



UK Engineer Cadets Experiences Onboard the Trirasa

Sean Bryant and Angus MacLean are the second pair of UK Engineer Cadets sponsored by GBLT Shipmanagement (UK) Ltd. Sean attends Warsash Maritime Academy along with our first two cadets George Palmer and Jonathan Martinez. Angus attends South Tyneside College in South Shields on the banks of the river Tyne, he will be joined there in September by our 2 new Engineer Cadets Robert Keddie and Graham Hollyman.

Below is a blog written by the cadets detailing their experiences whilst onboard MV Trirasa which is one of the BLT Group Oil Tankers.



Angus Mclean and I set off from Glasgow on the 16th of April to join the MV Trirasa (pictured left) after attending a pre-joining briefing at the GBLT (UK) office in Glasgow the previous day. We arrived in Singapore at midday on the 17th of April where we were met by the agent at the airport. He took us to the hotel where we were given time to freshen up and get some much needed sleep. Later that evening the agent picked us up from the hotel and took us to South Point Marina where we were to catch a launch to join the vessel. After a long wait, a launch arrived to take us to the vessel. As we sailed from the marina the sun had already set. Picking our way through the Singapore anchorage at night was certainly interesting. Arriving alongside Trirasa was an experience itself having to jump from the launch to the accommodation ladder.

After retrieving our luggage from the launch, we were taken to the bridge where our documents were given to the Master and we were shown to our temporary cabin. The first night on board was very hard, dealing with a new world and new people.



The next day we were woken for breakfast and I made the mistake of sitting in the captain's chair in the Officers mess, oops! We were then shown down to the Engine Room where we were introduced to the 2nd engineer. We were given time to familiarize ourselves with the Engine Room and its equipment before starting to carry out day work which consisted of 8-14 hour days and at times stretching to 23 hours!

Our day to day work was a great learning experience, dealing with breakdown maintenance and engineering emergencies. One event which sticks out more than most was when the vessel suffered a blackout due to failed generators. This was a very busy time with everyone doing everything they could to restore power. It was made all the more interesting by it happening at night some 240 miles from shore.

Our next port was Oman where we loaded crude oil from an offshore buoy. A few days after leaving port a serious alarm sounded in the engine room. This resulted in the main engine having to be shutdown and various mechanical components changed at sea. The repairs went well as we soon arrived in China to discharge. We had various problems resulting in the discharge being delayed by 24 hours. The hard work put in by the crew over the first month onboard was rewarded with shore leave in China. This was an amazing experience, being a communist country it was a shock when compared to the UK. The run ashore also allowed us to buy some much needed supplies.

Continued from previous page..



We sailed from China and made course for Singapore where we arrived at the anchorage. At this time I unfortunately had a spell of food poisoning on board and had to be sent ashore for treatment. The treatment that I received in Singapore was excellent and got me back on my feet in no time, by the next day I was feeling a whole lot better and shore leave was taken by all of the Crew, it was great to get some time to explore in Singapore with myself and Angus also being able to purchase a tailor made suit each.

After a couple of days at the anchorage the vessel was involved in a ship to ship transfer of part of the cargo. This was the first occasion either myself or Angus had ever seen this occur and therefore we found the transfer very interesting. After the initial ship to ship transfer we had seven weeks of waiting at the anchorage for a second vessel to arrive to transfer the remaining cargo. This time was particularly boring as we were staying put at the same anchorage for an extended period of time. However, the period of time spent at the anchorage was a perfect opportunity for the Crew as well as ourselves to undertake the numerous jobs onboard the vessel and especially in the Engine Room that would be impossible to do if the vessel had been at sea.



At the anchorage we also received a visit from Ken Lyall who is pictured left with myself and Angus during our visit of the GBLT (UK) office . Angus and I also had the opportunity to participate in Slop Barge watches as well as getting our first experiences of Engine Room Watchkeeping duties.

After going back to college and liaising with my fellow classmates Angus and myself had time to reflect how fortunate we were to be placed onboard an older vessel which allowed us plenty of opportunities for us to get stuck in and get our hands dirty. It was definitely an excellent initial learning curve. I believe that the experience we have of undertaking routine maintenance and emergency repairs will stand us in good stead later on in our Cadetships. I believe that as first trip cadets we have been more involved in engine room maintenance than many of our classmates as they have reported that they have been onboard new vessels which has allowed them to gain little practical experience as their time had been spent entirely in an Engine Control Room doing watches.

You can continuously follow the progress of all 8 of our cadets by reading our quarterly newsletters. Cadet Supplements will be produced in addition to the quarterly Newsletter every time we have a pair of Cadets returning from a sea phase.

To view previous Newsletters & Cadet Supplements please visit our website www.gblt.co.uk