News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

EDITION # 2013/03

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MESSAGE FROM TEK

"We are confident that all Company employees, on board and ashore, who have been standing by the Company throughout this storm, with concentration to the targets and with loyalty, will now be relieved and enjoy the Company's comeback in a healthy stage of cash flow."

Heading for 2014 we all hope that the bad days have gone and the light will appear in the tunnel we have been the last four years.

We are confident that all Company employees, on board and ashore, who have been standing by the Company throughout this storm with concentration to the targets and with loyalty, will now be relieved and enjoy the Company's comeback in a healthy stage of cash flow.

Despite the adverse conditions stated above, the performance of the Fleet has been retained in high level. Clear evidence of this commitment to excellence is:

► AMVER awards for the consistent participation of Company's fleet

► 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.

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

- Management Review 2013-02
- RoKcs MLC certification
- Christmas party 2013
- CARB requirements from 01Jan14

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

- Capt. Yannis Koloniotis
- Capt.Kostas Annisis
- Stelios Kontozoglou

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. Recently Alexey Ponomarev promoted to Chief Officer, attended on Headoffice for extended familiarization for the period 08Nov2013 till 14Dec2013

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.

EU Regulation on Ship Recycling, coming into force on 30 December, 2013, Marpol amendments Oct2010, Minimum Safe Manning Certificates effective 01Jan14, Prohibition of the blending of bulk liquid cargoes effective 01Jan14, Recovery of persons from the water 01Jul14, USCG Final Rule for Dry cargo ships 30Jan14, Uunderkeel clearance management by AMSA effective 01Jan14 and Free Fall Lifeboat Testing
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. Yiannis Koloniotis

Capt. Yannis holds the Ministry of Hellenic Merchant Marine Master's degree since 1998 and he has been sailing till July 2005 as Master with three major Hellenic tanker management companies, mostly with OBOs and Tankers from 30.000 to 132.000 tons Dwt.

Capt. Yannis joined Roxana Shipping SA in December 2005, as a Fleet Superintendent belonging to Group1 of Technical dept. And as of 01May10 he is employed in Wet Operations dept., responsible for the operations of Company's tankers.

Capt. Yannis, with his vast experience and devotion, has contributed substantially to the smooth and sound establishment of the rapidly growing tanker Fleet of our company.

Capt. Konstantinos Annisis

Capt. Kostas has graduated from Aspropyrgos Merchant Marine Academy, holding the Ministry of Hellenic Merchant Marine Master's degree as of 1973 and he has been sailing continually since then and from 1991 till 2006 as Master with two major Hellenic bulker management companies, mostly with handy size bulk carriers.

Capt. Kostas joined Kristen Marine SA in September 2006, as a Fleet Superintendent belonging to Group2 of Technical dept., and as of 28Sep12 he is employed as DPA and CSO for Kristen Marine and as of 03Sep13 he is employed as DPA and CSO for Roxana Shipping as well.

Capt. Kostas, combines great experience and perfectionism, skills absolutely necessary to ensure that the high quality of our bulker fleet services is maintainedand improved. Thanks to these skills capt. Kostas has contributed vitally to the consistent maintenance and development of our Documented Management

Stelios Kontozoglou

Stelios grew up in England and studied Chemistry at Queen Mary College (University of London).

Stelios moved to Greece and worked in various positions (Accounting , Postfixture , Operations) of a Shipmanagement company. Following this he was employed at a Major Vendor of Maritime Software as Analyst / Project Manager for various tailor-made solutions for the company's customers. He then worked with a shipping company as IT dept Manager.

Stelios joined Kristen Marine / Roxana Shipping as of 1997 and is the EPD/IT dept manager for the group and its affiliated companies Pancoast Trading S.A., CK y Asociados , SMK Interiors both here in Greece and abroad.

Stelios, as a fluent Powerbuilder programmer and Project and Database Analyst, with a multifaceted knowledge of Shipping from a non-IT standpoint, has contributed a lot in the growth of our Company, both in terms of infrastructure, communication and data processing as well as our various Software Systems.

RoKcs

Roxana - Kristen Crewing Services

RoKcs, with the support from Roxana Shipping and Kristen Marine, continues its successful activities in the Crew Management Sector

Along with updating its national license in connection with moving to a new address in December 03rd, RoKcs successfully passed Lloyd's inspection for ISO 9001-2008 Standard and MLC 2006 Convention and received the relevant certificate of compliance, which allows its operation as a Manning Agency with world-wide shipping companies.

As an immediate result in December 2013 a Manning Agreement was concluded between Kristen Marine - RoKcs and Springfield Shipping (part of Aristotle Onassis Foundation) for the crew manning of Springfield's Bulkers.

Also in December 2013 capt. Pavel Sidorkin and capt. Denis Verkhoturov attended VMC headquarterts to interview newcomer cadets for next generation of navigators and engineers. After 2 hours of confidential discussion with each cadet sixteen cadets were selected from more than twenty candidates, who will start their shipboard training with some of RoKcs customers soon.

▲ RoKcs Team: Evgeniya Khalimenko, Pavel Sidorkin, Denis Verkhoturov

▲ RoKcs Office

''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 Engine Officers Training 28-29 November 2013

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 27th November 2013 till 3rd December 2013 in order to conduct the annual office audit and regular training courses to the seafarers of RoKcs crew pool.
In particular, the purpose of the tanker crew pool's training courses, which took place on 28th and 29th November 2013, was to refresh tanker engine Officers' knowledge on the Company's Documented Management System (DMS) and Engine Room Team Management (ERTM).
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 last Management Review and KPIs, Engine Room Team Management, Maintenance and PMS, Bunkering procedures, New Rules, Log Book entries were discussed.
The number of participants was 19 tanker engine Officers (including 7 electricians), listed as following::

DMS/ ERTM (Engine Room Team Management)

Vazhenin Andrei	Ch/Eng
Evgrafov Konstantin	Ch/Eng
Kraynev Vladimir	Ch/Eng
Lesnoy Vladimir	Ch/Eng
Svistunov Evgenii	Ch/Eng
Teplyakov Andrey	Ch/Eng
Brin'ko Sergey	2nd/Eng
Dashkin Kiril	2nd/Eng
Konchenko Andrey	2nd/Eng
Lutonin Sergey	2nd/Eng
Mikhailov Iurii	2nd/Eng
Belikov Vasilii	2nd/Eng
Abramov Dmitry	Electrician
Chebotarev Dmitrii	Electrician
D'yakon Leonid	Electrician
Komar Victor	Electrician
Pakhomov Mikhail	Electrician
Ponomarev Pavel	Electrician
Naumov Ilyu	Electrician

"The mind is not a vessel to be filled, but a fire to be kindled"

Plutarch

RoKcs Training Center

Tankers Deck Officers Training 29-30 November 2013

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 27th November 2013 till 3rd November 2013 in order to conduct the annual office audit and regular training courses to the seafarers of RoKcs crew pool.
In particular, the purpose of the tanker crew pool's training courses, which took place on 29th and 30st November 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, Danaos crewing, Risk Management, Career development and appraisals, emergency preparedness, Non-Conformities and CPARs, Incident investigation, Oil Record Book, Garbage Management, update on last Management Review and KPIs, Bridge Team Management, Cargo Operations, Bunkering procedures, New Rules, Log Book entries were discussed.
The number of participants was 8 tanker deck Officers, listed as following:

DMS/ BTM (Bridge Team Management)

Sukhodoyev Oleg	Master
Tereshchenko Alexey	Master
Usovich Vladislav	Master
Gorbachev Vladimir	Ch/Off
Pomaz Victor	Ch/Off
Karasev Leonid	Ch/Off
Volobuyev Alexander	2nd/Off
Ovechkin Alexey	2ndOff/Ch/Off

Bulkers Deck and Engine Officers Training 02 December 2013

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 27th November 2013 till 3rd December 2013 in order to conduct the annual office audit and regular training courses to the seafarers of Roxana and Kristen crew pools.
In particular, the purpose of the bulker crew pool's training course, which took place on 2nd December 2013, was to refresh both deck and engine bulker Officers' knowledge on the Company's Documented Management System (DMS) and Bridge Team Management (BTM)/ Engine Room Team Management (ERTM) respectively.
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 last Management Review and KPIs, Bridge and Engine Room Team Management, Cargo Operations, Bunkering procedures, New Rules, Log Book entries were discussed.
The number of participants was 4 deck Officers and 5 engine Officers, listed as following:

DMS/ BTM (Bridge Team Management)

Lysyy Aleksei	Master
Tulunin Sergey	Master
Diachik Pavel	Master
Ryabets Alexey	Ch/Off

DMS/ ERTM (Engine Room Team Management)

Makalich Sergey	Ch/Eng
Pinchuk Evgeny	2nd/Eng
Delnov Yury	2nd/Eng
Rozenberg Petr.	3rd/Eng
Artemev KonstantinEl/Eng	

RoKcs Training Center

Junior Officers Training 02 October 2013

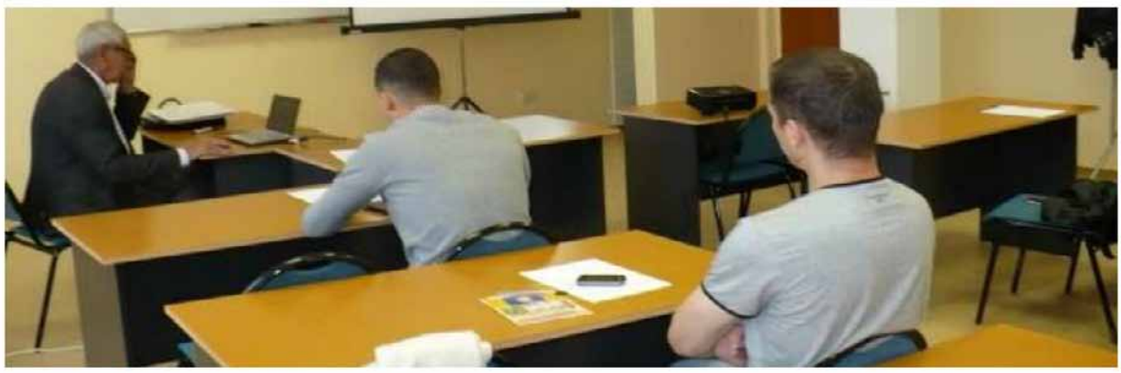
Courses on Company's DMS for Junior Officers and Engineers of Kristen and Roxana crew pools were conducted by RoKcs training officer Capt. Pavel Sidorkin on 2nd October 2013.
The refresh courses were on Company's Documented Management System (DMS) and Bridge Team Management (BTM) / Engine Room Team Management (ERTM) for deck and engine junior officers respectively. Participants were 7 deck officers and 7 engine shipboard personnel as listed below.

DMS/ BTM (Bridge Team Management)

Lukianov Stanislav	2/Off
Radko Vladimir	2/Off
Yarygin Stepan	2/Off
Panasyuk Sergey	3/Off
Plutkov Aleksandr	3/Off
Iakimenko Alexander	Apr/Off
Smirnov Egor	Apr/Off

DMS/ ERTM (Engine Room Team Management)

Korshunov Alexander	3/Eng
Potianikhin Nikolai	3/Eng
Senotrusov Evgenii	3/Eng
Rafalskiy Roman	4/Eng
Reznikov Denis	4/Eng
Dolzhikov Denis	4/Eng
Avdeyev Konstantin	Apr/ Eng



RoKcs Training Center

MARFLEX DWP System training course on 29 November 2013

MARFLEX deep well pump system training course on operations / maintenance / troubleshooting for Senior Engineers and Electrician of Roxana fleet were conducted by VMC teacher Mr. Kovtun Alexey.

The training was conducted with participation of the following 17 engineers / electricians:

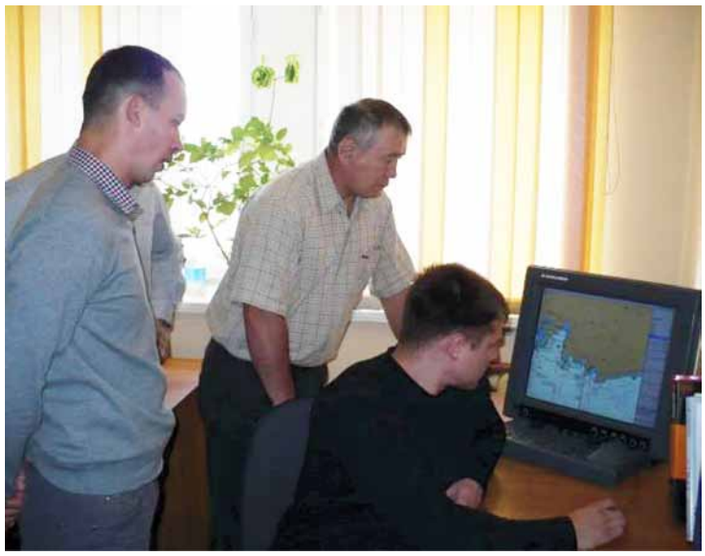
Vazhenin Andrei	Ch/Eng	Lutonin Sergey	2/Eng
Evgrafov Konstantin	Ch/Eng	Mikhailov Iurii	2/Eng
Kraynev Vladimir	Ch/Eng	Belikov Vasilii	2/Eng
Lesnoy Vladimir	Ch/Eng	Abramov Dmitry	Electrician
Svistunov Evgenii	Ch/Eng	Chebotarev Dmitrii	Electrician
Teplyakov Andrey	Ch/Eng	D'yakon Leonid	Electrician
Brin'ko Sergey	2/Eng	Pakhomov Mikhail	Electrician
Dashkin Kiril	2/Eng	Naumov Ilya	Electrician
Konchenko Andrey	2/Eng		

Deck Officers ECDIS type specific training on 3rd December 2013

ECDIS type specific training course on Furuno FEA 2107 installation, software and operation for Deck Officers of Tanker fleet was conducted by VMC instructor Kenetbaev Talgat on 3rd December 2013.

Participants were as listed below,::

Lukianov Stanislav	2/Off
Radko Vladimir	2/Off
Iakimenko Alexander	Apr/Off
Plutkov Aleksandr	3rd/Off
Ankudimov Valery	Ch/Off



VMC
Vladivostok Maritime College

Cadets Inauguration

Welcome again for future navigators and engineers! On the occasion of inauguration ceremony guests, administration, teachers and employees of VMC, cadets of older years, parents, relatives, friends and girlfriends of “beginners” gathered on ceremony. Official guests also attended the ceremony in VMC: Vladivostok Harbour master Kuvshinov A.I.; Roxana Shipping representatives capt. Pavel Sidorkin and capt. Denis Verkhoturov; FESCO crew department representatives Sufiyarov Marat and Tikhonov Alexander.

Of course there was “the response speech” from cadets. They played a sketch from cadet’s life – scenes of exam passing. Long tradition of College in short movies about life onboard, which were prepared by 3rd and 4th years cadets.

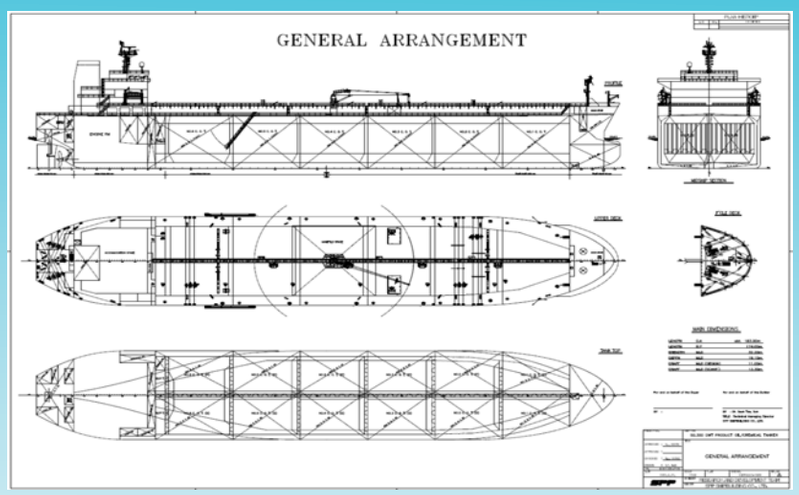
In concluding the ceremony Cadets’ ID delivery was performed.

We congratulate all who became students of VMC!

NEW LADIES ON THE BLOCK

SPP, Busan Korea

Product/Chemical tankers hull S-1179 and hull S-1180 will be the next new-building project for ROXANA. This project is focusing in the environmental friendly medium range 50,000 dwt product/chemical tankers design that will accomplish the long-term company's target till 2016. According to shipyard's preliminary schedule the steel cutting for the first vessel will start within the first half of 2015, with estimated delivery in the beginning of 2016. General Arrangement plan for these vessels' series is appended below.



HOT STUFF

3rd party Inspections Outstanding Performance

As we all know achieving 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 within 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	DEF/KPI	DATE/PLACE
M/V SPIRIT OF BRAZIL	PSC	OLEG PODGORNYY / SERGEY TARAPAKA	0/1.2	04SEP13 / FAZENDINIA
M/T H.MIRACLE	PETRONAS	VIACHESLAV SHELUDKO / ALEXEY MOTRENKO	5/6	10SEP13 / TANJUN PELEPAS
M/T H. MARVEL	STATOIL	VALERIY RUBANOV / KONSTANTIN YEVGRAFOV	2/6	13SEP13 / KUANTAN
M/T ASPROUDA	KOCH	GERMAN DIMOV / NIKOLAY PACHIN	2/6	07OCT13 / MOMBASA
M/T MALBEC	LUKOIL	ALEXANDER GRINKO / ALEXEY MAYOROV	6/6	23OCT13 / BARCELONA
M/T ATHIRI	KOCH	ANDREY VERKHOVSKIY / YEVGENY BORTNIKOV	5/6	09NOV13 / MOMBASA
M/T MELODY	CEPSA	IVANOV EDWARD / GONCHAROV KONSTANTIN	4/6	24NOV13 / ALGECIRAS

HOT STUFF

AMVER Awards

Once more the International Propeller Club of the United States, the International Port of Piraeus, in cooperation with the United States Embassy to the Hellenic Republic and the United States Coast Guard, organized the AMVER Awards ceremony.

The ceremony took place at the Athenaeum Intercontinental Hotel on October 22nd, 2013, among 850 members of the maritime community and a great number of distinguished guests. One Hundred and Seventy eight (178) Greek controlled shipping Companies received 1.209 awards on behalf of 1.209 vessels participating in the AMVER System in 2012.

Participants from Roxana – Kristen Companies, were:
Capt. I. Koloniotis from Wet OpD
Capt. D. Karagiorgis from Dry OpD and
Capt. K. Anissis from SQM Dep't

The AMVER shipping Awards were presented to:

► Roxana by Mr. Grigoris Timagenis and Mrs. K. Ntalassou, members of the Propeller Club Association.

► Kristen Marine by Mr. D. Konstantinou, Mrs. Despina Tsirozodi and Mr. Dimimitrios Tsirozidis, members of Propeller Club Association..

We're very pleased to extend the personal congratulations on behalf of the Commandant of the United States Coast Guard, for all our vessels' participation in AMVER System during 2012 as follows:

ROXANA
Award certificates for: M/T Aligote – M/T Altesse - M/T Aramon – M/T Athiri – M/T H.Miracle – M/T Malbec – M/T Melody – M/T H.MAGIC - M/T OCEAN QUEST
Blue pennant for: M/T Melody
Non participated vessels: M/T H.Marvel – M/T Ocean Spirit - M/T Ocean Dignity

KRISTEN
Award certificates for: M/V Mariner
Non participated vessels: M/V Spirit of Brazil

During the next AMVER Awards Ceremony, we will be happy to see participation of all Company's vessels in AMVER System in 2013 and we will appreciate all Masters continuous commitment to Amver principle and reporting, as per FOM01 par. 4.13.

HOT STUFF

New Year and Christmas party 2013

New Year and Christmas Party 2013, organized by Roxana Shipping S.A. and Kristen Marine S.A., took place on 28 November in Vladivostok at city's popular "Restograd" Music Hall.

About 80 people in total, Company staff ashore and onboard with their wives, attended the event.
The entire management team of Rokcs S.A., Capt Pavel Sidorkin with wife, Capt. Denis Verkhoturov with wife, and Crew Coordinator Evgeniya Khalimenko, were present at this special event.

VMC was represented by Mr Vladimir Manko, Director and Dimitri Severdin, deputy director, with wife.

Fescontract International Ltd was represented by Capt. Piotr Grigorievich Dryuk along with his wife and Crew Coordinators Mikhail Nokhrin and Sergei Tingaev.

The Management team of Primtanko Maritime Agency Ltd, Mr. Vladimir Georgievich Nikitenko, Mr. Yuri Nikolaievich Voronin and Mr. Vladimir Viktorovich Dzyuba, also attended the special occasion.

After the leading speech of Mr. Koutris, Capt. Dryuk (Fescontract), followed by Mr. Nikitenko (Primtanco) and Mr. Manko (VMC) delivered short speeches to wish and congratulate for the New Year and the Christmas holiday.

The event's program was carefully prepared in order to satisfy all guests invited. There was a performance by a popular local rock-music band named "Coin", as well as a belly dancer, delivering an excellent performance, dancing with a snake. Host of the evening was Lev Ankov, a famous actor known from "Dom-2" show.

Alcohol, as an exception to the Company's non-alcohol policy, was consumed freely this time and everybody had a great time, enjoying the nice food, the nice music and the nice show till almost midnight.

HOT STUFF

RoKcs Certification

As a result of the great teamwork in Athens and Vladivostok between Roxana Shipping, Kristen Marine and Roxana Kristen Crewing Services (RoKcs), RoKcs quality management system was certified in compliance with ISO 9001:2008 standard in 02Dec13.

Certificate ISO 9001:2008 is another clear evidence that the company commitment to quality of services and continuous improvement

Roxana Kristen Crewing Services management system has been certified in compliance with Maritime Labour Convention (MLC2006), which came into force in August 2013.

MLC, 2006 focuses on seafarers' rights, and aims to promote a better working environment for the seafarer with respect to health, safety and respect for the Environment.

Федеральная миграционная служба

ЛИЦЕНЗИЯ

№ 20108251035 от « 01 » сентября 2008 г.

На осуществление деятельности на оказание услуг по трудоустройству граждан Российской Федерации за пределами территории Российской Федерации

Виды работ (услуг), выполняемых (оказываемых) в составе лицензируемого вида деятельности, в соответствии с частью 2 статьи 12 Федерального закона «О лицензировании отдельных видов деятельности»:

трудоустройство за границей граждан Российской Федерации для работы на судах, плавающих под флагом иностранного государства

Настоящая лицензия предоставлена Обществу с ограниченной ответственностью «Роксана Кристен Круинг Сервис»

Основной государственный регистрационный номер юридического лица (ОГРН) 1082536000469

Идентификационный номер налогоплательщика 2536197391

А 000162

Место нахождения и места осуществления лицензируемого вида деятельности

690014, Приморский край, г. Владивосток, ул. Некрасовская , д. 88А, офис 1

Настоящая лицензия предоставлена бессрочно

Настоящая лицензия предоставлена на основании решения лицензирующего органа – приказа (распоряжения) от « 01 » сентября 2008 г. №

Настоящая лицензия переоформлена на основании решения лицензирующего органа – приказа (распоряжения) от « 19 » ноября 2013 г. № 497

Настоящая лицензия имеет - приложение (приложения), являющееся ее неотъемлемой частью на - листах.

Руководитель К.О. Ромодановский

М.П.

Chief Officer Alexey Ponomarev Extended Familiarization

The prompt and effective career development is a primary task for each individual Officer as a unit and for the Company as a whole. The Company has established through the appraisal procedure and the selection criteria, the mechanism to facilitate career development within the pool. Ranking of top4 and Electrician is carried out periodically, as per par 4.4.3 of CP05, for prioritizing promotions.

Extended familiarization ashore is provided to Masters in Head Office or in RoKcs Office and Roxana/Kristen training center in Vladivostok. In line with the above the extended familiarization of Chief Officer Alexey Ponomarev has been conducted in the Head Office from 08Nov13 till 14Dec13.

HOT STUFF

M/T H.Miracle Change of Class

Handytankers Miracle changed Class from DNV to Lloyd's Register as of 21Sep13 in the port of Chittagong, Bangladesh.

At the same time with this transfer of class the ISM/IAPS/MLC and ISO transfer of audits and SMC issuance were completed.

Congratulations to all involved parties for the outstanding performance, which resulted to a smooth and clean transfer of all class and statutory surveys to Lloyds Register of Shipping, who this way becomes our major partner in providing class and RO services.

Management Review Meeting 2013-02

The Company's second management review for 2013 took place in the Company's premises in Athens on 15th November 2013, with a broad participation of colleagues from Roxana Shipping S.A. and Kristen Marine S.A.

A lot of interesting issues were addressed during this meeting.

Statistics and benchmarking were presented, analysed and discussed, the Company's as well as the fleet's performances were reviewed, KPIs were calculated and compared with the target values that were set at the beginning of the year and new target values for 2014 were established for each of the Company's KPIs.

The new Rules and Regulations that are about to come into force and the existing ones that have been recently updated, the various projects launched during the last period and the status of the ongoing projects were discussed as well and new courses of actions were set.

The Ulysses Document Management is finally up and running on all of our fleet and kept up-to-date. Many of the initial problems in document management have been solved, while we keep trying to improve the overall usability of the software. The upgrade to the system's new version (R8) is still one issue that remains under discussion for further improvement.

The Company's Mission, Objectives and Policies were once again reviewed and discussed in order to comply with the values we want to stand for as an organization.

Present in the Management Review 2013-02 were:

BoD: C. Krontiras

Roxana-Kristen:
T. Koutris, C. Partsinevelos, S. Ntoula, A. Filippidis, E. Belli, D. Karagiorgis, I. Koloniotis, Anissis, G. Sounios, G. Stratis, V. Kokkineas
K. Vachlas, S. Kontozoglou, C. Villas

HOT STUFF

Danaos Crewing Software Onboard

The software has been fully installed and is up and running on the following four vessels for some months now:

M/T H.Magic
M/T Melody
M/T Aligote
M/T Altesse

The plan is to now install it on the 3 Vessels chartered to Petrobras and operating in S.America by end Jan 2014 and then continue with the rest of the fleet when vessels are in a convenient location .

Task Assistant - Planned Maintenance and Document Management System

All the vessels were updated at the end of August with the latest maintenance, document management, business model, and common data release.

Many of the initial problems in document management have been solved, the vessels have started sending the flow forms to the office and the office depts after the extensive training program have understood how to use the software and monitor the data.

Meanwhile we try to improve the usability of the software and we keep notes for future improvements - changes.

After the latest changes to our hardware infrastructure (new storage), we have migrated the Task Assistant Database to our main virtual server pool and faster storage array. The operating system that it runs on has also been upgraded.
This has improved the reliability and the performance of the software for the end user substantially.

Ulysses systems will release a new version of Task Assistant (R8) at the mid of December The new release will give us some important improvements - fixes for the Task Assistant platform.

HOT STUFF

CARB Requirements

Upcoming January 1, 2014 Requirements in the Regulation for Fuel Sulfur and Other Operational Requirements for Ocean-Going Vessels within California Waters and 24 Nautical Miles of the California Baseline (California OGV Fuel Regulation)

The California OGV Fuel Regulation, which has been enforced since July 2009, provides significant air quality benefits by requiring ships to use cleaner, low sulphur marine distillate fuel. The purpose of this advisory is to notify owners and operators of upcoming changes in the fuel sulfur requirements beginning January 1, 2014, and to remind operators that they must comply with both the California OGV Fuel Regulation and the North American Emission Control Area (ECA) requirements.

The upcoming changes in the maximum allowable fuel sulfur content requirements under the California OGV Fuel Regulation:

Beginning 01Jan14 the maximum fuel sulfur (S) limit for both marine gas oil (DMA) and marine diesel oil (DMB) will be 0.1% S. These Phase II requirements (shown in Table 1) will be enforced within the California OGV regulatory zone, which is 24 nm off the coast of California, including islands, as shown in Figure 1.

Fuel Requirements for Ocean-Going Vessels

Fuel Requirements	Effective Date	ARB's California OGV Percent Sulfur Content Limit
Phase 1	01Jul09	Marine Gas Oil (DMA) at or below 1.5% sulphur or Marine diesel oil (DMB) at or below 0.5% sulfur
	01Aug12	Marine gas oil (DMA) at or below 1.0% sulphur or Marine diesel oil (DMB) at or below 0.5% sulfur
Phase 2	01Jan14	Both marine gas oil (DMA) and marine diesel oil (DMB) at or below 0.1% sulfur

Caribbean Emission Control Area (CECA) in force from 01 January 2014

Compliance with fuel regulations within the Caribbean Emission Control Area (CECA) becomes mandatory from 01Jan14. The emission standards applicable will be the same as those for the North American ECA, i.e. vessels must use LSFO with maximum 1% sulfur content during the first phase from January 2014 until January 2015. The second phase begins in January 2015, when vessels in both the North American and Caribbean ECAs must use fuel with a maximum sulfur content of 0.1%.

The area of the CECA is much smaller and includes waters adjacent to coasts of the Com-monwealth of Puerto Rico and the U.S. Virgin Islands, up to roughly 50 nautical miles from the territorial sea baselines of the included islands. The ECA boundaries extend only over territories which fall under the jurisdiction of the United States.

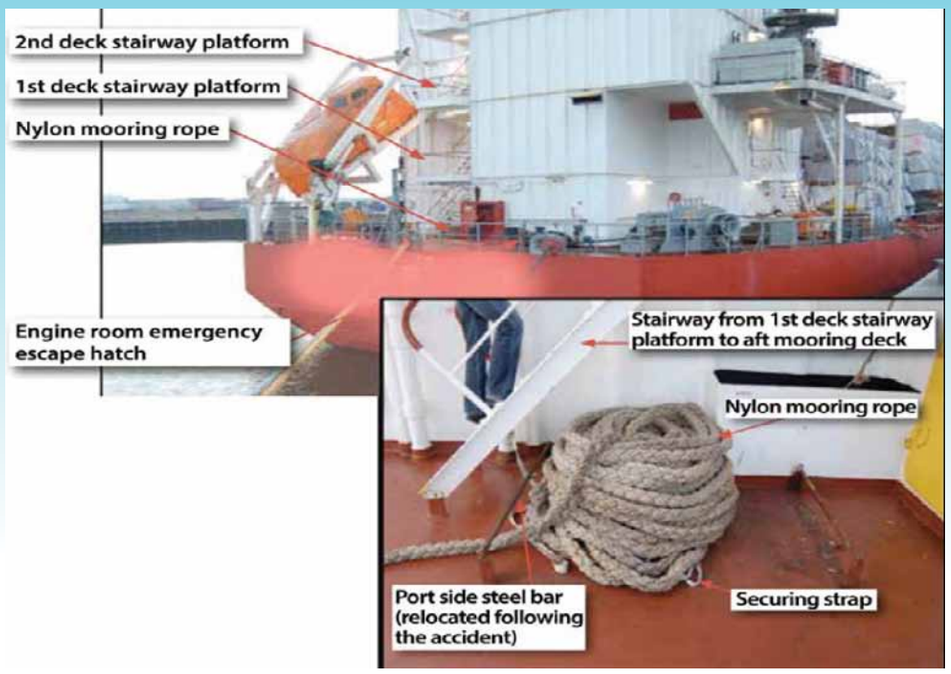
LESSONS LEARNT

Crew Washed Overboard

Edited from official MAIB Report 11/2013

As the vessel encountered force 9 winds with a 6 metre head sea, it was discovered that nylon mooring lines on the aft deck were becoming unsecured. These lines represented a danger to the ship if they wereto be washed overboard since nylon lines will sink and could entangle the propellor. The plan was for two crew to access the aft deck, each wearing a lifejacket and a safety harness. One end of a fire-fighter's lifeline was attached to the safety harness securing ring and the other secured to a handrail on the external stairway platforms. It was intended that any slack in the lifelines would be manually taken up by other crew positioned on these stairway platforms.

As the two crew began their work on the aft mooring deck a large wave was shipped, the force of which washed them overboard and caused the safety crew to release their grip on the lifelines. As the two crew were washed away, their lifelines parted. The same wave crossed the first deck stairway platform, forcing one crew member to the deck and causing another's lifejacket to inflate. Despite the best efforts of the vessel and search and rescue (SAR) services, the two men could not be recovered.



Lessons learnt

1 No heavy weather checklist was available and none was required to be completed as part of the vessel's safety management system.
2 Previous occurrences of the aft mooring ropes coming loose had not been formally recorded, possibly because there had been no adverse consequences.
3 The loose nylon mooring rope presented a significant risk of it fouling the vessel's propeller owing to its inherent tendency to sink.
4 The need for a designated enclosed means for stowing the coiled aft mooring ropes had not been recognised.
5 The vessel's safety management system contained no detailed requirements with regard to sending crew on deck in heavy weather.
6 The crew possibly underestimated the potential wave height that could have been expected in the prevailing weather conditions.
7 No designated lifelines were provided on board for use in sending crew on deck in heavy weather.
8 The crew overestimated the strength of the fire-fighter's lifelines and their ability to manually control their loading in the prevailing conditions.
9 The strength of the fire-fighter's lifelines was insufficient to withstand the loading exerted on them by the large wave that washed the crew members overboard.
10 Although both men had been wearing lifejackets that had inflated,neither was able to survive their exposure to the heavy weather conditions.

Editor's note: As this event indicates, STS transfers entail special risks and procedures. Every ship that undertakes these operations should have their own plans and procedures. A good reference publication is the 'Ship to Ship Transfer Guide' (Petroleum) 4th Edition by ICS/OCIMF.

Source: MARS

LESSONS LEARNT

STS oil transfer starts with STS contact

A 16,500 dwt tanker was on timecharter as a bunker ship in United States waters. During mooring operations to effect a ship-to-ship oil transfer (STS) with another tanker, the starboard bridge wing came into contact with the port quarter of the other tanker. The ship sustained a minor deformation of the outer structure of the bridge wing while the other vessel reported several indents to the shell plating in the way of the port quarter above the waterline. There was no pollution or injuries.

Lessons learnt

The assessment of risks inherent in an STS operation had not been fully completed, as factors such as the laden status of the target ship and the effect that contradictory wind and current can have on a ship at anchor were not included.

Action taken

The generic risk assessment for STS operations – which is also applicable to bunkering operations – was reviewed and revised to take into consideration the effect of wind and sea on the other ship at anchor. Risk assessment was distributed across the fleet and incorporated into senior officer briefings.

Editor's note: As this event indicates, STS transfers entail special risks and procedures. Every ship that undertakes these operations should have their own plans and procedures. A good reference publication is the 'Ship to Ship Transfer Guide' (Petroleum) 4th Edition by ICS/OCIMF

Source: MARS

Premature reopening of fire area causes re-ignition

Edited from official NTSB report DCA-12-LM-014

While underway a towing vessel with six crewmembers on board experienced an engine room fire. The chief engineer was in the engine room when the fire broke out. The only exit was an accommodation ladder which was in the path of the oil spray fire. The chief engineer exited through the fire, which ignited his clothing. The other crewmembers, who had also been alerted to the fire, discovered the chief engineer and extinguished the flames on his clothing. Nonetheless, the chief engineer suffered burns on more than 90 percent of his body.

As a first response, the crew released CO2 from the vessel's fire-suppression system into the engine room and extinguished the fire. After observing a noticeable reduction in heat and smoke, the Master reported that the fire was extinguished and crewmembers opened the doors to the vessel's superstructure and began de-smoking it. However, this action compromised the fire boundary by allowing CO2 to escape and fresh air to enter the interior of the vessel, which caused the fire to reflash and rage out of control, consuming most of the tug's superstructure. The crew had to abandon ship and were later rescued by SAR resources.

The vessel's chief engineer was fatally injured, and the five remaining crewmembers suffered minor injuries.

Findings of the report

►The engine room fire was probably caused by the ignition of lubricating oil that sprayed from a fatigue-fractured fitting on one of the main engine's pre-lubrication oil pumps onto the hot surface of the main engine's exhaust manifold.

►Contributing to the extent of the fire damage was the crewmembers'compromise of the fire boundaries when they prematurely began de-smoking the vessel's superstructure.

►The inability to completely secure the engine room's fire boundaries also exacerbated the consequences of the fire.

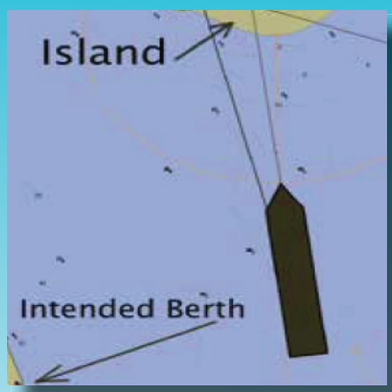
►The abundance of flammable material throughout the vessel was alsoa contributing factor to the severity of the fire.

Editor's Note: This is but one example of how the premature opening up of a fire scene can be disastrous. In my past activities as an accident investigator I have come across this same phenomenon on several occasions, especially for fires in the cargo hold. Essentially, once the fire area has been closed down and CO2 released, there is usually no overriding reason to open up until absolutely certain that all sources of heat have been eliminated. This can take time; up to 24 or even 48 hours. Another tip – if at all possible, do not open up until additional help can be mustered such as SAR resources or port facilities.

Source: MARS

LESSONS LEARNT

Touch bottom event in fog



▲ Situation as forward tug was secured

A tanker, under pilotage, was inbound for port with light winds and visibility reduced to approximately one cable (183 metres) in fog. When the pilot boarded there was no discussion on how the actual berthing manoeuvre was to be performed apart from the fact that the vessel was to execute a starboard swing and berth port side to under a backing manoeuvre once off the destination pier. Two tugs had been ordered for the manoeuvre. One was secured aft while the second was in the process of securing forward when the manoeuvre was commenced. The vessel was still making way at over four knots when the forward tug was secured. The pilot began giving orders to the tugs in quick succession to turn the vessel, possibly giving an incorrect order that went unnoticed by the rest of the bridge team (even though all were native English speakers). Within two minutes of the forward tug being secured, the vessel touched bottom on an island
off the intended berth. The vessel soon came off the ground and there was no pollution.

Findings of the company's report

►The speed at which the vessel was travelling during the final approaches to the pier was in excess of what was required. The vessel had little sea room to complete the turn, with no margin for error.

►The bridge team appeared to have lost situational awareness. The vessel's speed was such that the tugs were not able to connect in sufficient time nor was the bow thruster effective in assisting with the turn.

►There was also no time to analyse and question the (possibly) incorrect order given to the tug.

►Due to the incomplete Master-pilot exchange the planned approach speeds and turn initiation were known only to the pilot who was conning the vessel. Therefore the Master and OOW were not able to effectively monitor the pilot's actions. The pilot's decision-making became the weak link in a system prone to single-point failure; ie, in the absence of effective monitoring, there is little safety backup for the pilot in the navigation of the vessel.

►The bridge team had not identified or discussed an abort point, turn initiation point or the speeds required for the approach. While this information could have come from the pilot, it should have been included in the vessel's original passage plan based on the vessel's characteristics.

Source: MARS

Pilot ladder gives way

A pilot was about to disembark from a small cargo vessel in benign weather conditions, with a good lee, and the pilot launch alongside and
under control. The bottom rung of the pilot ladder was slightly above, and clear of, the deck of the launch. The pilot inspected the ladder as best he could from the main deck to ensure it was properly rigged and secured and free of any obvious defects. All appeared correct.
As soon as the pilot committed his full weight to the ladder, the ropes on each side of the ladder parted simultaneously at the point where they went over the rounded fishplate at the sheerstrake (see photos). The pilot fell two metres to the deck of the pilot launch, bruising and spraining his right foot and ankle which took the impact of the fall. His injuries could have been much worse had the freeboard of the vessel
been greater.

The root cause of the accident was the failure of the pilot ladder due to inadequate maintenance and inspection.

Editor's Note: Accidents due to inadequate pilot ladders or their installation, totally preventable, happen with alarming frequency. There really is no excuse for unsafe pilot ladders on board ships. Treat pilots like family – would you let your father climb an unsafe ladder?

Source: MARS

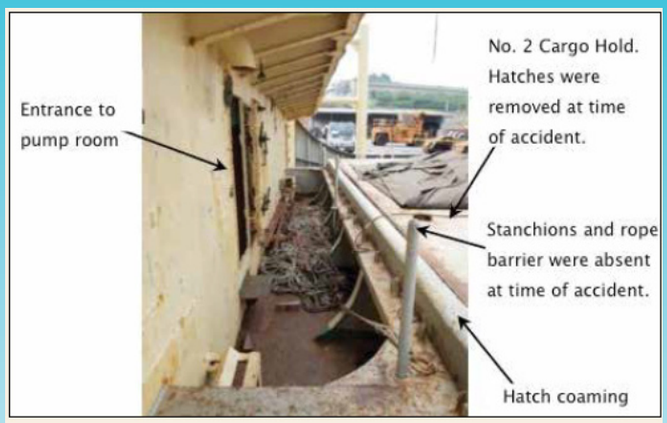
LESSONS LEARNT

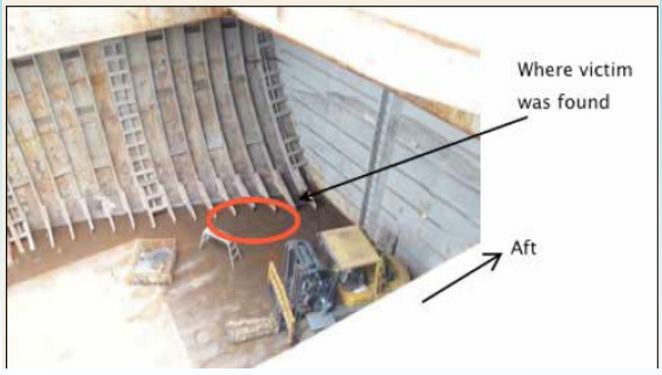
No safety barriers around an open hatch

Edited from official Japan Transport Safety Board Report MA2013-7
In ballast and after weighing anchor at about 1 am, the vessel proceeded to berth. It was the practice to remove the hatch covers before berthing when loading or unloading cargo at this port. This had been done prior to heaving anchor.
As the vessel made for the berth the second officer reported to the Master that he would stand by at the aft mooring station. Two crew, both on the main deck, saw the second officer pass in front of them and enter the pump room just aft of No. 2 cargo hold. Soon afterward they heard a scream and they raised the alarm. After the inside of No. 2 cargo hold was lit, the second officer was found lying and bleeding at the
starboard aft end of the hold. He appeared to have fallen over the one metre high hatch coaming to the bottom of the empty hold, 8.5 metres below. The victim was later confirmed dead at the hospital due to a comminuted fracture of the skull among other injuries.

The official report cites the following factors that could have helped prevent this accident:
►Set up a safety barrier such as a fall protection fence while hatch covers are removed.
►Ensure that the crew move safely on upper deck passageways.
►Give the crew a warning when hatch covers are removed before berthing.
►Light up the cargo holds, to the extent that doing so will not interfere with safe navigation while sailing at night with hatch covers removed.

Source: MARS





Wire rope corroded

Edited from Britannia Risk Watch Volume 20, Number 2 August 2013
A general cargo ship fitted with twin cranes was discharging a project cargo weighing 27 tonnes when the steel hoisting wire failed.The project cargo fell into the hold and damaged other items of cargo as well as causing damage to the ship's tween deck. The lift was within the safe working load (SWL) of the cranes and the wire.
The wire rope had been installed a few years earlier and was inspected annually by a classification society surveyor, with the most recent inspection taking place two months before the incident. Despite this recent inspection, experts concluded that the wire failed as a result of serious local degradation of the wire in excess of the limits set by the classification society in their 'Rules for the Certification of Lifting Appliances Onboard Ships'.
The degradation of the crane wire was attributed to the long term lack of a suitable protective lubricant. It appeared that normal engineering grease was being used by ship's crew to lubricate the wire but that this had not penetrated to the core of the wire. Not only had this thick layer of grease failed to penetrate the core of the wire, but the use of such grease meant that moisture had been trapped within the wire which accelerated the corrosion. In addition, the thick layer of grease made it hard to make a proper inspection of the wire.
Classification society surveyors can only spend a limited time on board looking at the whole ship and crew and shore staff must be aware that inspection of the crane wires may be visual only and will not usually involve a close-up examination of the core of the wire. In any case, crews should make their own ongoing and thorough assessment of the condition of ship's crane and derrick wires at regular intervals. In order to avoid corrosion of the core of the wire rope, a suitable penetrative lubricant should be applied. Even if the correct type of lubricant is used, it is important to make sure that the wire ropes are always cleaned prior to lubrication to avoid the effects of marine salt and trapped moisture within the wire

Source: MARS

LESSONS LEARNT

6 On/6 Off watchkeeping = fatigue

Edited from MAIB official report 14/2013

A small cargo vessel was on a coastal passage and proceeding at full sea speed. At midnight, the Master, one of the two watchkeepers on board, was relieved by the other officer. Soon after taking over the watch the OOW, as was the common practice on this vessel, sent the duty lookout below.

It was later determined that the OOW fell asleep sometime after sending the lookout below. With the Bridge Navigational Watch Alarm System (BNWAS) turned off and other alarms not activated, available bridge resources that could have alerted the crew and/or awoken a sleeping OOW were silenced. As a result the vessel steamed at 11.5 knots with no-one in control on the bridge for over an hour before grounding.

All of the vessel's crew, with the exception of the OOW, were awoken by the vessel running aground. The master ran to the bridge, where he found the OOW still asleep. He roused him and simultaneously placedthe engine control to neutral. The OOW awoke confused and was shocked to find that the ship was aground

In the days leading up to the accident, the OOW had maintainedthe 0000-0600 watch. However, for the 24-hour period preceding the accident this routine was reversed. While the vessel was alongside he was the duty night officer, but was expected to rest from midnight (when he would normally be on watch) and work through from 0700-1200, (when he would normally be asleep). It is likely that this change of routine impacted upon his quality of sleep during the night in port. He did have over four hours rest before taking over the watch from the Master at midnight and appeared to be fit and well at that time. However, within one hour of taking the watch the OOW failed to call the pilot station, despite specific instructions in the Master's night order book (which he had signed) and the Master's verbal reminder to him at the watch handover. This suggests that weariness was already affecting his cognitive ability.

Findings of the report

►The OOW fell asleep on watch as a result of insufficient stimulation and probable fatigue following a change of work and rest pattern.

►There was no lookout on the bridge, as required during the hours of darkness, allowing the OOW to fall asleep unnoticed. It was not unusual for lookouts to be dismissed from the bridge during the hours of darkness.

►By including the AB/cook on the look-out duty roster, there would have been sufficient manpower for a dedicated lookout to be maintained during the hours of darkness, whilst ensuring personnel did not work excessive hours.

►The Master did not exercise his overriding authority for the safety of the vessel to delay sailing until his watchkeepers and lookouts were adequately rested.

►Navigational aids were not used effectively to ensure a vigilant and effective watch was maintained at all times.

►The vessel was equipped with a BNWAS. However, neither the ship's managers nor the Master required that this equipment be used; it was seldom, if ever used by the bridge watchkeepers.

Editor's note: Although the change in the OOW's work routine probably exasperated his fatigue, it has been amply demonstrated that a watchkeeping system using a 6 on/6 off routine does not allow for enough continuous hours of rest to be restorative. The Nautical Institute is of the opinion that this watch system should not be used. For further information on fatigue, industry guidance, to read confidential reports on fatigue or to provide a confidential report specific to fatigue onboard, please visit the Institute's 'Fatigue Forum' on the NI website www.nautinst.org.

Source: MARS

LESSONS LEARNT

Crewman's fatal mistake

A Stolt Tankers crewman died after entering a tank without checking it was free from fumes, an inquest has heard.

The US hearing was told ordinary seaman Ryane Palabrica was cleaning petrol tanks on board the 8,600-dwt Stolt Skua (built 1999) in April 2012, the EDP24 website reported.

His colleagues found the 26-year-old Filipino lying on the first step of the tank and he was airlifted to the James Paget University Hospital in Gorleston, but did not survive.

A post-mortem showed he had died from asphyxiation caused by the inhalation of benzene fumes.

Norwich coroner's court heard a statement from Angus McLean, principal surveyor with the maritime authority of the vessel's flag state, the Cayman Islands, saying Stolt Tankers had extensive procedures in place for entering the tanks.

He said on the day of Palabrica's death, the chief officer had addressed the ship's crew about the operation and the plan had been signed before the start of cleaning.

However, the ordinary seaman had apparently taken an individual decision to enter the tank, which was marked with hazard warning signs, after the pump he was using became stuck.

The statement said Palabrica was wearing a filter mask, but this would only have offered him limited protection.

The company has since banned the use of such masks. Crews have been provided with new breathing equipment.

Jacqueline Lake, senior coroner for Norfolk, recorded a verdict of accidental death.

Source: Gary Dixon / Tradewinds

Vessel strikes island

Recently we handled a damaged vessel which had a head on collision with a small unlit island during the night. The vessel's course line passed directly over this small island, a fact that was overlooked by the navigation team. Point to note is that the vessel was using a chart with no colour tints. In modern charts, shallow patches are more easily visible due to the use of contrasting colours, as recommended in the current chart specifications of the International Hydrographic Organization.
All officers must check the sounding for 10-20 miles on each side of the course track in their watch and be aware of any other dangers. Besides this, the officer who prepares the courses must check the soundings for all the charts and mark the dangers very clearly on the chart.

Editor's Note: When establishing and especially when checking the vessel's passage plan, charts of the largest scale should always be used. Small unlit islands can be anywhere and a course drawn across seemingly empty ocean on small scale charts is just the formula for a grounding that could have easily been avoided. Of course, keeping a sharp lookout is also a watchkeeping task that may have helped avoid this accident.

Source: MARS

NEW RULES

EU Ship Recycling Regulation

The European Parliament (EP) adopted on 22 October 2013 at plenary session in Strasbourg a legislative resolution on a new Ship Recycling Regulation by a large majority of the votes. The European Parliament backed plans agreed with EU Ministers to end the scrapping of old EU-registered ships on third-country beaches and ensure they are recycled in EU-approved facilities worldwide instead.
The adopted text is the result of a compromise agreement reached last June in Trilogue between the Council under the Irish Presidency, the Parliament and the Commission.
The new EU Regulation will allow ships flying the flag of an EU member state to be scrapped outside the EU provided that strict standards are met. These standards effectively mean the end of "beaching" where ships are simply taken apart on a beach, with consequences for human health and the environment.
The objective of the Regulation is to reduce the negative impacts linked to the recycling of EU-flagged ships, especially in South Asia, without creating unnecessary economic burdens.
It brings into force an early implementation of the requirements of the 2009 Hong Kong Convention
EU Regulations will establish a EU list of approved ship recycling facilities by 31DEC16 where all EU-flagged ships will be required to engage (6 months after sufficient capacity is available). All ships should possess an inventory of hazardous materials (IHM). Newbuilds will need an IHM by 31DEC18.

An EU list of ship-recycling facilities
In future, EU-registered ships will have to be dismantled in EU-approved ship recycling facilities which must fulfil specific requirements, be certified and be regularly inspected.
During the negotiations, Parliament strengthened the proposed requirements, inter alia by obliging ship-recycling businesses to operate in built structures, which must be "designed, constructed and be operated in a safe and environmentally sound manner". They must hold in hazardous materials throughout the recycling process and handle them and their waste only on impermeable floors with effective drainage. Waste quantities will have to be documented, and their treatment authorised only in waste treatment or recycling facilities
Non-EU ships, as well as EU ones, will be covered by the regulation insofar as they will have to carry an inventory of hazardous materials when calling at EU ports. Enforcement measures, including penalties, are to be set by member states.
The Commission will have to report on the feasibility of a financial instrument to facilitate safe and sound ship recycling and, if appropriate, present a legislative proposal within 3 years of the entry into force of the regulation.

Proposal for Ship Recycling Regulation - Next steps
The regulation will apply to ships at the earliest 2 years and at the latest 5 years after its entry into force, the eventual date depending upon when the recycling capacity of facilities on the EU list exceeds a threshold of 2.5 million light displacement tonnes.
The provisions on ship-recycling facilities will apply from 1 year after the regulation enters into force (i.e. 20 days after its publication).
The draft legislation was approved by 591 votes to 47, with 32 abstentions.
The legislative text will be formally adopted by the Council in the near future.

Free Fall Lifeboat Testing

Previously, regulation III/19.3.3.4 concerning abandon ship drills was amended to allow for free-fall launch with only the operating crew on board or simulated launching of free-fall lifeboats. The present amendment to regulation III/20.11.2 similarly allows for the same when the free-fall lifeboat is operationally tested after the release gear is overhauled.
In addition, MSC.1/Circ.1411 recommends the implementation of the amendment to regulation III/20.11.2 on simulated launching of free-fall lifeboats at the earliest opportunity. Therefore, in the interest of crew safety, MPA allows for the implementation of regulation III/20.11.2 with immediate effect.

NEW RULES

2010 October MARPOL amendments

The amendments which entered into force on 1 January 2014 include:
A revised MARPOL Annex III Regulations for the prevention of pollution by harmful substances carried by sea in packaged form, to include changes to the Annex to coincide with the next update of the mandatory International Maritime Dangerous Goods (IMDG) Code, specifying that goods should be shipped in accordance with relevant provisions.

Winter Seasonal Zone moved south under amendments to LL Protocol
Amendments to regulation 47 of the 1988 Protocol to the International Convention on Load Lines (LL), 1966 to shift the Winter Seasonal Zone off the southern tip of Africa further southward by 50 miles, came into effect on 1 January 2014.

Minimum Safe Manning Certificates effective 01Jan14

Amendment to SOLAS chapter V to add a new regulation V/14 on ships' manning, to require Administrations, for every ship, to establish appropriate minimum safe manning levels following a transparent procedure, taking into account the guidance adopted by IMO (Assembly resolution A.1047(27) on Principles of minimum safe manning); and issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary;

According MI MN 7-038-2 Rev .12/13

The following notes outline the procedures followed by the Republic of the Marshall Islands Maritime Administrator (the "Administrator") in issuing Minimum Safe Manning Certificates.

Procedures

The scales following in section 2.2 are standards for general guidance only. Minimum safe manning will be assessed on a ship-by-ship basis upon application to the Administrator.
Subject to the governing principle that the Master is at all times responsible for the safe operation of his vessel, the Master may, in his discretion, vary the numbers of personnel on any watch either by reduction under favorable conditions or by doubling watches in areas of bad visibility or high traffic density.

In assessing minimum deck manning, the Administrator will consider the physical dimensions of the vessel, layout of crew accommodation and internal communications systems, all of which affect crew capabilities and response reactions. Shipyard plans and other data may be requested.

In assessing minimum engine room manning, the kilowatt (kW) power of machinery shall be the aggregate of main propulsion and any auxiliary machinery routinely operated. In addition, engine room layout and proximity to boiler rooms, etc., will be evaluated. Plans and other data may be requested. Where a multiple main engine arrangement exists, additional engineers may be required.

If a company submits a proposal for the minimum safe manning level of a vessel, the proposal will be evaluated by the Administrator to ensure that:
1. The proposed vessel's complement contains the number and grades/capacities of the personnel to fulfill the task, duties and responsibilities required for the safe operation of the vessel, for protection of the marine environment and for dealing with emergency situations; and
2. The master, officers and other members of the vessel's complement are not required to work more hours than is safe in relation to the performance of their duties and the safety of the vessel and that there is compliance with the requirements for work and rest hours, in accordance with applicable national regulations

NEW RULES

Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages effective 01Jan14

According to the SOLAS Regulation VI/5-2, the blending of all MARPOL liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation.
Regulation VI/5-2 was adopted by the International Maritime Organisation at the 90th session of the Maritime Safety Committee through Resolution MSC.325(90)

This prohibition does not apply:
1. When cargo transfers are undertaken for the safety of the ship and crew or protection of the marine environment;
2. To the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations (e.g. offshore vessels).

The regulation prohibits production processes on board ships during sea voyages. Production processes refer to any deliberate operation whereby a chemical reaction between a ship's cargo and any other substance or cargo takes place.
This prohibition does not apply to the production processes of cargoes for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations (e.g. offshore vessels).

Plans and procedures for recovery of persons from the water effective 01Jul14

SOLAS III/17-1, which was adopted at MSC91 (November 2012), requires All ships to have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization. The plans and procedures shall identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations.
The plans and procedures for recovery of persons from the water to be kept on board both new ships and existing ships from 1 July 2014. (Ships constructed before 1 July 2014 shall comply with this requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014 whichever comes first.)

Company's Actions: The Plans preparation is in progress at the time being.

Under Keel Clearance Management system required by AMSA

Australian Government
Australian Maritime Safety Authority

The Australian Maritime Safety Authority (AMSA) will require the use of an Under Keel Clearance Management (UKCM) system for vessels transiting through the Torres Strait from 1 January 2014.
The Torres Strait is a vital shipping route for the Asia-Pacific region and is traversed by a number of large vessels each week.
The UKCM system allows vessel operators and coastal pilots to plan the safe and efficient passage of deep draught vessels through the Torres Strait with accurate vessel information and environmental data from tide, stream, wind and wave sensors.
The web based system is designed to monitor the depth of water under a ship's keel as it traverses the Torres Strait.
The UKCM system complements the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS) as one of a number of protective measures implemented by AMSA to enhance the safety of shipping in environmentally sensitive marine areas.

NEW RULES

USCG NTVRP Final Rule Resubmission

Background
The "Nontank Vessel Response Plans and Other Response Plan Requirements" (NTVRP) final rule, which was published in the Federal Register on September 30, 2013, requires vessel Owners or Operators of non tank vessels 400 gross tons and above to prepare and submit oil spill response plans for vessels operating on the navigable waters of the United States. Additionally, the final rule requires the submission of a Vessel Response Plan (VRP) Control Number with the vessel's advance notice of arrival.

Procedures
The USCG NTVRP Final Rule requires the Ship Owners which have vessels with an oil carrying capacity over 2500 bbls to have completed the following steps:

1. Selection of an SMFF Provider.

1.1. A Salvage Marine and Fire Righting Organization must be appointed for all NTVRP Holders with vessels having an oil carrying capacity over 2500 bbls. To this purpose following must be submitted to SMFF:
1.2. A contract must be signed with the choosen SMFF and the Funding Agreement must be submitted to them.
1.3. The vessels' General Arrangement, Fire control Plan, SOLAS and Fre Fighting Training Manuals

Once the SMFF provider has received the signed Contract & Funding Agreement, as well as all Pre-Fire Plan documents for all vessels of the fleet, he will notify Gallagher Marine Systems, LLC, GMS that the aforementioned steps are completed in the process. Furthermore: Owner/Operators of nontank vessels carrying groups I through IV petroleum oil as fuel or cargo must ensure through contract or other approved means the resources necessary to a Maximum Most Probable Discharge (MMPD) and/or a Worst Case Discharge (WCD) from their vessels. Depending on the oil carrying capacity of their vessel, Owner/Operators must also ensure through contract or other approval means response resources capable of conducting dispersant operations and aerial oil spill tracking and observation.

2. Oil Response Recognized Organization.

Non-tank vessel owners will be required to enter into contracts with oil spill contractors, OSRO, with sufficient response resources and dispersant capability to deal with a worst case discharge and to enter into funding agreements with salvors and marine fire-fighting resources.

Effective date — Vessel's compliance date
The NTVRP final rule has both an effective date and implementation (compliance) date. The effective date of October 30, 2013 is when the final rule enters into force. The final rule also establishes January 30, 2014 as the date of compliance by which a vessel Owner or Operator is required to submit and operate under a vessel response plan that meets the new regulatory requirements of Title 33, Code of Federal Regulations (CFR), Part 155, Subpart J.
As a result, existing Interim Operating Authorizations, IOAs, will remain valid until the compliance date of January 30, 2014, or until they are replaced with a new approval letter or IOA that specifically refers to compliance with "Title 33, Code of Federal Regulations, Part 155, Subpart J." Non tank vessels with existing IOAs must resubmit their plan, with required revisions, for approval before the compliance date in order to receive a Subpart J compliant approval letter or IOA.

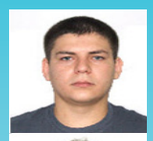
Notice of Arrival requirements
This final rule also requires the submission of VRP Control Numbers for both tank and non tank vessels as part of already required notice of arrival information listed in Title 33, Code of Federal Regulations, Part 160.206(a). The Coast Guard's electronic notice of arrival (eNOA) online form already requires a submitter to check a box when they have a non tank VRP and provides a control number entry field when the box is checked in the affirmative. Non tank vessels should continue to submit their VRP Control Number in this manner. At this time, no such prompt or entry field exists for tank vessels. Therefore, until an entry field is added to the eNOA submission form for tank vessels, the Coast Guard advises tank vessel Owner or Operators to list their tank VRP Control Numbers in the eNOA comments field.
Since the October 30, 2013 effective date of this requirement does not align with the January 30, 2014 compliance date for submission of non tank VRPs, and to ensure consistency with the previous enforcement policy for non tank vessels 1,600 gross tons and above, the Coast Guard will enforce this new notice of arrival submission requirement by the following eNOA submission timelines:

1. October 30, 2013 – Tank Vessels
2. October 30, 2013 – Non tank Vessels (1,600 gross tons or greater; use VRP Control Number listed in existing IOAs)
3. January 30, 2014 – Non tank Vessels (400 – less than 1,600 gross tons)

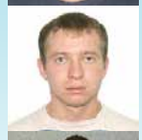
Company's actions: Since only one Non Tank Vessel is available in the Fleet and she is long time chartered between ports in Brazilian waters till Dec14, no actions are required at the time being.

HUMAN RESOURCES MANAGEMENT

Familiarization, RoxanaShipping 01Sep - 31Dec13

NAME	RANK	VESSEL	JOIN DATE	PHOTO
PONOMAREV ALEXEY	CH OFF	ARN	08/11/13	
GRUDININ ANATOLY	MASTER	ADA	27/11/13	

Promotions, RoxanaShipping 01Sep - 31Dec13

NAME	RANK	PROMOTION DATE	PHOTO
PONOMAREV ALEXEY	CHOFF	20/12/2013	
OVECHKIN ALEXEY	CHOFF	20/12/2013	
SIDOROV ALEXANDER	2/OFF	08/11/2013	
CHUSOVITIN MAXIM	3/OFF	09/12/2013	
KHORSOV ANDREI	3/OFF	18/09/2013	
DURNOV EGOR	APPR/OFF	16/12/2013	
VALCHUN GLEB	APPR/OFF	18/10/2013	
SMIRNOV EGOR	APPR/OFF	05/10/2013	
KULBIDA IGOR	APPR/OFF	07/12/2013	

HUMAN RESOURCES MANAGEMENT

Promotions, RoxanaShipping 01May - 31Aug13

NAME	RANK	PROMOTION DATE	PHOTO
VLASOV ANDREY	APPR/OFF	12/09/2013	
SHUMKOV ANTON	2/ENG	24/11/2013	
DROZD ALEKSANDR	3/ENG	18/09/2013	
AVDEEV ROMAN	3/ENG	07/12/2013	
VANGOVEN SERGEI	3/ENG	20/11/2013	
RAFALSKIY ROMAN	3/ENG	26/12/2013	
MIKHAYLOV ILYA	4/ENG	23/09/2013	
DOLZHIKOV DENIS	4/ENG	28/12/2013	
GOLOVKO ANDREI	APPR/ENG	24/11/2013	
PETROV EVGENII	APPR/ENG	20/09/2013	
SIKULIN ALEXEY	APPR/ENG	02/11/2013	
NEVMERZHITSKIY SERGEY	APPR/ENG	30/11/2013	

HUMAN RESOURCES MANAGEMENT

Promotions, RoxanaShipping 01Sep - 31Dec13 (Continued)

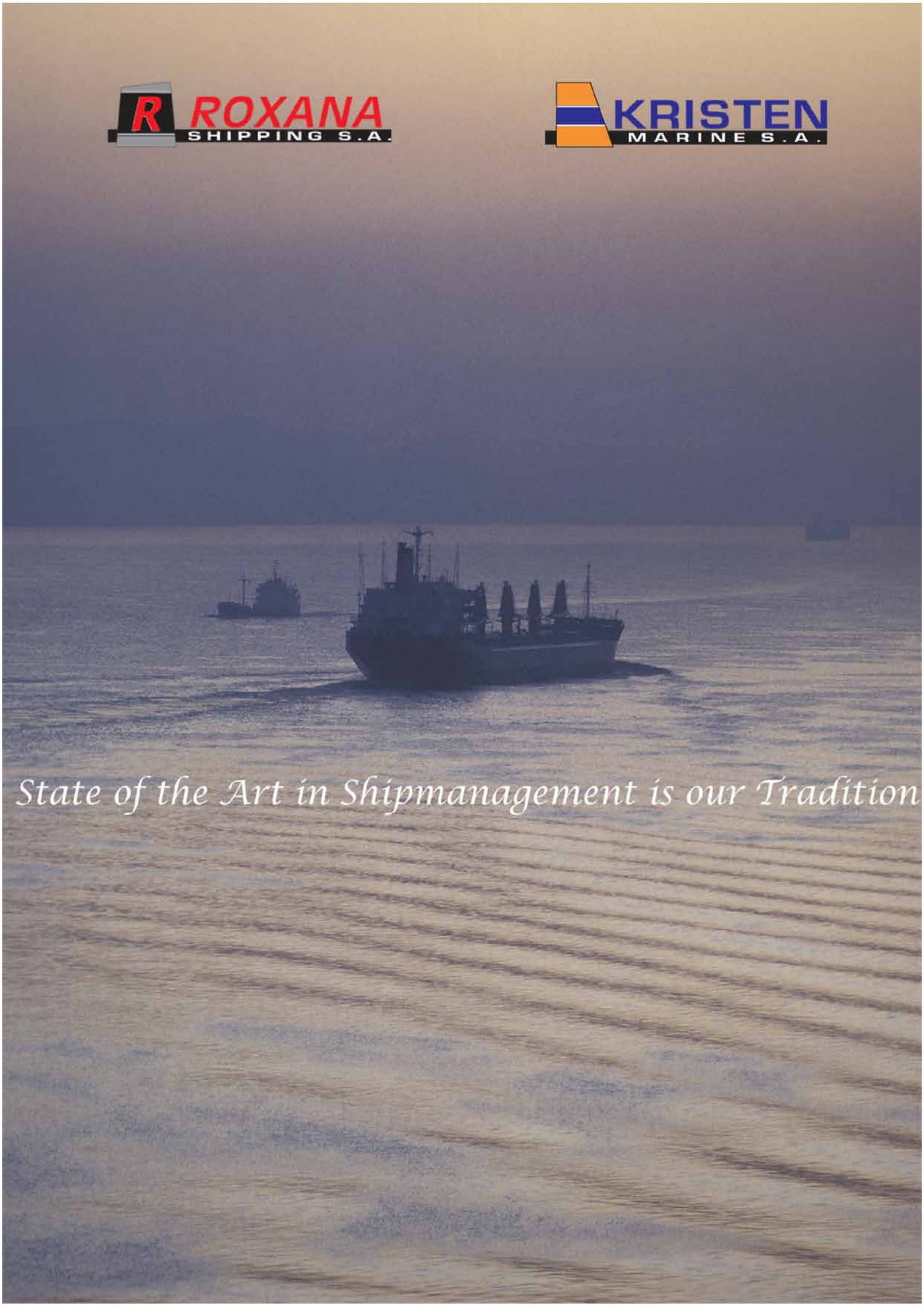
NAME	RANK	PROMOTION DATE	PHOTO
KOZACHEK VIATCHESLAV	A/B	18/09/2013	
UGRIUMOV KONSTANTIN	O/S	13/10/2013	

Promotions, Kristenmarine 01Sep - 31Dec13

NAME	RANK	PROMOTION DATE	PHOTO
NAZAROV ALEXANDER	MASTER	03/11/2013	
TOPILSKII ALEKSANDR	3/OFF	03/11/2013	
LEVYKIN VIKTOR	APPR/OFF	22/10/2013	
SLINKO SERGEI	3/ENG	18/09/2013	

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.



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