing an acceleration of activities around us. Several of our companies are already benefitting from the increased oil and gas prospecting in the Norwegian and Russian sectors of the Barents Sea. One company in particular is our Tschudi Northern Logistics.

In addition to being the preferred ships agent for bulk carriers loading at Sydvaranger Gruve, Tschudi Northern Logistics operates as ships agent for vessels and rig

operations within the offshore industry. Several companies involved with the Shtokman survey have used our services and again in March, a new British customer ARKeX, approached us for assistance. Having previously been awarded a "gold medal" by a satisfied customer for excellent service, it appears that Tschudi Northern Logistics' reputation is spreading in the market.

ARKeX has now completed their Multi-Client Full Tensor Gravity Gradiometry

(FTG) survey in the South Eastern Barents Sea but will continue operations in the region. During their stay, our experienced team will assist ARKeX with general maintenance, crew transfers, bunkering and procurement of supplies.

Being hands on 24/7, Tschudi Northern Logistics is ready to serve existing and new clients exploring opportunities in the High North.



Celebrating many happy years of working together with good colleagues.



An elegant lady still going strong.

Steaming along

BY **ROB DALMEIJER**, TSCHUDI LOGISTICS, THE NETHERLANDS

In May, Tschudi Logistics in Rotterdam and Antwerp participated in Dordrecht in Steam 2014. Dordrecht in Steam is a bi-annual weekend with many activities based on the steam time. The steamship Veerdienst III, from 1895 was chartered for the event.

In the evening guests, the Master of MV Pachuca (operating on our North Sea line) and the crew from both offices set sail to join the steam naval fleet and

get a place in the parade. Of course with the Tschudi flag waving in the wind since the Veerdienst III was sailing for Tschudi on this special evening.

We sailed in the parade with many distinguished vessels including the Furie, a famous and important steam tug vessel. There was a cheerful atmosphere between guests, colleagues and other participating shipping lines - all enhanced by beautiful weather.



FACTS:

The Veerdienst III was built as a steamship in 1895 by the shipyard Gips aan de Lijnbaan, Dordrecht for municipal transport. Until 1910 the vessel sailed as a barge for carriages between Dordrecht and Papendrecht and from 1910 -1929 as a passenger ferry between Wieldrecht and Gravendeel. After this, the ship was taken out of service and moored initially in New Haven, Dordrecht.

Later it was used as a tugboat and icebreaker and, after a fire extinguishing system was fitted, as a floating fire engine. Trips were also made with the local authorities and important city guests.

From 1960, the ship extinguished several fires. Seven of them could certainly be called spectacular. Miraculously, the ship survived the Second World War probably due to its function as a fireboat.

In 1945 the ship was modernized. However due to the cuts in the early 1980s the Veerdienst III was almost lost. Fortunately, action was taken and the Veerdienst III Foundation was started. The foundation has refurbished the ship and keeps the ship in service by hiring it out.



Keeping up Traditions

BY **CELIA M. LINDQVIST**, TSCHUDI SHIPPING COMPANY

In 2013, Tschudi Shipping Company turned 130 years of age - an achievement of which we are naturally very proud. It was therefore a great pleasure to invite our customers and colleagues to mark this event and round off our anniversary year at our "Get Together" in Tallinn.

Our annual "Tschudi Get Together" is a well recognised tradition in the shipping and logistics industry. This event is a continuation of the original Estonian Shipping Company party, built on over the years to reflect Tschudi's growth and

now an increasingly popular pre-Christmas gathering for our international friends and colleagues. Our Estonian office remains by far the biggest employer in the Group and it is a pleasure to invite our customers to meet Tschudi colleagues behind the many services offered from Tallinn.

With many of our business areas being represented, it is an ideal opportunity to keep in touch and share the latest developments and most importantly express our appreciation for all business and support during the past year.

Seven years since the first "Get Together" and a record number of attendees in 2013



Tschudi now well represented in Ijmuiden.

40th Anniversary

BY MARTIN EVERKES, TSCHUDI OFFSHORE & TOWAGE

In March, Tschudi Offshore & Towage celebrated the 40th anniversary together with the opening of the new office, located in the Port of Ijmuiden, The Netherlands. Office staff, seafarers and their partners were invited for an office reception, followed by a surprise party and dinner. For this event the Tschudi flag was raised at the Coastal Fort Ijmuiden

where the surprise party was held. The Coastal Fort Ijmuiden, situated at the estuary of the North Sea Canal, can be viewed from the windows of the new office and has historical value for the Netherlands and the city of Ijmuiden. Hence it was the perfect venue for a get-together! After a historical tour of the fort, the group was divided in three teams. Each

team participated in target shooting with airguns, a skill game, historical fort quiz and a wine tasting contest. After the winner was announced, everyone was invited for dinner and the day ended with a drink back at the hotel. Everyone received a group photo as a reminder of a successful celebration and a memorable day.



My ambitions

BY LAURA VANA, WORLD-CLASS ESTONIAN BADMINTON PLAYER

This season has brought a lot of new things to my badminton life. After moving to Odense, the third biggest city in Denmark, I started to cooperate with the Danish coach Lennart Engler. Lennart is head coach in the Badminton Academy Odense. The training in the Academy is very professional and in a good environment where all the players are pushing each other to their maximum. I practise 6 days a week, 5 hours per day.

I have been focusing on getting fitter physically and on developing my skills and tactics on court.

Getting used to life in Denmark and the hard training was a bit difficult. The life of a sportsman can be a bit dull from time to time. All you do, week after week, is training, eating and sleeping. My goals are high and I know that in order to reach them, I need to be very dedicated, hard-working and I have to make sacrifices.

In April, I played the European Championship in Kazan. Here, I got 17th place after losing in the second round in a three set battle to the Russian number one, Natalia Perminova.

Before starting my summer trainings in Denmark, I have three more tournaments; Riga International, Hellas International and Spanish International. I am going to these tournaments well prepared and ready to give my best.

From May 2015, the qualification period for the Olympics will start. During the qualification period, I have to play a lot of tournaments in order to collect points for the world ranking list.

I very much appreciate the support from Tschudi Shipping. I can do the sport that I love and get closer to my dream.

WELCOME TO OUR COMMITTED TEAM.
WE ARE PLEASED TO HAVE YOU ON-BOARD.



MORTEN WESTERHEIM
Project Forwarder
Tschudi Project Transports, NO



JELIZAVETA RAIKOVA
Project Forwarder,
Tschudi Project Transports, EST



JUSSI HEINONEN
Project Forwarder
Tschudi Project Transports, FIN



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Our Values:
Proactivity,
Commitment &
Respect

Our Vision:
Creating Value
by Daring to be Different

WHERE TO FIND YOUR COLLEAGUES

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