News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

EDITION # 2014/01

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MESSAGE FROM TEK

"We are commited to enhance the safety culture of the Company by making the big step to combine the corrective actions with Management of Change and Risk Management for the required changes."

2014 has hosted all our hopes for the recovery and for the light in the tunnel we have been the last 4 years.

The successful sale of the last two MR newbuildings at SPP, which is expected to be completed by mid of 2014, will trigger the materialization of these hopes and will restore the financial strength of our Company.

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 to a healthy level of cash flow.

We are happy to confirm the steady course of the Fleet and the Company towards high levels of performance. Clear evidence of this commitment to excellence in terms of safety, environmental protection and quality for this period is:

- The continuous outstanding PSC inspections performance, exceeding the targets set for 1.2 deficiencies per inspection(dpi) for PSC inspections despite the vetting inspections performance being 7.8 dpi and so not meeting the targets for 5 dpi.
- The fact that we are commited to enhance the safety culture of the Company by making the big step to combine the corrective actions with Management of Change and Risk Management for the required changes.

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

- The evolution of the TAB Safe campaign, with all top4 officers attending the daily meetings
- Our Managing Director and our DPA attendance on board M/T Melody
- Our Managing Director attendance at Besiktas Headquarters

The Who is Who section this time hosts two colleagues for the second time, as an update of their whereabouts and one newcomer in the Company from Italy to head the chartering dept, ie:,

- Andrea Vaccari
- George Sounios
- Vasileios Kokkineas

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. This period no officer attended but we plan for the coming month the attendance of two Masters.

Update on the developments in 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.

Ballast Water update, Revisions of IBC code, Recovery of persons from the water 01Jul14, Free Fall Lifeboat Testing, amendments of IOPP supplements, amendments to ISM Code, amendments to 1966 Load Line convention are included in the New Rules section.

The extended re-structuring of the crew dept in the Head Office is addressed in the Human Resources section, along with the records of promotions throughout the fleet.

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

Enjoy the reading!

Takis E. Koutris
Managing Director

WHO IS WHO

Andrea Vaccari

Andrea graduated in Maritime and Transport Business at the University of Genoa in 2001.
His shore experience includes dry and tanker broker in Italy and Switzerland before moving to Owner side in the chartering department.
Many of us have successfully co-operated with Andrea during his previous service, when he was employed by GTP as pool chartering manager in Amsterdam.
We are sure that under his new capacity this co-operation will be even more successful.
Andrea under the capacity of Roxana Shipping chartering manager will report to the BoD and will liaise with Roxana Managing Director and with Wet Operations manager for the everyday chartering operation of Roxana Fleet.

George Sounios

Mr Giorgos Sounios is holding a Greek Chief Engineer Licence (grade A) from KESEN as of 1999. He has 21 years of sea service in total (having served on board cape size, OBO, bulk carriers and various tanker vessels).

As of 1983 till 2004,Giorgos was employed ashore in major Hellenic shipping companies.

Thereafter Giorgos joined Kristen Marine/Roxana Shipping S.A as Fleet Sup/nt in Group 1 tankers fleet.

He is holding certification on ISM and Quality Management Systems from Recognized Organizations and is also certified as Internal Auditor

Vasileios Kokkineas

Vasileios Kokkineas graduated in 1996 from Merchant Marine Academy of Greece in Crete and sailed as 3rd/Engineer on bulk carriers. He continued his studies in University of Newcastle upon Tyne, UK and in 2000 awarded Beng and Msc in Marine Engineering.

Vasilis joined Kristen Marine/Roxana Shipping S.A. in 2004 as Technical Department Coordinator and since 2006 as Fleet Sup/nt of Group2 Bulkers Fleet. Meantime in 2007 he attended also for seven months Roxana's 38,500DWT tankers newbuilding project in Guangzhou,China.

Vasilis presently acts as PMS superintendent engineer and Technical co-ordinator for Gr1. Vassilis is holding certification on ISM and Quality Management Systems from Recognized Organizations and is also certified as Internal Auditor

RoKcs

Roxana - Kristen Crewing Services

Despite the shrinkage of the Kristen Fleet the dry pool of Kristen/RoKcs is maintained and successfully transferred to new Kristen/RoKcs clients Springfield Shipping and Aroania Shipping.
In the beginning of January 2014 Springfield Shipping took three supramax geared bulkers into world-wide operations, which have been recruited with crew by RoKcs, in co-operation with the old good partner of RoKcs and Kristen Marine Fescontract.
Masters and Chief Engineers of new fleet visited head office of Springfield in Athens while Chief Officers and 2nd Engineers made familiarisation trips before delivery of vessels. For other junior officers and engineers Skype Briefings were organized in RoKcs Office and were performed by Springfield staff.
Also RoKcs continues implementation of the policy for shore employment of officers in Vladivostok office . This time we are glad to introduce Ruban Roman as RoKcs Trainee Officer who join RoKcs in April and will stay ashore until June, when his next employment onboard Ocean Spirit as 3rd Officer is planned.

▲ Skype Briefing for Junior Officers and Engineers in RoKcs Office, performed by Springfield staff

''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 13-14 March 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 12th March 2014 till 17th March 2014 in order to conduct an 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 13th and 14th March 2014, 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 12 tanker engine Officers (including 2 Electricians), listed as following

DMS/ ERTM (Engine Room Team Management)

Kril Oleg	Ch/Eng
Bortnikov Evgeny	Ch/Eng
Bushtruk Alexander	Ch/Eng
Pachin Nikolay	Ch/Eng
Slyusar Maxim	2nd/Eng
Zashchitnikov Alexander	2nd/Eng
Selifontov Boris	2nd/Eng
Kochnev Sergey	2nd/Eng
Nilov Alexander	2nd/Eng
Iasinskii Viktor	3rd/Eng
Bonarev Albert	Electrician
Frolenko Victor	Electrician

"I am a bow in your hands Lord.
Overstretch me even if I break."
Nikos Kazantzakis

RoKcs Training Center

Tankers Deck Officers Training 14-15 March 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 12th March 2014 till 17th March 2014 in order to conduct an 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 13th and 14th March 2014, 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 12 tanker engine Officers (including 2 electricians), listed as following:

DMS/ BTM (Bridge Team Management)

Ivanov Eduard	Master
Pilgun Anatoly	Master
Karelov Alexander	Master
Mezenin Sergei	Master
Dobrovol'skiy Dmitry	Master
Rubanov Valery	Master
Gavrilenko Andrei	Master
Sheludko Viacheslav	Master
Nizhnik Nikolay	Ch/Off
Cherepanov Vlacheslav	Ch/Off
Berezkin Viktor	Ch/Off
Krdzhatsyan Romik	2nd Off

Deck Officers ECDIS type specific training on 6th February 2014

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 6th March 2014.
Participants were as listed below

Emelianov Dmitrii	2nd Off
Morozov Roman	2nd Off
Panasyuk Sergey	2nd Off
Popov Artem	2nd Off
Povilaiko Sergei	2nd Off
Snegurenko Evgeny	2nd Off

▲ Furuno FEA2107

▲ The instructor Mr Kenetbaev Tallgat in the middle with the Deck officers

RoKcs Training Center

Junior Officers Training 05-06 February 2014

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 05-06th February 2014.
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 13 deck officers (1 Apprentice Officer) and 6 engine shipboard personnel as listed below.

DMS/ BTM (Bridge Team Management)

Boshman Ilia	3rd/Off
Chernykh Dmitrii	2nd/Off
Emelianov Dmitrii	2nd/Off
Kostyukevich Sergey	Appr/Off
Lozovoi Pavel	2nd/Off
Morozov Roman	2nd/Off
Panasyuk Sergey	3rd/Off
Popov Artem	3rd/Off
Povilaiko Sergei	3rd/Off
Ruban Roman	3rd/Off
Ryazanskiy Igor	3rd/Off
Snegurenko Evgeny	2nd/Off
Tudos Alexander	3rd/Off

DMS/ ERTM (Engine Room Team Management)

Alkhimov Ilya	4th/Eng
Efimov Andrei	3rd/Eng
Goncharuk Aleksandr	3rd/Eng
Kim Alexey	4th/Eng
Pronkin Roman	Appr/Eng
Sakhno Nikita	Appr/Eng

RoKcs Training Center

Bulkers Deck and Engine Officers Training 17th March 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 12th March 2014 till 17th March 2014 in order to conduct an 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 17th March 2014, 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:

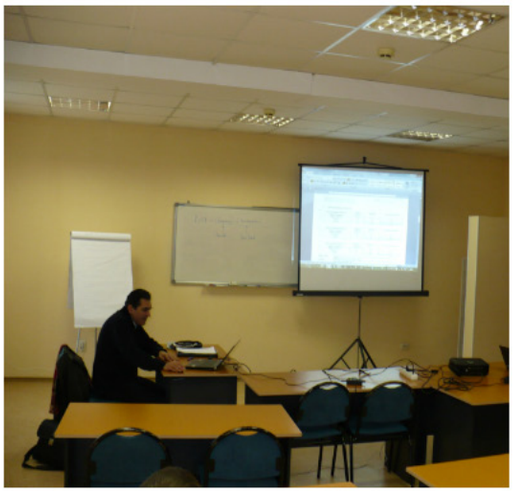
DMS/ BTM (Bridge Team Management)

Lauve Sergey	Master
Tulunin Sergey	Master
Fedorov Aleksandr	Ch/Off
Kvashnin Alexey	2nd/Off

DMS/ ERTM (Engine Room Team Management)

Solodovnikov Konstantin	Ch/Eng
Sobolev Andrei	2nd/Eng
Lysenko Aleksandr	3rd/Eng
Slinko Sergei	3rd/Eng
Karimov Rafis	El/Eng



VMC
Vladivostok Maritime College

New ship engineers from MSU

On February 28, the 69th graduation ceremony of Engineering Department of MSU after adm. Nevelskoy took place . In a solemn ceremony cadets of 28 companies were awarded diplomas and given a warm farewell from mentors , teachers and representatives of marine and shipping companies.

Mr. Alekseev, Vice-rector of MSU, opened the ceremony and congratulated the graduates on the successful completion of high school and getting the proper for them marine speciality.
In addition to all the wishes, he also wished our young seafarers to take two things to heart - interest in learning as excellence requires continuous improvement, and the friendships that were formed in between.

As a special distinction for their studies and life in the university, eleven new ship engineers were awarded with a relevant diploma as follows:

- four graduates for their top marks
- six graduates yawl crew No. 21 for their outstanding performance and
- chairman of the cadets board E. Shayter for his contribution

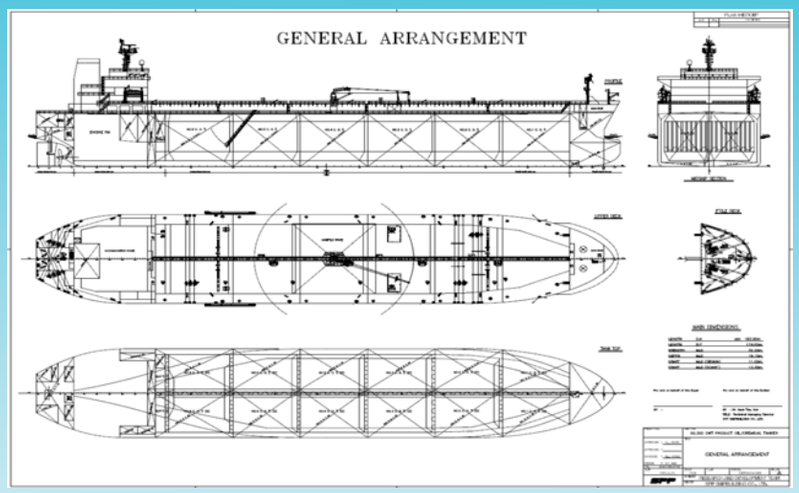
On behalf of prospective employers graduates were congratulated by general director of " RoKcs " D.Verkhoturov, head of personnel department " FESCO " M.Sufiyarov, deputy director of " Fescontract " E.Pafnutiev and director of the Far Eastern branch of crewing "SCF " A.Orlov.

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.

In view of the re-structure and consolidation strategy of the Company, we are in the process to sell these new-building contracts, the transaction will be completed by mid 2014.



HOT STUFF

Besiktas Shipping Attendance

Our Managing Director, Mr. Takis Koutris, attended Besiktas Ship Management headquarters in Istanbul.

Various aspects of common interest, including vetting, chartering and repairs, were discussed. Benchmarking various KPIs was also addressed during this attendance. Roxana/ Kristen group of companies is co-operating with Besiktas group particularly in the repairs section.

M/T Malbec and M/T Handytankers Magic have successfully completed their SS in the Besiktas shipyard in Tuzla, a company affiliated to Besiktas Shipping

TAB Safe actions on board

Further to Engineer Officers' and Deck Officers' workshops, which were conducted during Mr. Koutris attendance in Vladivostok Training Center on 13-14Mar14 and even on his previous attendances, one of the suggestions in Deck Officers and Engine Officers Training suggestion Log, form CP06-28, was the revision of the TAB Safe procedure.

Therefore we would like to inform you that the Company's FOM07 para 4.1.11, is recently revised to focus to the participation of ALL TOP4 officers in the meeting at the end of the day, as follows:

QUOTE
Think Act Be Safe (TAB Safe) Actions on board:
All Top4 Officers shall participate in a meeting at the end of each day, for discussing the next day's schedule of works' execution, identify safety issues(PPE needed to be addressed) and assess risks to manage.
The Chief Officer and 2nd Engineer each morning during assigning the jobs of the day with the Deck/ Engine OOW, the bosun and the working teams respectively will discuss personal safety and pray to Think Act Be Safe (TAB Safe)!
If permits are needed then they should be issued as per FOM07 and Risk Assessment Exercise will be initiated (must for tankers, recommendation for bulkers and containers).
Record of Risk Assessment Process, form CP24-01, will be filled in and filed the same day that they are approved by the Master.
UNQUOTE

We remind you that according to Company's FOM07:
1. Permit to work, para 4.1.6.2, of this permit to work is to specify the period of validity. This period must NOT exceed the duration of a shift or max 12hrs, whichever is less
2. According to para 4.9.2.5, the Permit-To-Work System for the enclosed space should be of a limited duration, depending on the nature of the space and work to be undertaken. The permit should not be valid for more than 4 hours, or until the next change of crew, whichever is the lesser time.

Duly revised FOM01 is to be updated in TA Doc. Manager, Ulysses, along with other revisions of 30Jun14.

Your consistent efforts for the implementation of the TAB SAFE will be highly appreciated.

HOT STUFF

TEK attendance on M/T Melody

Our Managing Director and our DPA boarded vessel 11May14, 10:00, disembarked 18:00 same day.
Security watch was very polite, helpful and effective in the welcome procedure.

A tour was made with the Master and the Chief engineer in deck, accommodation and ER. Deck needed decorative attention for the manifold crane, which Master confirmed as planned. Otherwise deck, accommodation and ER were found in very good condition.

A safety committee was done jointly with DPA capt. K. Annisis (attending for inspection audit) and fleet sup/nt G. Karavias (attending for the repairs and inspection and audit).

During the committe meeting the commitment of company to excellence in terms of HSEQ management was emphasised and the KPIs from the recent MR statistics were presented and discussed. Particular focus was given to the environmental KPIs and sludge/fuel consumed and bilge/MEkwh. The incident with the contact damage was addressed and the need for improving the co-operation with the pilot was accepted as root cause.

Crew was prompted to discuss about Health, Safety and Environmental aspects, no new issues were brought up, however crew were familiar with the issue.

The commitment of the crew to Company objectives and policies was evident, despite the fact that they were not so talkative, most of them multiple times repeaters.

The quality of food was excellent, the cook 7 times repeater very efficient and neat. Provisions spaces were tidy and clean.
Master Alexei very loyal to the Company and hard working, has attended shore familiarisation for three months in our office, which has really boosted his attitude towards the customers and office needs.

HOT STUFF

Outstanding 3rd party Inspections 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 absolute target for 2013 is 0 detentions and then 1.2 deficiencies per inspection, the combination of which will keep Roxana in 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 5 deficiencies per inspection.

Thanks to the effective efforts of our Fleet we are proud for the outstanding performance of the vessels in terms of these two types of 3rd party inspections as indicated in following messages:

VESSEL	MASTER	CHENG	FLEET SUPNT	INSPECTION	PORT	DATE	DPI	Target
M/T ARAMON	I. Koshetov	A. Neural	-	Vetting	Jose Termnal	10/01/14	4	5
M/T H.MARVEL	V. Rubanov	Y. Aleksey	-	Flag	Gibraltar	10/01/14	2	2
M/T ALTESSE	I. Aleksandrov	I. Begishev	-	Flag	Amsterdam	30/01/14	1	2
M/T H.MARVEL	D. Maltcev	Y. Aleksey	G. Sounios	Vetting	Sarroch	05/02/14	4	5
M/T MELODY	A. Terechenko	V. Valchun	J. Vlamis	Vetting	Barcelona	18/04/14	4	5

HOT STUFF

Danaos Crewing Software

The implementation of the Software has progressed appreciably with the software now operational on 10 vessels of Roxana Fleet
This leaves just 3 vessels to complete this phase of the project.

M/T Miracle
M/T Malbec
M/T Asprouda

these remaining vessels to be done at earliest convenient opportunity

Now that the software has been running for some time on most of the companies vessels it is a good idea to take note of some frequently found failures (common mistakes) that can be easily avoided.

- Remember in the Appraisal form both Appraiser and Appraisee must both be together on the vessel , so is is vital that the Date of the Appraisal form is prior to the Appraisees Sign Off Date
- Voyage Cards must be promptly opened by Office when seaman leaves home to join vessel . If this is not done promptly vessel cannot correctly do its job and sign him on .
- Vessel must promptly sign off Offsingers in the Software otherwise office database will not be updated .
- When an appraisal form has been completely filled in always remember to click the "Send to Office" button

Remember that the work-flow is very important in many parts of the program where different steps of the work-flow are done by different parties .

A single step holds up the subsequent steps until it is completed !

Task Assistant - Planned Maintenance and Document Management System

All the vessels were updated on March with the latest software version of Task Assistant (R6SP5 Plus) along with the latest maintenance release, business model and document management release (JAN2014).

The R6SP5 plus update improves the performance of DMS and the features of Task Assistant.

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 (Windows 2008 Server).

This has also improved the reliability and the performance of the software for the end user substantially.

The next version of Task Assistant (R8) will be ready for delivery at the mid of May.

HOT STUFF

M/T Asprouda CPAR linked to MoC for tankradar failure

We would like to inform you herewith that recently Cap. A Grudinin, the Master of M/T Asprouda, sent a Corrective and Preventive Action request, CPAR, form CP08-04, attached to the vessel's Safety Committee meeting minutes, this was due to the fact that the tank radar of COT No. 2(s) did not indicate the actual level of the cargo's volume in the said tank.

This CPAR was linked to a Management of Change and actions plan, MoC, form CP13-02, where a Risk Management Process was also require. This was due to urgent change of loading operation in COT No.2 (s). The management of change process, company procedure CP13 was activated to cope with the need of urgent change of operations, in terms of cargo tank No2(S) ullaging and all the relevant hazards were identified and their risks evaluated, as per risk management Company procedure CP24.

Therefore we take this opportunity to congratulate Cap. A Grudinin and his crew for a job well done.

CORRECTIVE & PREVENTIVE ACTION REQUEST CP08-04
2/30JUN05

Hazardous Occurrence: Yes ☒ No ☐ **No:** 06 **Report No:** **(For office Use Only)**

Vessel: Asprouda **Place:** Rabigh, Saudi Arabia **Date:** 05-Mar-2014 **Issued By:** Ch.Off

Description (including immediate action): 05th of March during loading operation in port Rabigh, Saudi Arabia was observed that Tank Radar of COT 2S didn't indicate the actual level and volume of cargo.

Immediately actions: AB on watch was sent with UTI on COT 2S for ullaging immediately. Changed the tanks for loading. Tank Radar of COT 2S was restarted. After restarting Tank Radar indicated actual level and volume of cargo.

Are relevant records kept?	**Yes** ☒	**No** ☐
Are required entries made i.e. Deck Log Book and/or Oil Record Book?	**Yes** ☐	**No** ☒

No of Crew Injured: Nil **Number of "Report of Personal Injury" Form CP08-03: Nil**

Investigation Report issued by V. Pomaz, Ch.off (name, position)on 05-Mar-2014 (date)

Analysis Results /Root Cause(s) –reference to DMS section: COMPANY POLICY; FOM SECTION 6, PARA 4.3.13, 4.3.14; FOM 06-21T PART A CH/L; ISGOTT.

Analysis Results: The failure of Tank Radar of COT 2S took place time to time before. Guarantee claim was made out accordingly few months ago. Before cargo operation Tank Gauging System was checked and found in good working order. This occurrence could seriously reduce the safety of cargo operations.

Root Cause: Bad quality of Tank Radar elements from shipyard.

Corrective & Preventive Action	Who (initials)	Deadline	Verified By (initials)	On (date)
Proper instructions were given to Duty Officers and Deck watch	Ch.Off	05/03/2014	Master	05/03/2014
During loading of COT 2S ullage was checked by UTI regularly	Ch.Off	05/03/2014	Master	05/03/2014
Guarantee Claim Update List send to Tech. Department Weekly	Ch.Eng	28/03/2014	Master	28/03/2014
Issue to be discussed during the next SCMM	Master	31/03/2014	Master	31/03/2014
A MoC plan is sent to Head Office	Master	31/03/2014	Master	31/03/2014

HOT STUFF

M/T Miracle CPAR linked to MoC for door self closing devices

We would like to inform you herewith that recently Cap. V. Sheludko, the Master of M/T Miracle, sent a Corrective and Preventive Action request, CPAR, form (CP08-04), attached to Safety Committee meeting minutes. This was due to the fact that there was a vetting inspection observation requiring the installation of self closing devices in recreation rooms, where smoking is allowed and proposing the installation of self closing devices.
Considering that doors in accommodation is a class item and that as per Company management of change procedure no modification is allowed without MoC plan and approval from HeadOffice, this CPAR was linked to a Management of Change and actions plan, MoC, form CP13-02, where a Risk Management Process was required besides, to manage the risks of all identified hazards for this permanent change.

Therefore we take this opportunity to congratulate Cap. V. Shelutko and his crew for a job well done.

CORRECTIVE & PREVENTIVE ACTION REQUEST CP08-04
2/30JUN05

Hazardous Occurrence: Yes ☐ No ☐ **No:** **Report No:** **(For office Use Only)**

Vessel: **Handytankers Miracle** **Place:** **Date: 09 august 2013 Issued By: Capt Sheludko Viatcheslav**

Description (including immediate action): On 06Aug13 during vetting inspection during vetting inspection following observation was raised : Crew and Officer's recreation rooms designated for smoking in port were not provided with self-closing arrangement.		
Are relevant records kept?	**Yes** ☒	**No** ☐
Are required entries made i.e. Deck Log Book and/or Oil Record Book?	**Yes** ☐	**No** ☒

No of Crew Injured: NIL **Number of "Report of Personal Injury" Form CP08-03: N/A**

Investigation Report issued by Sheludko Viatcheslav, Master (name, position) on 07.08.2013 (date)

Analysis Results /Root Cause(s) –reference to DMS section:
When: During vetting inspection.
Where: At port.
What: Designated smoking room not provided with self closing arrangements.
Why: Building specification.
Who: Investigation had been done by Master.
How: To rectify this observation req 13-0820 issued, circular was send to all vessel fleet of the company.
FOM SEC 10 MAINTENANCE
FOM SEC 3 DECK AND PORT OPERATIONS FOM SEC 6 CARGO OPERATIONS
CP 10-02 Deck planned maintenance or Computerized PMS

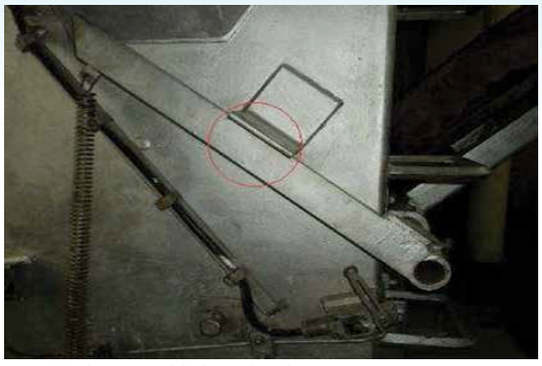
Corrective & Preventive Action	Who (initials)	Deadline	Verified By (initials)	On (date)
Self-closing mechanism to be installed in all smoking areas, Management of Change MoC is attached.	Master	09.08.2013		

LESSONS LEARNT

Incinerator door deals a crushing blow

An engineer attempted to open the incinerator door while underway. His thumb was trapped and crushed between the door holder lever and the stopper plate (see photo). He was quickly transferred to the ship's hospital and first aid was administered. The victim was disembarked and at the hospital a fracture of the thumb was diagnosed and orthopaedic surgery was necessary.

▲Incinerator with door closed



▲Incinerator with door closed

There were no reported difficulties in opening the door, and it is not known why the engineer placed his left hand at the indicated location. The engineer had two prior contracts with the same ship so he was familiar with this incinerator unit. However, the day before the incident there had been an unexpected engine room Unmanned Machinery Space (UMS) suspension. Due to this UMS suspension he had to stand
watches in the engine room and as a consequence had inadequate rest for the period leading up to the accident.

Direct causes
1 Inappropriate handling of the equipment.
2 Improper decision-making and lack of judgement.
3 Fatigue due to violation of resting hours the previous day without adequate compensatory rest.
Also, it appears the risks involved were not taken into consideration. Since the duties of operating the incinerator were considered 'routine' no risk assessment had been done on the task. Therefore, the company also found the following:

Contributing factors
4 Inappropriate management of engine staff.
5 Inadequate training and familiarisation.
6 Lack of a risk assessment on the use and handling of the incinerator.

Editor's note: The company is to be congratulated for such a thorough report. It should be noted that the first two direct causes are in fact probably due to the third factor – fatigue. Fatigue has been said to be the equivalent of working while under the influence of alcohol, as both judgement and reaction time are impaired. In this case, the unexpected UMS suspension meant more work and less rest for the engineer. When unplanned extra work is incurred, mariners are encouraged to make every attempt to recuperate their needed rest hours to avoid unexpected negative consequences.

Source: MARS

Fall from pilot ladder

A pilot ladder was securely rigged by the ship's staff and inspected by the duty OOW; the ship's freeboard at the time was 7.60 metres. The main deck, including the pilot ladder, was well illuminated by the deck flood lights and the bridge wing lights. While disembarking via the pilot ladder one of the port officials slipped and fell onto the pilot boat. She was immediately taken ashore to seek medical attention. It was later reported that the victim had suffered a broken leg.
The vessel investigation found no inherent unsafe condition related to procedures, the pilot ladder or the environment. However, the report found that the use of a safety harness and fall prevention rope for personnel who are using the pilot ladder would reduce the risk of falling in the future.

Editor's note: Pilot ladder accidents and incidents are more common than we would like to think. Pilots and other personnel using these ladders are exposed to falling in the water or onto the deck of the pilot boat, with the attending consequences. Obviously, wearing a life vest should be second nature when using a pilot ladder and most persons do. For some reason, fall arrest equipment has never been seriously considered for persons using a pilot ladder even though heights may reach over 8 metres. Maybe it should be. Reports from pilots about any unsafe boarding configurations or practices they come across would be appreciated.

Source: MARS

LESSONS LEARNT

Lost anchor a mystery

The starboard anchor was weighed and the vessel proceeded to berth. The starboard anchor was again used during berthing along with the mooring lines as per the port procedures, and six shackles were deployed in 25 metres of water. The next day, after discharging a parcel of cargo, the vessel was departing the port; the anchor was to be weighed after letting go the lines.

As the starboard anchor broke the surface of the water the officer on duty informed the wheelhouse that the flukes and crown of the anchor were missing.

Root cause
This could be due to a latent defect, as such an occurrence is unusual under normal usage. Even under excessive load conditions, the D Shackle on the chain, which is the weaker link, should break first. This indicates a probable casting defect which has surfaced after three years of use.

Editor's note: Although it is difficult to appreciate a lesson learned here, casting defects do occur from time to time. It is prudent practice when in drydock to carefully examine all ground tackle for defects. But even a thorough visual examination can miss a casting defect which is hidden within the gear. Some inspectors use a hammer test that may reveal casting problems or other defects.

Source: MARS

Windlass Failure

While heaving up the port anchor in an area with strong current, the anchor appeared to be fouled; then suddenly the chain began to run out, causing the windlass to fail. Three shackles slipped away before the brake was tightened sufficiently to stop the chain outflow. Several hours were required to effect temporary repairs to the windlass before the port anchor could be recovered. Permanent repairs required the replacement of the main shaft, studs and claw coupling among others.

▲ Windlass after accident

▲ Windlass after repair

Lessons learned
The limitations of the vessel's anchor and mooring equipment are of paramount importance. Whenever the anchor is recovered in a fouled position, the first action should be to engage the chain stopper, tighten the windlass brake and disengage the windlass gear immediately before any other course of action.
In this instance there was no procedure for heaving up anchor in a fouled condition and related risks were not analysed. In light of this experience, a procedure will be established whereby attempts to clear a fouled anchor should be made by letting go the brake and manoeuvring until the anchor is cleared. If this should fail after several attempts, an alternative solution to release the anchor that is easy and safe should be devised to save the windlass from being damaged.
Although it was not an issue in this instance, catastrophic failure of the windlass poses a risk of injury from flying debris. Where possible, personnel should avoid standing in line with the motor and should make use of the remote control system, if fitted.

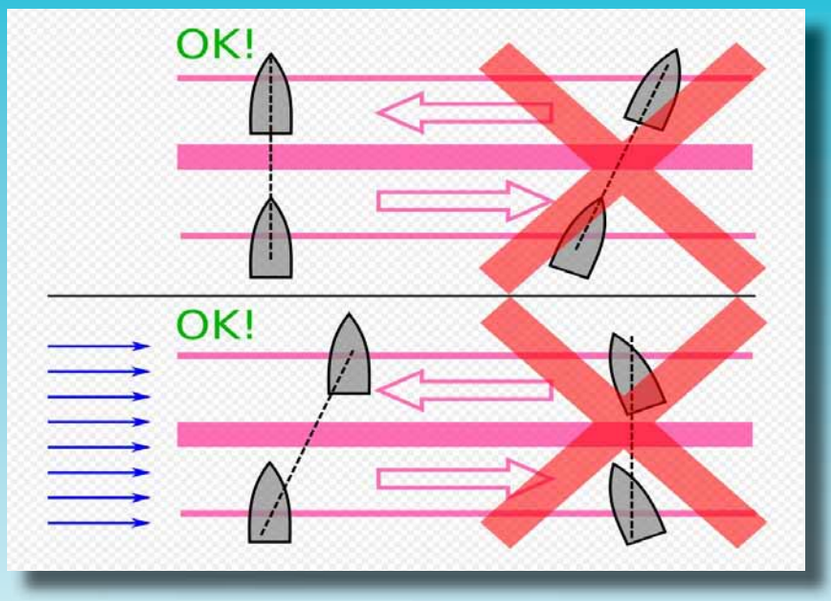
Editor's note: If a fouled anchor cannot be cleared after several attempts as outlined above, there may be no choice but to cut the chain and have the gear recovered (or not, depending on costs) by alternative means. There is no need to endanger life and limb and put the ship's equipment at risk for an anchor that can be recovered safely through other means.

Source: MARS

"Some of the most important lessons we learn come from failures"

LESSONS LEARNT

Risky crossing of TSS



As edited from MAIB Safety Digest 2/2013
A cargo vessel was on a regular service that required her to routinely cross a Traffic Separation Scheme (TSS). The passage plan required a close approach to the south-west traffic lane on a course of 192°(T) and then, with a course alteration to port, cross the traffic lane at right angles. Although dark and windy (SW force 4), the visibility was good.The OOW was in charge of the bridge watch with the Master and a lookout in attendance. The vessel's speed over the ground was 9.5 knots. The OOW had been plotting the radar tracks of four vessels in the south-west lane, which he considered might be cause for concern once the cargo vessel reached the waypoint at the edge of the traffic lane. He briefed the Master on his observations, concluding that one of the vessels, a bulk carrier, would be a problem once the cargo vessel had altered course to port to cross the lane.

The Master assessed that if they altered course at the waypoint without significantly losing speed, they would pass safely ahead of three of the vessels and, if they continued to turn to port, would pass safely astern of the bulk carrier in question. He advised the OOW of his intentions and then took the con. At the waypoint, the Master ordered a slow alteration of course to port. During the turn, with their vessel heading 125°(T) and the bulk carrier bearing 082°(T) at a range of 2.04 miles, the bulk carrier's OOW made several calls on VHF radio Channel 16 to clarify the crossing vessel's intentions. None was heard on board the cargo vessel.
The cargo vessel stopped turning on a heading of 093°(T) with the bulk carrier fine on her starboard bow at a range of 1.4 miles. She then slowly turned to starboard, keeping the bulk carrier on her starboard bow, and finally steadied on her planned course to cross the traffic lane.

Lessons learned

1. The cargo vessel's passage plan has the vessel altering course by 60° at the edge of the south-west traffic lane; little time remains for the manoeuvre to be carried out before the vessel enters the traffic lane. This precludes other vessels in the TSS from effectively assessing the situation and taking appropriate action. On the other hand, a waypoint located sufficiently outside the TSS would have enabled the cargo vessel to comply fully with Rule 10(c) of the Colregs. It would also have enabled the bulk carrier to properly determine if a risk of collision existed in accordance with Rule 7(a) and, if so, to take early, substantial and appropriate action as a give-way vessel in accordance with Rules 15 and 16.
2 Passage planning requires precautionary thought. Precautionary thought declines with the onset of complacency, a recognised danger for vessels on a regular service.
3 The Master's plan to continue turning to port to pass astern of the bulk carrier took no account of how the bulk carrier's OOW would interpret the manoeuvre. Effective collision avoidance requires an accurate perception of the circumstances, an understanding of the Colregs and, importantly, a projection of the consequences of any decided action. A preferred plan would have been to slow down and not attempt to cross the TSS until there was a sufficient gap in the traffic flow for the cargo vessel to proceed on her planned course without risk of collision. Such action would have been in accordance with Rule 8(e) of the Colregs.
4 Uncertainty might have been avoided if the cargo vessel's Master had effectively communicated his intended manoeuvre to the bulk carrier's OOW at a sufficiently early stage. In this case, the cargo vessel's Master made no attempt to convey his plan to the bulk carrier, and the VHF radio calls made by the bulk carrier's OOW were not received on board the cargo vessel owing to the speaker volume having been turned down. VHF radio transmissions are of no value unless they can be heard.

Source: MARS

LESSONS LEARNT

H_2S - Dangerous at almost any concentration

Edited from US Coast Guard Marine Safety Alert 02-14

During a recent Port State Control (PSC) tankvessel examination it was requested that cargot tank oxygen levels be verified using the ship's portable gas meter. The vessel was carrying Grade E Sour Crude. When the deck sounding valve (see photo) was opened, the pressurised cargo tank atmosphere escaped releasing inert gas and H2S (hydrogen sulphide) vapours. During the evolution the personal gas meters of two individuals alarmed for H2S. One whose alarm sounded was standing 1-2 feet downwind from the sounding valve. Within days, this person developed severe exposure symptoms consistent with H2S exposure. Two others involved were standing upwind. Afterward, one reported experiencing a minor headache.

H2S is a colourless, flammable gas with a 'rotten egg' smell that occurs naturally in crude petroleum. Even at low concentrations this heavierthan- air gas can irritate the eyes, nose, throat and respiratory system with effects delayed for hours or days. At higher concentrations, nausea,vomiting, headaches, dizziness, unconsciousness or death may occur. While the initial 'rotten egg' odour is present, an individual may lose the ability to smell that gas after becoming exposed. Personal monitoring equipment is, therefore, vital to protect against exposure.

An alarm on H2S constitutes an acute exposure and should trigger immediate evacuation and initiation of acute exposure procedures including medical attention.

The International Oil Tanker and Terminal Safety Guide (ISGOTT) recommends that personnel should stand perpendicular to the wind when sampling tanks, in order to avoid being downwind or upwind and creating eddies. When monitoring cargo tank atmospheres, all personnel should exercise diligence and great care. In all cases, personnel should completely assess the risks including the cargo type, tank pressure, venting arrangements, wind direction/speed and condition of the testing equipment. When H2S is suspected, ISGOTT recommends that self-contained breathing apparatus (SCBA) be worn if it is necessary to breach the integrity of the cargo system and if a vapour free atmosphere cannot be guaranteed.

Additionally, the American Conference of Governmental Industrial Hygienists recently reduced the H2S dangerous Threshold Limit Value from two parts per million (ppm) to one ppm.

Source: MARS

Steel plates slam seaman

Edited from official BSU (German Maritime Safety Board) report 179/12

Two deckhands were detailed to replace the torn tarpaulin covering some steel plates, which were stored upright on the poop deck. The 20 plates measured approximately 1.4m x 1.2m with a thickness of 5-10mm, and weighed about 1000kg in all. In order to undertake this task the deckhands released the single lashing strap that held the plates in place so as to free the tarpaulin. Upon release of the lashing strap several plates began to topple over, falling on top of one of the attending deckhands.

It required several crew to free the trapped victim and first aid was immediately administered after which he was transported to hospital.

He was later diagnosed with chest contusions and a fractured leg.

Report findings

Improper vertical storage and securing of steel plates, especially with only one securing strap and no wooden or other deck underlays to increase friction, unnecessarily increased risk.

Editor's note: The BSU report also noted a similar accident just a few months earlier where the crewman was fatally injured due to falling plates that were vertically stored. Beyond the specific findings of this report it is important to realise the insidious nature of certain seemingly innocuous conditions. How dangerous can a few plates be? We tend to view such conditions as 'normal' – but there are hidden risks if only we had stopped and thought about it for a minute. Such hazards probably exist on your vessel. Go around once again with new eyes and renewed interest to try and spot the risks before any negative consequences occur. Readers are encouraged to report back to the MARS editor with descriptions and photos of what they find and any corrective action taken.

Source: MARS

NEW RULES

BWT Update

The International Convention for the Control and Management of Ships' Ballast Water and Sediments (hereafter called the Convention) was adopted in 2004 by IMO, and will enter into force 12 months after ratification by at least 30 States representing 35% of the world's merchant shipping tonnage (number of States fulfilled, about 4% tonnage missing). The Convention will require compliance for all ships and offshore structures regardless of age and size. The Convention is not yet in force and the time table is subject to ratification of the Convention but may do so in the next couple of years.

IMO introduced relevant regulations in 2004 and provided 2 standards, the exchange standard D-1 (sequential, flow through and dilution method) and the performance standard D-2 (Ballast Water Treatments). MEPC recently approved a smoother schedule for Ballast Water Treatment (BWT) installation. Briefly, the two basic alterations with regard to the former schedule is the relocation of mandatory date for compliance with D-2 standard from 3 to 5 years for existing vessels and to first IOPP renewal survey after entry into force of the Convention for new buildings (ref: http://www.dnv.com/industry/maritime/servicessolutions/classification/addrelser/BWM/index.asp). The renewal survey has been harmonized with MARPOL IOPP renewal survey. Ships with year of construction after entry into force have to comply with standard on delivery.

The US Coast Guard (USCG) Regulations (33 CFR part 151 & 46 CFR part 162) entered into force 21st of June 2012. All ships calling to US ports are required to do exchange of ballast water, and must have a treatment system installed within dates detailed below:

- ► On delivery for new ships constructed on or after 1st of December 2013
- ► First scheduled dry docking after 1st of January 2014 for ships with ballast water capacity larger than 1500 m3 or less than or equal to 5000 m3
- ► First scheduled dry docking after 1st of January 2016 for all other ships

Installation of BWTS

The BWTS shall have a type approval (TA) certificate issued by the Administration (flag state of the particular vessel). The flag state may delegate this to Class but then the TA shall include a statement "on behalf of (...) Administration".
If the TA is not issued by the flag state (or by a delegated body), the flag state shall acknowledge such a TA certificate (issued by another Administration) in a written statement. We require the maker/owner/yard to document such acknowledgement before the BWTS is finally accepted.

The TA certificate mainly ensures biological efficacy (discharge of clean BW) as well as compliance with some criteria relating to marine equipment. However, compared to other TA equipment for vessels, there are certain aspects of the BWTS installation not covered by the BWTS TA certificate (by the flag state) that are addressed in the Class Rules. These may include safe installation w.r.t. hazardous gases or chemicals, pressure vessels, piping quality, electric installation, EMC and power balance. The safe installation of a BWTS is verified during the drawing approval and in an initial survey of the BWTS.

All BWT systems, which are installed in vessels calling US ports, have to be approved by a test facility accepted by USCG. For the time being none of the systems which have already been approved through the IMO process has gained USCG approval. Alternatively, BWTSs with an approved certificate (by Flag or Classification Society) might be accepted for use in US waters, after a USCG review, with grace period of five years, until Manufacturers seek type approval from the US. These systems are called Alternate Management Systems (AMS) and it is Manufacturers' responsibility to apply to USCG for such temporary designation while the systems undergo approval testing.
DNVGL will request documentation regarding the impact on the ship structure.

NEW RULES

Amendments to Form A and Form B of Supplements to the IOPP Certificate under MARPOL Annex I). Adopted by Resolution MEPC.235 (65)

Background: incinerator capacity is recorded on the supplement to the IOPP Certificate. Recent amendments to the IOPP Certificate have introduced different units of measurement such as kW, Kcal/hour and kg/hour which has led to confusion amongst crew, Administrations, Recognised Organisation and port State control authorities.
Summary: Deletion of the incinerator capacity, as a consequential amendments to the IMO MARPOL Unified Interpretation to regulation 12.1 of MARPOL Annex I (MEPC 58/23, annex 28), from supplement A and B of the IOPP certificate was agreed.
Implication: The new certificate scheme should avoid any potential conflict at PSC inspection.
Application: All ships that has IOPP certificate (Oil tanker – 150 GT or above and others 400GT or above)

Amendments to MARPOL Annex VI Regulation 14— Proposal of Emission Control Areas (the Commonwealth of Puerto Rico and the United States Virgin Islands) Adopted by Resolution MEPC.202 (62)

Background: MEPC 62 adopted the proposed new Emission Control Area in Central America (in the region of Puerto Rico and US Virgin Island)
Implication: Builders: No significant impact, since the proposed area follows the same requirements as the near-by and previously agreed North America ECA. Vessels which are expected to operate in the area may already have specification modifications to operate in ECA areas by the time this requirement enters into force.
Owners: No significant impact, since the proposed area is near the agreed North America ECA. It is expected that vessels operating in the area may be already be modified to operate in ECA areas. However they will be using more low sulphur fuels unless they have taken an alternative option.
Application: To all ships visiting the area from 1 January 2014. (Legal entry into force 1 January 2013 and becoming effective following a 12 months' period of grace as per regulation 14.7 of MARPOL Annex VI.) Refer to MEPC.1/Circ. 756.

Amendments to the 1966 Load Line Convention and its 1988 Protocol - Regulation 47. Adopted by Resolution MSC.329 (90)

Background: This amendment will extend the Southern limit of the Summer zone further South off South Africa. Currently the traffic corridor through the summer zone off Cape Agulhas is quite narrow. With increased piracy activity to the East of the African Continent there has been a marked increase in shipping using this route. The Southern limit of the load line Summer zone has been moved south by 50 miles in order to provide increased sea room to ships passing through this area. Summary: The proposal will extend the Summer zone by about 50 nautical miles around Cape Agulhas. The new Northern boundary of the Southern Winter Seasonal zone will be (part only shown for brevity) "…the rhumb line from the east coast of the American continent at Cape Tres Puntas to the point latitude 34° S, longitude 50° W, then the parallel of latitude 34° S to longitude 17°16° E , thence the rhumb line to the point latitude 35° 10' 36° S, longitude 20° E, thence the rhumb line to the point latitude 34° S longitude 28° 30° E, thence ….".
The amendment to the 88 Protocol was concluded, while the amendment to 1966 Convention was concluded at 28th Assembly (November 2013).
Implication: Shipowners / operators: should make sure that their crews are aware of the new limits once they come into effect. The changes will mean that there is more sea room when transiting Cape Agulhas which should reduce the likelihood of collisions. This does not remove the need to ensure that an adequate watch is maintained at all times.
Application: All ships which are permitted to trade in the area.
Company's actions: Amendments have been communicated to Vessels and OPS dept by CIR

NEW RULES

Amendments to the International Safety Management (ISM) Code. Adopted by Implication (92). Entry into effect 01Jan2015

Background: The Joint Working Group on Human Element established within the STW Sub-Committee was tasked to review ISM Code with a view to improving its implementation in order to make it more effective and user-friendly.
Summary: Elements, such as "major non-conformity", safe manning, including a new requirement for the Company to ensure that the ship is appropriately manned were addressed.
The change will require updates of various documents/manuals to meet the requirements of the ISM Code. Resolution MSC Application: All ships and management companies.
Relevant instruments Simultaneously, amendments to the following instruments were proposed:

Amendments to the Revised Guidelines on Implementation of the International Safety Management (ISM) Code by Administrations (resolution A.1022(26))
Amendments to the Guidelines for the operational implementation of the International Safety Management (ISM) Code by Companies (MSC ¬ MEPC.7/Circ.5)
Company's actions: Relevant ISM amendments will be implemented once further clarifications are received.

Enclosed space entry and rescue drills. Entry into force 01Jan15. Adopted by various resolutions as indicated.

Amendments to SOLAS chapter III regulation 19 related to enclosed space entry and rescue drills and other relating instruments (MSC 350 (92)): – 1994 HSC Code Chapter 18 – Operational requirements (MSC.351 (92)) – 2000 HSC Code Chapter 18 – Operational requirements (MSC.35w (92)) – Amendments to the 1979 MODU Code - Section 10.6.4 Enclosed space entry and rescue drills and Section 14.5 - Procedures for entry into enclosed spaces as well as Section 14.6 – Records (MSC.357 (92)) – Amendments to the 1989 MODU Code - Section 14.5 - Procedures for entry into enclosed spaces, Section 14.13 (new) - Enclosed space entry and rescue drills, and Section 14.15 – Records (MSC.358 (92)) – Amendments to 2009 MODU code – Section 14.7 - 14.7 Procedures for entry into enclosed spaces and 14.14 Enclosed space entry and rescue drills (MSC.359 (92)) – Amendments to the DSC code – Chapter 17 – Operational requirements (MSC.360 (92))
Background: Entry into enclosed spaces is a serious threat to life of personnel working onboard. IMO adopted Assembly resolution A.1050 (27) for the recommended measures.
Summary: The amendments require drills for entry into enclosed spaces and rescue of personnel from the space at least once in every two month.
Implication: The new drill should be included shipboard programme for drills.
Application: SOLAS ship - similar arrangements are prepared for Non-SOLAS Ships
Company's actions: The Company's drills schedule form CP06-11T is to be revised to include this issue.

Free Fall Lifeboats simulation

Amendments to SOLAS regulation III/20.11.2 to introduce a new sub-paragraph 4 regarding operational test of free-fall lifeboats
Background: The testing of free-fall lifeboats can pose safety risks to those carrying out the test. This amendment will permit a simulated launching in place of an actual launch for free-fall lifeboats.
Summary: A simulated launch will be permitted during all drills involving free-fall lifeboats.
Implication: Owners will be able to advise crews that simulated launches of free-fall lifeboats will be permitted from 1 January 2014.
Application: To SOLAS ships fitted with a free fall lifeboat (both new and existing ships) MSC.325 (90) Class News No.28/2012,
Company's actions: Currently FFLB drill every 3 months in water as per CP06-11. The simulation launch will be considered by next CP06-11 revision.

NEW RULES

Prohibititon of blending of bulk liquid cargos 01Jan14

Amendment to SOLAS Regulation VI/5 -2 – Prohibition of the blending of bulk liquid cargoes during the sea voyage and production process during the sea voyage. Adopted by Resolution MSC 325(90).

Background: The requirement consists of two parts - prohibition of blending and prohibition of production process.
Summary:
1. Prohibition of the blending: A new regulation, SOLAS VI-5.2 will be introduced, which will ban the blending of bulk liquid cargoes during a sea voyage. The new regulation will not prohibit the Master from undertaking cargo transfers to secure the safety of the ship or protect the marine environment or the blending of products or undertaking production processes for use in the search and exploitation of sea-bed mineral resources.
2. Prohibition of production process. Any production process on board of a ship during the sea voyage is prohibited. Production processes refer to any deliberate operation whereby a chemical reaction between a ship's cargo and any other substance or cargo takes place. In this relation, a decision was made at BLG 16 that MSC¬MEPC.2/Circ.8, does not apply where cargo is re-circulated within its cargo tank or through an external heat exchanger during the voyage for the purpose of maintaining cargo homogeneity or temperature control, including when two or more different products have previously been loaded into the same cargo tank within port limits.
Implications: Builder/Designer/ Manufacturer: None
Owner: Ship owners should consider developing procedures and / or instructions to ensure ship's masters are aware blending of bulk liquid cargoes during a sea voyage to produce a new substance is prohibited. Flag/RO: To note and consider issuing advice on the existence of this new regulation
Application: All ships which carry bulk liquid cargoes on or after 1 January 2014. It should be noted that, prohibition of blending of product and production process of cargoes for use in the search and exploitation of seabed mineral source will not be subject of this regulation.

New SOLAS regulation III/17-1 - Recovery of persons from the water. Adopted by Resolution MSC. 346 (91)

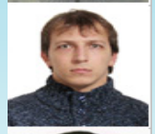
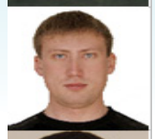
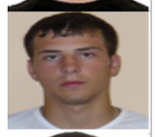
Background: The IMO had agreed (in May 2006) that SOLAS should be amended to require all ships to have a means onboard to recover persons from the sea who were unconscious or otherwise unable to help themselves. It had also been agreed that performance standards for these systems were needed before the amendment should enter into force. Following lengthy discussions it has been agreed that guidelines rather than a performance standard should be developed. The SOLAS amendment to chapter III is only applicable to ships on international voyages, this resolution will encourage flag administrations to consider the extent to which the SOLAS provisions should apply to ships which are not covered by SOLAS chapter III. Summary: New regulation III/17-1 requiring all ships to have ship-specific plans and procedures for the recovery of persons from the water was adopted. 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.
Implication: All ships will need to ensure that they have plans and procedures onboard showing how the ship can recover persons from the sea.
Application: To new SOLAS ships constructed on or after 1 July 2014. To existing SOLAS ships by the first intermediate or first renewal survey after 1 July 2014.
Relevant instruments Resolution MSC.346(91): Application of SOLAS Regulation III/17-1 to ships to which SOLAS Chapter III does not apply MSC.1/Circular 1447: Guidelines for the development of plans and procedures for recovery of persons from water.
Company's actions: An appendinx is inserted in FOM05 and a Risk Assessment process is prepared to this purpose. Both are ready to be uploaded in Ulysses in May14.

HUMAN RESOURCES MANAGEMENT

Familiarization, Roxana Shipping 01Jan - 30Apr14

NAME	RANK	VESSEL	JOIN DATE	PHOTO
OKOLO-KULAK ALEXEY	CH OFF	MGC	05/02/2014	

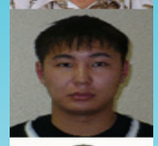
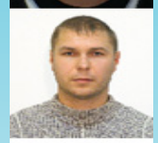
Promotions, Roxana Shipping 01Jan - 30Apr14

NAME	RANK	PROMOTION DATE	PHOTO
MOROZOV ROMAN	2ND/OFF	22/03/2014	
EMELIANOV DMITRII	2ND/OFF	21/02/2014	
RYAZANSKIY IGOR	3RD/OFF	10/03/2014	
NAVROTSKIY ILYA	3RD/OFF	18/01/2014	
IVANOV IGOR	3RD/OFF	04/02/2014	
FROLOV EVGENY	4TH/ENG	26/02/2014	
BOSHCHUK VITALY	4TH/ENG	24/02/2014	
FILIPPOV ANDREI	4TH/ENG	30/01/2014	

"Your promotion at work is a sign of the three S's - Sincerity, Sacrifice and Success. Congratulations for being promoted."

HUMAN RESOURCES MANAGEMENT

Promotions, Kristenmarine 01Jan - 30Apr14

NAME	RANK	PROMOTION DATE	PHOTO
LYSOV ROMAN	CH/OFF	15/01/2014	
MAZHIKOV MARAT	APPR/OFF	17/02/2014	
ROZENBERG PETR	2ND/ENG	07/03/2014	
VOLOSHIN FEDOR	3RD/ENG	25/01/2014	

Resignation and New Employment

We regret to announce that Capt. Antonis Filippidis submitted his resignation, effective as of 01Jan14.

Capt. Antonis has served our company with loyalty and consistency in the position of Operations Manager, DPA and CSO and, for the last 5 years, as Crew Manager, contributing to the successful expansion of the Company.

We wish him good luck in his new endeavors. Mr. Eugene Belii has taken over from Capt. Antonis (as per Shore Familiarisation form CP04-01) and he will act as Crew Manager till further notice.

▲Eugene Belii

Zenia has been working in the Crew dept. more than 10 years, the last 5 of which, being involved in the establishment of RoKcs in Vladivostok and the successful management of this new company we founded, to support our crew management.

▲Hercules Katsaganis

We congratulate Zenia on his new assignment and we will all support him to continue his successful performance in this position as well.

Furthermore, we are pleased to announce that Hercules Katsaganis joined as of 01Jan14 the Crew dept. team, as Crew Co-ordinator, reporting to Zenia Belii. Hercules has been working with our Company since Feb13 as trainee in Technical and Operations dept.

All of us will support Hercules to succeed in his new tasks and we all welcome him onboard. Capt. KNA will co-ordinate the familiarisation of Hercules, as per Shore Staff Familiarisation, form CP04-01

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

State of the Art in Shipmanagement is our Tradition