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Engineer Cadets Palmer & Martinez Review Final Sea-Phase Onboard the MT Chembulk Savannah



Our second sea trip started in Houston (Texas) where we spent a few days waiting before joining MT Chembulk Savannah (pictured left). The vessel was delayed due to heavy fog offshore but eventually arrived in port on the evening of the 21st of December 2008.

We were taken to join the vessel in the evening, were greeted by various members of the deck crew and shown around what would become our accommodation for the next few months and were pleasantly surprised to find the cabins clean and tidy. We were left to settle in for the evening and told to report to the crews mess at 0800 the following day for our safety tour.

While conducting our safety tour we were very impressed with the condition of the vessel in comparison to our previous vessels. In particular the cleanliness of the vessel impressed us as it was obvious that the vessel had been well looked after.

During the day we were able to meet the Officers and Crew, most of which were from Myanmar. They were all very friendly and most spoke good English. The Chief Cook was very accommodating, preparing European food for us as well as allowing us to try their food.



For the first couple of days both of us worked day shift to allow us to become familiar with the engine room. The machinery was all very well maintained and the whole engine room was kept very clean which was a welcome change to the condition of our previous vessels.

During the first part of the trip we overhauled the generator unit 2, which was good to allow us to get back into working as Engineers in a practical sense. The main difference onboard this vessel in comparison to the previous vessels was that the Officers actively involved us in the work and explained what was being done. This was excellent as our skill as Engineers was able to improve greatly.



After a few days we departed on our first part of the trip to load in Rio de Janeiro (Brazil). We arranged with the Chief Engineer to undertake different watches. We worked a 4 hours on 8 hours off shift pattern. This would allow us to work with different officers, which was good.



We spent our first Christmas and New Year onboard ship in the middle of the US Gulf which was an interesting experience. Obviously everyone would have preferred to be at home but we made the most of it by having a Christmas barbecue party which was enjoyed by all.



The first month on board was spent in various different ports in South America, loading a number of different cargos including lubricating oil, palm oil and ethanol. The highlight of this part of the trip has to be our time ashore in Rio where we got to see the Madera's Christ (Pictured Left) and have a drink on the Copa Cabana beach.



After loading in Montevideo (Uruguay) we then embarked upon a month's trip to India. This was a great chance for us to complete the remaining sections of our training portfolios as we had plenty of spare time. In particular the 3rd and 2nd Engineers were a great help to us while on watch with them.

After arrival in India for discharging we travelled to Karachi (Pakistan), Fujairah (UAE) and Oman to load before heading back to India to discharge in Kandla where we signed off from the vessel.

In conclusion our final sea trip was very successful and incredibly productive. We both feel that although this trip was comparatively easier than our first we learnt more and both feel ready to move on with our careers and become 4th Engineers. We would like to thank all the Officers and Crew of Chembulk Savannah for making our final sea trip as cadets an enjoyable one.