

# News Waves



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 **Please recycle**



# MESSAGE FROM TEK

**“The successful completion of sale of the last two MR newbuildings at SPP, along with the sale of the last two Kristen Marine SA Bulk carriers, has triggered the era of consolidated Tanker operations for the Company”**



The 2nd quarter of 2014 has marked the commencement of the consolidation plan for Company operations.

The successful completion of sale of the last two MR newbuildings at SPP, along with the sale of the last two Kristen Marine SA Bulk carriers, has triggered the era of consolidated Tanker operations for the Company.

As of 08Jul14 M/V Spirit of Brazil was delivered for recycling and Kristen Marine SA does not manage any ship now. This is a transient period until the proper time comes for our group to be engaged again in the Bulkships management and Kristen Marine will continue to exist as bulkships ship manager, already involved in 3rd party crew management.

In addition to the above, the 2nd quarter of 2014 found Capt. Karthik Kaliappan on board Roxana Shipping SA as Pan-coast Trading operations manager in Singapore supervising the Operations of the LR1 fleet. Capt. Karthik, known to us, from our previous co-operation with GTP, for his professional experience and skills of Capt. Karthik will definitely add value in Roxana team, will help Roxana meet the short and long term consolidation objectives set out and will strengthen the presence of the group in Singapore.

Furthermore BP attended our Office between 13 and 14 May14 for a TMSA2 audit, which was completed with 11 medium risk observations, which is considered a successful outcome for the initial BP TMSA2 audit.

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 two Masters, capt. Alexey Gordievski and capt. Melnik Evgeny, attended Headoffice for extended familiarisation.

We are happy to confirm once more 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, environment 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 inspec-

tions performance being 5.8 dpi not for the moment meeting the targets for 5 dpi.

- The upgrade of the safety culture of the Company by making the big step to combine the corrective actions with Management of Change and Risk Management of 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
- Danaos crewing and Ulysses Task Assistant software update

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, ie:

- Nikolas Velalis
- Stavroula Doula
- Hercules Katsaganis

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 Treatment update, New Sulfur limits in ECA areas as of 01Jan15, Enclosed space entry and rescue drills, Free all Lifeboat Testing are included in the New Rules section.

The new recruits of Capt. Karthik and Mrs Dimitra Kriali are addressed in the Human Resources section, along with the wedding of Yannis Karapiperis, the new born baby girl of Vasilis Kokkineas and 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

## Nikolaos Velalis



Nikolaos Velalis graduated from the London School Of Maritime Studies in 1997, where he studied shipping, afterwards he returned in Greece, where he worked for two major ship's supply companies in Piraeus.

In January 2004, Nikolas joined Kristen Marine SA / Roxana Shipping SA, as purchasing department coordinator, focusing on stores purchases a position he has served since then with consistency and efficiency, in a serious manner and with absolute success.

## Stavroula Ntola

Stavroula Ntola is Dipl. Naval Architect and Marine Engineer, she graduated from National Technical University of Athens in 2003.

After graduation Stavroula was employed by a technical bureau, working on ISM and ISPS Code manuals & certification.

In February 2005, Stavroula joined Kristen Marine S.A. / Roxana Shipping S.A. in Purchasing Department, as purchasing coordinator, focusing on spares purchases, a position she has served since then successfully with efficiency, devotion, respect to her job and the vessels she is attending.



## Hercules Katsaganis



Hercules Katsaganis graduated from the University of Piraeus holding a BSc in Shipping Management in 2009 and an MSc in Maritime Studies, in 2011.

After fulfilling his military obligations on 2012 he started working in a shipping company operating dry bulkers, as an assistant and trainee in operations and account department.

In February of 2013 has been working with our Company as trainee in Operations and Technical dept.

Since 01Jan2014, Hercules Katsaganis became part of Roxana Shipping, as Crew coordinator in our Crew dept. team.



# RoKcs

## Roxana - Kristen Crewing Services

Finally in July Kristen Marine sold their last vessel "Spirit of Brazil" and from now on Kristen Marine is playing the role of crewing agency as well as greatly assisting in cooperation between RoKcs, Springfield and Aroania.

For the moment in Dry section of RoKcs activities there are 9 bulkers most of them 2006 year built and newer. So, "RoKcs" staff is happy that they able to keep dry pool and even slightly expand it. Like on Roxana Fleet, dry vessels managers also keep and develop politic of growing own ships' crew. Thus, on each bulkier there are two apprentices — deck and engine.

We are glad to mention that Roxana Salary Project covers new customers of RoKcs (Aroania and Springfield) and we hope that this instrument will help us, shipowners and seamen to simplify remittances and traceability.

But RoKcs staff activities not confined by office work only. There is a car number 191 with RoKcs logo onboard appeared in Open 2014 Championship of Primorsky Krai trophy raid. Jeep number 191 successfully finished at the second stage of the championship in 4th place in the category "Tourism". The gap from third place was 7 minutes only and with winner - 55. We say "Good luck!" for such promotions and waiting for even better results in the future.



▲ RoKcs logo onboard appeared in Open 2014 Championship of Primorsky Krai trophy raid.

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

# RoKcs Training Center

## Tankers Deck Officers Training 10 June 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 7th till 15th June 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 10th till 11th June 2014, 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, Environmental management, Quality management, DMS reporting and document control, Ulysses Doc Manager, Danaos crewing, Management of change and 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 12 tanker deck Officers, listed as following:

### DMS/ BTM (Bridge Team Management)

|                     |                |
|---------------------|----------------|
| Verkhovskii Andrei  | Master         |
| Koshetov Igor       | Master         |
| Tereshchenko Alexey | Master         |
| Borisov Igor        | Master         |
| Protsenko Denis     | Master         |
| Boltov Sergey       | Chief Officer  |
| Budilov Anatoly     | Chief Officer  |
| Matrosenko Oleg     | Chief Officer  |
| Khrstovich Timofey  | Chief Officer  |
| Kirpichenko pavel   | 2/Off          |
| Pavlov Yury         | 2/Off > Ch/Off |
| Syrov Andrey        | 2Off           |



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

*Nikos Kazantzakis*





# RoKcs Training Center

## Tankers Engine Officers Training 09 June 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 7th till 15th June 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 9th till 10th June 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, Environmental management, Quality management, DMS reporting and document control, Ulysses Doc Manager, Management of change and 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 2 electricians), listed as following:



### DMS/ ERTM (Engine Room Team Management)

|                      |             |
|----------------------|-------------|
| Tonkikh Roman        | Ch/Eng      |
| Erin Aleksei         | Ch/Eng      |
| Mayorov Alexey       | Ch/Eng      |
| Goncharov Konstantin | Ch/Eng      |
| Begishev Igor        | Ch/Eng      |
| Ozerin Valeriy       | Ch/Eng      |
| Svistunov Evgeny     | Ch/Eng      |
| Neural Anton         | Ch/Eng      |
| Shumkov Arkadii      | Ch/Eng      |
| Polkovnikov Alexey   | 2Eng /Cheng |
| Astakhov Konstantin  | 2nd/Eng     |
| Negreba Leonid       | 2nd/Eng     |
| Kuznetsov Sergey     | 2nd/Eng     |
| Slinko Evgeny        | 2nd/Eng     |
| Ovchinnikov Victor   | 2nd/Eng     |
| Nikiforov Oleg       | 2nd/Eng     |
| Orevskiy Sergey      | 2nd/Eng     |
| Gontar Viacheslav    | Electrician |
| Agritskiy Igor       | Electrician |

*"Without continual growth and progress, such words as improvement, achievement, and success have no meaning"*

# RoKcs Training Center

## Bulkers Deck and Engine officers training 11 June 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 7th to 15th June 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 11th till 12th June 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, Management of change and 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 8 deck Officers and 7 engine Officers (including 1 electrician), listed as following:

### DMS/ BTM (Bridge Team Management)

|                     |         |
|---------------------|---------|
| Lauve Sergey        | Master  |
| Fedorov Aleksandr   | Ch/Off  |
| Nechay Alexey       | Ch/Off  |
| Khokhrin Viktor     | Ch/Off  |
| Nazarov Aleksandr   | Master  |
| Ponomarev Maxim     | 2/Off   |
| Kirilenko Aleksandr | Master  |
| Vasin Leonid        | Ch. Off |

### DMS/ ERTM (Engine Room Team Management)

|                         |              |
|-------------------------|--------------|
| Solodovnikov Konstantin | Ch/Eng       |
| Sobolev Andrei          | Engineer 2nd |
| Khvan Alexander         | Engineer 2nd |
| Shpakov Eduard          | 2nd Eng      |
| Solovyev Dmitry         | Electrician  |
| Danilov Evgeny          | 3rd Engineer |
| Stukalov Vladimir       | Ch/Eng       |



## Junior Engineers training 19 June 2014

Courses on Company's DMS for Junior Engineers of Kristen and Roxana crew pools were conducted by RoKcs training officer Capt. Pavel Sidorkin on 19th of June 2014.

The refresh courses were on Company's Documented Management System (DMS) and Engine Room Team Management (ERTM) for engine junior officers. Participants were 7 engine shipboard personnel as listed below.

|                  |               |
|------------------|---------------|
| Sharpan Aleksei  | Engineer 3rd  |
| Voevodin Evgeny  | Engineer 4th  |
| Akhmerov Ruslan  | Engineer 4th  |
| Zakharov Dmitry  | 3rd > 2nd Eng |
| Volgin Denis     | Engineer 4th  |
| Shalimov Nikolai | Engineer 4th  |
| Avdeev Roman     | Engineer 3rd  |





# RoKcs Training Center

## Junior Officers Training 18 June 2014

Courses on Company's DMS for Junior Officers of Kristen and Roxana crew pools were conducted by RoKcs training officer Capt. Pavel Sidorkin on 18th of June 2014.

The refresh courses were on Company's Documented Management System (DMS) and Bridge Team Management (BTM) for deck junior officers. Participants were 12 deck officers (including 1 Apprentice Officer), as listed below.

|                         |       |                    |                    |
|-------------------------|-------|--------------------|--------------------|
| Nyukhin Sergey          | 2/Off | Anastasiadi Andrei | 2/Off              |
| Orzhekh Anton           | 2/Off | Kolomietc Andrei   | 3/Off              |
| Volokhov Mark           | 2/Off | Snytko Ivan        | 3/Off              |
| Sidorov Alexander       | 2/Off | Demchuk Ian        | 3/Off              |
| Chernonoshkin Alexander | 3/Off | Konishchev Andrey  | 3/Off              |
| Belkin Roman            | 2/Off | Kulbida Igor       | Apprentice Officer |



# Vladivostok Maritime College (VMC)

## VMC Graduation 2014

On June 21, 2014 the sixteenth graduation of Vladivostok maritime college cadets was held. Teachers and staff members of VMC, parents of the cadets, junior cadets, the administration of VMC and friends of graduating cadets participated at this graduation ceremony. Some special guests were also invited to the ceremony: Kryachko Vasilii, deputy commander (captain) of Vladivostok Maritime port administration; Akulina Anastasiya, chief officer of Department of Education and Science; Verkhoturov Denis, General director of "RoKcs" and "RoKcs" training officer Sidorkin Pavel; deputy director general of «Fescontract International», Paphnutiev Yev-geniy; chief of FESCO crewing department, Mamontov Yuriy. But the main heroes of the occasion were the senior cadet navigators and cadet engineers, who have passed all the state exams successfully. Numerous guests stepped up on the scene to congratulate our graduating cadets and wish them all the best and success in chosen maritime profession. The chairman of board of founders of VMC, principal of Far Eastern Institute of Communication Yuminov Aleksandr, director of VMC Manko Vladimir and deputy director of study process Grechukhina Oksana gave a greeting speech.

The words from curators were also emotional and touching.

The curators, who were like mothers to the cadets, were presented by Konischeva Larisa, the curator of 241 study group. As a tribute to the tradition, all those gathered watched the videos and photos of senior cadets' life. The graduation ceremony was held with musical and technical support of the IT Department. After the speech of the cadets who had got their diplomas with distinction, Khorin Dmitriy and Polonik Yuriy, there was a presentation ceremony of diplomas, souvenirs, letters of commendation and grateful letters to parents. The best alumni of 2014 were Polonik Yuriy and Khorin Dmitriy who received special golden name-plates. Meanwhile, Yuriy is in Roxana Pool and will join M/T "H.Magic" as Apprentice Engineer soon.

At the end of the ceremony there was a holiday concert.



▲ The right student is our cadet Mr Polonik Yuriy

## Engine Cadet Yuriy Polonik

Yuriy Polonik began his education at VMC in 2010 and was selected for shipboard practice in Roxana company. He sailed onboard "M/T Aramon" and "M/T H.Magic". In 2014 he graduated with honors from the VMC and was rewarded with a memorial shield by the Director of the College.

In his free time he plays the guitar and is a skilled welder. Within a month, Yuriy will join "M/T H.Magic" as Apprentice Engineer.

We wish him good luck in his career beginning and will be glad to see Chief Engineer Polonik in Roxana fleet.





# NEW LADIES ON THE BLOCK

## SPP, Busan Korea

Product/Chemical tankers hull S-1179 and hull S-1180 was the last new-building project for ROXANA, the last of an extensive series of building 14 tankers and 6 bulk carriers.

In view of the re-structure and consolidation strategy of the Company, these two newbuildings contracts were sold to a friendly Hellenic shipping company mid of 2014.

Our company is planning the next generation of newbuildings and is following closely the new rules, particularly:

- air emissions NOx and Sox control technologies and limits
- distillate MGO availability vs the scrubbers
- LNG as propulsion fuel technology
- Eco designs and options

The next generation of newbuildings will be a challenge for our company.



# HOT STUFF

## Capt Gordievsky Alexey extended familiarization and training

Capt. Gordievsky Alexey, a candidate Master for MT Altesse, attended our Head Office from 10Jun14 till 15Jun14, for an extended familiarization and training. He was to depart our Office for joining the vessel at LOME, Tongo, on about 15Jun14. Capt. Konstantinos Anisis prepared his familiarization and training plan as follows:



**Tuesday 10Jun14 -Wednesday 11Jun14:** Control of Non Conformities, accidents and near misses, Risk management and Management of Change, Vessel's inspections, Health and safety and environmental, Log Book entries, lessons learnt and New Rules, Officers on board training for promotion, Ecdis type specific training on board, new revisions and Company's DMS via Ulysses, Company's Policies, structure of RA and CPAR, Incident Investigation, emergency procedures, FOM05, FOM07, FOM09, CP06, CPP08, CP09, CP13, CMCM Ch. 3, 5, 6, App.1, 1.1, 2, 2.1 by SQM Dept (KNA)

**Wednesday 11Jun14:** Cargo Handling, Operations planning, Loading/Disch Operations, Ballasting/De-ballasting, Tank cleaning, gas freeing, purging, I.G Failure, STS Transfer operations, Handling IMO 2-3 cargoes, Sampling, claims handling, Communications and daily reports, Voyage performance, Bunkering, BDN, sampling, General Bs/L and cargo claims, ECAs, EU Directive, through FOM04, FOM06, FOM12, CP20, CP22 Appendix I, by WET OPD (IK)

**Thursday 12Jun14:** Bridge team management, 3rd party Inspection, Vetting, detailed processing and evaluation, VIQ, Ulysses, ( e-PMS, requisitions) by TD, GR1.

Communications, Best Practice, Security, Billing, by IT Dept (SAK).

Stores, spares, provisions, stationary through Ulysses by (CSP)

**Friday 13Jun14:** Crewing procedures, Extension of contract, promotion, Appraisals, Danaos Crewing, identification of candidates for Promotion, Employment contract, Manning agreement, On board training for promotion, allotments, Medical issues, Officers QM, Travel arrangements, ITF Issues, Rotation, certificates, Overtime through CP05 by (EB).

The extended familiarization and training was conducted as planned. We wish capt. Gordievskiy smooth seas and we will all stand by him to ensure success during his service.

## Capt Melnik Evgeny extended familiarization and training

Capt. Melnik Evgeny, a candidate Master for MT Handytankers Marvel, attended our Head Office from 05Jun14 till 14Jun14, for an extended familiarization and training, since he is to undertake the Master's duties for 1st time. Capt Konstantinos Anisis prepared the relevant familiarization/training plan as follows:



**Thursday 05Jun14 and Friday 06Jun14:** Cargo Handling, Operations planning, Loading/Dsich Operations, Ballasting/De-ballasting, Tank cleaning, gas freeing, purging, I.G Failure, STS Transfer operations, Handling IMO 2-3 cargoes, Sampling, claims handling, Communications and daily reports, Voyage performance, Bunkering, BDN, sampling, General Bs/L and cargo claims, ECAs, EU Directive, through FOM04, FOM06, FOM12, CP20, CP22 Appendix I, by WET OPD (IK)

**Tuesday 11Jun14:** Control of Non Conformities, accidents and near misses, Risk management and Management of Change, Vessel's Inspections, Health and safety and environmental, Log Book entries, lessons learnt and New Rules, through, Officers on board training for promotion, Ecdis type specific training on board, emergency procedures, FOM05, FOM07, FOM09, CP06, CP08, CP09, CP13, CMCM Ch. 3, 5, 6, App.1, 1.1, 2, 2.1 by SQM Dept (KNA)

**Wednesday 12Jun14:** Bridge team management, 3rd party Inspection, Vetting, detailed processing and evaluation VIQ Ulysses.

Communications, Best Practice, Security, Billing, Ulysses and Danaos Crewing, by IT Dept (SAK).

Stores, spares, provisions, stationary through Ulysses by (CSP)

**Friday 13Jun14:** Crewing procedures, Extension of contract, promotion, Appraisals, Danaos Crewing, identification of candidates for promotion, Employment contract, Manning agreement, On board training for promotion, allotments, Medical issues, Officers QM, Travel arrangements, ITF Issues, Rotation, certificates, Overtime through CP05 by (EB).

Introduction to Company's Policies and Objectives, Incident, Investigation, management of Change and risk Management.

The extended familiarization and training was conducted as planned. We all wish capt. Evgeny good luck in his new assignment and we will all assist him to make his promotion a success.



# HOT STUFF

## Top Management 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 during the welcome procedure.

A tour was made with the Master and the Chief Engineer of the Deck, Accommodation and Engine Room. Deck was in need of cosmetic 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 jointly conducted with DPA Capt. K. Annis (attending for inspection audit) and fleet sup/nt G. Karavias (attending for the repairs, inspection and audit).

During the safety committee meeting the commitment of company to excellence in terms of HSEQ management was emphasised and the KPIs from the recent Management Review 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.

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 familiarization for three months in our office, which has really boosted his attitude towards our 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 category, 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   | A.Pilgun   | A.Shevchik   | G.Karavias  | Vetting    | Antwerp        | 01/06/14 | 3   | 5      |
| M/T H.MAGIC  | S.Sergey   | S.Farkov     | G.Sounios   | PSC        | Tuapse         | 09/06/14 | 0   | 1.2    |
| M/T H.MAGIC  | S.Sergey   | S.Farkov     | G.Sounios   | Vetting    | Tuapse         | 09/06/14 | 3   | 5      |
| M/T ARAMON   | A.Pilgun   | A.Shevchik   | -           | Flag       | Antwerp        | 14/06/14 | 2   | 2      |
| M/T MIRACLE  | V.Sheludko | A.Motrenko   | -           | Vetting    | Fujairah       | 27/06/14 | 3   | 5      |
| M/T ALIGOTE  | S.Mezenon  | I.Dolgopolov | -           | Vetting    | Koch           | 19/06/14 | 4   | 5      |
| M/T ASPROUDA | D.German   | N.Pachin     | -           | Flag       | Mizushima      | 28/06/14 | 2   | 2      |
| M/T ASPROUDA | G.Dimov    | N.Pachin     | G.Stratis   | Vetting    | Chiba          | 01/7/14  | 3   | 5      |
| M/T H.MAGIC  | S.Sergey   | S.Farkov     | G.Sounios   | PSC        | Ag.Theodoroi   | 12/07/14 | 0   | 1.2    |
| M/T ASPROUDA | D.German   | N.Pachin     | -           | PSC        | Manila         | 18/07/14 | 0   | 1.2    |
| M/T MALBEC   | A.Grink'ko | N.Afanas'yev | -           | Flag       | Barcelona      | 18/07/14 | 0   | 2      |
| M/T MIRACLE  | V.Sheludko | A.Motrenko   | -           | PSC        | Khor Al Zubair | 22/07/14 | 0   | 1.2    |
| M/T ALIGOTE  | S.Mezenin  | V.Ozerin     | -           | PCS        | Ag.Theodoroi   | 09/08/14 | 0   | 1.2    |
| M/T MALBEC   | A.Grink'o  | N.Afanas'yev | -           | PSC        | Kulevi         | 13/08/14 | 0   | 1.2    |
| M/T MELODY   | E.Ivanov   | V.Valchun    | -           | Flag       | Alexandria     | 23/08/14 | 0   | 2      |





# HOT STUFF

## Danaos Crewing Software

The implementation of the Software has 11 vessels of Roxana Fleet leaving only

M/T Miracle  
M/T Asprouda



to complete this phase of the project.

These remaining two vessels will be completed together due to their trading pattern at the first convenient port

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## Task Assistant - Planned Maintenance and Document Management System

All the vessels were updated in July with the latest maintenance release, business model and document management release (JUN2014).

In this release following updates have been effected :

- ▶ the last Planned Maintenance System 'PMS' updates,
- ▶ the Company's ISM updates,
- ▶ the 'Ulysses TA Quick Start Guides'
- ▶ industry's references manuals updates in 'External library'.

The next version of Task Assistant (R8) will be ready for delivery at the mid of November 2014.

---

## 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.

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 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 and permits needed) 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 this should be issued as per FOM07 and Risk Assessment process 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 it is approved by the Master.

Unquote

We remind you that according to Company's FOM07:

1. Permit to work, para 4.1.6.2, the permit to work is to specify the period of validity. This period must NOT exceed the duration of a shift or max 12hrs, whilst
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 has been uploaded in Task Assistant Document Manager, Ulysses, along with other revisions of 30Jun14.

# HOT STUFF

## Kristen Marine Stand by

As of 08Jul14 SBR was delivered for recycling and Kristen Marine SA does not manage any ship now. This is a transient period until the proper time comes for our group to be engaged again in the Bulkera management and Kristen Marine will continue to exist as bulkers ship manager, already involved in 3rd party crew management.

Till that time Gr2 and Dry Opd will cease to operate as such, but they will continue to be shown in the org chart of Roxana and Kristen. For this transient period following changes will be effected and documented in Roxana DMS

- Capt. Dimitris Karagiorgis will be shifted to Pancoast Trading Operations department
- Capt Vasilis Galitis will act as operator Wet Operations Dept.
- Gerasimos Karavias will be solely engaged with Gr1
- Vasileios Kokkineas will act as PMS sup/nt eng and Gr1 technical co-ordinator with the additional task to organise and manage the safety inspections as well for all equipment, as per budget submitted by Gr1 and approved by MD, a task which was assigned to Purchasing dept. Purchasing dept/CSP will advise Gr1 the list of contractors already used



SQM/KNA will liaise with LRS and explore the cost effective way that Kristen will keep the DOC without vessels, or cancel the DOC till we have bulkers again.

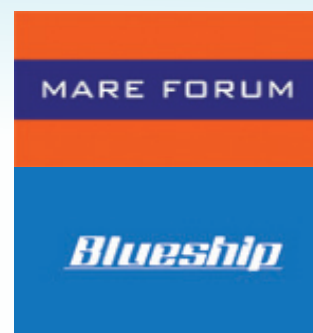
No matter what will happen with the actual certification, the maintenance of the Kristen (and Aroania) DMS will continue, account SQM.

## Mare Forum 4<sup>th</sup> Blue Shipping Summit 2014

Mare Forum 4<sup>th</sup> Blue Shipping Summit 2014, related to sustainability — regulations — new ships- new fuels — innovations — investments was conducted with success and the participation of about 200 delegates Wednesday 28 May in Divani Apollon Palace Resort, Athens — Hellas.

The 4th Blue Shipping Summit is gathering the leading policy makers, politicians, shipowners, shipbuilders, marine equipment manufacturers, financiers, investors, charters, ship brokers, entrepreneurs, environmentalists, journalists, and other members of the international maritime community in order to learn, discuss and debate all contemporary and urgent environmental themes, which are of vital importance to the maritime industry right now and looking into the future.

Roxana Shipping Sa managing director Mr. Takis Koutris participated in 2 out of the 4 panels of discussion, related to Setting the Scene — Analyzing the Progress of the Environmental Regulations and implementation and then related to The market of sustainable shipping and future shipping trends





## HOT STUFF

## Wet Operations Dept Restructure



▲ Capt. Karthik Kaliappan

Further to the announcement of Capt. Karthik joining Roxana, pls note that as of today for all SPP LR1 vessels (M/T Aramon/ M/T Aligote/ M/T Altesse / M/T Athiri / M/T Asprouda) and for operational matters primary contact will be Capt. Karthik Kaliappan (KK), operating from Pancoast, Singapore, with contact details asf:

Tel: +65- 6692 0101  
 Mob: +65- 90106512  
 Skype: capt\_karthik  
 E-mail: operations@roxanashipping.com  
 chartering@roxanashipping.com  
 karthik.kaliappan@roxanashipping.com

Secondary contact, based on time zone or emergency, will be Capt. Yannis Koloniotis, operating from Roxana, Athens, with contact details as follows:

Tel: +30 210 8171032  
 Mob: +30 6937 079 676  
 Skype: ioannis koloniotis  
 E-mail: operations@roxanashipping.com

For the remaining fleet, GSI and Oceans, (M/T Malbec/ M/T Miracle / M/T Melody / M/T Marvel / M/T Handytankers Magic / M/T Ocean Quest / M/T Ocean Spirit / M/T Ocean Dignity) and for operational matters primary contact will remain Capt. Yannis Koloniotis, operating from Roxana, Athens, with contact details as follows:

Tel: +30 210 8171032  
 Mob: +30 6937 079 676  
 Skype: ioannis koloniotis  
 E-mail: operations@roxanashipping.com

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Tel: +65- 6692 0101  
 Mob: +65- 90106512  
 Skype: capt\_karthik  
 E-mail: operations@roxanashipping.com  
 chartering@roxanashipping.com  
 karthik.kaliappan@roxanashipping.com

Vessel contact lists and Emergency contact lists will be revised and distributed next week.

Detailed integrated process for the operation of the two operating desks, in Athens and Singapore, as per the relevant MoC plan will be distributed next week.



▲ Capt. Yiannis Koloniotis

# HOT STUFF

## BP TMSA2 Audit 13-14 May 2014

In support of BP Group assurance processes, our Company underwent a scheduled TMSA2 Audit. The audit was conducted on the 13-14 May 14 in the Company's premises by Capt. Luke Fisher and Capt. Pradhan, on behalf of BP Shipping.

All the elements of our TMSA were reviewed during this process and the overall Company's performance was confirmed to be in line with and supporting the goals set.

Closing meeting of the TMSA process was also attended by Company's BoD and we were pleased to listen to the BP auditors appreciation of the Roxana system.

Official report including all the observations and deficiencies found was sent from BP Shipping in order for us to take all necessary actions for Company's further improvement.

The response to BP report observations and deficiencies have been sent and we are in anticipation of their response.

## Computers and Electronic Equipment Recycling

On 18th of July 2014 we delivered to municipality, the obsolete computers and electronic equipment for recycling

Recycling consumer electronics conserves our natural resources and avoids air and water pollution, as well as greenhouse gas emissions that are caused by manufacturing virgin materials.



## Enhancement of Safety Culture

Further to our circulars ID/CIR-ISM-119, CIR-ISM-186 and CIR-ISM-6 announcing the enhancement of Safety culture by linking Management of change in the process and submitting the minimum number of two (2) CPARs' (Corrective & Preventive Action Request) and one RA (Risk Assessment) to be submitted on monthly basis, we are pleased to confirm that implementation of this new requirement has been successfully achieved throughout the fleet.

Out of all 203 of CPARs submitted by the fleet for the period of 01Jan14 - 31Jul14, we have selected as best in terms of scope and assessment the:

1. One CPAR attached to SCMM(Safety Committee Meeting Minutes) , form CP06-10 of Jul14, of MT ALTESSE/Capt. Gordievskiy Alexey.
2. Two CPARs attached to SCMM form CP06-10 of Jun14, of MT Malbec/Capt. Grinko Alexander,
3. One CPAR attached to SCMM form P06-10 of Jul14, of MT Handytankers Magic/Capt. Koshetov Igor,

Congratulations to all Masters, Officers and crew of the above mentioned vessels for a job well done.

The CPARs in reference have been already distributed to the Fleet by separate mail and for the sake of good order we reproduce in this bulletin.

Considering this trend, which is a clear evidence of a sound safety culture, and in line with the continual improvement principle, we have announced by our ID/CIR-ISM-4 of 06May14, the enhancement of the safety culture of the Company by making the big step to combine the corrective actions with Management of change and Risk Management for this change.

Based on the above the aforementioned CPARs linked to a MoC were the best of our Fleet vessels, which we received in the period 01May-30Jul14.



## HOT STUFF

## Enhancement of Safety Culture (Continued)

## CORRECTIVE &amp; PREVENTIVE ACTION REQUEST

CP08-04

3/30Jun14

Near Miss: Yes ☒ No ☐ No: 14/14 Report No: (For office Use Only)

Vessel: ALTESSE Place: At Sea Date: 21/07/2014 Issued By: Ch.Engineer

|  |                              |  |
|--|------------------------------|--|
| <b>Description (including immediate action):</b> During Annual Class Survey it was requested by LRS surveyor to demonstrate the operation of the Emergency Bilge Suction valve. Various tools it was used to operate the valve's stem and rotate it to the open position, but unsuccessfully. The valve was overhauled under the supervision of the superintendent and following conditions were observed:<br>1. The valve's stem lower part was stuck into the bonnet housing.<br>2. The seat and valve stem were heavily overgrown with seashells.<br>The vessel during last 4.5 months operates OFF Lome in area with intensive seashells growing.<br>As construction of valve is Retaining valve the shells plug was stuck on the valve seat.<br>The above conditions are quite critical as, in first case the valve cannot be opened and in second case, more worst, the valve gives the impression that operates normally (if the stem rotates) but the plug is not lifted from the valve seat since, by construction, the plug and the stem are not fixed as one part or even as two parts steadily connected.<br>After the stem and the plug were cleaned and treated the valve was re-assembled and good and smooth operation of valve seat was verified by the Class surveyor. |                              |  |
| <b>Are relevant records kept?</b>  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <b>Are required entries made i.e. Deck Log Book and/or Oil Record Book?</b>  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

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

Investigation Report issued by Ch. Engineer, A. Potyanikhin (name, position) on 21/07/2014 (date)

|   |  |
|---|--|
| <b>Analysis Results /Root Cause(s) –reference to DMS section and Rules/ Regulations:</b>  | <b>CMSM Appendix 1 Par. 4.3.2; CP05-10; FOM10.4.2; e-PMS</b> |
| The above mentioned matter which is an ultimate safety matter and therefore the inspection of the emergency bilge suction valve to be done annually taking all safety measures and also taking into account the E/R flooding in case that the correct safety measures are not considered and implemented during the inspection. |  |
| It is preferable, prior commencing the inspection job, to conduct a risk assessment and send to the office for review, amendment (if required) and approval.  |  |
| After each testing of E/R Emergency Bilge suction valve this valve must be secured in the closed position by using numbered seal. The number of seal must be recorded in the Engine Logbook.  |  |
| Emergency Bilge Suction valve should be never secured with padlock but only with a plastic tag seal.  |  |
| As trading area of Company vessels the seas with excessive coral-shells growing ships MGPS should be in operation all-time to prevent shells grooving inside ships sea water pipes.   |  |

| Corrective & Preventive Action   | Who<br>(initials)   | Deadline   | Verified<br>By<br>(initials) | On<br>(date) |
|--|---------------------|------------|------------------------------|--------------|
| Every Chief Engineer hand-over test for E/R Emergency Bilge suction should be done.  | Hand-over<br>C/Eng. | Aug. 2014  | Take-over<br>C/Eng.          |              |
| Every 3-Months test for E/R Emergency Bilge suction should be done   | 2 Eng.              | Oct. 2014  | C/Eng.                       |              |
| The incident to be discussed at next Safety Committee Meeting and will be recorded in SCMM, form CP06-10   | C/Eng.              | 31/07/2014 | Master                       |              |
| Requisitions for spare anodes of MGPS system anodes should be requested from ships.  | Tech.<br>Dept.      | Dec. 2014  |                              |              |
| Spare anodes as per vessels Requisitions for MGPS system anodes should be supplied on board.   | Purch.<br>Dept.     | Dec. 2014  |                              |              |
| PMS Ulysses should be corrected for E/R Emergency Bilge suction valve. Present activity "3-Months-test Alarm <E/R Bilge well high level> should be changed to "3-Months testing of smooth operation" and added "12-Months overhauling of E/R Emergency Bilge suction". | Tech.<br>Dept.      | Dec. 2014  | TEK                          |              |



# HOT STUFF

## Enhancement of Safety Culture (Continued)

### CORRECTIVE & PREVENTIVE ACTION REQUEST

CP08-04

3/30JUN14

Near Miss: Yes ☒ No ☐ No: 13/14 Report No: (For office Use Only)

Vessel: m/t Malbec Place: Tema, Ghana Date: 15.06.2014 Issued By: Ch Off

**Description (including immediate action):**

On 15 June 2014 at anchorage of port Tema, during daily routine inspection by Ch off, two garbage bags, one with plastic and another one with other garbage, were found at open deck nearby Garbage Room.

Immediate action: Crew member, responsible for collection of garbage from accommodation block, was called out and from his explanations it was revealed that two bags as above had been left nearby entrance of Garbage Room in order to be properly compacted and stowed inside of Garbage Room for long term storage, later on. Responsible crew member was strictly instructed that garbage to be stored in the well secured and leak proof containers and be always covered, considering that exposed on deck garbage are violating the crew's and ship's safety and uncovered or unsecured garbage are threatening to environment and crew even for short time.

|  |   |  |
|--|---|--|
| Are relevant records kept?   | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            |
| Are required entries made i.e. Deck Log Book and/or Oil Record Book? | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> |

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

Investigation Report issued by D. Bykov, Ch Off (name, position) on 15.06.2014 (date)

|  |  |
|--|--|
| Analysis Results /Root Cause(s) –reference to DMS section:   | FOM 07 App.1 Garbage Management Plan;<br>FOM07 App.1 para 4.1.7.3 Training |
| Crew member is on board the vessel from 27 February 2014 and be familiarized with Garbage Management Plan on 28 February 2014. Periodicity of training according to FOM07 para 4.1.7.3, once a month and records to be kept in FOM07 App1 Training Records. Hi is new comer in our Company, but 3 years in rank. |  |
| Root cause:  |  |
| Inadequate familiarization. Instructions given to crew member had not taken into account possibility of inadvertent blowing overboard of garbage not secured properly as well as uncovered garbage can be easily infected with pests.  |  |
|  |  |
|  |  |

| Corrective & Preventive Action   | Who<br>(initials) | Deadline   | Verified<br>By<br>(initials) | On<br>(date) |
|--|-------------------|------------|------------------------------|--------------|
| All crew must be instructed for strict compliance with procedures described Garbage Management Plan. | Ch Off            | 30.06.2014 | O.K.                         |              |
| The case must be discussed at the next SCMM  | Master            | 30.06.2014 | O.K.                         |              |



## HOT STUFF

## Enhancement of Safety Culture (Continued)

## CORRECTIVE &amp; PREVENTIVE ACTION REQUEST

CP08-04

3/30Jun14

Near Miss: Yes ☒ No ☐ No: 15/14 Report No: (For office Use Only)

Vessel: Malbec Place: Barcelona

Date: 18.07.2014

Issued By: Ch Off

## Description (Including immediate action):

On 18.07.2014 during preparation of combination pilot's ladder fm port side before taking pilot, it was noted that, despite of all personal involved was equipped with the full set of PPE as required to fulfill this work, one of ABS assigned intends to perform this task with safety harness not being secured firmly on the vessel's structure. He was briefly instructed on spot by Supervising Deck Officer. The later, on the same date all deck crew was summoned for detailed refresh instructions on working aloft and over side.

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: N/A Number of "Report of Personal Injury" Form CP08-03: N/A

Investigation Report issued by D.Bykov, Ch Off (name, position)

on 18.07.2014 (date)

## Analysis Results /Root Cause(s) –reference to DMS section and Rules/ Regulations:

Referto (FOM) Fleet operation manual section 7

Health and safety, FOM07 paras 4.1.11, 4.1.6.4, 4.1.12, 4.2.4.1, 4.2.5.4, 4.2.5.5, TAB SAFE FOM07 Para 4.1.11

CIR-ISM-61 dd 02/07/2013, CIR-ISM-68dd05/07/2013. The job was supervised.

1. Over confidence - as the rigging of Combination ladder is quite routine and highly repetitive operation.

2. Stubborn of negative experience in the past.

3. Thoughtless of actions when in rush.

| Corrective & Preventive Action                                    | Who<br>(initials) | Deadline   | Verified<br>By<br>(initials) | On<br>(date) |
|---|-------------------|------------|------------------------------|--------------|
| All crew involved in works aloft and over side must be instructed | Ch Off            | 31.07.2014 | Master                       |              |
| This matter should be discussed in the next SCMM                  | Ch Off            | 31.07.2014 | Master                       |              |
|   |                   |            |                              |              |
|   |                   |            |                              |              |
|   |                   |            |                              |              |

# HOT STUFF

## Enhancement of Safety Culture (Continued)

### CORRECTIVE & PREVENTIVE ACTION REQUEST

CP08-04

3/30JUN14

Near Miss: Yes ☒ No ☐ No: 14/14 Report No: (For office Use Only)

Vessel: M/T Handytankers Magic Place: Port of Novorossiysk Date: 04 July 2014 Issued By: Chief engineer

|  |   |  |  |
|--|---|--|--|
| <b>Description (including immediate action):</b> During inspection of ship by shore Safety Officer in port of Novorossiysk on 04.07.2014 it was found , that Acetylene cylinder was found without safety cover(cap).<br>Acetylene cylinder was checked and found in closed and disconnected from Acetylene line position.<br>The safety cover ( cap) was situated at the deck nearly with cylinder.<br>Crew action:<br>Safety cover (cap) was immediately installed at the place and carefully tightened . |   |  |  |
| <b>Are relevant records kept?</b>  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            |  |
| <b>Are required entries made i.e. Deck Log Book and/or Oil Record Book?</b>  | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> |  |

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

Investigation Report issued by Chief engineer, S.Farkov (name, position) on 04 July 2014 (date)

|   |   |
|---|---|
| <b>Analysis Results /Root Cause(s) –reference to DMS section:</b>   | <b>ISGOTT Chapter 9 Management of Safety and Emergencies. 9.5 Welding and Burning Equipment</b> |
| The root cause seems to be :<br>After last use the cap of the acetylene cylinder have been forgotten to put in position by Oiler. He was strictly instructed by Ch.engineer to follow the safety rules. |   |

| Corrective & Preventive Action  | Who<br>(initials) | Deadline   | Verifi<br>ed By<br>(initials) | On<br>(date) |
|---|-------------------|------------|-------------------------------|--------------|
| Instruction to be done for 2-nd engineer for carefully checking of Gas welding and El. welding equipments upon arrival of port and finishing jobs in workshop. All equipments should be closed, switched-off, disconnected and secured after use. | 2/E               | 04.07.2014 | C/E                           | 04.07.14     |
| Relevant entry " Gas welding and Electrical welding equipment are closed, disconnected and secured" to be recorded in Check list Engine Room Arrival FOM02-01   | SQM               | 30.07.2014 |                               |              |
| This CPAR to be discussed at the next safety committee miting and will be recorded in SCMM, Form CP06-10.   | C/E               | 30.07.2014 | Master                        | 30.07.14     |
|   |                   |            |                               |              |



# LESSONS LEARNT

## Emergency exit cuts like a knife

During an engine room fire drill, the crew practised an evacuation through the emergency escapes. After successfully exiting via the escape hatchway, the team leader instructed a rating to operate the external hand-wheel to ensure the free opening of the hatch lid for emergency entry purposes. The rating attempted to rotate the handwheel with all his strength in order to overcome the residual resistance of the securing dogs below. The dogs released with a jerk causing the wheel to turn freely. Due to the sudden absence of resistance, the rating's right hand shot past the sharp bottom edge of the housing lid, which inflicted a deep gash near the knuckle.

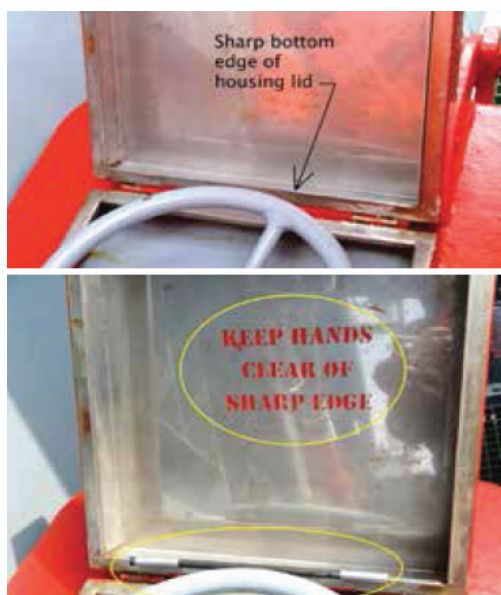
Crew members immediately gave first aid, applying pressure on the wound to stop the bleeding. The victim was escorted to the ship's hospital where the wound was cleaned, dressed with antibiotic powder and tightly bandaged.

### Contributing factors:

- The faulty design of the hand-wheel housing lid, with its sharp edges and wheel rim located very close to edge of housing cover.
- The hasty and vigorous operation of hand-wheel under the prevailing pressure of an ongoing emergency drill.
- The sudden release of securing dogs.
- The absence of gloves (normally not a requirement for emergencies or drills).

### Corrective actions

The incident was discussed at a special stand-down safety meeting held after the incident. An injury report was sent to management with a corrective action plan; a rubber strip was permanently glued to the sharp bottom edge of hand-wheel housing lid and a warning note was stencilled on the underside of lid.



Source: MARS

## Trapped in a tank

The vessel was en route, with a couple of ship surveyors onboard to perform steel condition assessments. One area of interest was the aft peak ballast tank. This tank was drained to allow the surveyors inside.

The stern shaft, which passed through the lower aft peak ballast tank, was rotating throughout and the chief engineer was keen to re-flood the tank as quickly as possible to ensure shaft temperatures did not increase beyond specified limits. It was a tight space and required a lot of wiggling and squeezing through small holes and around bends to get to the furthest reaches of the tank.

A rating had been posted at the access hatch of the ballast tank; his task was to stand by at the entrance and advise the bosun once the surveyors were out of the tank. Unknown to the surveyors or the bosun, the rating left the tank entrance for a brief period.

The bosun arrived back at the tank access hatch to find the rating had left. He assumed the surveyors had finished their work and were out of the tank. As he started securing the hatch back on, the surveyors heard the rattling of the air-gun as the bolts were being fastened. The surveyors scrambled back through the confines of the tank to the access hatch, yelling all the way. They began hammering on the bulkhead hatch with their fists and chipping hammers to warn of their presence in the tank. Fortunately, the bosun heard the banging in time; all but two of the 20 bolts remaining had been secured.

### Lessons learned

The rating posted at the tank entrance was not aware of the importance of his task. He was essentially the lifeline for the surveyors deep inside the ballast tank. By leaving his post, even for a short while, he had put their lives in danger.

In assuming the surveyors had exited the tank, the bosun committed an error. Always follow procedures for enclosed spaces, which should include positive verification that the tank is indeed vacant of personnel before closing up. If no procedure is in place, one should be made.

Source: MARS

## Good BRM saves the day

The vessel was proceeding to an anchorage area under pilotage on a heading of 025°. At the time, there were many ships anchored on the vessel's port side, the closest only about one cable away. At a point where the vessel was to alter course to port to enter the anchorage, the pilot ordered 315°. The Master, who was present and monitoring the pilot's actions as well as all rudder and engine movements, immediately realised the order was incorrect. He countermanded the course order and instructed the helmsman to remain, for the time being, on 025°.

A short discussion with the pilot ensued. The pilot admitted the error and corrected the course to steer, ordering 015°.

### Lessons learned

Under pilotage, the vessel's crew have a duty to closely monitor and interact with the pilot. Anyone can make a mistake. Good BRM means mistakes by one member of the team are spotted and stopped early and consequences are reduced.

Source: MARS

# LESSONS LEARNT

## If you're tired, don't sit down

After loading, the vessel left port at 2300. The Master decided that the AB assigned to the 0000-0400 watch would not be required for lookout duties. Near midnight, the second officer arrived on the bridge to relieve the Master. After plotting the vessel's midnight position on the chart, the Master handed the watch to the second officer but remained on the bridge to complete some paperwork and to monitor the vessel's transit through some restricted waters. Once in more open water, the second officer engaged the autopilot and the Master left the bridge for some rest.

At 0256, the vessel reached a waypoint and the second officer adjusted the vessel's course to 311°. He then went out to the starboard bridge wing to get some fresh air. When he returned to the wheelhouse, he secured the starboard bridge door in the fully open position and sat in the port bridge chair. Shortly afterwards he fell asleep. The vessel passed the next planned waypoint and maintained her course for just over 2½ miles, at about 10.5 knots. The OOW woke up and, sensing something was wrong, he immediately moved the engine control to neutral, and then full astern, but the vessel grounded nonetheless.

At the time of the accident, the wind was south-westerly force 3, the sea was calm and the visibility was good.

### Some of the findings of the official MAIB report

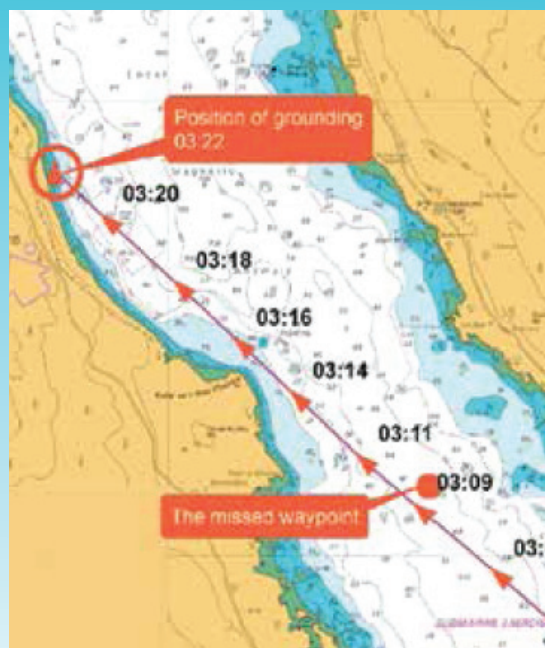
While ergonomically efficient, the bridge design encouraged the OOW to sit down, which increased the potential for him to fall asleep. The OOW's method of navigation provided little stimulation and allowed him to remain inactive for extended periods of time which further increased the potential for him to fall asleep.

Although the OOW had gone out to the starboard bridge wing to get some fresh air, and had then secured the starboard bridge door in the fully open position, his actions were insufficient to prevent him from falling asleep.



The lack of a lookout removed a valuable control measure in that his interaction with the OOW might have prevented the latter from falling asleep. Additionally, if a lookout had been present on the bridge, he would have been in a position to immediately wake the OOW. Routine absence of a lookout on watch at night without incident would have reinforced a belief that it was safe to operate the vessel

in that way, and would have influenced the Master's decision not to employ a lookout on this occasion.



The OOW was possibly fatigued when he arrived on the bridge for his watch. The bridge navigation watchkeeping alarm system (BN-WAS) was probably not switched on during the period leading up to the grounding, and the ECS and GPS audible alarms were insufficiently loud to wake the sleeping second officer.

**Editor's note:** If you are tired, or even you are not, at such early hours anyone can fall asleep if in a comfortable position. The best remedy is to occupy oneself with watch keeping duties of position fixing, radio watch, and lookout, including effective use of radar by regularly changing scales. If you feel yourself very tired, get some help. Also, never work alone at night; have an effective lookout posted at all times in darkness and in reduced visibility.

Source: MARS

*“Some of the most important lessons we learn come from failures”*



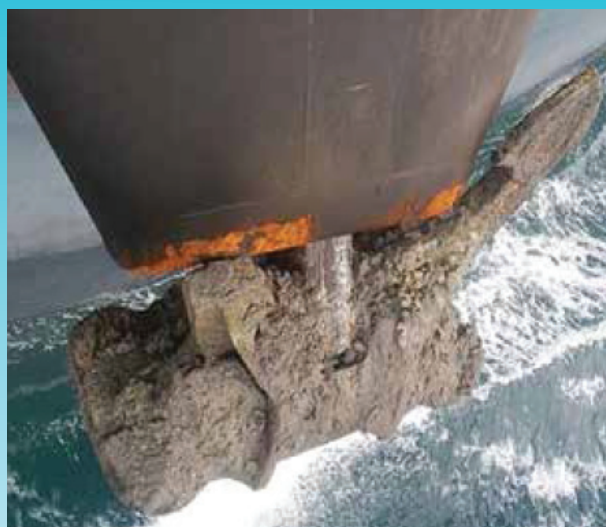
# LESSONS LEARNT

## 1/2 an anchor = 1/2 your holding power

A two-year-old Panamax tanker was at anchor awaiting berth space to discharge a last parcel of cargo. The anchorage area was clear of obstructions and far from shore, the sea bed consisting of mud. During the night the weather conditions were good with a NE'ly winds force 3 and currents were not very strong. These conditions led us to believe that the anchor would hold well.

However, during watch handover the 2/O informed the relief that the vessel had dragged about half a cable to the SW. Subsequent monitoring of the vessel's position confirmed a slow drag but luckily the pilot was due on shortly. As the anchor was lifted the bosun informed us that one fluke was missing. Everyone was amazed that a fluke from an anchor weighing 10,500kg had been broken in such benign conditions.

Once the anchor was on board everyone was very surprised to see the condition of the steel. Incredibly, we even found small pieces of rags trapped by some cement or plaster within the cast metal. A few weeks later, after the suspect metal had been analysed in a laboratory and a follow-up investigation done, we were informed that some anchors produced for the shipyard where our vessel was built had casting failures so bad that they were 'corrected' prior to final inspection and delivery to the shipyard.



**Editor's note:** Even at a safe and benign anchorage a watchkeeper must always be vigilant and check the vessel's position often. Also, use your anchor alarm if so equipped. Anchors and chains, even relatively new ones, can break at any time due to bad assembly or manufacturing faults.

Source: MARS

## Costly mis-communication

Some 20 minutes after departure the cargo vessel's main engine oil mist detector alarm sounded while the engine was at full ahead. The oil mist detector could not identify the cylinder unit causing the alarm and it was not connected to a shut down function. Hence, the engine crew tried to identify which unit was the problem while maintaining full ahead RPM. Subsequently, the main engine low lube oil alarm sounded. After communicating these problems to the bridge, the Master considered it inconvenient for the vessel to stop and the vessel sailed for approximately two hours before they finally stopped the main engine. It was subsequently found that the main engine had suffered severe damage to the big end bearings and required renewal of the crank shaft; repairs that cost in the order of \$1 million and left the vessel off-hire for more than 40 days.

The same vessel suffered a similar occurrence a few years earlier and sister vessels have also suffered similar crank shaft failures.

### Lessons learned

From a technical point of view, the engine crew appears not to have taken the proper action when the oil mist detector alarm sounded or when the low pressure alarm sounded later as they maintained the engine RPM and load. There may well be specific reasons for their actions, but what would you do on your vessel in a similar situation?

Would your engine crew be able to see the possible consequences of their actions?

Do your engine crew communicate openly and with reasonable clarity for a non-technician on the bridge to appreciate the situation they are facing in the engine room?

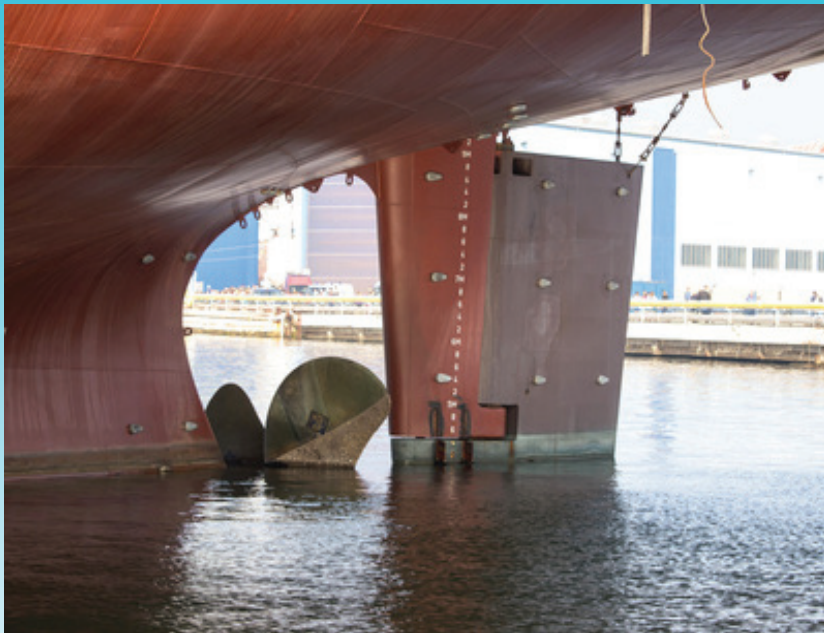
Does your chief engineer effectively communicate the criticality of his engine condition in order for you to balance this information with considerations for the safety of the vessel (location, currents, weather, traffic)?

Do your Technical Managers inform you of relevant situations on other vessels in your fleet, or sister vessels with problems that may well happen to you?

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/addresser/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

### 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.

### MARPOL Annex VI regulation in force as of 01Jan15 in all ECAs-SOXs

One of the major step changes within MARPOL Annex VI occurs on 1 January 2015 when the ECA-SOx\* fuel oil sulphur limit reduces from 1.00 % to 0.10 % in any isolated, unit mounted or free-standing type, fuel tanks on engines (emergency generators, fire pumps, lifeboat engines, compressors, etc.), boilers, incinerators and other combustion machinery which are used inside ECA-SOx. .

This will therefore directly affect all ships which comply with the ECA-SOx requirements on the basis of the sulphur content of the fuel oil as bunkered. From that date any fuel oil onboard which exceeds 0.10 % sulphur will only be suitable for use outside the various ECA-SOx.

\* ECA-SOx — Emission Control Areas established in order to limit emissions of sulphur oxides and particulate matter.

These are:

- Baltic Sea
- North Sea
- North American
- US Caribbean

As defined in:

- Regulation 1.11.2 of MARPOL Annex I
- Regulation 1.14.6 of MARPOL Annex V
- Appendix VII of MARPOL Annex VI, in force as of Aug12
- Sea Appendix VII of MARPOL Annex VI, in force as of 01Jan14

North American non availability

**Company's Actions:** The Company's Poster No.82 will be revised accordingly. FOM02 will be revised. New change over procedures are to be forwarded to ships in due course.

## FAMILY AFFAIRS

### Vasilis Kokkineas New baby born girl

Our Congratulations to Vasilis Kokkineas of Technical dept. and his wife Maria-Thiressia for their newborn baby girl! The family bundle of joy arrived on 30Jul14 and her name will be Aikaterini.



### John Karapiperis Wedding and Baptism

On 26Apr14, John wedded his beloved Martha at Church of St George, Koridallios. The baptisms of their twin girls followed the wedding ceremony and their names are Dimitra and Andriana. We wish to all four of them a healthy and happy life.





# HUMAN RESOURCES MANAGEMENT

## Familiarization, Roxana Shipping 01May - 31Aug 14

| NAME               | RANK   | VESSEL       | JOIN DATE  | PHOTO   |
|--------------------|--------|--------------|------------|---|
| MELNIK EVGENY      | MASTER | M/T H.MARVEL | 06/06/2014 |  |
| GORDIEVSKIY ALEXEY | MASTER | M/T ALTESSE  | 10/09/2014 |  |
| POLKOVNIKOV ALEXEY | CH/ENG | M/T ALTESSE  | 14/07/2014 |  |

## Promotions, Roxana Shipping 01May - 31Aug14

| NAME              | RANK    | PROMOTION DATE | PHOTO   |
|-------------------|---------|----------------|---|
| MELNIK EVGENY     | MASTER  | 17/06/2014     |  |
| PAVLOV YURY       | CHOFF   | 19/06/2014     |  |
| SNEGURENKO EVGENY | 2ND/OFF | 22/05/2014     |  |
| KRDZHATSYAN ROMIK | 2ND/OFF | 01/06/2014     |  |
| POVILAIKO SERGEI  | 3RD/OFF | 30/05/2014     |  |
| GUSEV ALBERT      | 3RD/ENG | 23/07/2014     |  |

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

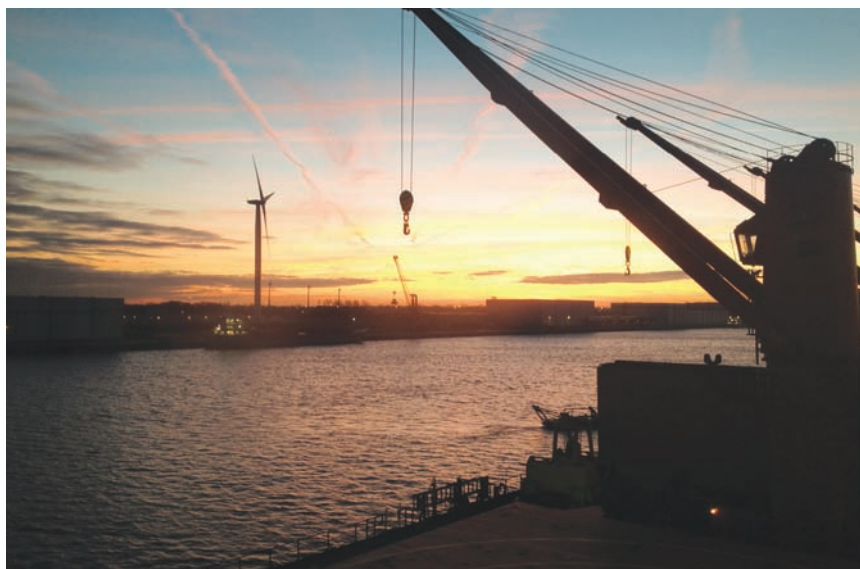
# HUMAN RESOURCES MANAGEMENT

## Promotions, Roxana Shipping - 01May - 31Aug14

| NAME                | RANK        | PROMOTION DATE | PHOTO   |
|---------------------|-------------|----------------|---|
| SELIVANOV SERGEY    | 4TH/ENG     | 01/07/2014     |  |
| SLOBODENIUK NIKOLAI | APPR/ELECTR | 16/06/2014     |  |

## Promotions, Kristen Marine - 01May - 31Aug14

| NAME              | RANK    | PROMOTION DATE | PHOTO   |
|-------------------|---------|----------------|---|
| PLUTKOV ALEXANDER | 3RD/OFF | 11/05/2014     |  |
| ZIMIN ANDREI      | 3RD/ENG | 27/05/2014     |  |
| GAVRILOV ANTON    | 4TH/ENG | 27/05/2014     |  |
| NOVYI EGOR        | WIPER   | 20/06/2014     |  |





# HUMAN RESOURCES MANAGEMENT

## Capt. Karthik Kalliapan Employment

We are pleased to advise you that Capt. Karthik Kaliappan, as of 12 May 2014 has joined Pancoast Trading, Singapore in the position of Operations and Tanker Chartering manager.

Capt. Karthik holds the Merchant marine master's degree as of 2003 and has been sailing in various type of tankers and Bulk carrier's since 1993. He sailed as Master from 2005 on tankers & bulk carriers and also took yard deliveries of various New Building tankers.

He also holds a B.sc (Nautical science) degree and has excelled in the "Professional Qualifying examinations" by The Institute of Chartered Shipbrokers, London with a distinction in the subject of Tanker chartering.



Capt. Karthik came ashore in 2008 and joined the operations department in Amsterdam in his previous company. From 2009 he was employed by Global Tanker Pool as pool operations manager in Singapore.

Many of us have successfully co-operated with Capt. Karthik during his previous service, we are sure that under his new capacity the co-operation will be even more successful.

Under Capt. Karthik's capacity as Pancoast Trading operations manager he will report to Roxana managing director Mr. Takis Koutris and will liaise with Roxana Wet Operations manager for the everyday operation of Roxana Fleet.

Under Capt. Karthik's capacity as Pancoast Trading Tanker chartering manager he will report to Roxana chartering manager in Athens.

The professional experience and skills of Capt. Karthik will definitely add value in our team, will help us meet the short and long term objectives set out by the company and will strengthen the presence of the group in Singapore.

Karthik, welcome on board!

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## Stella Fourouli's resignation

We hereby announce that Mrs Stella Fourouli submitted her resignation, effective as of 22Aug14.

Stella has been working with the Company for the last 3 years, holding the positions of M.D.'s executive assistant and SQM coordinator, contributing to the successful expansion of the Company.

We wish her good luck in her new endeavors.

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## Dimitra Kriali's recruitment



We are pleased to announce that Ms. Dimitra Kriali, as of 18Aug14, has joined our team as executive assistant and SQM Co-ordinator, reporting directly to Mr. Takis Koutris, M.D. and Capt. Anissis, DPA.

Dimitra has been working with our Company since Feb14 as trainee in Crew and SQM dept.

Ms. Dimitra Kriali has graduated from the University of Piraeus, holding a BSc degree in Business Studies.

Capt. K.Anissis will co-ordinate the familiarization of Dimitra, as per shore personnel familiarization Form CP04-01.

All of us will support Dimitra to succeed in her new tasks and we all welcome her onboard!



*State of the Art in Shipmanagement is our Tradition*