News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

EDITION # 2013/02

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CONTACT US

Lagadion 2, Marousi
151 25 Greece
Tel. +30 210 8171000
Fax.+30 210 6816433
info@roxanashipping.com
kristen@kristenmarine.com

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MESSAGE FROM TEK

"It is worthwhile highlighting that all Company employees, on board and ashore, have been loyally standing by the Company throughout this storm, with concentration to the targets and to the excellence in performance, which is highly appreciated."

Heading for the 2nd half of 2013 we still see that sustainability of the Shipping Industry is the key topic in all marine conferences. The international economic recession, the weak charter rates, the extreme delays in hires and demurrage payments continue to press the shipping managers.

Our group is suffering as well, and despite the measures announced the 2nd half of 2012 we have not managed as yet to improve our cash flow and settle the payments schedule as we have been doing in the past.

Further actions to tackle this problem are taken by our principals and despite the eight months slippage, compared to the predictions of last year, we are confident that by the end of this year the cash flow will be restored and all delayed payments will be current again.

It is worthwhile highlighting that all Company employees, on board and ashore, have been standing by the Company throughout this storm with concentration to the targets and with loyalty, which is highly appreciated.

Clear evidences of this commitment to excellence is:

► The recent letter of appreciation of our customers Petrobras to M/T Ocean Spirit, Masters Khayrullin Oleg, Brezgin Gennady, Dobrovoliskiy Dmitry, officers and crew, for the outstanding performance in complying with the Petrobras SISTRAM information system.

► The outstanding 3rd party inspections performance, exceeding the targets set for 1.2 deficiencies per inpection for PSC inspections and 6 deficiencies per inspection for the vetting inspections.

► The Qualship 21 award to M/T Aramon, Aligote and Asprouda and Roxana Shipping by USCG, ranking the vessels and Roxana in the top 10% of the foreign flagged vessels trading in US waters.

These topics are included in the hot stuff section, which also contains:

► Paris MOU statistical data 2012
► Electronic vs Paper evidence
► Biofouling Management Plan
► TEK chairing the Marshall Islands BWVAG
► DNV and GL merge

The Who is Who section this time hosts three colleagues for the second time, as an update of their whereabouts and as an update for the newcomers in the Company, ie:

► Capt. Antonis Filippidis
► Capt. Vassilis Galitis
► Mr. Eugene Belli

Career development is always top priority task for our Company.

Prompt and effective training facilitates career development for our employees and ensures the smooth and effective implementation of changes in behavior and operations required due to the fast changing regulatory regime.

In line with this policy extended shore familiarization with occasional employment in Head Office is offered to selected officers.

Furthermore ECDIS FEA2107 type specific generic training and ECDIS type specific training on board have been launched, and a specific process has been introduced for the training on board of Officers for promotion.

Roxana Kristen Training center section hosts all relevant training activities for the period.

Update on the on-going newbuildings program is reported in New Ladies on the block section.

The Lessons Learnt section continues to remind us wrong practices that we should refrain from.

All of us should study carefully what we should by all means avoid to do.

Resolution MEPC 65/10 Annex 2, page1 on the Lack of adequate Port Reception facilities, allowing the discharge of cargo hold wash water of Harmful to the Marine Environment (HME) dry bulk cargoes, with ship en route and out of the 12Nm from shore and the revised 2013 EPA VGP in effect 12Dec12 with the use of Environmental Acceptable Lubricants (EAL) are included in the New Rules section.

Other interesting topics are addressed in the remaining sections of this edition.

Enjoy the reading!

Takis E. Koutris
Managing Director

WHO IS WHO

Capt. Antonis Filippidis

Capt. Antonios Filippidis is holding a Hellenic Captain's Licence (grade A) from KESEN as of 1979. He has 24 years of sea service in total (having served on board bulk carrier and tanker vessels).
From1990 till 2003, he was employed ashore with other Hellenic shipping companies.
Thereafter, he joined Kristen Marine/ Roxana Shipping S.A and has been employed in the positions of SQM dept. Manager - DPA/ CSO, Operations Manager (Wet Opd) and finally as Crew dept Manager and alternate DPA/CSO for Roxana Shipping S.A..
Capt. Antonis holds certification on ISM and Quality Management Systems from Recognized Organizations and is also CSO/ SSO certified.

Capt. Vassilis Galitis

Capt. Vassileios Galitis is one of the founding staff members of Kristen Marine, serving our company as Master on board our vessels from the very beginning and then in the Dry Operations dept.
Capt. Vassileios Galitis graduated in 1970 from the Merchant Marine Academy of Oinouses, Chios for Masters.
He has 34 years of sea service in total, whereas he had served for 20 years as a Master on board several types of vessels (Dry Cargo, Refer ships, General Cargo, Container ships, Panamaxes).
His previous working experience includes the attendance of N/Bs in shipyards of Uljanik-Pula, ex Yugoslavia (4 years).
Furthermore, he is a certified internal auditor on ISM/ ISO 9001:2000 from LRQA.
Capt. Vassilis was employed with Kristen Marine S.A on 2002. Since then he is occupied in Dry Operations dept. as Operator and is also nominated alternate DPA/ CSO for Kristen Marine S.A.
Capt Vassilis currently has taken on the operations of three of our tankers, trading on a long time charter period with charterers Petrobras-Brazil.

Eugene Belii

Mr. Belii was born in Yenakievo, Ukraine on June 29, 1950.
In 1956 Zenya moved with his parents to Yerevan, the capital of Armenia.
Between 1957 and 1967, Zenya completed his school studies. After his graduation from school he joined the Polytechnic University of Yerevan and attended the Radiotechnics faculty. Zenya completed his university studies in 1972. Having received the Diploma in Electronics Engineering he was later employed by a special design bureau under the name of "Granit". Main activities of this Design Bureau included projection and construction of Satellite Based Astrophysics Systems. His last position in that bureau was Group Leader-Engineer reserved for Technical Manager position.
In 1977 Zenya married Korelidi Marietta and has now 3 children: 2 daughters and 1 son.
Between 1993 and 2002, Zenya was employed by AVIN International Corporation of Panama S.A. as Company representative, responsible for electrical, electronic installations and secretariat support of Newbuilding Tankers project at Chernomorsky Shipyard (Ukraine).
Since February 2002 he's been employed by Kristen Marine S.A. / Roxana Shipping S.A. as Senior Crew/Projects Coordinator.
On 2007 he was sent to Vladivostok (Far East of Russia) in order to establish Roxana Kristen Crewing Services Ltd - the Company focused on seamen recruitment for pools of Roxana Shipping S.A. and Kristen Marine S.A. Till April 2012 he was working as General Director of this Company and after successful completion of this task was transferred back to Head Office.

RoKcs

Roxana - Kristen Crewing Services

Office re-location
After the long time spent in the heart of Okeansky Avenue , RoKcs moved to the new comfortable office location on Nekrasovskaya Street. As opposed to the previous location in the Pervaya Rechka District, new premises are substantially bigger and more comfortable for reception of seamen, a fact noted several times already by our seamen.

Recruitment performance
Despite the sharp reduction of fleet of Kristen Marine, RoKcs has successfully kept this pool of seamen, having provided equivalent work on vessels of Roxana fleet and on vessels of the new partner of Kristen Marine , Aroania Maritime, at the same time working hard to ensure new customers for crew management.

Welder courses
Capt. Pavel Sidorkin and Denis Verkhoturov were invited to the first graduation exam of Welder courses. Thanks to Mr. Koutris idea VMC concluded contract with Regional Training Center (ex. PTU No.9) to perform education and certification of VMC engine cadets. As a result, along with a degree of maritime education, students also get a new profession with a relevant certificate.

Ekaterina leaving
But along with positive emotions it should be noted that after a smooth one and a half years of cooperation Ekaterina Khomenko left RoKcs. Let's wish her good luck and success on her new job.
Thus a vacancy for the position of Crew coordinator at RoKcs office is for the time open, and candidates from the fleet are requested.

"Crewing Agency "Roxana Kristen Crewing Services" LLC was established in 2008 recruiting seamen on vessels initially of Roxana Shipping S.A and Kristen Marine S.A".

RoKcs Training Center

Tankers Deck Officers Training 20-21 June 2013

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 17th June 2013 till 22nd June 2013 in order to conduct the regular training courses to the seafarers of RoKcs tankers crew pool.
The purpose of these training courses, which took place on 20th and 21st June 2013, was to refresh tanker deck Officers' knowledge on the Company's Documented Management System (DMS) and Bridge Team Management (BTM).
Topics like Health and Safety, DMS reporting and document control, Ulysses Doc Manager, Risk Management, Career development and appraisals, emergency preparedness, Non-Conformities and CPARs, Incident investigation, Oil Record Book, Garbage Management, update on the last Management Review and KPIs, Bridge Team Management, Cargo Operations, Bunkering procedures, New Rules, Log Book entries were discussed.
The number of participants was 16 tanker deck Officers, listed as below:

DMS/ BTM (Bridge Team Management)

Borisov Igor	Master
Dimov German	Master
Dobrovol'skiy Dmitry	Master
Grin'ko Alexander	Master
Boltov Sergey	Ch/Off > Master
Budilov Anatoly	Ch/Off
Eliseev Alexey	Ch/Off
Kozlov Alexander	Ch/Off
Kutsykov Sergey	Ch/Off
Maltcev Dmitrii	Ch/Off
Marchenko Pavel	Ch/Off
Mel'nik Evgeny	Ch/Off
Nizhnik Nikolay	Ch/Off
Okolo-Kulak Andrey	Ch/Off
Cherepanov Viacheslav	2/Off > Ch/Off
Ankudimov Valery	2Off/Ch/Off

RoKcs Training Center

Tankers Engine Officers Training 19-20 June 2013

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 17th June 2013 till 22nd June 2013 in order to conduct the regular training courses to the seafarers of RoKcs crew pool.
The purpose of these training courses, which took place on 19th and 20th June 2013, was to refresh engine Officers' knowledge on the Company's Documented Management System (DMS) and Engine Room Team Management (ERTM).
The number of participants was 22 engine Officers (including 1 electrician), listed as below:

DMS/ ERTM (Engine Room Team Management)

Begishev Igor	Ch/Eng
BortnikovEvgeny	Ch/Eng
Kril Oleg	Ch/Eng
Mayorov Alexey	Ch/Eng
Motrenko Alexey	Ch/Eng
Ozerin Valery	Ch/Eng
PotyanikhinAndrey	Ch/Eng
Shevchik Alexander	Ch/Eng
ShumkovArkady	Ch/Eng
Tonkikh Roman	Ch/Eng
Val'chun Valery	Ch/Eng
Astakhov Konstantin	2nd/Eng
Kochnev Sergey	2nd/Eng
Ovchinnikov Viktor	2nd/Eng
Slin'koEvgeny	2nd/Eng
Triakin Andrei	2nd/Eng
TrukachevEvgeny	2nd/Eng
Vorobev Sergei	2nd/Eng
Orevskiy Sergey	3rd > 2nd Eng
Pastushenko Dmitrii	3rd > 2nd Eng
Zashchitnikov Alexander	3rd > 2nd Eng
Koretskiy Alexnder	Electrician

Bulkers Deck and Engine Officers Training 18-19 June 2013

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 17th June 2013 till 22nd June 2013 in order to conduct the regular training courses to the seafarers of RoKcs bulker crew pool.
The purpose of these training courses, which took place on 18th and 19th June 2013, was to refresh bulker both deck and engine Officers' knowledge on the Company's Documented Management System (DMS) and Bridge Team Management (BTM)/ Engine Room Team Management (ERTM) respectively.
The number of participants was 6 deck Officers and 5 engine Officers, listed as below:

DMS/ BTM (Bridge Team Management)

Matiushenko Andrei	Master
Petrov Victor	Master
Eskov Viacheslav	Ch/Off
Nazarov Alexander	Ch/Off > Master
Shevelev Dmitry	Ch/Off
Kulikov Oleg	2/Off

DMS/ ERTM (Engine Room Team Management)

Solodovnikov Konstantin	Ch/Eng
Kosov Gennady	2/Eng
Pinchuk Evgeny	2/Eng
Sobolev Andrey	3Eng > 2/Eng
Chebotayev Maxim	Electrician

RoKcs Training Center

Junior Officers Training 05 - 06 June 2013

Courses on Company's DMS for Junior Officers and Engineers of Kristen and Roxana fleets were conducted by RoKcs training officer Capt. Pavel Sidorkin
Company's Documented ManagementSystem (DMS) and Bridge Team Management (BTM) / Engine Room Team management (ERTM) were conducted with participation 14 deck officers / 8 engine shipboard personnel respectively:

DMS/ BTM (Bridge Team Management)

Filippov Pavel	2/Off
Rarov Valentin	2/Off
Shulgin Artem	2/Off
Sokolov Alexander	2/Off
Ivanov Anton	3/Off
Repetilov Vladimir	3/Off
Vysotsky Mikhail	3/Off
Chusovitin Maximov	3/Off
Khodakovskii Evgenii	3/Off
Khorsov Andrey	3/Off
Konishchev Andrey	3/Off
Lushchik Andrey	3/Off
Savenko Anatoly	3/Off
Topilskii Aleksandr	3/Off

DMS/ ERTM (Engine Room Team Management)

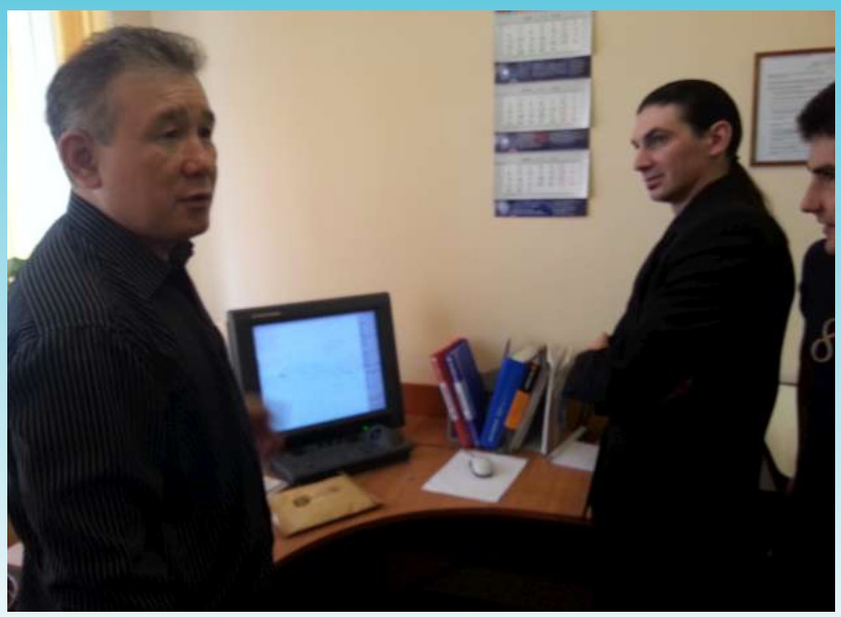
Artamonov Vladimir	3/Eng
Kulik Roman	3/Eng
Sharagovich A	3/Eng
Pastushenko Dmitrii	3/Eng
Zashchitnikov Alexander	3/Eng
Artamonov Valentin	4/Eng
Babenko Sergey	4/Eng
Mikhaylov Ilia	4/Eng

"Excellence is an art won by training and habituation."
Aristotle

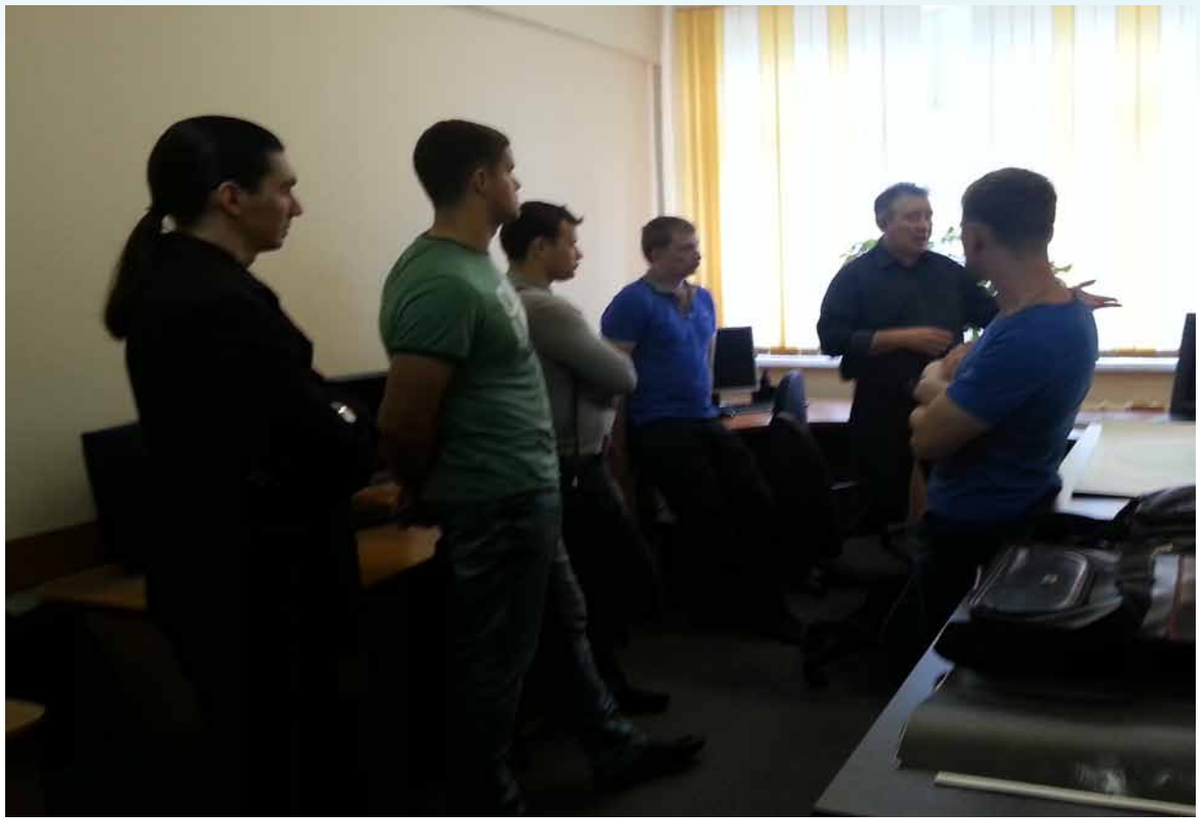
RoKcs Training Center

Junior Officers ECDIS type specific training 06 June 2013

ECDIS type specific training course on Furuno installation, FEA2107 software and operation for Junior Officers of Tanker fleet were conducted by VMC teacher Mr. Kenetbaev Talgat
The training was conducted with the participation of the following 6 deck officers:



Vysotsky Mikhail	3/Off
Chusovitin Maxim	3/Off
Khorsov Andrey	3/Off
Konishchev Andrey	3/Off
Lushchik Andrey	3/Off
Topilskii Aleksandr	3/Off



VMC
Vladivostok Maritime College

Regional competition for the Cup of the Far East for rock climbing

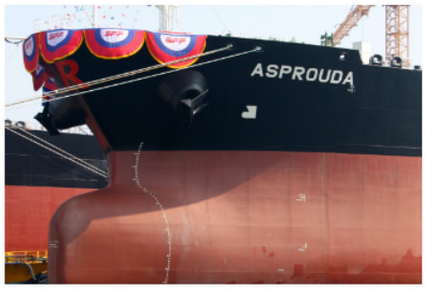
From 28 to 30 May 2013 Vladivostok Maritime College hosted the regional competition for the Cup of the Far East for rock climbing.
VMC's Climbing wall has long been known between people involved in this sport. Climbers from all over the Far East come to indulge in VMC gymnasium , which is well-equipped for this purpose.
A commemorative cup was presented to the VMC technical school in honor of the competition for its valuable technical assistance, hosting the competition, as well as material support.
VMC Director Vladimir Y. Manko was present at the ceremony and raised the commemorative cup.
Championship Sports Centre CSKA Vladivostok in rowing boats was conducted September 15, 2013 in the premises of boating Station Sports Centre and the Marine Physical Training.
In a tense competition - but with fair play, Vladivostok Maritime College cadets team took the 2nd place.
After the competition, the chief of the sports center CSKA Vladivostok Yuri Grachev, presented the team with VMC prize cup, certificates and medals.

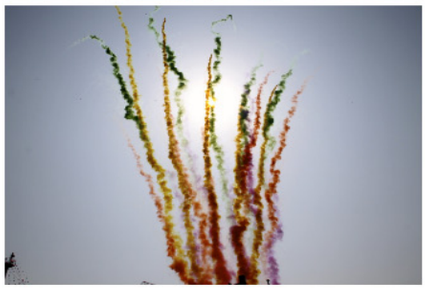
NEW LADIES ON THE BLOCK

SPP, Busan Korea

With the delivery of M/T Asprouda in 12Mar13 the LR1 new-building project at SPP, South Korea, the current group of vessels has been concluded. A long lasting new-buildings project, started back in 2005 is now close to the completion. Another 2 handy size bulkers are contracted for delivery within 2015, but our Company is evaluating the options to change the type of the vessels to be built in the slots we have secured in SPP.

It seems that final decision will be taken by our Principals within 2013.





HOT STUFF

3rd party Inspections Outstanding Performance

As we all know 3rd party inspections KPIs and particularly PSC and Vetting KPIs are vital for the tradability of our Fleet.

For PSC inspections the absolute target for 2013 is 0 detentions and then 1.2 deficiency per inspection, the combination of which will keep Roxana whithin the high performance companies, as per the Paris MOU NIR ranking.

For the Vetting inspections the absolute target for 2013 is 100% successful inspections, ie inspections without rejection, and then 6 deficiencies per inspection.

Thanks to the effective efforts of our Fleet we are proud to publish the outstanding performance of the vessels in terms of these two types of 3rd party inspections.

Congratulations to Masters, Officers and Crew of the vessels below:

VESSEL	INSPECTION	MASTER / CHENG	DATE/PLACE
M/T ASPROUDA	TOTAL	ALEXANDER SUPONIN / EVGENY SVISTOUNOV	31MAY13 / NEW YORK
M/T O.DIGNITY	PETROBRAS	OLEG KHAYRULLIN / VLADIMIR LESNOY	07JUL13 / VITORIA
M/T MELODY	PSC	ALEXEY TERESHCHENKO / ANDREY TEPLYAKOV	25JUL13 / HUELVA
M/T ALIGOTE	USCG	SERGEI MEZENIN / IGOR DOLGOPOLOV	06AUG13 / NEW YORK
M/T ALIGOTE	TOTAL	SERGEI MEZENIN / IGOR DOLGOPOLOV	07AUG13 / NEW YORK
M/T ALTESSE	PSC	NIKOLAY ZENENKO / IGOR BEGISHEV	09AUG13 / YOSU
M/V MALVASIA	PSC	VIKTOR PETROV / OLEG ROMANOV	13AUG13 / SAN LORENZO
M/T ALTESSE	KOCH	NIKOLAY ZENENKO / IGOR BEGISHEK	21AUG13 / SINGAPORE
M/T MALBEC	CHEVRON	ALEXANDER GRIN'KO / NIKOLAY AFANAS'YEV	21AUG13 / SAN LORENZO
M/V SPIRIT OF BRAZIL	PSC	OLEG PODGORNYY / SERGEY TARAPAKA	04SEP13 / FAZENDINIA
M/T H. MIRACLE	PETRONAS	VIACHESLAV SHELUDKO / ALEXEY MOTRENKO	10SEP13 / TANJUN PELEPAS
M/T H. MARVEL	STATOIL	VALERIY RUBANOV / KONSTANTIN YEVGRAFOV	13SEP13/ KUANTAN

HOT STUFF

Petrobras - M/T Ocean Spirit Award

We are proud to announce a great achievement by the Master and officers of M/T Ocean Spirit, who received an award for the exceptional performance in complying with the Petrobras SISTRAM information system.
Following message came through broking channels

QUOTE

Dear Master,
Pls find attached copy of the award MT O.Spirit has received fm Braz Navy due to full and correct compliance with SISTRAM information system for the cabotage trade during 2012 and 2013.
We and our brokers have represented Owners on the ceremony that took place at Braz Navy Head-Quarters here in Rio de Janeiro.
Would like to take this change to congratulate you and your crew for this achievement.
The original award will be dispatched to your vsl as soon as possible.

UNQUOTE

Congratulations to Masters Khayrullin Oleg, Brezgin Gennady, Dobrovoliskiy Dmitry and their officers for the excellent job.

Paris MoU annual statistics for 2012

We would like to inform you that the Paris MoU has published the annual report on inspections' statistics for 2012,

Please find here below the analysis on Paris MoU inspections in 2012.

A. Inspections
With a total number of 18,308 inspections performed in 2012 the inspection figures showed a decrease of 4% compared with the figures of 2011. Each individual ship was inspected an average of 1.3 times per year, a rate which has slightly increased since 2011 (1.2).
The drop in the number of inspections that set in with the introduction of the New Inspection Regime in January 2011, has continued in 2012. New features of this inspections regime are that the annual inspection target for each Member State is based on ship movement data rather than individual ship calls and that dedicated quality shipping is awarded with larger inspection intervals. As a result the number of inspections performed in the region has dropped, but the detention rate increases.

HOT STUFF

Paris MoU annual statistics for 2012 (Continued)

B. Deficiencies
In 2010 the number of deficiencies recorded was 64,698.
In 2011 the number of deficiencies was 50,738.
In 2012 the number of deficiencies decreased further to 49,261.
Compared with 2011 this is a decrease of 3%.
In 57% of all inspections performed, one or more deficiencies were recorded.
In 2011 this figure was 56%.
The average number of deficiencies per inspection also increased from 2.6 in 2011 to 2.7 in 2012.

B1. Deficiencies per major category
The number of deficiencies in areas such as certificate & documentation, fire safety, safety of navigation and working & living conditions accounted for approximately 65% of the total number of deficiencies.
B2. Certificate & Documentation, percentage 6.66%
Deficiencies in ships' certificates, crew certificates and documents indicated a decrease of 6.3% from 7,638 in 2011 to 7,158 in 2012.
For Roxana Fleet for 2012 the percentage of this category was 5,73%
For Kristen it was 9,52%

B3. Safety of navigation, percentage 13.77%.
The deficiencies in Safety of Navigation show an increase of 4.4%, from 6,528 deficiencies in 2011 to 6,816 in 2012.
For Roxana Fleet in 2012 this category's percentage was 4,26%.
For Kristen it was 14,29%

B4. Fire safety, percentage 15.12% - Life Saving appliances 4,393 8.87%
In 2012 deficiencies in fire safety accounted for approximately 15% of the total number of deficiencies. The number of deficiencies in these areas increased with 13.6% from 6,591 in 2011 to 7,488 in 2012.
For Roxana Fleet in 2012 the FSA category's percentage was FFA: 3,56% and the LSA:17,90%
For Kristen it was FFA:4,76% and LSA:4,76%

B5. Pollution prevention
Deficiencies in MARPOL Annex I show a decrease of 14.5% in 2012 (1,127), compared with 2011 (1,318).
Deficiencies in MARPOL Annex IV show an increase of 28.1% in 2012 (324), compared with 2011 (253).
Deficiencies in MARPOL Annex VI show an increase of 25.4% in 2012 (449), compared with 2011 (358).
For Roxana Fleet the percentage in 2012 was:
MARPOL : 12,51%
MARPOL Annex I : 0.01%
MARPOL Annex III: 3,99%
MARPOL Annex V : 0.07%
For Kristen it is as follows:
MARPOL ANNEX IV : 4,76%
MARPOL ANNEX V : 9,52%
B6. Working and living conditions, percentage 10.23%.
Deficiencies in working conditions decreased with 3.5% from 5,252 in 2011 to 5,067 in 2012.
Deficiencies in living conditions decreased with 5.7% from 2.313 in 2011 to 2,182 in 2012.
For Roxana Fleet the percentage of this category in 2012 was 0.09%
For KristenMarine it was 9,52%

Top 5 categories of deficiencies 2012
ISM 1,736 deficiencies, percentage 2,90%
Nautical publications 1,436 deficiencies, percentage 2.90%
Charts 1,370 deficiencies, percentage 2.77%

Paris MoU annual statistics for 2012 (Continued)

Fire doors/openings in fire-resisting divisions 1,124 deficiencies, percentage 2.27%
Oil record book 924 deficiencies, percentage 1.87%

B7. Management
The number of ISM related deficiencies showed an increase of 5.6% from 1,644 in 2011 to 1,736 in 2012.

C. Detentions
Some deficiencies are clearly hazardous to safety, health or the environment and the ship is detained until they are rectified. Detention rates are expressed as a percentage of the number of inspections, rather than the number of individual ships inspected to take account of the fact that some ships are detained more than once a year.
Compared with 2011, the number of detentions has decreased from 688 to 669 detentions.
The average detention rate in 2012 is 3.65%.
In 2011 the detention rate was 3.61%.
In 2010 the detention rate was 3.28%, the lowest detention rate ever.
This is the second year that the average detention rate has increased.

D. White, Grey and Black List
The White, Grey and Black (WGB) List presents the full spectrum, from quality flags to flags with performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period. On the White, Grey and Black list for 2012 a total number of 78 flags are listed as follows:
45 on the White List, /19 on the Grey List and / 14 on the Black list.
In 2011 the number of flags listed totalled 80 flags, namely:
43 on the White List, / 20 on the Grey List and / 17 on the Black List.

D1. White list: The White List represents quality flags with a consistently low detention record.
Compared with last year, the number of flags on the White List has increased by 2 flags to a total number of 45 flags.
New on the White List are the United States, and Thailand, last year still on the Grey List. France has been placed highest on the list in terms of performance. The next in line of the best performing flags in 2012 are Germany, Hong Kong, Sweden, Greece, Denmark, Norway, Bahamas, Italy, Croatia. T
The Isle of Man is the number 12, whilst the Marshall Islands is the number 18 on the list.

E. ROs Performance.
E1. Among the best performing recognized organizations were allm our class societies, ie:
American Bureau of Shipping (ABS)
Det Norske Veritas (DNV)
Lloyd's Register (UK) (LR)
Nipon kaiji Kyokai (NKK)

F. Refusal of access of ships
A total of 15 ships were banned from the Paris MoU region in 2012 for reasons of multiple detentions (11), failure to call at an indicated repair yard (3) and jumping detention (1). A number of ships remain banned from previous years.

G. Concentrated Inspection Campaigns (CICs).
A CIC on Fire Safety Systems had been scheduled from September to November 2012.
A CIC on Propulsion and Auxiliary Machinery is scheduled for 2013 and
A CIC focusing on Hours of Work or Rest is scheduled to take place in 2014.
The campaigns will be carried out jointly with the Tokyo MoU. In addition the Committee considered a number of options for other joint CICs with the Tokyo MoU for 2014 and beyond

HOT STUFF

QUALSHIP 21 Certificate of Eligibility for MT ARAMON - ALIGOTE - ASPROUDA

We are pleased to announce that the following vessels of ROXANA's Fleet:
1. MT ARAMON : Certificate of Eligibility issued on 11Jun13 valid till 26Oct14
2. MT ALIGOTE : Certificate of Eligibility issued on 11Jun13 valid till 21Jul14
3. MT ASPROUDA : Certificate of Eligibility issued on 11Jun13 valid till 30May15

have been awarded by USCG with QUALSHIP 21 Certificate of Eligibility as per following USCG letter from M.B.ZAMPERINI Commander, U.S. Coast Guard, Chief, Foreign & Offshore Vessels Division By direction.

QT
My Office has received a request for the review of several vessels owned, operated or managed by your organization in order to assess their eligibility for the Qualship 21 Program. We have completed our review and would like to congratulate ROXANA SHIPPING S.A., on the approval:
1. MT ARAMON IMO: 9440485
2. MT ALIGOTE IMO: 9440497 and
3. MT ASPROUDA IMO: 9478729

for entry into our quality shipping program. Further information on our Qualship 21 Program, including the eligibility criteria, can be found on our website at: https://homeport.uscg.mil/Qualship21.

You should know that less than ten percent of all foreign-flagged ships that operate in the United States meet the eligibility requirements of this program, putting your qualship vessels in an elite class. This is remarkable accomplishment and I applaud the efforts of your organization and the Master and Crew of the qualified vessels for setting such a high standard of excellence.

In recognition of the superior achievement, the U.S. Coast Guard has provided one Qualship 21 certificate for each of your qualified vessels. Your Company has previously been provided a certificate recognizing your achievement.
Once again, congratulations for your exceptional commitment to quality.
UNQT

It is our hope and goal even that the other vessels of ROXANA SHIPPING S.A. to be awarded by QUALSHIP 21 certificate of Eligibility by USCG as soon s possible and we will announce the new nominations as soon as they are published by USCG.

Congratulations to:

M/T Aligote
= = = = = = = = = = = =
Master : Koshetov Igor
Ch. Off.: Klimentov Viatcheslav
Ch. Eng.: Svistunov Evgeny

M/T Aramon
= = = = = = = = = = =
Master : Karelov Alexander
Ch. Off.: Nizhnik Nikolay
Ch. Eng.: Bortnikov Yevgeny

M/T Asprouda
= = = = = = = = = = = =
Master : Suponin Alexander
Ch. Off.: Pomaz Viktor
Ch. Eng.: Svistunov Evgeny

QUALSHIP 21

QUALSHIP 21 Certificate of Eligibility for MT ARAMON - ALIGOTE - ASPROUDA (Continued)

UNITED STATES COAST GUARD

QUALSHIP 21

Certificate of Eligibility
awarded to the vessel

ALIGOTE

JOSEPH A. SERVIDIO
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Prevention Policy

Issued: June 11, 2013
Expires: June 21, 2014

UNITED STATES COAST GUARD

QUALSHIP 21

Certificate of Eligibility
awarded to the vessel

ARAMON

JOSEPH A. SERVIDIO
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Prevention Policy

Issued: June 11, 2013
Expires: October 26, 2014

UNITED STATES COAST GUARD

QUALSHIP 21

Certificate of Eligibility
awarded to the vessel

ASPROUDA

JOSEPH A. SERVIDIO
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Prevention Policy

Issued: June 11, 2013
Expires: May 30, 2015

U.S. Department of Homeland Security
United States Coast Guard

Commandant
United States Coast Guard

2100 2nd Street SW STOP 7581
Washington, DC 20593-7581
Staff Symbol: CG-CVC-2
Phone: (202) 372-1587
E-Mail: cgCVC@uscg.mil

16700

JUL 3 2013

Roxana Shipping S.A.
Capt. Antonios M. Filippidis
Quality Dept. Manager
2 Lagadion & Theotokopoulou Street
151 25 Maroussi
Greece

Dear Capt. Antonios M. Filippidis:

My office has received a request for the review of several vessels owned, operated or managed by your organization in order to assess their eligibility for the Qualship 21 Program. We have completed our review and would like to congratulate Roxana Shipping S.A. on the approval of ALIGOTE (9440497), ARAMON (9440485) and ASPROUDA (9478729) for entry into our quality shipping program. Further information on our Qualship 21 Program, including the eligibility criteria, can be found on our website at:

https://homeport.uscg.mil/Qualship21.

You should know that less than ten percent of all foreign-flagged ships that operate in the United States meet the eligibility requirements of this program, putting your qualified vessels in an elite class. This is a remarkable accomplishment and I applaud the efforts of your organization and the master and crew of the qualified vessels for setting such a high standard of excellence.

In recognition of this superior achievement, the U.S. Coast Guard has provided one Qualship 21 certificate for each of your qualified vessels. Your company has previously been provided a certificate recognizing your achievement.

Once again, congratulations for your exceptional commitment to quality.

Sincerely,

M. B. ZAMPERINI
Commander, U.S. Coast Guard
Chief, Foreign & Offshore Vessel Compliance Division
By direction

Encl: Qualship 21 Certificates

HOT STUFF

TEK chairing Marshall Islands MIQC BWVAG

▲ Elizabeth Bouchard the administrator's representative for the MIQC

The Marshall Island Quality Comittee (MIQC) has implemented a new structure to better achieve its mandate of providing advice and guidance on issues of quality with respect to the RMI Registry. In addition to forming an Executive Committee to oversee its activities, the MIQC now has sector-specific advisory groups. The Offshore Advisory Group (OAG), chaired by Tom Geiger (Director of Projects, Diamond Offshore Drilling, Inc.), was instrumental in helping to shape the Administrator's MLC, 2006 policy with respect to offshore operations.
The RMI Blue Water Vessel Advisory Group (BWVAG) is the newest advisory group, which was announced at the April 2013 MIQC meeting.
The BWVAG chaired by Takis Koutris (Managing Director, Roxana Shipping S.A.), will act primarily as a correspondence group addressing various industry perspectives on impending regulatory issues. Membership in the advisory groups is open to all parties with an interest in maintaining the RMI Registry's high standards and commitment to improving safety, security, environmental performance of RMI registered vessels, and social responsibility.

Biofouling Management Plan

As of 31Jun13 CMSM Appendix 1.1 Biofouling Management Plan has been introduced in our DMS to ensure compliance with the USA EPA requirements, which will come into force with the new revised VGP due 20Dec13.
Introduction and scope of the CMSM Appendix 1.1 Biofouling Management Plan follows.
Masters are requested to review the plan and familiarize the officers and crew onboard with the new requirements set out with the CMSM Appendix 1.1 Biofouling Management Plan, as per the procedure we have adopted for all DMS revisions, with records in Safety Committee minutes, form CP06-10.

1.Introduction

The potential for invasive aquatic species transferred through biofouling to cause harm has been recognized by the IMO, the Convention on Biological Diversity (CBD), severalUNEP Regional Seas Conventions (e.g., Barcelona Convention for the Protection of the Mediterranean Sea Against Pollution), the Asia Pacific Economic Cooperation forum (APEC), and the Secretariat of the Pacific Region Environmental Program (SPREP).
Biofouling on ships entering the waters of a coastal state may result in the establishment of invasive aquatic species which may pose threats to human, animal and plant life, economic and cultural activities and the aquatic environment.
All ships have some degree of bio-fouling, even those which may have been recently cleaned or had a new application of an anti-fouling coating system. The biofouling that may be found on a ship is influenced by a range of factors, such as:

s Design and construction, particularly the number, location and design of niche areas;
s Specific operating profile, including factors such as operating speeds, ratio of time underway compared with time alongside, moored or at anchor, and where the ship is located when not in use (e.g., open anchorage or estuarine port).
s Places visited and trading routes; and
s Maintenance history, including: the type, age and condition of any anti-fouling coating system, installation and operation of anti-fouling systems and dry-docking/slipping and hull cleaning practices.

The purpose of this plan is inspection of biofouling from Company vessels.
Implementing practices to control and manage biofouling can greatly assist in reducing the risk of the transfer of invasive aquatic species. Such management practices can also improve a ship's hydrodynamic performance and can be effective tools in enhancing energy efficiency and reducing air emissions from ships. This concept has been identified by the IMO in the "Guidance for the development of a ship energy efficiency management plan (SEEMP)".
The objectives of the Biofouling Management Plan (based on IMO guidelines) are to provide practical guidance any interested parties, on measures to minimize the risk of transferring invasive aquatic species from ships' biofouling. It is important that biofouling management procedures be effective as well as environmentally safe, practical, designed to minimize costs and delays to the ship, and based upon these Guidelines whenever possible.

Biofouling Plan (Continued)

2. Scope

This plan defines:

- All potential sources and aspects of bio-fouling from Company vessels
- DMS measures and activities in place to eliminate the environmental impact of the above identified sources and aspects of bio-fouling
- Relevant KPIs
- Records and Log keeping requirement.
- Scope and frequency of crew familiarisation and training, related to plan implementation.

Det Norske Veritas (DNV) and Germanischer Lloyd (GL) Merge

Following update was received recently on the merge of DNV and GL

Dear Mr. Koutris,

Following the earlier announcement of the merger agreement between DNV and Germanischer Lloyd (GL), it is with great pride that I now can inform you that the merger has been cleared by the competition authorities in all four required jurisdictions; South Korea, the US, the EU and China. This information has been announced on the 12th of September 2013.

The new company is operational from the 12th of September 2013. All stakeholders will face one business operation from this date. Among other things, this means that your company will immediately benefit from a broader service offering from one single provider.

Going forward DNV GL will continue to provide the high quality services that meet and excel industry expectations. And we will serve our customers and other stakeholders through one of the industry's largest networks of well-trained and experienced technical experts.

As it was mentioned in our correspondence last December we would very much like to welcome a closer dialogue with you on how the new DNV GL Group may offer you the best possible services in the years to come. Please do not hesitate to contact us with questions and queries. My colleagues and I would also be more than happy to provide you with an update on the implications of the integration on our future partnership.

In a world where the technological and engineering challenges faced by businesses are becoming ever more complex, we realize that there is a need to take a broader view and provide a clear vision for the future.

We look forward to further expanding our cooperation in the years to come.

Yours faithfully
for DET NORSKE VERITAS SA

Nikolaos Boussounis
Senior Vice President
Regional Manager, East Med., Black & Caspian Seas

This merge does not affect our operations, particularly for M/T Malbec and M/T Magic, classed with DNV.

HOT STUFF

Electronic and paper evidence following a marine casualty

The Japan P&I Club has published a document with respect to how to handle the preservation of electronic and paper evidence following a marine casualty. The document has been published with regard to safe voyaging.

Introduction
After a marine casualty, the ship's evidence must be preserved. In particular, the master, chief officer, watch officer and chief engineer must carefully keep all paper and electronic evidence surrounding a navigation casualty.
The bridge of a modern vessel as well as the engine room contains numerous written records, as well as electronic information. Emails following a marine accident sent from the ship to the management company as well as messages received from the company, should be carefully maintained, anticipating investigations by
a) Owners and their solicitors;
b) Port State Control authorities; and
c) Flag State authorities.
Reports or documents specifically generated in the wake of a collision or other navigation casualty, including statements of the crew, should also be carefully preserved.

The Forms of Evidence
Evidence, both paper and electronic, may take many forms:
a) Paper evidence - this would include vessel log books, bell books, movement books, navigation charts, course recorder charts, NAVTEX printouts, GPS tapes, weather facsimile, bell logger tapes (bridge and engine room), passage or voyage plans, and any printouts from the ship's bridge, engine room systems and cargo control room, including alarm printouts.
Paper evidence following a marine casualty
b) Electronic evidence - this would include electronic chart systems ("ECDIS"); stored information from GPS and AIS devices; faxes or telecopier documents; stored information from Voyage Data Recorders ("VDR"); course recorder and stored information from ARPA radars. All computers including desk top and laptop, must be maintained and no data deleted.
In the engine room, there may be stored information from main engine and auxiliary systems monitoring computers, as well as stored information from alarm systems, e.g. steering casualty alarm, main engine high temperature alarms, etc.
Electronic evidence following a marine casualty
c) Emails - hundreds of emails are generated by a vessel during each voyage. For example, if cargo damage occurs during a voyage because of heavy weather as a result of shifting of the cargo in stow, there should be email reports of this to the management company by the ship as well as responses, following an inspection of the possible cargo damage by the chief officer and others. All of the emails relating to casualties and cargo damage, again, must be carefully preserved.
d) Photographs and Video Recordings - all photographs and video recordings taken prior to and just after a marine casualty should be preserved, including images and video from smartphones. If an accident occurs when a vessel is alongside a dock, there may be security cameras on the pier and arrangements should be made with the terminal to obtain copies of those recordings.

e) Evidence from External Sources - this would include electronic evidence generated by third parties, e.g. U.S. Coast Guard Vessel Traffic Systems ("VTS"), pilots' laptop computers, commercial ship tracking systems, and port and terminal facilities equipped with electronic surveillance equipment. Satellite imagery should not be overlooked.

What Happens if Evidence is Destroyed or Deleted?
We shall now discuss what could happen, in the wake of a marine casualty, in the event that both paper and electronic evidence are not carefully maintained and preserved.
In the United States, when there is litigation following a marine casualty or accident, in a United States District Court, the Federal Rules of Civil Procedure allow what is known as "discovery" in which the parties may serve Interrogatories, Requests for Production of Documents,

Electronic and paper evidence following a marine casualty (Continued)

and Requests for Admission upon each other, in which one party seeks to have an adverse party disclose documents and electronically stored information that may have relevance to the facts surrounding the casualty.

Spoliation of Evidence

Spoliation (literally, "spoiling") is the destruction or significant alternation of evidence or the failure to preserve property for another's use as evidence in pending or reasonably foreseeable litigation. Spoliation may be intentional or inadvertent.

A federal district court in the U.S. may impose sanctions under FRCP Rule 37(b), when a party spoliates or spoils evidence in violation of a court order. Even without a discovery order, a district court may impose sanctions for spoliation, exercising its inherent power to control litigation.

If a party fails to disclose the requested information or to cooperate in the discovery process, a U.S. District Court may hold a party in contempt of court and order sanctions which may include the striking of the court papers which support or raise designated claims and defenses. The court may even dismiss the action or proceeding in whole or in part. However, Rule 37(e) "Failure to Provide Electronically Stored Information", states:

Absent exceptional circumstances, a court may not impose sanctions under these rules on a party for failing to provide electronically stored information lost as a result of a routine, good faith operation of an electronic information system.

In a case illustration, a Panamax bulk carrier in the Atlantic Ocean, was approaching the Bahamas, and her navigators failed to observe a sailboat in the afternoon sun almost dead ahead, also on a westerly course. The bulk carrier was in an overtaking situation with the sailboat and obligated under the COLREGS to keep out of the way of the other vessel. The ship collided with the yacht, which remained afloat following the accident. The yacht's owner/captain was rescued by the crew of the bulk carrier and elected to abandon his sailboat, which had become partially disabled.

During the subsequent litigation in the United States District Court in New Orleans, the yacht captain filed a motion for sanctions against the shipowner, seeking adverse inferences due to a lack of response by vessel interests to plaintiff's request for the voyage data recorder ("VDR") recording. As it turned out, the VDR automatically recorded over itself every twelve hours and after the incident, the crew did not save and retrieve the data from the VDR, thus losing the recorded conversations on the bridge of the ship as well as the other data recorded by the VDR which would have been radar, gyro, etc. The Court decided that since the crew was not negligent in failing to prevent the VDR from recording over the information from the incident, it did not give rise to bad faith conduct. The plaintiff's motion for adverse inferences against the shipowner, due to alleged spoliation of evidence, was denied. (Note: this was in the "early days" of the VDR requirement; loss of VDR data through failure to save it from taping over may become less excusable now that crews are more accustomed to this recording device.)

The Sale of a Ship and Loss of Evidence

Sometimes after a casualty a vessel will be sold, resulting in loss of her log books, manuals and other records unless these materials are copied and retained. The managers' loss prevention and insurance and claims departments should work to prevent loss of key documents and records if there are outstanding claims at the time of sale.

Conclusion

After a major marine casualty occurs, litigation may soon follow, in part because of the need to obtain the preservation and production of electronic information. Where foreign flag vessels, crewed by non-U.S. citizens are involved, there may be a need to obtain the deposition testimony of key vessel witnesses as well as the electronic evidence before the vessel sails, since both the crew as well as the evidence may no longer be within the jurisdiction. Even if litigation is not immediately commenced, the paper and electronic evidence should be preserved and maintained in order to prevent prejudice to the shipowners' position

LESSONS LEARNT

M/T Ocean Quest Man Overboard

We are happy but with regret to announce another act of good and bad seamanship by our crew and this time was M/T Ocean Quest.

The vessel was drifting out of a Brazilian port waiting to enter in the port for a cargo operation. At about midnight the watchman during his patrol on deck saw a crewmember sitting on the aft rails of the poop deck. They had a short conversation and then the watchman continued his patrol. After he had made a complete round on main deck, he returned back on the poop deck. Here he realized that the crewmember was not sitting on the rails any more and this shoes were left on deck. He went close to railings and had a look into the sea . He heard a voice asking for help. Immediately he informed the Officer of the watch and a “man over board” was released. The Master was called and when the Master was on the Bridge he was briefed on the incident. The Master then sounded the alarm to alert the crew and he also alerted the local MRCC.
After all crewmembers were gathered, they were briefed on the incident and they were instructed on the actions to be taken. The Master then started maneuvering the vessel in order to pick up the survivor and another “man overboard” was released.

Finally an hour later they succeeded to pick up the crewmember in good health, without the MRCCs’ assistance. As soon as the crewmember was on board, the MRCC was informed that the survivor had been rescued and no further assistance is required.

It is a pity that the crewmembers’ carelessness gave an additional work load to other crewmembers on board and we assume bad emotional feelings as well.

Considering that this foolish action might have lead to Loss of life with severe impact to the seaman’s family and Owners and affect seriously the Company’s image and in order to avoid similar events in the future, we would like to draw your attention, so that through the SCMM and training on board, all crew members to become familiar amongst other things with:
1. The safe working practices on board
2. Safety culture. The existence of the railing on board for instance, is for the crew’s protection from falling overboard, but they are not designed to be used seats.

Although we regret for the incident, we wish to congratulate the Master, Capt. Usovich for his skillfulness, thanks to which the crewmember was rescued in good health and express our earnest thanks to all his fellow crewmembers on board for their tireless assistance, obedience and support to their Master.

LESSONS LEARNT

Risks of dropping the anchor underway

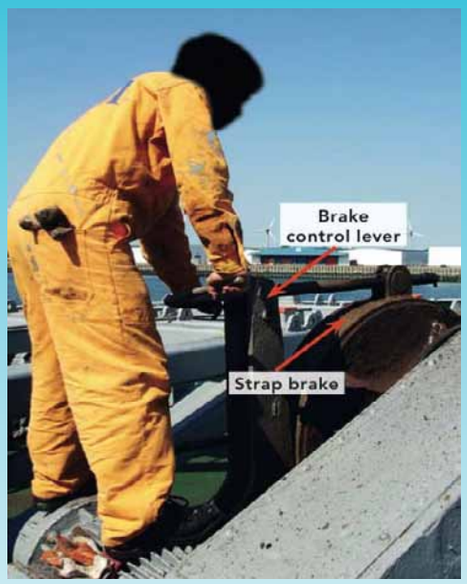
Official report edited from The Dutch Safety Board

In calm weather and good visibility, a cargo vessel under pilotage while departing port was overtaking a tug towing a pontoon. The cargo vessel's electrical needs at the time were being supplied via the shaft generator. Both of the ship's service generators were shut down to save on fuel.

While overtaking the pontoon, the cargo vessel's main engine suddenly failed. Since the electrical systems on board the vessel were linked to the main engine via the shaft generator, the electricity failed as well and for a short period of time the vessel suffered a blackout. During the blackout, the rudder unexpectedly turned to port, causing the vessel to deviate sharply from its course and toward the tug and tow. In order to prevent a collision, the captain, on VHF radio, ordered the anchor let go. As there were crew on deck at the time, the anchor was let go very quickly after the order – within 15 seconds. At the time the anchor was let go the cargo vessel still had a speed over ground (SOG) of 7.5 knots.

Despite the attempts by the AB to secure the winch brake, the anchor chain continued to run out. The last length of chain had broken loose
from the chain locker, and the AB was hit and fatally injured by the bitter end.

The cargo vessel collided with the pontoon almost simultaneously with the breaking free of the anchor chain. Both vessels sustained limited damage as a result of the collision.



▲ Simulation of A/B attempting to secure the brake as the chain ran out

Lessons learned

The use of the anchor to slow down the ship in an emergency:

IACS stipulates that an anchor must be constructed in such a way that it is suitable to anchor a ship temporarily in 'moderate' ambient conditions. The anchor gear is not designed to stop a ship. Anchoring at high speed is an extremely risky operation that may result in fatal injuries to crew members and serious damage to the ship. Such as manoeuvre should only be considered in an extreme emergency. The captain, in consultation with the bridge team, should assess whether the potential benefits of such a manoeuvre outweighs the substantial risks for the crew and ship.

The need for uninterrupted power supply when sailing in confined waters: Sailing in narrow waters entails increased risks of collision or grounding. Therefore, prior to commencing a passage in confined waters, a risk analysis should be carried out (or consulted) as part of the SMS in order to verify that back-up systems are instantly available. Uninterrupted power supply in confined waters is essential in order to guarantee a ship's manoeuvrability and should be considered a best practice

Source: MARS

Gas vapours cause illness

A vessel was engaged in the discharge of gasoline to multiple small barges alongside; an operation that lasted seven days. This vessel used a closed discharging system throughout. However, the barges used an open loading system, topping off via open tank lids. The deck watch on the vessel was situated in the vicinity of the discharge manifold, which was subject to occasional gusts of wind; crew members could smell the occasional gasoline vapour. The chief officer does not appear to have known, initially, that the barges had engaged in open loading and that crew members were being subjected to gasoline vapours. Once advised of this fact he instructed all crew to wear gas masks during their deck watch period. Three days after the end of the discharge operations, a member of the deck crew began to experience symptomsthat appeared to be due to gasoline vapour exposure such as increased heart rate, dizziness, pain and coldness.

The company investigation found that although a risk assessment had been completed prior to the discharge, it did not consider the risk of open loading and cargo vapours. As such, precautions relating to open loading had not been identified in the pre-operations meeting or ship/shore checklist. Although the manifold watch crew were acutely aware that the barge was engaged in open loading and that cargo vapours were noticeable during certain weather conditions, they did not bring it to the immediate attention of the chief officer.

The direct cause of this incident is due to crew members not wearing the correct PPE for the duration of the discharge operation. There are correct procedures and practice in place for such an operation, but the chief officer had not been made aware that they were required by either the barge loading master or by the manifold watch.

Editor's Note: The company investigation identified the direct cause of the incident – the lack of proper PPE. However, open, clear, complete and unequivocal communication is always the best defence to help prevent accidents. There may also have been other contributing factors that have been missed. For example, was the chief officer so preoccupied with other duties that he could not verify, for himself, theactual unloading conditions at the manifold?

Source: MARS

LESSONS LEARNT

US Indicts Bulkers Owner

Greek operator Kassian Maritime Navigation has been indicted by a US district court in Virginia on charges of illegally dumping bilge water and trying to hide the evidence.

The eight-count indictment, issued on 22 May, also named ship-owner Angelex and chief engineer Lambros Katsipis.
They have been accused of using pumps and hoses - so called ?magic pipes? - to bypass pollution prevention equipment and discharge bilge water from machinery spaces directly into the sea from the 1995-built, 73,538dwt bulker Antonis G Pappadakis.

This is alleged to have taken place on three voyages to and from Norfolk from 24 July to 14 April 2012. The owner, operator and engineer have also been accused of falsifying the oil record book to conceal the crimes.

The alleged violations were discovered during a routine Coast Guard inspection on 15 April in Norfolk. The vessel and crew have been detained there since.

In a related civil case, the US Coast Guard earlier this month was taken to task by US District
Judge Robert Doumar for requiring Angelex to pay a $2.5M bond to release the ship. The company insisted that it could pay no more than $1.5M, with any more causing bankruptcy, as Antonis G Pappadakis is its only income-producing asset.
Insisting on such an unreasonable bond without due process ?is simply repugnant to the Constitution?, Doumar wrote in an opinion on 8 May.

He added that in more than 30 years on the bench he could not recall seeing ?any more egregious
abdication of the reasonable exercise of discretion?.

Source: IHS Safety at Sea

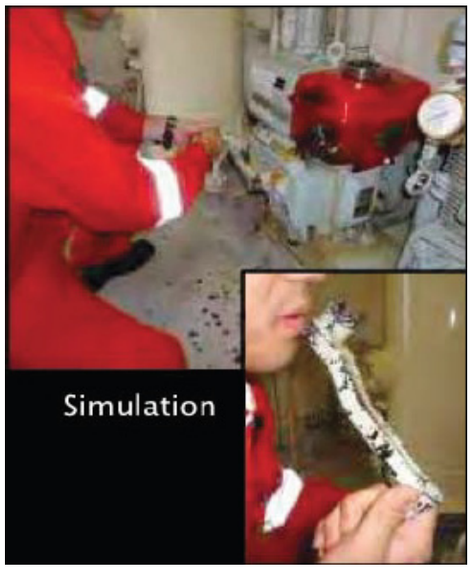
Emergency Air Compressor Fights Back

An engineer was carryingout routine inspection and maintenance on the emergency air compressor including a start test. When starting the compressor by manually cranking, the engineer failed to remove the handle before the engine reached its self-ignition RPM speed. As a result, the handle was thrown off the crank engagement nub when the compressor began turning over on its own, hitting him in the face. The engineer suffered two chipped teeth and lacerations of his lip.
The vessel's investigation determined that the engineer was not fatigued at the time of the task. Additionally, he had carried out the same starting operation a number of times in the past.
The compressor starting procedure was apparently followed during start-up, covering items such as leaving the compressor drain valve opened and operating the engine de-compression lever at the time of testing.

Action taken

►Suitable caution notice should be displayed near the unit to remind the operator of the danger.
►The operator should receive specific training and be made aware of this danger when joining the vessel and before he/she carries out this test for the first time.
►The operator should be positioned suitably and firmly and pay full attention at the time of crank-starting the compressor.

Editor's Note: If all procedures were truly followed during this task yet this accident still occurred, the residual risk would appear to be somewhat high. In that case, it may require a re-evaluation of the fundamental design or of the PPE necessary to accomplish this task,such as requiring a full face mask much like wood cutters in the forest industry.



Source: MARS

LESSONS LEARNT

Freefall Lifeboat Casualties - Safe Work Practices

The Maritime Administrator has recently conducted marine safety investigations into two Freefall Lifeboat (FFLB) incidents that were near miss Very Serious Marine Casualties. In both cases the FFLB was unintentionally released and fell to the water while crewmembers were inside the boat performing maintenance. The crewmembers were seriously injured in both incidents.

Based on the Maritime Administrator's review and analysis of the available information the identified lessons learned can be categorized as follows:

- Adherence with Lifeboat Maintenance Procedures
- Adherence with Lifeboat Securing Procedures
- Adherence with Safe Work Practices
- Inadequate identification and evaluation of potential risks

A brief synopsis of the two marine casualties is as follows:

FFLB Marine Casualty No.1: The ship's Third Officer and Second Engineer along with a service technician were performing the FFLB annual inspection. The FFLB was secured to the davit using its aft lashing cables, i.e., maintenance wires, when the Third Officer entered the FFLB to charge and activate the FFLB's release hook mechanism. When the FFLB hook was released, the aft lashing cables, which were later found corroded, parted, allowing the boat and unprepared crewmember to fall into the water. During the investigation the following determinations were made:

- prior to entering the FFLB an SMS-required tool box meeting and task risk assessment were not performed;
- although part of the FFLB's maintenance checklist, the corrosion on the aft lashing cables, which were covered with plastic sheathing that was cracked and deteriorated due to weather exposure, was not previously detected; and,
- the FFLB was not connected to the davit launching/retrieval cable as per the manufacturer's procedures.

FFLB Marine Casualty No.2: While the ship was underway the Chief Engineer and Fourth Engineer were in the boat replacing the cable for the engine's kill switch when the FFLB unexpectedly released. The FFLB was only secured by the lifeboat hook; the aft lashing cables or davit launching cables were not in place. During the investigation the following determinations were made:

- the crewmembers did not activate the FFLB release hook using the release lever – the lever was found in the secured position when the lifeboat was retrieved;
- the FFLB's release hook was found improperly secured (see below pictures); therefore, it could be opened by the movement of the two crewmembers who were inside of the lifeboat; and,
- the FFLB aft lashing wires and davit launching/retrieval cables were not secured.

It is understood that lifeboat arrangements vary from ship to ship. However, the lessons learned from these marine casualties emphasize the importance of strictly following both the manufacturer's and ship management's respective onboard lifeboat procedures as well as the need for ships' staff to conduct a pre-task risk assessment when performing maintenance or preparing for drills. Owners, ship management, and Masters are asked to share this Marine Safety Advisory with ship's crews and to regularly emphasize the importance of adhering to the manufacturer's' and ship management's established procedures for lifeboat maintenance and operation.

Source: Marshall Islands Marine Safety Advisory

▲Incorrectly Secured lifeboat release hook

▲Correctly Secured lifeboat release hook

NEW RULES

MEPC 65/10 Annex 2, page 1: Lack of adequate port reception facilities for the implementation of the revised MARPOL Annex V

1. The Marine Environment Protection Committee (MEPC), at its sixty-fourth session (October 2012), noting the short time between publishing criteria for dry bulk cargoes considered harmful to the marine environment (HME) under the revised MARPOL Annex V and the entry into force of the Annex (on 1 January 2013), and recognizing the difficulties this would cause for shippers to classify cargoes, agreed to issue circular MEPC.1/Circ.791.

2. At its sixty-fifth session, MEPC acknowledged that, as a result of the difficulties experienced by shippers, consequential problems are being experienced by shipowners and operators in obtaining HME declarations and, when cargoes have been classified as HME, finding adequate reception facilities at receiving terminals.

3. In light of the above, MEPC agreed that, as an interim solution, cargo hold wash water from holds previously containing cargoes classified as HME, may be discharged providing:

3.1 Based upon the information received from the relevant port authorities, the Master determines that there are no adequate reception facilities at the receiving terminal;

3.2 The ship is en route and as far as practicable from the nearest land, but not less than 12 nautical miles;

3.3 Before washing, dry cargo residue is removed (and bagged for discharge ashore) as far as practicable and holds are swept;

3.4 The volume of wash water used is kept to a minimum;

3.5 Filters are used in the bilge wells to collect any remaining solid particles and minimize solid residue discharge; and

3.6 The discharge is recorded in the Garbage Record Book and the flag State is notified utilizing the Revised Consolidated Format for Reporting Alleged Inadequacies of Port Reception Facilities (MEPC.1/Circ.469/Rev.1, issued on 13 July 2007).

4 In addition, MEPC urges Member States to ensure shippers within their jurisdiction provide complete cargo declarations in accordance with MARPOL Annex V (and circular MEPC.1/Circ.791) and section 4 of the IMSBC Code.

5 Further, ports and terminals receiving cargoes classified as HME are urged to provide adequate port reception facilities, including for residues entrained in wash water; and in the absence of such facilities, to minimize residues discharged under paragraph 3, terminals should facilitate the discharge of all dry cargo residues ashore, including hold sweepings.

IMSBC Code amendments 01-11, adopted by Resolution MSC.318(89)

For all ships carrying solid bulk cargoes regardless of ship type or date of construction from 01Jan12 voluntarily – from 01Jan13 mandatory. The new IMSBC Code lays down requirements for ships wishing to carry cargoes listed in the Code. Since requirements for cargoes are amended and new cargoes are add, it is known that the Code will need regular updating. Accordingly, the IMO has designed and implemented a system whereby the DSC Sub-Committee decides and recommends changes on a rolling two year basis. Ship Owners and managers are to note the following:

► For cargoes where it has been identified that the fixed gas fire-extinguishing system may be ineffective, new arrangements, albeit temporary, may have to be fitted such as extra fire hoses. Extra caution will be needed for cargoes which may cake.
► New cargoes which may self heat or deplete the atmosphere of oxygen.
► The identification of the "Administration" being responsible for certain elements may assist in ascertaining that it is expected to be a permanent feature or one fitted at build or modification.
► Issues with bunkering or moving fuel oil adjacent to certain new cargoes.
► New cargo listings for: Distillers dried grains with soluble, wet fly ash (may liquefy), Ferrous Sulphate Heptahydrate, granular Ferrous Sulphate, and Magnesium Sulphate fertilisers.

Company's actions: SRB is already provided by this certificate.

NEW RULES

VGP 2011 regulation for Environmental Acceptable Lubricants (EAL)

A revised draft of the Vessels' General Permit (VGP) by Environmental Protecting Agency (EPA) in USA, was released on 30Nov11, which proposes to make the use of "environmentally acceptable lubricants" lubricants mandatory in certain circumstances.

The Proposed 2013 VGP was issued on November 30, 2011
s Affects vessels over 79 feet
s Takes effect on December 19, 2012
s Contains the following language regarding the use of lubricants:
s " All vessels constructed on or after December 19, 2013 must use an environmentally acceptable lubricant in all oil-to-sea interfaces. "Environmentally acceptable lubricants" means lubricants that are "biodegradable" and "non-toxic" and are not "bio-accumulative" as defined in Appendix A of this permit."
s "For all vessels built before December 19, 2013, unless technically infeasible, owner/operators must use an EAL in all oil-to-sea interfaces".

Non-toxic, Non-bio-accumulating, and Biodegradable
s Primary biodegradation. Is the alteration in the chemical structure of a substance, brought about by biological action, resulting in the loss of a specific property of that substance.
s Utimate biodegradation (aerobic) is the level of degradation achieved when the test compound is totally utilized by microorganisms resulting in the production of carbon dioxide, water, mineral salts, and new microbial cellular constituents (biomass).
s Inherently biodegradable is a classification of chemicals for which there is unequivocal evidence of biodegradation (primary or ultimate) in Any test of biodegradability.
s Readily biodegradable is an arbitrary classification of chemicals which have passed certain specified screening tests for ultimate biodegradability; these tests are so stringent that it is assumed that such compounds will rapidly and completely biodegrade in aquatic environments Under aerobic conditions.

s "Controllable Pitch Propeller and Thruster Hydraulic Fluid and Other Oil-to-Sea Interfaces Including Lubrication Discharges from Paddle Wheel Propulsion, Stern Tubes, Thruster Bearings, Stabilizers, Rudder Bearings, Azimuth Thrusters, Propulsion Pod Lubrication, and Wire Rope and Mechanical Equipment Subject to Immersion"

"Technically Infeasible" means:
1. If the ship has seals that are not compatible with any EALs, it can continue to use mineral oil until the next planned docking, when the seals are to be replaced.
2. If the original equipment manufacturer (OEM) has no recommended seal-EAL combination for its product, the use of EALs can be considered "technically infeasible".
3. For new ships or when replacing equipment, the use of EALs is "technically infeasible" only if no manufacturer can deliver an EAL-lubricated product that is suitable for the purpose.
4. If the use of an EAL in an oil-to-sea interface is claimed to be "technically infeasible", the ship must carry documentation to that effect. Such a document/statement written by the manufacturer or owner shall be not more than one year old and confirm the factual situation.

So, "Environmentally Acceptable Lubricant" are:
sh"IOACCUMULATIVEUSINGTEST-ETHODS/%#$AND
sh"IODEGRADABLEACCEPTABLETESTMETHODSINCLUDED%#$4EST'UIDELINES !& AND AND)NTERNATIONAL/RGANIZATIONFOR3TAND-ardization 14593:1999
sh.ONTOXIC MEANSA SUBSTANCEMUSTPASSBOTH%#$ AND FORACUTETOXICITYTESTINGAND/%#$ AND FORCHRONC toxicity testing.

Existing products that claim to be "Environmentally Safe" can now be judged against specific criteria.
sh.OTHEEN vLUBRICANTSTHATAREPROMOTEDASENVIRONMENTALLYBIODEGRADABLEVSHOULDBEQUESTIONED
sh&OOD'RADEOILSANDGREASESMAYNOTMEETTHETESTINGSTANDARDSFORBIOACCUMULATIONORCHRONICTOXICITY
s/ILSANDGREASESWITHASPECIFICGRAVITYWILLNOTBEALLOWEDINUNLESSTHEYALSOACHIEVETHEENVIRONMENTALSTANDARDS

HUMAN RESOURCES MANAGEMENT

Familiarization, RoxanaShipping 01May - 31Aug13

NAME	RANK	VESSEL	JOIN DATE	PHOTO
LAPUTSKY PAVEL	CH OFF	MVL	05/04/13	
PACHIN NIKOLAY	CH ENG	ADA	27/05/13	
RUBANOV VALERIY	MASTER	MVL	04/06/13	
KHALIULIN FARGAT	CH ENG	MGC	06/06/13	
PILGUN ANATOLY	MASTER	ARN	15/06/13	
BEGISHEV IGOR	CH ENG	ATS	24/06/13	
BUDILOV ANATOLY	CH OFF	ATH	08/07/13	
MEZENIN SERGEY	MASTER	AGT	10/07/13	
IVANOV EDUARD	MASTER	MLD	16/07/13	
SIMONOV SERGEI	MASTER	MGC	24/07/13	
MALTCEV DMITRI	MASTER	QST	08/08/13	
CHEREPANOV VIACH	CH OFF	MGC	22/08/13	

HUMAN RESOURCES MANAGEMENT

Promotions, RoxanaShipping 01May - 31Aug13

NAME	RANK	PROMOTION DATE	PHOTO
SEDYAKIN VIKTOR	CHOFF	01/05/2013	
CHEREPANOV VIACHESLAV	CHOFF	28/08/2013	
BUDILOV ANATOLY	CHOFF	14/07/2013	
PUSHKAR SERGEY	3/OFF	26/05/2013	
POPOV ARTEM	3/OFF	24/05/2013	
LUSHCHIK ANDREY	3/OFF	10/08/2013	
KONISHCHEV ANDREY	3/OFF	17/07/2013	
SNYTKO IVAN	APR/OFF	25/06/2013	
RYAZANSKIY IGOR	APR/OFF	31/05/2013	
BOSHMAN ILIA	APR/OFF	01/07/2013	
BEGISHEV IGOR	CH/ENG	27/07/2013	
OREVSKIY SERGEY	2/ENG	24/06/2013	N/A

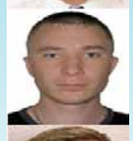
HUMAN RESOURCES MANAGEMENT

Promotions, RoxanaShipping 01May - 31Aug13 (Continued)

NAME	RANK	PROMOTION DATE	PHOTO
BRIN'KO SERGEY	2/ENG	21/05/2013	
ZASHCHITNIKOV ALEXANDER	2/ENG	29/07/2013	
PASTUSHENKO DMITRY	2/ENG	04/07/2013	
PAKHOMOV EVGENY	3/ENG	01/05/2013	
KOPTELEV ALEXANDER	3/ENG	27/05/2013	
AKHMEROV RUSLAN	4/ENG	05/05/2013	
LIAMTCEV DENIS	4/ENG	23/08/2013	
FROLENKO VICTOR	ELEC	03/06/2013	
BOGAICHUK IGOR	ELEC	25/05/2013	

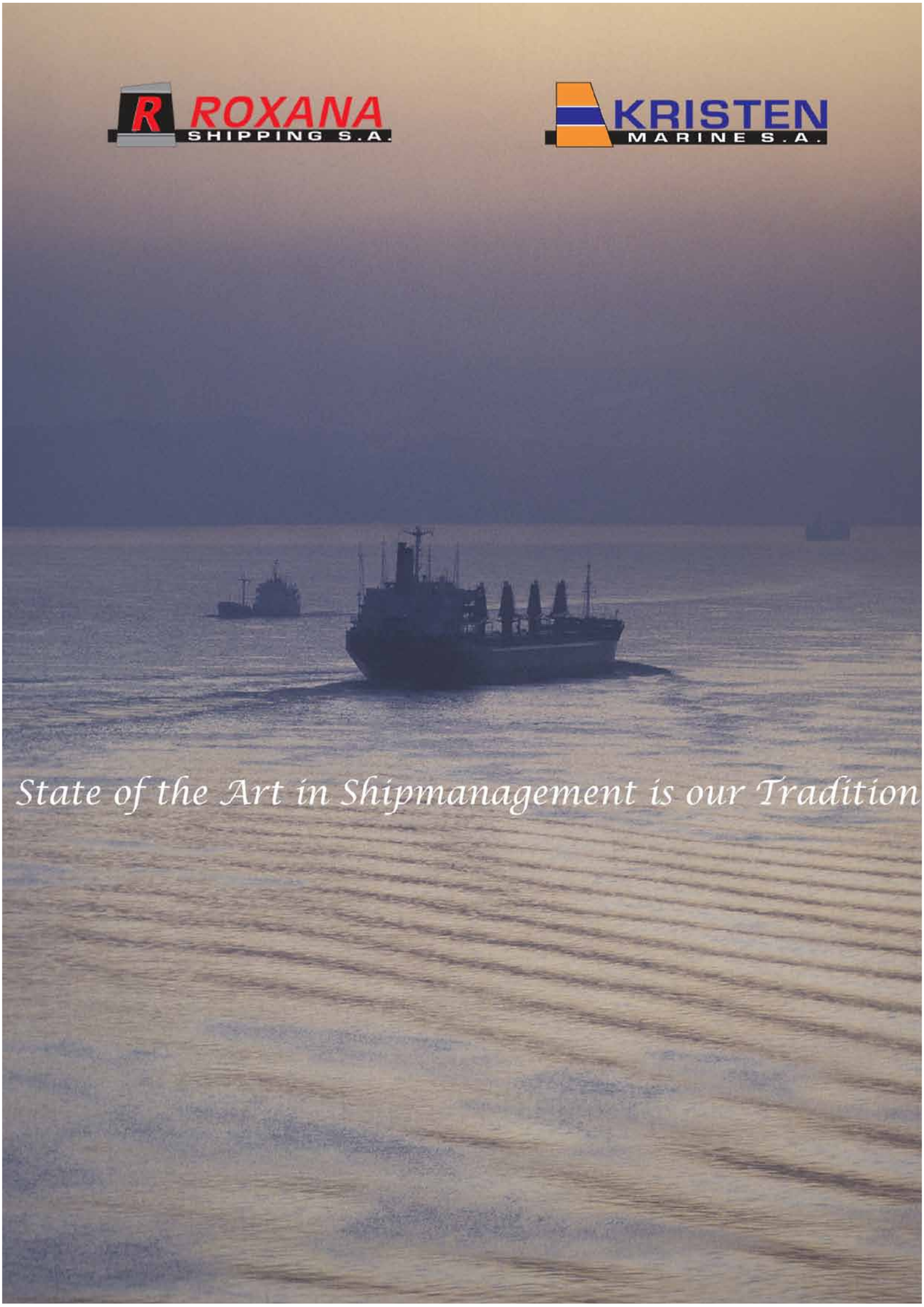
HUMAN RESOURCES MANAGEMENT

Promotions, Kristenmarine 01May - 31Aug13

NAME	RANK	PROMOTION DATE	PHOTO
PONOMAREV MAXIM	2/OFF	30/08/2013	
SOBOLEV ANDREI	2/ENG	30/08/2013	
LOZHKOVSKIY YAROSLAV	2/ENG	04/05/2013	
LYSENKO ALEKSANDR	3/ENG	28/05/2013	
KARPETA ANTON	4/ENG	12/06/2013	
MURASHKO ANDREI	A/B	28/05/2013	

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.



State of the Art in Shipmanagement is our Tradition