

GBLT Shipmanagement (UK) Ltd

Cadet Supplement



Volume 1 Issue 12

March 2008

'WHO SAYS YOUNGSTERS DON'T ENJOY GOING TO SEA'

George Palmer and Jonathan Martinez as you may have read in previous newsletters are GBLT Shipmanagement (UK) Ltd's first ever UK Cadets. Both George and Jonathan are Engineer Cadets and both attend Warsash Maritime Academy during College phases.

Below is a blog written by the cadets and describes their first trip to sea onboard MT Tribuana and MT Trirasa between August and December 2007.



Jonny Martinez and I set off from London on 9 August 2007 for Singapore where we were scheduled to join our first ship - MT Tribuana (Pictured left). We arrived on the afternoon of the 10th and spent one night in a very nice hotel with a beautiful view of Singapore. As we had a few hours spare we decided to go out and try some food and drink and see Chinatown. The following afternoon we were picked up by our agent who took us to the ship. We were amazed at the size of the vessel. We settled in onboard and met all the crew who seemed very friendly. The following day we got straight down to work and were introduced to all the engineers and the 2nd Engineer was in charge of our training onboard. He gave us a brief rundown of the engine room and then gave us 10 hour watches

which we carried out each day. Our job was to deal with all alarms in the engine control room.



We carried out these watches until we arrived in Ningbo, China. Once we arrived and started to discharge we had to work 6 hours on and 6 hours off. Pictured (Left) is the Tribuana whilst discharging at Ningbo. After discharging in Ningbo we headed north towards Hungdao where the vessel was to dry dock. Various activities took place before dry dock such as tank cleaning which involved 150-200 Chinese men coming onboard the vessel and sleeping on deck. During the day they cleaned the tanks. Once tank cleaning was complete we headed into dry dock. It was quite an experience and we were fortunate enough to see nearly all the machinery opened up and inspected. We took part in all kinds of jobs which would not be carried out during day to day routines. Whilst in dry dock we were working 8-12 hour day's dependant on the chief engineer.

Once work had finished Jonny and I went ashore with various members of the crew. We often went to a pool hall where we would play pool, eat all kinds of food and have some drinks. Twice we were given half the day off where we were able to get a ferry from Hungdao to Qingdao. Qingdao will be home to the rowing events taking place during the forthcoming Olympics. The second day we were there we went to the Tsingtao beer factory which is home to China's number one beer. Tsingtao will be sponsors of the Olympics. We had a great day out watching how the beer is made as well as managing to get some glasses and souvenirs to bring home.



After the month and a half dry dock was almost complete there was a shock to everybody when at tea break the captain came in and informed everybody the ship had been sold. By the time I had come to terms with this Jonny and I were on a plane to Singapore where we were to join our second ship MT Trirasa. We arrived in Singapore late afternoon with no idea when we would be joining our ship. We both prayed for at least one night in a hotel, but somehow and I'm not sure who to thank for this, we ended up with six nights in a hotel. Definitely one of my favorite weeks to date ! Jonny and I went to everything we could. We barely slept, we went to Singapore Zoo and did the night safari. We visited Sentosa Island where there was lots of activities such as - visiting a dolphin lagoon, luge ride, butterfly park, underwater world, giant Carlsberg tower, the merlion,

snake and monkey holding and a beautiful beach stretching across the island. We managed to see all the sights and then relaxed and played pool until just before midnight.

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Continued from previous page



After the week was up we joined our second ship. We were looking forward to meeting the crew and seeing if the ship was anything like MT Tribuana. We settled in and went down to the engine room where we were introduced to all engine room staff including the chief engineer. Instead of watches Jonny and I were working 08:00 until 17:00 every day. This day work had us such helping fix any broken machinery and carrying out some cleaning duties etc. We often worked with either the 3rd or 4th engineers learning from what they were doing and listening to their explanations telling us what we needed to know to carry out the jobs properly. During the evenings Jonny and I

would often join the Filipino crew in the crew's smoking room where they would have snacks and a few drinks and sing their beloved karaoke until the early hours of the morning. Besides this we would often play with, and against, the Filipinos at table tennis. From Singapore we headed to Fujairah in the United Arab Emirates where the ship loaded some spare parts and food items.



After Fujairah the ship was scheduled to load crude oil in Libya and we went through the Suez Canal which was a great experience. The Suez Canal boatmen men came onboard with little souvenirs for the crew to buy and Jonny and I both managed to get a few nice things. Ken Lyall, from Glasgow, joined the ship for the Suez Canal transit in order to see how we were getting on and we showed him around our ship and managed to spend most of the day on deck with Ken where we took some beautiful pictures. After passing through the Suez Canal we loaded in Libya and then headed back to Port Said. Jonny and I signed off at Port Said at 0200 in the morning while the ship was moving. It was a bit of an experience jumping from the ship to the launch ! We were then taken to Cairo Airport where we flew home. An unforgettable first sea trip and Jonny and I cant wait to get back to sea.



*Further updates on GBLT Shipmanagement (UK) Ltd's UK Cadets progress will be posted on our website.
www.gblt.co.uk*