

# Russian cadet engineers a career with SCF Group

It is heartening to hear of young people who know exactly what they want to do with their lives.

One such individual, maritime cadet Evgeny Butyaev, was a special guest at the naming ceremony of SCF Group (Sovcomflot)'s 3,000-dwt icebreaker *Gennadiy Nevelskoy* (built 2017) at Arctech Helsinki Shipyard.

Butyaev is in his fifth year of studies in electrical engineering at the Admiral Nevelskoy State Maritime University (MSUN), Vladivostok, in Russia's Far East. The university and the ship are named in honour of the Russian navigator and polar explorer Gennady Nevelskoy (1813-1876).

Butyaev is following in the footsteps of SCF Group chief executive Sergey Frank, who also attended MSUN and serves as its honorary president.

Butyaev enrolled at MSUN after finishing school in his home city of Ussuriysk, about 100 kilometres north of Vladivostok. He said: "Like any other school leaver, I was faced with a choice of profession, from many possibilities."

Butyaev's father chose a similar path, graduating from MSUN (then known as the Far Eastern Higher Marine Engineering College) in 1993 to become an electrical engineer.

Butyaev says his decision was also influenced by his success in an international essay contest run by MSUN in 2010.

"I have never for a moment regretted my choice," he said. "It is proving to be the correct one with every passing day."

In 2016, Butyaev was selected for the dedicated education and training programme sponsored by Sovcomflot. He undertook practi-



**ON TRACK:** MSUN student Evgeny Butyaev (right) is hoping to work on the ship named after polar explorer Gennady Nevelskoy (above).

Photos: SCF GROUP AND WIKIMEDIA COMMONS



cal training last summer onboard the company's 101,018-dwt ice-class Aframax shuttle tanker *Victor Konetsky* (built 2005) servicing the Sakhalin 1 project.

"The training left a very good impression on me, especially when it came to the way work was organised onboard," Butyaev said.

He was mentored by MSUN graduate Sergey Khalisov, who "shared his invaluable experience, which is essential when working with electrical equipment".

Butyaev says Khalisov's knowledge of organisational matters associated with lengthy voyages was

also very helpful, including keeping in good health.

The young cadet has been at sea again since the beginning of February, this time undertaking his pre-graduation practice onboard the *Yuri Senkevich*, a sistership of the *Victor Konetsky*. Following that he will defend his graduation diploma project examining the Azipod propulsion system.

"I will then graduate and go on to work at Sovcomflot. If all goes according to plan, this will be as a second electrical officer onboard an *Aleksey Chirikov*-type platform supply vessel, hopefully on the

*Gennadiy Nevelskoy*," Butyaev said.

He mentions that while studying at MSUN's electromechanical department, he often heard about the challenges of working as a ship's electrical engineer.

"Despite the fact that the electrical officer is often a 'one-of-a-kind' member of the crew, I can confidently say I am not afraid of working at sea alone," he said.

He cited experience, steady hands and a love for the sea as other qualities needed in his chosen profession.

No doubt Admiral Nevelskoy would have given the nod to that.

## Workwear on the catwalk of historic ship

High-fashion shows are not what you normally associate with ships — even elegant ones. But a catwalk, of sorts, took place on the world famous *SS Great Britain* at its berth in Bristol.

The Isambard Kingdom Brunel-designed steamship, the largest passenger ship in the world when launched in 1843, hosted a show of European workwear.

According to workwear label Dickies, one of the stars of the show was its Pro collection, which it claims sets new standards for quality materials and practical functionality — just the kind of qualities associated with the *Great Britain*.

However, the ship, which was the first iron steamer to cross the Atlantic in 1845, had a chequered history. Its high construction cost and an expensive refloating after it ran aground at Dundrum Bay, in Northern Ireland, led to its owners going bust.

The *SS Great Britain* was salvaged and went on to carry thousands of immigrants to Australia, until it was converted to sail in 1881.

Three years later, it ended up in the Falkland Islands where it was used as a warehouse, quarantine ship and coal hulk.

Only in 1970 were funds raised to tow the vessel back to the UK and refurbish it.

## Wartsila joins SeaBin to rid seas of plastic

Finnish marine technology group Wartsila has signed up with the SeaBin Project, a global attempt to reduce rubbish in the oceans.

Plastics in the sea can kill fish, marine mammals and birds — and enter the human food chain. It is estimated that by 2025 there will be a tonne of plastic in the ocean for every three tonnes of fish, and that by 2050 the seas could contain more plastic than fish by weight.

SeaBins are floating bins that can be put in the water at marinas, docks and commercial ports to collect floating rubbish.

Water is sucked in from the surface and passes through a filter before being pumped back out leaving debris trapped in a catch bag to be disposed of properly. The bins also have potential to collect some oils and pollutants from the surface of the water.

Wartsila will work with SeaBin for the next three years and has sponsored Helsinki port to use six bins as part of its involvement with the programme.



**TIDY IDEA:** A SeaBin. Photo: SEABIN PROJECT

## Mercy Ships hosts Geneva Cargo Day ball

The splendid surroundings of the Domaine de Penthes will be the venue for Mercy Ships' first Geneva Cargo Day Ball on 18 May.

In the wonderful grounds of Chateau Devanture with its mountain views, the event promises to be another successful fund-raiser.

Last October's Cargo Day has so far raised more than \$300,000 for the organisation that operates the world's largest civilian hospital ship, *Africa Mercy*.

Mercy Ships Switzerland managing director Rene Lehmann said: "The wonderful Domaine de Penthes will be an outstanding setting to network, have some fun and look forward to the next edition of the Mercy Ships Cargo Day of 4 October 2017."

TradeWinds acted as a partner for last year's Cargo Day and has agreed to partner and help sponsor the invitation-only Geneva ball.

About 600 invites are about



**SWISS SUCCESS:** Proceeds from the ball will go to fund surgery on the *Africa Mercy* hospital ship.



Photos: MERCY SHIPS AND GEOFF GARFIELD

to be sent out with up to 180 representatives, including from shipping and trading firms, expected to attend.

The search is on for more sponsors who, by contributing about CHF 2,000 (\$1,990) would each be

helping to pay for six orthopaedic "life-changing" surgeries.

Lehmann says the ball will be "a moment to celebrate the outstanding result" of Cargo Day that saw 84 companies participate.

Mercy Ships has placed a

"Thank You" to those participants on page 9 of this week's TradeWinds.

Cargo Day was driven by Geneva-based brokers Tim Webb and Gilbert Walter and included cargoes being committed to brokers, port agents and inspection companies who then donated; charterers' giving their address commissions as well as individual pledges.

Many big names got involved and it is hoped the success will be repeated this year.

The *Africa Mercy* is on field service in Cotonou, Benin, West Africa.

Mercy Ships founder Don Stephens said during the UK arm of the organisation's 20th anniversary celebration at London's Mansion House last year that the ship was leaving a legacy of "hope and healing in every country we visit".

And the good work looks set to continue as Mercy Ships has a newbuilding under construction in China.