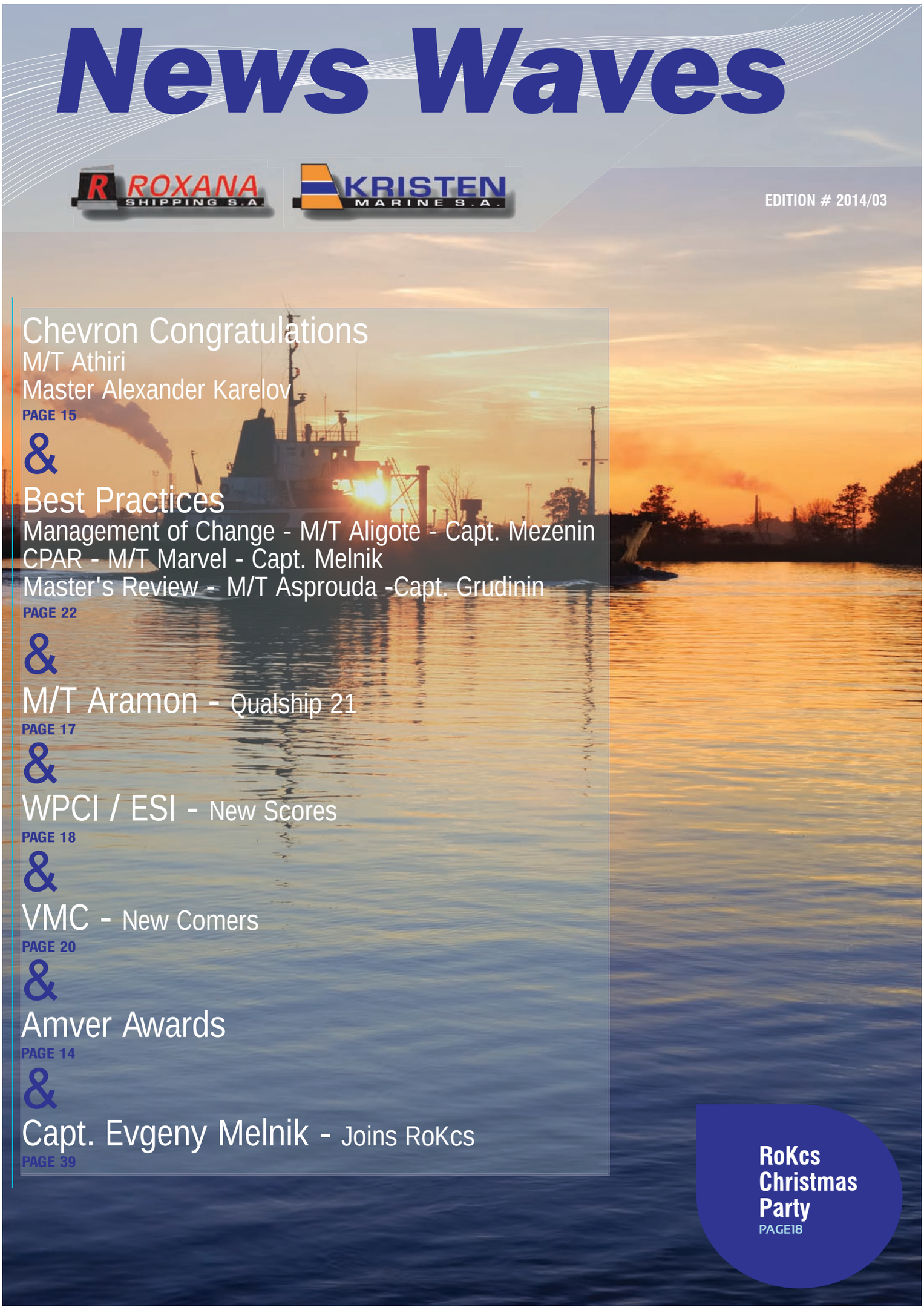
News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

EDITION # 2014/03



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MESSAGE FROM TEK

"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 Industry Environment."

The rising market of the 3rd quarter of 2014 onwards, has facilitated the consolidation plan for Company operations.

Tanker market shows clear signs of improvement and this period, following a very tedious and hard effort to convince Chevron and Escravos terminal, and following the excellent co-operation of the Masters and crews of M/T Aramon, M/T Athiri and M/T Altesse, we managed to secure a number of very good fixtures with Chevron, which improved drastically the overall year results of the fleet.

Details on the above are in the Hot Stuff section.

Furthermore Chevron requested to attend our Office between 10 and 12 March 2015 for a TMSA2 audit, another proof that Roxana Shipping is now considered a very serious business partner for Chevron.

Career development is always a 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 Industry Environment.

In line with this policy extended shore familiarization with occasional employment in Head Office is offered to selected officers. Capt. Melnik Evgeny is attending RoKcs office in Vladivostok, as of beginning of December 2014, for extended familiarization.

Details on the above are in the Human Resources section.

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, environmental protection and quality for this period is:

► The continuous outstanding vetting inspections performance being 4.8, DPI (deficiencies per Inspection) meeting the targets for 5 DPI set for 2014, and this thanks to the excellent performance in vetting the last three months of 2014. We will keep the same target of 5 DPI for 2015 as well, and with the commitment and loyalty of our seamen we are confident we will achieve this target again

► PSC inspections performance was 1.5 DPI, (not meeting the target set for 2014 for 1.2 deficiencies per inspection(DPI)) for PSC inspections, particularly due to Paris Mou performance, on account of which Roxana now is marginally less than high performing for the Paris MoU

► 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 for all failures of equipment triggering emergency changes.

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

- ► Best Practices
- ► AMVER 2014 awards
- ► M/T Aramon Qualship
- ► WPCI ESI scores Jun15
- ► M/T Marvel change of name

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

- ► Constantinos Partsinevelos
- ► Anastasia Karagianni
- ► Capt Ioannis Vlamis

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

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

All of us should study this carefully so that we can avoid doing such.

Updates on Ballast Water Treatment, New Sulfur limits in ECA areas as of 01Jan15, Lifeboat hooks on-load release mechanisms, amendments to SOLAS Chapter II-2, communication equipment for fire-fighting teams and EU Monitoring Reporting Verification (MRV) are included in the New Rules section.

The recruitments of:

► Ms Marialena Vatopoulou's as Technical Department and SQM co-ordinator

► Capt. Melnik Evgeny in RoKcs office in Vladivostok

are addressed in the Human Resources section, along with the Kekropas Vachlas' resignation 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

Constantinos Partsinevelos

Constantinos Partsinevelos studied business administration in the American College of Athens and has completed his studies in 1990 for doctorate degree at University of Houston, Texas, in mechanical engineering, with emphasis in the development of electronic materials for aerospace applications, being co-author of various scientific publications.
From 1987 till 1993 he worked as a research engineer in manufacturing of high temperature superconductors, at Texas center of superconductivity, at University of Houston, TX, U.S.A. and as a professor assistant in destructive evaluation techniques laboratory.
As of 1993 till 1997 he worked as Fleet Sup/dent in a major Hellenic chemical shipping co. and from 1997 till 1998 he supervised the building of 4 x 150,000 dwt double hull tankers in S. Korea.
He joined Kristen Marine S.A. / Roxana Shipping S.A. in March 1999 as Fleet Sup/dent and since June 2003 he assumed the responsibilities of the Purchasing dept. manager for the Group.
He is holding certification on ISM and Quality Management Systems from Recognized Organizations and he is also certified as an Internal Auditor.

Anastasia Karagianni

Anastasia Karagianni is a Dipl. Naval Architect and Marine Engineer, she graduated from National Technical University of Athens in 2005.
Anastasia has attended several seminars concerning the duty of Safety
Engineer from recognized organization.
As of 2006, Anastasia is employed in Kristen Marine S.A. / Roxana Shipping S.A. as co-ordinator in Purchasing Dept., focused now in spares supply and bunkers purchase management.

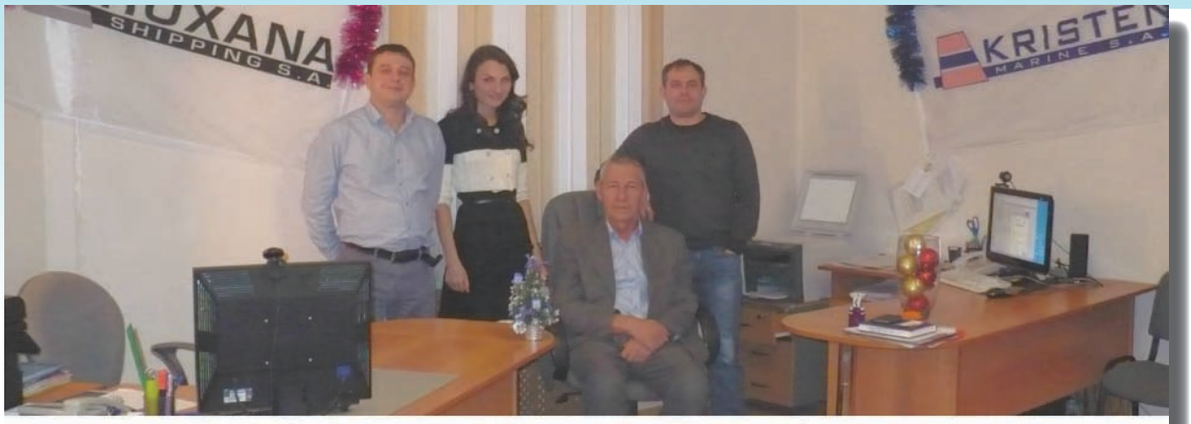
Capt. Ioannis Vlamis

Capt. Ioannis Vlamis is holding a Greek Master's Licence (grade A) from KESEN as of 1995.
He has 19 years of sea service in total (having served on board VLCC. and various tanker vessels).
As of 1979 till 2009, Capt Ioannis was employed in major Hellenic shipping companies.
Thereafter Capt Ioannis joined 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.

RoKcs

Roxana - Kristen Crewing Services

After two consecutive years of co-operation of Aroania Maritime and RoKcs through Kristen Marine, crew management agreement was mutually terminated.
In the beginning of 2015 last crewmembers from Aroania's vessels will sign-off and join their families in Vladivostok and of course join RoKcs pool of seafarers for Springfield and Kristen Marine.
It is reported that Kristen Marine will bring to RoKcs management two handy bulker vessels in 2015.
At the moment total pool of RoKcs consists of abt 400 seamen including almost 30 cadets, and we in RoKcs are ready for the expansion.
Meanwhile, during December RoKcs' representatives attended VMC to interview and select the future Roxana – deck and engine cadets. 13 deck and 14 engine cadets were selected by Capt. Sidorkin and Capt. Verkhoturov for onboard training on Roxana vessels.
We are pleased to announce that our sea-going master Capt. Evgeny Melnik joined RoKcs staff for extensive ashore familiarization, joining RoKcs team serving Roxana Shipping SA.
Evgeny will bring to us a fresh mind and contribute in the pre-joining familiarization and he will have a valuable and useful practice for him certainly.
We are all saying to Evgeny "Welcome Onboard".
But as we reported earlier RoKcs staff activities are not confined in office work only.
Finally car number 191 with RoKcs logo onboard after 2 successful races took 1st place in Open 2014 Championship of Primorsky Krai trophy raid. In the last stage of season our team took first place in race with gap of about 9 hours ahead of second finished crew.



"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 on the 22nd of September 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 18th till 24th September 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 22nd till 23rd September 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 11 tanker deck Officers, listed as following:

DMS/ BTM (Bridge Team Management)

Khayrullin Oleg	Master
Rossoshinskiy Igor	Master
Bykov Denis	Chief Officer
Gorbachev Vladimir	Chief Officer
Kutsykov Sergey	Chief Officer
Pomaz Victor	Chief Officer
Korotets Oleg	Chief Officer
Nefedev Oleg	Chief Officer
Telegin Alexander	Chief Officer
Shirokopoyas Danil	2/Off > Ch/Off
Rad'ko Vladimir	2 Off

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

RoKcs Training Center

Tankers Engine Officers Training on the 19th of September 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 18th till 24th September 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 19th till 20th September 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 16 tanker engine Officers (including 5 electricians), listed as following:

DMS/ ERTM (Engine Room Team Management)

Valchun Valerii	Ch/Engineer
Teplyakov Andrey	Ch/Engineer
Potyanikhin Andrey	Ch/Engineer
Arsentyev Aalexander	2nd / Eng
Vorobev Sergei	2nd / Eng
Brinko Sergei	2nd / Eng
Trukachev Evgeny	2nd / Eng
Pastushenko Dmitry	2nd / Eng
Sergeichev Alexey	2nd / Eng
Mikhailov Iurii	2nd / Eng
Konchenko Andrey	2nd / Eng
Pakhomov Mikhail	Electrician
Afanasyev Denis	Electrician
Serous Igor	Electrician
Duritskiy Viktor	Electrician
Abramov Dmitriy	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 23rd September 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 18th to 24th September 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 23rd till 24th September 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 9 deck Officers and 6 engine Officers, listed as following:

DMS/ BTM (Bridge Team Management)

Denisov Alexander	Master
Diachik Pavel	Master
Matiushenko Andrei	Master
Minayev Igor	Master
Nazarov Alexander	Master
Eskov Viacheslav	Chief Officer
Kovalev Evgenii	Chief Officer
Khokhrin Victor	Chief Officer
Lukianov Stanislav	2/Off

DMS/ ERTM (Engine Room Team Management)

Arkhipov Andrey	Chief Engineer
Makalich Sergey	Chief Engineer
Panchenko Roman	Chief Engineer
Komov Pavel	2/Eng
Pinchuk Evgeny	2/Eng
Kubarev Roman	3rd/ Eng

RoKcs Training Center

Bulkers Deck and Engine Officers Training 2nd December 2014

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 1st to 7th December 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 2nd till 3rd December 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 9 deck Officers and 9 engine Officers (including 1 electrician), listed as following:

DMS/ BTM (Bridge Team Management)

Mostovoi Nikolai	Master
Denisov Alexander	Master
Podkolzin Valeriy	Master
Tulunin Sergei	Master
Tsyba Andrei	Master
Burik Alexey	Ch/Off
Misunov Andrey	Ch/Off
Nikulin Alexey	Ch/Off
Lukianov Stanislav	2/Off > Ch/Off

DMS/ ERTM (Engine Room Team Management)

Poplavko Andrey	Ch/Eng
Stukalov Vladimir	Ch/Eng
Yevdokimov Valery	Ch/Eng
Vikhtevskiy Victor	Ch/Eng
Sobolev Andrei	2/Eng
Rozenberg Petr	2/Eng
Delnov Yury	2/Eng
Storozhenko Viacheslav	2/Eng
Artemev Konstantin	Electrician

RoKcs Training Center

Junior Officers training 01 — 02 October 2014

Courses on Company's DMS for Junior Officers and Engineers of Kristen and Roxana fleet were conducted by RoKcs training officer Capt. P. Sidorkin
Company's Documented Management System (DMS) and Bridge Team Management (BTM) / Engine Room Team Management (ER.TM) were conducted with participation 11 deck officers / 14 engine shipboard personnel respectively:

DMS/ BTM (Bridge Team Management)

Gudim Yury	2/Off
Tsayukov Ivan	2/Off
Gorichev Konstantin	3/Off
Ivanov Anton	3/Off
Navrotskiy Ilya	3/Off
Panasyuk Sergey	3/Off
Shishov Aleksandr	3/Off
Vysotckii Mikhail	3/Off
Orekhov Sergei	3/Off
Durnov Egor	3/Off
Lozovoy Pavel	2/Off

DMS/ ERTM (Engine Room Team Management)

Novak Anatoly	3/Eng
Vazhenin Maksim	3/Eng
Burdinskii Alexei	3/Eng
Gorichev Denis	2/Eng
Kulik Roman	3/Eng
Potianikhin Nikolai	3/Eng
Boshchuk Vitaly	4/Eng
Rybalko Roman	4/Eng
Tokarev Ivan	4/Eng
Babenko Sergei	4/Eng
Fursov Sergey	4/Eng
Filippov Andrey	4/Eng
Maksimenko Aleksandr	4/Eng
Sikulin Alexey	4/Eng

RoKcs Training Center

Junior Officers ECDIS type specific training 02 October 2014

ECDIS type specific training course on Furuno installation FEA 2107 software and operation for Junior Officers of Tanker Fleetwere conducted by VMC teacher Mr. Kenetbaev Takgat
The training was conducted with participation of the following 5 deck officers

Tsayukov Ivan	2/Off
Ivanov Anton	3/Off
Navrotskiy Ilya	3/Off
Shishov Aleksandr	3/Off
Durnov Egor	3/Off

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

Vladivostok Maritime College (VMC)

To Abound Seamen…

On October, 3 2014 the Admission Ceremony was held at Vladivostok Maritime College for the newcomers, who entered the first and the second year «Navigation» and «Ship Power Plant Exploitation» topics.
The events hall was full as teachers, employees of the college, senior students who have returned from their deployment periods, guests, parents and other relatives of the newcomers arrived.

After the introductory speech of the presenter, Aleksandr Nikolaevich Yuminov, the head of the Board of Founders and dean of Far Eastern Institute of Communications, delivered his welcoming speech to the new arrivals and all the guests. The guests also congratulated the newcomers.

Wishes and guidance were also expressed by the officials:
- Chernovitskaia Ekaterina Veniaminovna, assistant director of the Department of Education and Schience in Primorskii Krai
- Belousov Sergei Evgenievich, prime assistant manager of the Primorskii Krai and the Eastern Arcic Seaport Administration
- Bardyk Vladimir Viktorovich, vice-captain of the Vladivostok seaport
- Burykin Vladimir Aleksandrovich, head of the Vladivostok Sea-craft Crew Certification Agency
- Verkhoturov Denis Valentinovich, CEO of the Vladivostok representative office of shipping companies «Kristen Marine» and «Roxana Shipping»
- Sidorkin Pavel Petrovich, captain-instructor of the Vladivostok representative office of shipping companies «Kristen Marine» and «Roxana Shipping»
- Driuk Piotr Grigorievich, CEO of Fescontract International

The speech by the head of VMC Man'ko Vladimir Yurievich was warmly received.

Moreover, senior students saluted the newcomers' arrival.
«The Old Sea Dogs» Aleksandr Alimagomedov (Group 131), Valentin Timishchenko (Group 231) and Aleksandr Gerashchenko (Group 221) presented some episodes from the daily life in the college, advised the newcomers about their future studying events, showed some clips from the shipping deployment and even sang songs.
It is not the first year that the Admission Ceremony coincides with another meaningful holiday – the Teacher's Day. So, once again the students prepared a gift for their teachers – a song by the Group 221 student Aleksandr Gerashchenko and devoted to his educator, music background and computer support by the Group 131 student Roman Savchenko.
The pleasant and lively event ended with the traditional Student's Oath and the ceremony moved from the event hall to the foyer, where the parents and the guests of the newcomers could take some photos of their sons, brothers, friends and, from now on, the students, in front of the beautiful gallery and the Maritime Museum of VMC.

Have a productive start, sea fans! Good luck in your future achievements!

Source: VMC Press Centre

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, particularly due to the evolution of LNG as marine fuel.

HOT STUFF

AMVER Awards 2014

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

The ceremony took place at the Athenaeum Intercontinental Hotel on October 30th, 2014,. More than One Hundred and Fifty (150) Greek controlled shipping Companies received more than 1.150 awards on behalf of 1.305 vessels participating in the AMVER System in 2014.

Participants from our Roxana, were:

- Capt. I. Koloniotis from Wet Operations Department
- T. Oikonomopoulos, Wet Operations Department

The AMVER Awards were presented to:

- Roxana by Mr. Dimitris Vassilakos, treasurer of the Propeller Club Association.

We're very pleased to extend the personal congratulations on behalf of the Commandant of the United States Coast Guard, for all our vessels' participation in AMVER System during 2013 as follows:

ROXANA
Award certificates for: M/T Aligote – M/T Altesse – M/T Aramon – M/T Asprouda – M/T Athiri – M/T Miracle – M/T Malbec – M/T Melody – M/T Marvel – M/T H.Magic – M/T Ocean Quest
Blue pennant for: M/T Asprouda – M/T Marvel
Gold pennant for: M/T H.Magic – M/T Miracle
Non participating vessels: M/T Ocean Spirit – M/T Ocean Dignity, due to negligence. A warning message was sent to Masters. It is verified that both vessels are in compliance with Company's procedures as per FOM01 para 4.13.

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

HOT STUFF

Congratulations to M/T Athiri Master -SPM Operation at Chevron, Escravos River, Nigeria

Our M/T Altesse was involved on an SPM Loading operation at Escravos river, Nigeria, in Sep14.
Upon completion of the operation our Head Office was informed by Chevron that the vessel was unacceptable for Chevron business, due to the fact that during the loading:

QUOTE
1. The vessel was requested to keep four tanks open. Towards the end of loading an excessive back pressure on the loading system triggered the emergency surge protection system on the Calm Buoy. It is therefore apparent that the vessel failed to comply with this request. NOP Issued due to a surge of pressure in cargo line during loading operation.
2. English language regarding marine terms need improvement.
UNQUOTE

As the loading of M/T Athiri was imminent at the same Terminal, our Office immediately informed her Master about the incident, instructing him besides to familiarize his Officers and crew of the M/T Altesse outcomes at Escravos SPM, so that re-occurrence of the same event to be deterred.

About a month later M/T Athiri called at Escravos Terminal, she was inspected by the Loading Master. During the inspection, the issue was brought by the Loading Master, who was impressed, and reported to Chevron, by bthe fact that the Master of M/T Athiri was familiar with the M/T Altesse reported incident. Thereafter the Loading operation was completed without any complaint.

During Mr. Koutris' meeting with Chevron, in Nov14 at London, U.K., he was congratulated by Chevron management, for the prompt familiarization of the Master of M/T Athiri.

Therefore we take this opportunity to congratulate Capt. Karelov Alexander and his crew for a job well done.

M/T Aramon - ESI Audit Report at Amsterdam

Sixty two of the world's key ports have committed themselves reducing their greenhouse gas emissions (GHG) while continuing their role as transportation and economic centers. This commitment is called the World Port Climate Initiative (WPCI, http://wpci.iaphworldports.org).

One of the projects within WPCI is the development of an Environmental Ship Index (ESI). The Environmental Ship Index (ESI) identifies seagoing ships that perform better in reducing air emissions than required by the current emission standards of the International Maritime Organization, the Environmental Ship Index.

The index is intended to be used by ports to reward ships when they participate in the ESI and will promote clean ships.
Out of the 62 ports participants in WPCI following ports provide incentives for the ESI:
- Port of Amsterdam, Rotterdam, Oslo, Hamburg, Bremen/Bremerhaven, Antwerp, Wilhelmshaven, Delfzijl, Kiel, Civitavecchia, Zeerbrugge, Le Havre, Brunsbuttel, Ashdod, San Pedro, Melbourne, Terneuzen, New York, Velsen Noord.

List of participating incentive providers (as above) can be found in following link:
http://esi.wpci.nl/Public/PortIPs

The port fees discount and the application method vary. Further details can be found in each individual port's IP in the above mentioned link.

Our M/T Aramon was audited by ESI Ship Data Check on 02Sep14, at Amsterdam, Nederland. The Auditor Mr. Eden Hardeg embarked on board at 10:00 Hrs local and disembarked at 11:00 LT.
During the Audit all data provided during previous six months form Office were found to be matching those on board. So, upon successful completion of the Audit the Auditor granted to Master the World Ports Climate Initiative ESI Audit Report with the one and sole remark that the vessel passed the Audit.
Congratulations to Master, Cap. Pilgun, Ch. Engineer Shevchik and crew on board for a work well done.

HOT STUFF

Change of Handytankers Marvel name to " MARVEL "

Following a Management of Change, MoC, form CP13-01, which was launched on 18Sep14, the name of our HANDYTANKERS MARVEL, was successfully amended to " MARVEL", on 27Sep14, when at Singapore.

The attending NKK Surveyor on board issued a Provisional certificate of Registry, valid till 26Mar15, whilst a new Safety Manning Certificate was issued. He also changed the ship's name on vessel's manual, drawings and other vessel's certificates.

Tokyo MoU New Inspection Regime

At the 23rd meeting of the Port State Control Committee in Singapore last month, the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU) decided to introduce a New Inspection Regime (NIR) for selection of ships from 1 January 2014.

Under the NIR, ships would be identified into three categories (i.e. high risk ships-HRS, standard risk ships-SRS and low risk ships-LRS) based on ship risk profile, which will be calculated automatically in the PSC database system (APCIS). Under the NIR, different time windows/inspection intervals would be applied to the corresponding categories of ships in accordance with the risk levels so that high risk ships would be subject to more frequent inspections while the quality/low risk ships would be awarded with a wider time window for inspections.

Basis on Tokyo MoU new inspection regime following are to be taken into consideration for determining the ship's profile by PSC within the period of the past 36 months:

- Performance of the flag of the ship (e.g. Black or White List of flags, status on completion of the Voluntary IMO Member State Audit Scheme (VIMSAS))
- Type of ship
- Age of ship
- Performance of the recognized organizations (RO)
- Performance of the company responsible for ISM management
- Number of deficiencies
- Number of detentions

Time Window and Selection Scheme
The following time windows are assigned to ships based on the risk levels:

Ship Risk Profile	Time Window since previous inspection
Low Risk Ships	9 to 18 months
Standard Risk Ships	5 to 8 months
High Risk Ships	2 to 4 months

The cycle of time window will be re-started for the ship after an inspection.

There are two categories of priority for inspections, which are defined in accordance with the following criteria:
Priority I: The ship should be inspected, time window for which has been closed.
Priority II: The ship could be inspected, which is within the time window.

Should any overriding factors (e.g. under-performing ship) be identified, the ship would have overriding priority rather than above NIR for inspection.

HOT STUFF

Corrective and Preventive Actions Request & Management of Change

1. Please note that, as per revised CP13, Management of Change procedure, par. 4.11.7 for all emergency changes, which are due to equipment failure, and with immediate effect:

1.1. A CPAR CP08-04 is introduced to record investigation and identification of root and contributing causes of the failure and relevant corrective actions.

1.2. In the first section, report and immediate action of the CPAR, form CP08-04, a MoC actions plan, form CP13-01, is introduced (with Risk Management process, form CP24-01) to document the actions plan needed to cope with management of the changes in operation due to the emergency failure.

2. Such equipment failure or extraordinary conditions may be, but not limited to:

1. Navigational Radar, ECDIS, Communications, Auto Pilot
2. M/E telegraph, M/E Oil mist detector, Electric power, Critical equipment
3. Oxygen and gas detector' equipment, Tank radar sensors (temperature-pressure), PV valves
4. Any equipment owing to which the E/R is turned from UMS to AMS
5. Transiting HRA
6. Mooring/Loading at SPM
7. Work on deck in heavy weather

Relevant example, as worked out at the workshop during Engine Officers training ashore in Vladivostok in Dec14 for an emergency change of operations due to Aux boiler FO IP converter failure, is already included in the latest release of Task Assistant.

QUALSHIP 21 Certificate of Eligibility for M/T ARAMON

We are pleased to announce that our MT ARAMON has been awarded by USCG with QUALSHIP 21 Certificate of Eligibility as per following USCG letter from M.B. S. R. Keel Commander, U.S. Coast Guard, Chief, Foreign & Offshore Vessels Division By direction.

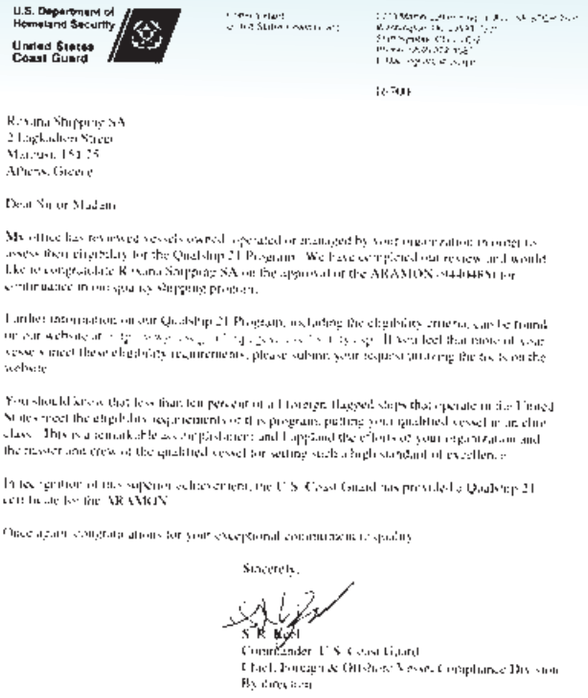
Quote
My Office has reviewed vessels owned, operated or managed by your Organization in order to assess their eligibility for the Qualship 21 Program. We have completed our review and would like to congratulate ROXANA SHIPPING S.A., on the approval of the Aramon (9440485) for continuance in our quality shipping program.

Further information on our Qualship 21 Program, including the eligibility criteria, can be found on our website at: http://www.uscg.mil/hq/cgcvc/cvc2/safety.asp. If you feel that more of your vessels meet these eligibility requirements, please resubmit your utilizing the tools on the website.

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

In recognition of the superior achievement, the U.S. Coast Guard has provided one Qualship 21 certificate for your organization and one for the ARAMON.
Once again, congratulations for your exceptional commitment to quality.
Unquote

We hope and wish even the other vessels of ROXANA SHIPPING S.A. to be awarded by QUALSHIP 21 certificate of Eligibility by USCG soonest possible.



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

16700

Roxana Shipping SA
2 Lagkadiou Street
Maroussi, 151 25
Athens, Greece

Dear Sir or Madam

My office has reviewed vessels owned, operated or managed by your organization in order to assess their eligibility for the Qualship 21 Program. We have completed our review and would like to congratulate Roxana Shipping SA on the approval of the ARAMON (9440485) for continuance in our quality shipping program.

Further information on our Qualship 21 Program, including the eligibility criteria, can be found on our website at [illegible]. If you feel that more of your vessels meet these eligibility requirements, please submit your request utilizing the tools on the website.

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

In recognition of this superior achievement, the U.S. Coast Guard has provided a Qualship 21 certificate for the ARAMON.

Once again, congratulations for your exceptional commitment to quality.

Sincerely,

S. R. Keel
Commander, U.S. Coast Guard
Chief, Foreign & Offshore Vessel Compliance Division
By direction

Encl: Qualship 21 Certificate

▲ The official USCG letter

HOT STUFF

New Year and Christmas party 2014

New Year and Christmas Party 2014, organized by Roxana Shipping S.A. and Springfield Shipping Co. Panama S.A. was successfully performed on 5th and 6th of December in Vladivostok at the city's popular hangout "Bonnie & Clyde".
About 160 people in total, Company office staff and seagoing personell with their wives, attended both events.
The Roxana party was hosted by Mr. Takis Koutris, Roxana Shipping's Managing Director.
The Springfield International party was hosted by Mr Dimitris Patrikios, SPIS General Manager and capt. Thanasis Apostolopoulos, Manning dept manager.
The entire management team of Rokcs S.A., Capt Pavel Sidorkin with wife, Capt. Denis Verkhoturov with wife, and Crew Coordinator Evgeniya Khalimenko, where present at both these special events.
VMC was represented by Mr Yuminov Aleksandr, Founder, with wife, Mr Vladimir Manko, Director and Dimitri Severdin, deputy director, with wife.
The Management team of Primtanko Maritime Agency Ltd, Mr. Vladimir Georgievich Nikitenko, Mr. Yuri Nikolaievich Voronin and Mr. Vladimir Viktorovich Dzyuba attended Roxana Shipping party.
Fescontract International Ltd was represented by Capt. Piotr Grigorievich Dryuk along with his wife and Crew Coordinators Sergei Tingaev and Evgeniya Reznyuk who attended Springfield Shipping party.
Intourist - Nakhodka was represented by Ms. Elena Illarionova at Roxana Shipping party.
The events' program was carefully prepared in order to satisfy all guests invited.
There was a performance by a popular local rock-music band named "X-Five", as well as a belly dancer, delivering an excellent performance.
Host of the evening was Lev Ankov, a famous actor known from the "Dom-2" show.
Alcohol, as an exception to the Company's non-alcohol policy, was consumed freely this time and everybody had a great time, enjoying the nice food, the nice music and the nice show till almost midnight.

HOT STUFF

Cappuccino Bunkers

The Cappuccino effect may be described essentially as the frothing or bubbling effect caused by compressed air blown through the delivery hose. The aerated bunkers when sounded will give the impression that the fuel is delivered as ordered. In fact, after some time when the entrapped air in suspension settles out of the fuel oil, the oil level drops and a shortfall is discovered.

Precautions against Cappuccino Bunkers

Before Fuel Transfer:
► During usual gauging of bunker barge tanks, fuel oil from ullage hatches should be visually checked for any foam on the surface.
► Foam may also be detected on the ullage tape.
► If entrained air is suspected on the tape or fuel surface, obtain a sample and pour into a clean glass jar and observe carefully for signs of foam or bubbles. If the suspicion is confirmed, the Chief Engineer should not start bunkering and should notify the Owners/Charterers immediately

During and After Fuel Transfer:
Air can also be introduced in the fuel during the pumping period, so it is important to continue gauging the ship's tanks as air bubbles would be readily seen on the sounding tape. As stripping and line blowing can also introduce air, stripping should only be performed at the end of the delivery for a short period of time and line blowing kept to a minimum. The ship's bunker manifold valve should be checked shut before gauging of the ship's tanks.

Identifying Cappuccino Bunkers

► Signs of froth/foam on the surface of the fuel in the barge tanks during opening gauge
► Excessive bubbles on the sounding tape prior to, during and after bunkering
► Bunker hose jerking or whipping around
► Slow delivery rates than those agreed
► Gurgling sound in vicinity of bunker manifold
► Fluctuations of pressure on manifold pressure gauge
► Unusual noises from the bunker barge

Further to the above CPAR No22/14 and Company Procedure CP20 Bunkering par. 4.2.12 apply.

Source: Kaivan H. Chinoy,
Founder & Principal Marine Loss Control
Advisor of Bunker Detective

HOT STUFF

WPCI ESI Certified Scores

Further to our previous circular "WPCI ESI participation" dated on 03Jan14 please be advised that, following the submission of all required information to WPCI administration, the vessels are now furnished with ESI certified scores as provided below:

Aramon 36.3
Aligote 43.7
Altesse 35.5
Athiri 43.4
Asprouda 37.3

Melody 25.6
Malbec 24.6
Marvel 35.9
Miracle 35
Handytankers Magic 38.9

Ocean Quest 27.1
Ocean Dignity 37
Ocean Spirit 45

In total 3005 vessels enrolled in the WPCI scheme.

The world's key ports have committed themselves reducing their greenhouse gas emissions (GHG) while continuing their role as transportation and economic centres. This commitment is called the World Port Climate Initiative (WPCI, http://wpci.iaphworldports.org).

One of the projects within WPCI is the development of an Environmental Ship Index (ESI). The Environmental Ship Index (ESI) identifies seagoing ships that perform better in reducing air emissions than required by the current emission standards of the International Maritime Organization, the Environmental Ship Index.

The index is intended to be used by ports to reward ships when they participate in the ESI and will promote clean ships.

Out of all ports participants in WPCI following ports provide incentives for the ESI:
- Port of Port of Amsterdam, Port of Rotterdam,Port of Oslo, Hamburg Port Authority, Ports of Bremen/Bremerhaven, JadeWeser,Port Realisierungs GmbH & Co. KG, Port of Antwerp, Green Award Foundation Rotterdam,SEEHAFEN KIEL GmbH & Co. KG, Autorita Portuale di Civitavecchia,Port of Zeebrugge,Port of Le Havre,Brunsbuttel Ports GmbH,Port of Ashdod Ashdod Israel,Tata Steel IJmuiden Terminals,Port of Los Angeles, San Pedro United States,Rightship Pty Ltd Melbourne Australia,
The Port Authority of New York & New Jersey New York United States,Prince Rupert Port Authority, Prince Rupert Canada,Ghent Port Company,Zeeland Seaports Terneuzen Netherlands,Port Metro Vancouver Vancouver Canada ,Ports of Paris Paris France,APSS - Port Authority of Setubal and Sesimbra Setubal Portugal,Port of Rouen

The port fees discount and the application method vary.

It should be noted that the above mentioned scores are certified till 30Jun15.

Our intention is to have ESI scores always monitored and available every 6 months, as part of our Management Review, providing all possible cost reductions and other benefits to our customers.

Further improvement to the ships' scores can be achieved by reducing the SOx in BDN and formula result, meaning that the less sulfur content in the fuels our ships use, the better score we gain and raise the score above the limit of points, as imposed per port (currently 20 to 50).
Nevertheless, there are ports where further improvement of the ESI score, i.e. above 50, results to further reduction of the port fees.

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 MARVEL	E.Melnik	K.Evgrafov	G.Sounios	Vetting	Singapore	09/09/14	4	5
M/T ARAMON	A.Pilgun	A.Shevchik	G.Karavias	Vetting	Amsterdam	10/09/14	3	5
M/T MELODY	E.Ivanov	K.Goncharov	-	PSC	Arzew	15/09/14	0	1.2
M/T MIRACLE	V.Sheludko	A.Vazhenin	-	Vetting	Haldia	18/09/14	4	5
M/T MARVEL	E.Melnik	K.Evgrafov	G.Sounios	PSC	Chittagong	18/09/14	0	1.2
M/T H.MAGIC	I.Koshetov	S.Farkov	-	PSC	Odessa	07/10/14	0	1.2
M/T ARAMON	A.Pilgun	A.Shevchik	G.Stratis	Vetting	Sao Luis	08/10/14	4	5
M/T ALIGOTE	V.Rubanov	V.Ozerin	G.Stratis	PSC	Tuban	22/10/14	0	1.2
M/T H.MAGIC	I.Koshetov	S. Farkov	G.Sounios	Vetting	Hamburg	27/10/14	3	5
M/T ASPROUDA	A.Grudinin	E. Svistunov	-	PSC	New York	28/10/14	0	1.2
M/T ASPROUDA	A.Grudinin	E. Svistunov	G.Stratis	Vetting	New York	30/10/14	3	5
M/T O.SPIRIT	I.Aleksandrov	A.Shumkov	-	Vetting	Sao Luis	11/11/14	2	5
M/T H.MAGIC	I.Koshetov	S. Farkov	-	PSC	Kamsar	19/11/14	0	1.2
M/T MELODY	A.Tereshchenko	K.Goncharov	-	PSC	Batumi	25/11/14	0	1.2
M/T ASPROUDA	A.Grudinin	E. Svistunov	-	PSC	Amsterdam	27/11/14	0	1.2
M/T O.DIGNITY	O. Sukhodoev	R. Tonkikh	-	Vetting	Tubarao	27/11/14	2	5
M/T MIRACLE	N.Zenenko	A.Vazhenin	-	Flag	Chenai	27/11/14	2	2
M/T MARVEL	A.Gulin	A.Mayorov	-	PSC	Gresik	29/11/14	0	1.2
M/T MIRACLE	N.Zenenko	A.Vazhenin	-	PSC	Balikpapan	19/12/14	0	1.2

HOT STUFF

Best Practices

In this magazine for this period we propose as best:

1. Management of Change, form CP13-02 of M/T Aligote for the temporary change from UMS to AMS with associate Risk Management, form CP24-01. Congratulations to Capt. Sergei Mezenin and Ch. Eng. Valeriy Ozerin and their crew for a job well done.

▲ Capt. Sergei Mezenin

▲ Ch.Eng. Valeriy Ozerin

MANAGEMENT OF CHANGE ACTIONS PLAN CP13-02

Project manager : CH.ENGINEER **Title : Change fm UMS to AMS** **Date : 28/08/2014** 4/30Jun14

1. Identification of reason for change – identification of change impact and change stakeholders - Risk Analysis - involvement
1.1. Identification of reason for change: Change from UMS to AMS due to M/E remote control failure. (Oil mist detector inoperative)
1.2. Change impact: E/R Crew watch standing (AMS)
1.3. Change stakeholders: Master / Ch.Eng / E/R Crew / TD / PUR. DEPT / Charterers
1.4. Risk Assessment: Hazards and their risks, associated with this change and related to health, safety, environment, quality, security, Company's status, customer satisfaction are assessed as follows: Yes
1.5. Change is of permanent nature ☐ Change is of temporary nature ☒, with deadline 16/09/2014 Emergency Change ☐

Stakeholders	WHO	ACTIONS within the Company	DEADLINE	DATE COMPLETED	VERIFIED BY
		2. Implementation of change			
Vessel	Master / Ch.Eng	2.1 To report the incident to Head Office TD.	28/08/14	28/08/14	Master
Vessel	Master / Ch.Eng	2.2 Prepare and submit spare parts requisition to Head Office for rectify the deficiency.	28/08/14	28/08/14	Master
Vessel	Master / Ch.Eng	2.3 Planning for proper attending machinery watch keeping for E/R Crew without violation of rest/working period.	29/08/14	29/08/14	Master
Vessel / Office	Ch.Eng / TD	2.4 Verify the incident and provide for a Technician to vessel at the 1st convenient port.	16/09/14		Master / TD
Vessel / Office / Charterers	Master / OPD	2.5 Master to inform Charterers via Head Office (OPD) if needed.	29/08/14	29/08/14	Master / OPD
		3. Monitor of change			
Vessel	Master / Ch.Eng	3.1 Monitor the Rest/Working Period of crew members to comply with the MLC 2006.	During AMS		Ch.Eng
Vessel / Head Office	Master / TD	3.2 Monitoring delivery of spare parts at the 1st convenient port also Technician attendance.	16/09/14		Master / TD

Best Practices (Continued)

RECORD OF RISK MANAGEMENT PROCESS CP24-01
3/30JUN12

Vessel: ALIGOTE **Date: 28/08/2014**
Operation: Change UMS to AMS

1. Hazards identification – existing measures and controls

No.	Hazards identified	Existing Measures and controls	Risk Evaluation Yes/ No
1	Competency	1. Engine watch to be properly certified in according SOLAS and STCW for watch.	No
2	Personnel Fatigue	1. All personnel comply with rest requirements of MLC 2006, STCW. 2. Control of rest hours "Working/Rest Hours" Form CP05-14 applies.	Yes
3	Collision / Standing	1. Continues monitoring vessel's position through Radars and visual land marks bearings. 2. Engine In immediate readiness. 3. Comply with COLREG. 4. Master should notify to the nearest Coast Guard, as well as all the other vessel in the Vicinity that in case of emergency anchoring.	No
4	Grounding	1. The ship's position to be plotted on the chart at a period of five minutes, by GPS and Radar and be compared with the one plotted on the chart by visual bearings.. 2. The charts to be updated through NTM. 3. The Gyro Compass to be compared with the Magn. Compass every half an hour. 4. Calibration of Mag. Compass to be updated. 5. Gyro Compass error to be determined at least once on each watch. 6. The parallel Index to be properly used through Radar at all times and be properly monitored. 7. An additional Look out to be available on Bridge. 8. The Engine room to be properly manned at all times and proper communication to be available between E/R and Bridge.	No
5	Weather / Visibility	1. Weather to be kept under constant monitoring. 2. Proper lookout should be keep at all the time.	No
6	Communication	1. Check all available communications and verify effectiveness prior AMS commence.	Yes

HOT STUFF

Best Practices (Continued)

RECORD OF RISK MANAGEMENT PROCESS CP24-01
5/30JUN13

Vessel:ALIGOTE **Date: 28/08/2014**
Operation:Change UMS to AMS

3. Risk Management

		Deadline	Verified by/ Date
Hazard :	**Personnel Fatigue**	During AMS	**Ch.Eng 29/08/14**
Additional Measures :	Proper plan to be prepare for ER Watch Keeping through Danaos system.		
Hazard :	**Communication**	Before AMS	**Master 28/08/14**
Additional Measures :	Emergency communication to be understood and used between all parties involved.		
Hazard :			
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HOT STUFF

Best Practices (Continued)

2. Corrective and Preventive Action Request, form CP08-04 M/T Marvel for steam leakage.
Congratulations to Capt. Evgenii Melnik and Ch. Eng. Konstantin Evgrafov and their crew for a job well done.


▲ Capt. Evgenii Melnik


▲ Ch.Eng. K. Evgrafov

CORRECTIVE & PREVENTIVE ACTION REQUEST CP08-04
3/30Jun14

Near Miss: Yes ☒ No ☐ No: Report No: 16/14 (For office Use Only)

Vessel:H.Marvel Place: At sea Date:20.08.2014 Issued By: Ch.Engineer

Description (including immediate action): At 20.08.2014 During morning inspection of cargo heating pipes and valves by Ch.Engineer was found that shut off valve of heating line have a steam leakage.
Immediate action: Steam supply for cargo heating pipeline on deck was closed.After cooling of pipeline shut off valve was demounted and inspected in ship workshop.

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:None Number of "Report of Personal Injury" Form CP08-03: N/A

Investigation Report issued by Ch.Eng, Evgrafov K. (name, position) on 20.08.2014 (date)

Analysis Results /Root Cause(s) –reference to DMS section and Rules/ Regulations:	**Refer to (FOM) Fleet Operation manual section 2 Para 4.1.5. Combustion Equipment.Section 7 Para 4.1.5. Machinery and equipment.**
At 20.08.2014 During morning inspection of cargo heating pipes and valves by Ch.Engineer was found that shut off valve of heating line have a steam leakage. Steam supply for cargo heating pipeline on deck was closed. After cooling of pipeline shut off valve was demounted and inspected in ship workshop.On body of valve was found the crack.The valve was overhauled and repaired.After installing the valve ,pipeline was tested under steam pressure And found in work condition.	
Root Cause: The cause of this was found as valve ageing and aggressive atmosphere in this area.	

Corrective & Preventive Action	Who (initials)	Deadline	Verified By (initials)	On (date)
Bosun was instructed regarding control of steam pipelines and valves During heating of cargo.	**E.K**	**20.08.14**	**E.K.**	**20.08.14**
Bosun was instructed regarding overhauling of all valves as soon as possible	**E.K.**	**20.08.14**	**E.K.**	**31.08.14**
This incident to be discussed at next Safety Committee Meeting and will be recorded in SCMM,formCP06-10	**M.E.**	**31.08.14**	**M.E.**	**31.08.14**

HOT STUFF

Best Practices (Continued)

▲ Capt. A. Grudinin

▲ Ch.Eng. Y.Svistunov

3. Master of our MT Asprouda through the Master's Review of Safety Committee Meeting Minutes of Mar14, submitted to Head Office constructive proposals for software to upgrade navigation and energy saving performance.
Congratulations to Capt. Anatoly Grudinin and Ch. Eng. Yevgenii Svistunov and their crew for a job well done.

QUOTE

1. Vessel library list should be up-dated according list of publications of chart agency.

2. Suggest to use software DNV Navigator, which give updated info about ports, docs, forms in use in each country.

3. Suggest to use software SPOS , which can give wide info about weather in any area of the world, prognoses, help to choose route, may updated every day or every 12, 6 hours.

4. Suggest to use REG4SHIPS, which has texts of SOLAS, MARPOL, ILO, STCW and etc, which updated every 2 months and will not necessary have on board hard publications on board of the vessels of fleet.

UNQUOTE

The Company's reply to Master was as follows:

The Company's Vessels Library, form CP03-01T, is updated every time that a new publication is forwarded to ships. So, at the time being new edition publications are forwarded to vessels. Some more new edition publications are to be forwarded to vessels in due course, as soon as they are published.
Anyway your comments are taken into consideration for further discussions and deployment if so is required, particularly for the software suggested.

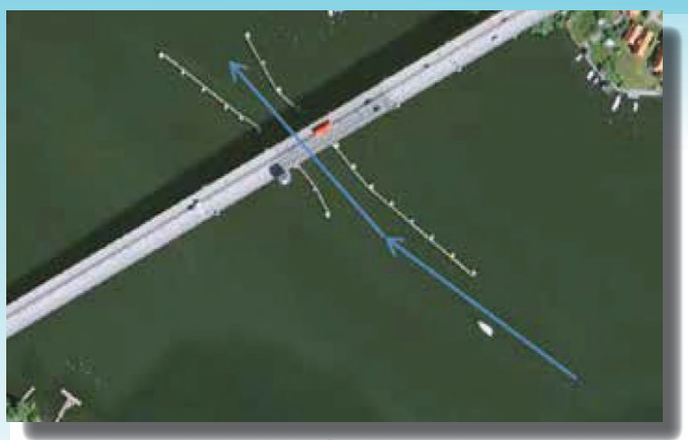
This Master Grudinin proposal is considered as best practice. However the use of fragmented software is not as per Company policy. We prefer integrated software for an easier follow up. Despite that this proposal is seriously considered from technical and commercial aspects.

Notwithstanding we wish to congratulate Captain Grudinin A. for his contribution. We hope and wish contribution of all our Masters and crew to improve our system.

LESSONS LEARNT

Sideways under the bridge

A small dry cargo carrier was en route in a vessel traffic services (VTS) controlled restricted waterway and, because of her size, was without a pilot. This was the first time the Master had navigated this section of the waterway. At 05:20 the vessel reported to VTS at a calling-in point at which time the VTS gave information on expected traffic. The Master started his watch at 06:00. At about noon, with both the Master and chief officer on the bridge, the vessel arrived at a bridge where extensive maintenance work was in progress on the fendering.



▲ Normal Approach to the bridge (fendering can be seen on either side)

As the vessel approached the bridge, she was conned towards the port side of the channel to line up the passage under the bridge. The speed was about nine knots, despite a speed limit of five knots that should have been observed at this point. The Master stated that something appeared to happen to the steering and that they lost control over the vessel. At that point the engine was put to full astern and the vessel naturally veered to starboard (right hand propeller), colliding with the fendering. The speed of the vessel at the time of the collision was just over four knots.

On both fenders alongside the bridge there were many people carrying out various repair work. They had seen the vessel and, from the unusual approach movements, realised that the vessel was about to collide with the repair site. While trying to avoid being hit by the vessel one person fell into the water, but managed to climb out of the water himself without being hurt. After the collision the vessel did not stop but continued on its journey.

The official report found, among other things, that:
► VTS did not provide the vessel with any information about the construction works when the vessel reported her position at the various reporting points along the way.
► The bridge repairs were reported in Swedish notices to mariners (in Swedish and English). However, the charts and publications carried by the vessel were British Admiralty, and the UK Hydrographic Office did not publish this particular information on the bridge repair works.
► The fact that the vessel personnel were unaware of the ongoing repair work on the bridge probably affected the Master's actions and contributed in part to the accident.

No anomalies were found with the steering system, so inadequate shiphandling was probably a factor. A substantial decrease in engine power was applied immediately before the turn to starboard in order to reduce speed. This in turn led to an impaired steering effect since the propeller wash had by then decreased or stopped altogether. This, in turn, could have been experienced as though there was something wrong with the steering.

Editor's note: Good ship handling is anticipation, not reaction. By arriving close to the bridge at too high a speed, the Master reduced his options and unwittingly set in motion a series of events that led to the heavy contact with the bridge fendering. Of course, as in many accidents, there are several contributing factors. In this case the facts that the Master was new to this part of the waterway and that he was unaware of the repair works and the required speed reduction were also contributory. *Source: MARS*

Carbofin fined in US

Italian LPG carrier owner Carbofin has been fined $2.75m in the US for keeping inaccurate oil records, while two engineers have been charged in connection with the case.

In a plea agreement with the US Attorney's Office, the company admitted the charge and agreed to pay the penalty relating to the 17,918 – cbm Marigola (built 1999).

Chief engineer Carmelo Giano and second assistant engineer Alessandro Messore were also charged with keeping inaccurate records, the Tampa Bay Times reported.

Crew of the Marigola were seen on a mobile phone video using a black hose to expel sludge and waste oil into the water while at sea. "These discharges would be made during evening hours to avoid detection," the plea agreement states. "During longer voyages, the 'magic hose' would be used on several occasions while the vessel was in international waters."

Carbofin's lawyer Michael Chalos said the company accepted responsibility for the crew's actions.
"There was no pollution or discharges of pollutants in the US or in Tampa Bay," he said.

"The charges relate to a record-keeping violation for failing to record shipboard activities in respect to the handling of bilge wastes on the high seas."

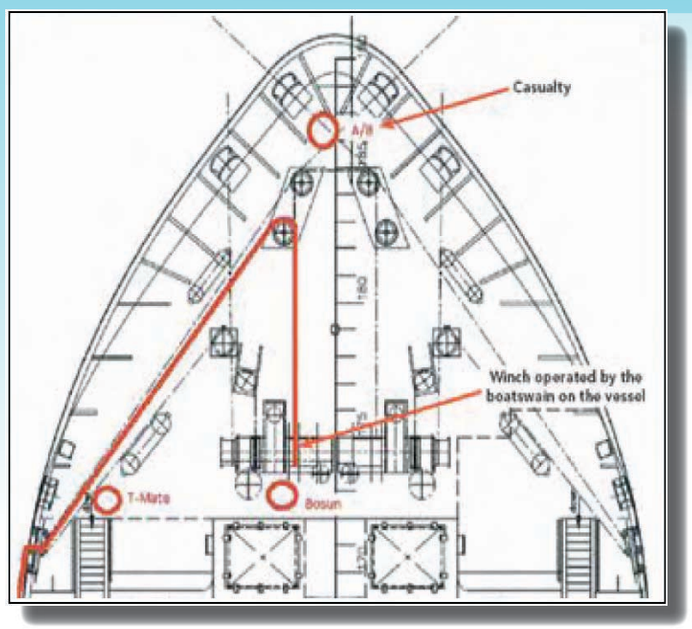
Source: MARS

LESSONS LEARNT

A few steps too many

Edited from official report of the Dutch Safety Board, Sept 2012

A small general cargo vessel was entering a lock and a spring line had been passed ashore. As the vessel's propulsion was going astern in order to stop the vessel the Master reported by VHF radio to the deck crew that the vessel was 'in position' – although the vessel was still advancing at about 0.7 knots. The winch brake was fully tightened and almost immediately, and without warning, the synthetic spring line broke.



At this same time, a seaman had walked forward a few steps to retrieve a heaving line that had been thrown back to the vessel from ashore. This caused him to enter the snap back zone for the spring just as it broke. The seaman was hit by the mooring line and was killed almost instantly.

The official investigation found among other things that:
► The crew may not have been aware of all of the risks involved for mooring operations.
► Some publications used for informing mariners of snap back zones underestimate the extent of these zones. Other publications, such as those by The Nautical Institute or Seahealth Denmark are more accurate.
► A recently published IMO document (2013), MSC 92/inf.11, also has clear guidance to help prevent accidents while mooring

Source: MARS

EEBD not primed? It's not ready to save your life

Edited from USCG official safety alert 06-14

During recent inspections, it has been discovered that numerous SABRE Emergency Escape Breath Devices (EEBD) / Emergency Life Support Apparatus (ELSA) were in an unprepared status. The 'Quick Fire' functionality that puts the EEBD into operation when the bag is opened up and hood is worn was not in its 'primed' state. This can have fatal consequences when time is of the essence to escape a hazardous atmosphere.

When purchased or returned from servicing, this equipment will have a small removable label viewable through a window on the bag that states 'QUICK-FIRE NOT PRIMED ANTI-TAMPER DEVICE AND FITTING INSTRUCTIONS INSIDE' This means the unit is not ready. Once received on the vessel, the EEBD should be prepared for use by opening the bottom left corner flap, attaching the 'Quick Fire' cord and removing the label.

Editor's note: Although this safety alert concerns SABRE brand, you should check all EEBDs carefully for their proper functionality.

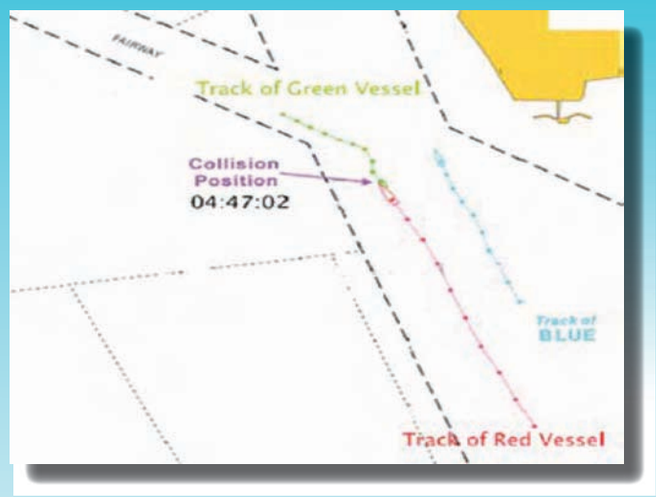
Source: MARS

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

LESSONS LEARNT

No one obeys the rules - classic collision

Edited from official report (16 May 2013) by the Hong Kong SAR Marine Accident Investigation Section



The weather was fine with light winds, a smooth sea and visibility of about 4nm. The red vessel [see image] was making way at about 12.5 knots. The pilot on the red vessel observed a radar target, the green vessel, on a radar bearing two points on the port bow at a range of 1.8 nm. The green vessel was also visually observed to be a crossing vessel that the pilot estimated would cross ahead at 0.5nm. He assessed that a close-quarters situation was developing due to the green crossing vessel and other traffic such as the blue vessel on their starboard bow. A continuous sound signal was given from the red vessel's whistle for about 30 seconds to attract the attention of the crossing vessel. For thetime being the red vessel maintained her course (338°T) and speed.

A few minutes later, in order to allow more room for the green vessel and other traffic in the vicinity, the pilot ordered a speed reduction; first to slow ahead, then dead slow ahead and stop. A few minutes later the green vessel was observed to be crossing ahead at a range of four cables. To allow the green vessel to pass ahead even sooner the pilot ordered the helm ten degrees to port. While the vessel was swinging to port, the green vessel was observed to alter course to starboard. In an attempt to avoid collision, the pilot aboard the red vessel ordered the helm to midship and then hard-to-starboard while the engine was at dead slow ahead. At about this time the red ship sounded three prolonged blasts of the vessel's whistle. Shortly thereafter the bridge team members felt the vessel shudder; it was suspected that a collision had occurred with the green vessel.

▲ Green Vessel

Meanwhile, on the green vessel, the only person on the bridge responsible for steering the vessel and keeping a proper lookout was the OOW. As the green vessel was proceeding at a speed of about five knots, the red vessel was observed heading north in the fairway. The OOW initially assessed that there was sufficient room for his vessel to pass clear ahead of the red vessel. Within a few minutes he realised his assessment was wrong so he altered course to starboard attempting to give way and pass clear. At this juncture the red vessel was observed to be altering course to port heading towards his vessel. In order to avoid collision, the OOW then altered course to port. Despite these actions there was a collision with the red vessel.

▲ Red Vessel

Following the collision the green vessel's engine compartment was flooded and the vessel finally foundered some two hours later. Her six crew boarded the vessel's lifeboat and were rescued. The red vessel sustained paint scratches to the starboard bow.

The investigation revealed the following contributing factors:

► The green vessel, being the give-way vessel in a crossing situation, failed to comply with Rule 15 (Crossing situation) and Rule 16 (Action by give-way vessel) of the International Regulations for Preventing Collisions at Sea 1972 (COLREGS) for not taking early and substantial action to keep out of the way of the red vessel.

The red vessel, being a stand-on vessel in a crossing situation, failed to comply with Rule 17 (Action by stand-on vessel) of the COLREGS but [reduced speed and] altered course to port to avoid collision with the green vessel.

► Instead of a continuous sound signal of 30 seconds, or even the three prolonged blasts just before the collision, the red vessel should have sounded at least five short and rapid blasts on the whistle when she failed to understand the intentions or actions of the green vessel.

► Weather and visibility, conditions of navigational equipment and main engines, alcohol, drug and fatigue issues were not found to be contributing factors to the accident.

Editor's comment: If you were OOW or Master on the red vessel, what would you have done, given the pilot's action to reduce speed and eventually come to port even though they were the stand-on vessel? Not an easy situation for anyone.

Source: MARS

LESSONS LEARNT

DP mishap: Human + error = total loss of power

Edited from official USCG Safety Alert 08-14

Crew on a DP vessel were performing maintenance on the main power distribution bus circuit breakers; maintenance which was several years overdue. Additionally, the maintenance was conducted during a critical Outer Continental Shelf activity. In support of the circuit breaker maintenance, the vessel was transitioning from a 'closed bus' operation to an 'open bus' configuration with 50% of the vessel's thrusters operating on each bus.

After opening the bus tie, a generator protection circuit failed to function properly, and this combined with a design flaw in a power transformer protection circuit causing half of the vessel's thrusters to stop. The vessel's engineer attempted to restore power to these thrusters by closing the bus tie without synchronising two live buses (crash sync). Design features and operational procedures to preven such an action and consequences were not sufficiently in place. The design deficiency allowed a power transient to cause a total loss ofthrust and therefore loss of position.

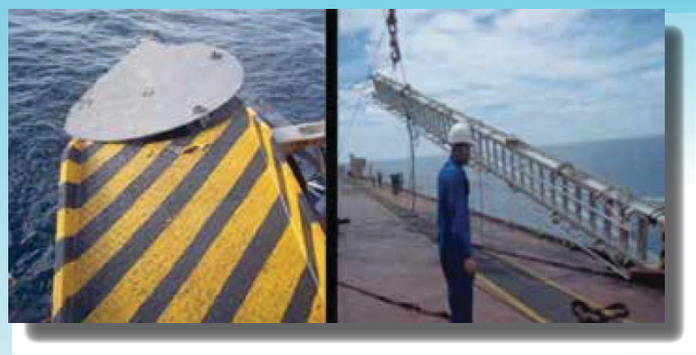
Lessons Learned

1. The vessel did not have a defined Critical Activity Mode of Operation (CAMO). Ensure a vessel has a defined CAMO and is operating in its CAMO during critical OCS activities.
2. Ensure the DP operations manual and SMS both appropriately address DP equipment inspection, repair and maintenance requirements. A vessel should not perform maintenance that may cause a loss of position during a critical OCS activity.
3. An equipment failure, an operational error and multiple failure modes not identified in the vessel's Failure Modes and Effects Analysis (FMEA) combined to produce the loss of position.
4. Ensure a structured competence assurance program is applied to all key DP personnel. At a minimum, DP personnel should be required to demonstrate proficiency in understanding the redundancy concept and emergency procedures in intervening for failed redundancy. Intervention proficiency in restoring power and thrust should be demonstrated during drills and annual trials.

Source: MARS

Weakened wire leaves gangway hanging

When the vessel left port the accommodation ladder was left unstowed in the horizontal position, hanging from the hoist wire, while crew were busy with departure tasks. Once away from berth, deck crew started the procedures for stowing the accommodation ladder in its seagoing position. Suddenly the hoist wire broke, letting the shore-end of the ladder fall. The ladder was now only attached to the ship by the main ramp. The vessel's speed was reduced and the cargo crane was used to retrieve the ladder and place it on deck.



The wire was found to be in generally good condition and had been recently greased. Records and related photos indicate that inspection and maintenance intervals had been followed. The wire was almost two years old and was without indications of rust or defects along almost all of its length. However, it was observed that the point where the wire broke had more rust and less grease than elsewhere. After further investigation using the wire layout it was found that the break occurred at a point where access is difficult, thus rendering maintenance and greasing more arduous and less efficient. The wire at this particular point is continually exposed to sea/weather conditions yet can be less well maintained than the rest of the wire. Additionally, when the ladder is about to be stowed or deployed these same wire parts experience the maximum amount of tension.

Findings

1. The wire was already wasted at the roller positions, which are always exposed to sea and weather. Given their location, these two points are hard to access for verification and maintenance.
2. The ladder's limit switch may have been bypassed during the operation.

Lessons learned

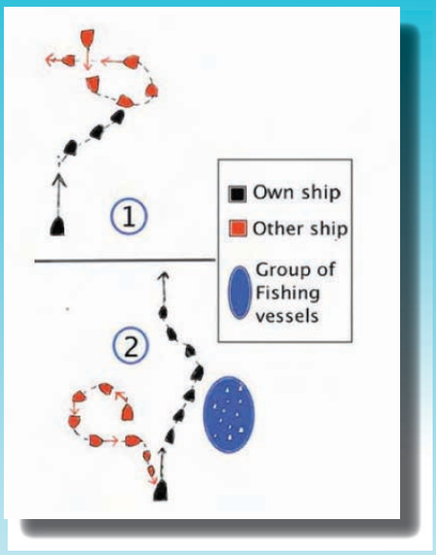
1. All vessels' accommodation and pilot ladders should be checked for vulnerable points and wastage.
2. Instructions should be given to vessels on how to treat the wires on these accommodation ladders.
3. Crew should be given instructions on the use of limit switches and how they help protect the wire from excessive tension.
4. The accommodation ladder manufacturer should be informed of the weak design.

Source: MARS

LESSONS LEARNT

Unsafe Safety Manoeuvres

Own vessel was making way in a busy strait. The OOW and the Master were on the bridge; the OOW plotted another vessel on reciprocal course passing on the starboard side with CPA of 2.5 nm. A few minutes later, the other vessel was observed to alter course to port, ostensibly to increase CPA. However, shortly thereafter this vessel was observed to continue altering to port, effectively coming around 270 degrees and transforming the meeting into a crossing situation (red ship in diagram number one). Since own vessel was now the give way vessel, appropriate action was taken by altering course to starboard.



After about 10 minutes, both vessels were now heading in the same direction (diagram number two) when the other vessel again altered to
port and created a crossing situation. Own vessel had numerous fishing vessels on the starboard side and could not safely alter in that direction. The OOW noted that own vessel was the stand on and the other vessel was required to take avoiding action. As the situation developed the other vessel did not take avoiding action so own vessel altered to starboard to the extent possible given the fishing boats. Once the
situation was clear the other vessel called up own vessel on VHF radio and advised that they were carrying out 'Safety Manoeuvres' and asked own vessel to stay clear.

Lessons learned:

► All the actions taken by own OOW were in compliance with R.O.R. Other vessel showed clear disregard for R.O.R and to their and own vessel's safety. Since it was open sea condition with sufficient sea room available as compared to congested waters, actions taken by own OOW were correct and in compliance with company's procedures.

► A short navigation meeting was carried out with all bridge team members to inform them of the situation. The importance of proper lookout was emphasised.

Source: MARS

Looking back

The Pilot's Advice (MARS redux – Report No. 93009) On approaching the buoyed deep water channel which led to the breakwater at the entrance to the port, in daylight and good visibility, I was in radio contact with the pilot launch who reported that he was taking a pilot to a vessel anchored further out before bringing us our pilot. On receipt of this information I slowed to a speed to give bare steerage way. Eventually, however, we arrived at the buoyed channel before the pilot launch had returned to us, therefore, I altered course to proceed up the buoyed channel with still minimum power to counteract the cross-tide effect.

Once the pilot boarded he ordered 'Full Ahead' and moved into the centre of the channel. By this time the other vessel entering the port was close astern of us and rapidly overtaking our vessel. There then developed an intense discussion in the local language between my pilot and the pilot of the overtaking vessel as to who should pass through the breakwater first. Following this discussion my pilot advised me that as we were proceeding further up the harbour we should enter first and so we should maintain full speed. By this time the other vessel's bow was level with our stern and still overhauling us rapidly. The situation was allowed by both pilots to develop until the bows were level. I was conning my vessel from the bridge front auxiliary tiller and could feel the intense interaction between the two vessels, I insisted to my pilot that we should reduce speed and allow the other vessel to proceed ahead of us. At this time the pilot of the other vessel stated clearly that my vessel should enter the breakwater first and that he had put his vessel on slow speed, we were then no more than three cables from the breakwater. The other vessel dropped rapidly astern and a dangerous situation was averted. I think this was a case of the 'Senior' pilot on the other vessel bullying the pilot on our vessel and so causing a hazardous and highly unnecessary situation.

Editor's note: This MARS report from 1993 remains as pertinent today as it was over 20 years ago when first reported. Pilots are human beings and may be subject to personal rivalries, fatigue, misjudgments or any number of human errors. In the above case, the reporter's view that this was a case of 'bullying' may or may not be on the mark. Notwithstanding, it was a dangerous act. Good BRM is intended to increase safety by making the bridge team a functioning unit where all members contribute and communicate. In this case the OOW was conning and could feel the vessel interaction. This in turn heightened his awareness of the dangerous situation and he kept the pilot informed of his concerns.

Source: MARS

NEW RULES

Amendments to SOLAS Chapter II-2 - regulation II-2/10.10.1 - Audible alarm device to notify low air pressure in self-contained breathing apparatus cylinders adopted by Resolution 328(91)

Background: FP 55 agreed that self-contained breathing apparatus shall be fitted with an audible alarm and a visual or other device which would alert the user before the volume of the air in the cylinder has been reduced to no less than 200 litres. This is the only amendment to the FSS Code (Chapter 3.2.1.2) agreed at FP 55 that will be applied retrospectively; these amendments were approved at MSC 90.
Considering the amendments to Chapter 3.2.1.2 of FSS Code, MSC 91 also recognised the need for amending SOLAS regulation II - 2/10.10.1. Accordingly, MSC 91 adopted amendments to regulation II-2/10.10.1 and associated amendments to Chapter 3.2.1.2 of FSS Code (please see details below), to clarify that self-contained compressed air breathing apparatus of fire-fighters' outfits shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 litres. The Committee also noted that the ships built prior to 1 July 2002 were only required to be fitted with smoke helmets/ smoke masks (without portable tanks) as part of fireman's outfits and therefore a five year period of grace was allowed for such ships to be provided with the new equipment, to comply with the new requirements.

Implication: The new requirement will pose stricter approval arrangements of the breathing apparatus equipment. This may result in a small cost increase. Training and operational procedures should be updated. In addition, training may be required for crews who have not used this type of BA equipment before.

Application: This requirement will apply retrospectively to all ships (not just tankers) and they all shall comply with this requirement by 1 July 2019.

Company's actions: Since we have to comply till 01Jul19, actions are to be taken in due course.

Amendments to SOLAS Chapter II-2 - regulation II-2/10.10.4 - Communication equipment for fire-fighting teams Adopted by Resolution MSC.338(91)

Background: This proposal is the outcome of an incident caused by a fire in the engine-room on board the Swedish tanker "Ek-River" while in dry-dock. Based on this, upgrades of radio-communication equipment for fire fighters including additional equipment such as smoke diver emergency alarm, PASS alarm and location lights were proposed.

Summary: MSC 91 adopted amendments to SOLAS Regulation II-2/10 to add a new paragraph 10.4, to clarify that a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. These radio devices shall be of an explosion proof type or intrinsically safe.

Implication: The new SOLAS Regulation II-2/10.4 do not specify a performance standard or a criteria to verify whether portable radio apparatuses are fit for purpose, but only states that regardless of the ship type, these devices shall be of an explosion proof type or intrinsically safe. This could cause some problems as the specification requirements/acceptance criteria for individual Flag states/approval authorities can be different and therefore clients are advised to consult with the relevant authorities in advance to find out their requirements.

Application: This requirement will apply to all SOLAS ships constructed on or after 1 July 2014. Existing ships should comply with this requirement, not later than the first survey after 1 July 2018.

Company's actions: Since we have to comply till 01Jul18, actions are to be taken in due course.

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.

NEW RULES

August 2014: Briefing on USCG and EPA extension issue - Ballast Water Discharge

In our previous briefing, we explained that due to the unavailability of any USCG type-approved BWTS at the present time, a vessel owner or operator could submit an application to the USCG for an extension of the vessel's applicable implementation date under the US Ballast Water Discharge Standard Regulation which came into effect on 21st June 2012. The extension request must be filed no later than 12 months before the vessel's applicable implementation date.

For vessels with ballast capacity between 1500 m^3 and 5000 m^3, applications may be made even when the time remaining until the vessel's next scheduled drydocking is less than 12 months but an explanation of the circumstances as to why the extension request was not previously submitted must accompany the application.

Once a USCG type-approved BWTS becomes available, the USCG may no longer be so ready to grant these extensions. It is emphasized in the attached USCG Policy Letter No. 13-01 that every realistic option should be exhausted before an extension request is made and this may include a serious consideration by the vessel owner or operator to install any new USCG type-approved BWTS(s). All vessel owners and operators are therefore urged to submit applications to the USCG for extensions as soon as possible.

To date, more than 160 vessels have received an extension from the USCG. All extensions have been granted until 1st January 2016. Please see below the Implementation Schedule for Approved BWM Methods:

Table 151.2035(b)–Implementation Schedule for Approved Ballast Water Management Methods

Vessel's ballast water capacity	Date constructed	Vessel's compliance date
New vessels	All	Before Dec 1, 2013
Existing vessels	Less than 1500 m3	Before December 1, 2013 First scheduled drydocking after Jan 1, 2016.
1500-5000 m^3	Before Dec 1, 2013	First scheduled drydocking after January 1, 2014
Greater than 5000 m^3	Before Dec 1, 2013	First scheduled drydocking after January 1, 2016.

NEW RULES

EU Proposal for a new regulation on Monitoring, Reporting and Verification (MRV) of Greenhouse Gases (GHG)

A. Regulation

On 28 June 2013, the European Commission published its finalized proposal for a European Union (EU) regulation on Monitoring, Reporting and Verification (MRV) of Carbon Dioxide (CO2) emissions from ships. The proposal is to amend regulation No. 525/2013 to introduce requirements which are specific to shipping. This was introduced further to the EU's Climate and Energy Package, adopted on 23 April 2009, which seeks international agreement including emission reduction targets through the IMO or the UNFCCC.

The proposed regulation was subsequently amended on 16Apr14, as the regulation on the monitoring, reporting and verification of greenhouse gas (GHG) emissions.

The regulation will apply to certain vessels conducting voyages into, out of and between EU ports and will require annual reporting of their CO2 emissions in line with an assessed monitoring plan. The purpose of the regulation is ultimately to provide reliable information on greenhouse gas (GHG) emissions within maritime transport, including first CO2, then nitrogen oxides (NOx), sulphur oxides (SOx), methane (CH4), particulate matter (PM) and black carbon (BC).

As a first step the regulation is intended to focus on and establish CO2 emissions, which will then allow the EU to define reduction targets and finally the means to achieve those targets, as appropriate.

If the regulation is approved by both the European Council and European Parliament, then it will enter into force on 1 July 2015.

B. Implementation

The EC plan a phased approach to regulating CO2 form ships as follows:
Phase 1: Implement MRV and establish CO2 emissions from Maritime Transport.
Phase 2: Establish an agreed global energy standards as part of regulation.
Phase 3: Identify whether the efficiency standards are achieved the EU desired absolute CO2 emissions reduction and what else should be done e.g. introductions of an MBM

C. Reporting

Reporting periods are defined over a calendar year. Electronic templates are to be provided by EC. The following time scales have been proposed as a part of regulation.

- ► 31Aug17. Monitoring plan to be proposed and submitted for verification.
- ► 01Jan18. Commence year monitoring.
- ► 2019 onwards. By 31 April each year submit a verified emission report to EC and relevant Flag State.
- ► 30Jun19 onwards. Ships will need to carry a valid document of compliance relating to the relevant reporting.
- ► 30 June each year. EC will make each ship's emissions reports publicly including information specific to that ship, its fuel consumption, CO2 emissions, technical efficiency (EEDI or EIV as appropriate) along with other parameters.

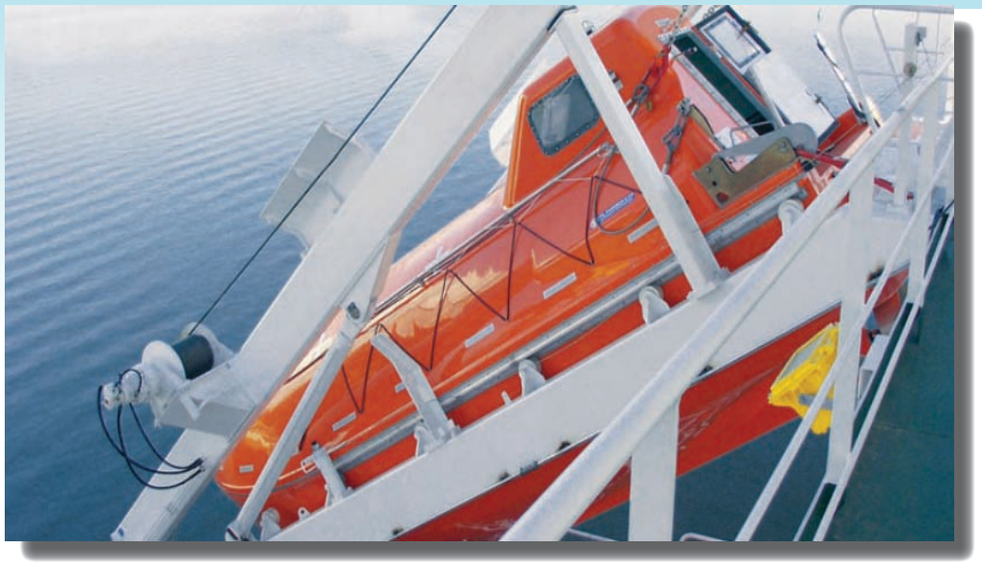
NEW RULES

On Load release mechanisms for Lifeboats

Background:
In order to minimize accidents associated with on load release mechanism, the IMO developed amendments to SOLAS regulation III/1.5, the LSA Code chapter IV and "Recommendations on the test procedure for Life Saving Appliances MSC.81(70) with a view to apply requirements to both new and existing ships on-load release and retrieval systems.
The circular MSC.1/Circ.1392 was also developed to evaluate compliance of existing on-load release and retrieval systems.
01Jan13 entry into force and 01Jul14 entry into effect.

Summary:
As a result of many years of discussions the guidelines for evaluation and replacement of life boat and retrieval release mechanism were finalized by D55. These guidelines consists of a multi stage evaluation: Initial design assessment of each mechanism type by the manufacturer, a design review
by the Flag Administration and/or Recognised Organization against relevant parts of the LSA Code, followed by a performance test; and reporting of the results of the evaluation to the IMO. Additionally on board verification will be carried out (one-time follow up overhaul examination) for every operating mechanism on every ship.
Associated requirements adopted/approved at MSC89: Resolution MSC.317(89)

Impications for Shipowners and Ship managers:
Existing ships: identify whether installed lifeboats' on load release mechanisms have been evaluated and identified as being in compliance with the LSA Code Chapter IV, as amended by MSC.320(89), if not, replacement of release mechanisms will be required. Further if the Manufacturer of the hooks on board is no longer in existence, there may be a possibility that such hooks will be required to be replaced as design appraisal, etc, may be not be possible.
New Ships: On-load release mechanisms on lifeboats installed on/after the entry into force date of amendments to the LSA Code will be required to comply with the new requirements in fulle. The application scheme is crucial in this regard.



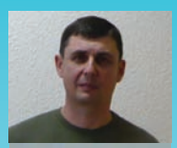
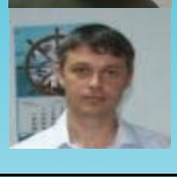
Manufacturers:
Ensure that past and existing L/boats on-load released mechanism designs have been evaluated as being "a safety design/have a good safety record". If not then clients will be required to replace mechanisms. New mechanisms will be required to comply with new requirements of the LSA Code. In full and be suitably type approved.

Application:
L/Boats on-load release release hooks as required by SOLAS Ch.III, for cargo ships of 500 gt or over engaged on international voyages will be installed latest 01Jul14 for the new ships and first scheduled drydocking after 01Jul14 for existing ships.

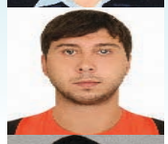
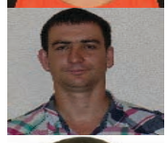
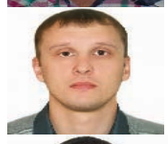
Company's actions:
For SPP vessels. New approved hooks to be installed during vessels' dry docking in 2015.

HUMAN RESOURCES MANAGEMENT

Familiarization, Roxana Shipping 01 Sep - 31Dec14

NAME	RANK	VESSEL	JOIN DATE	PHOTO
MIKHAILOV IURII	CH/ENG	MALBEC	08/10/2014	
GULIN ALEXEY	MASTER	MARVEL	05/11/2014	

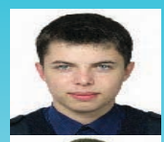
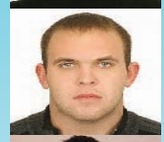
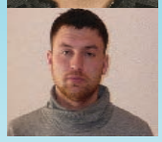
Promotions, Roxana Shipping 01Sep - 31Dec14

NAME	RANK	PROMOTION DATE	PHOTO
GULIN ALEXEY	MASTER	16/11/2014	
VERKHOVSKIY MAXIM	3RD/OFF	04/10/2014	
VALCHUN GLEB	3RD/OFF	18/10/2014	
SMIRNOV EGOR	3RD/OFF	13/09/2014	
MAKSIMENKO ALEKSANDR	3RD/ENG	04/12/2014	
FROLOV EVGENY	3RD/ENG	21/11/2014	
AGEENKO ALEKSEI	3RD/ENG	19/09/2014	

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

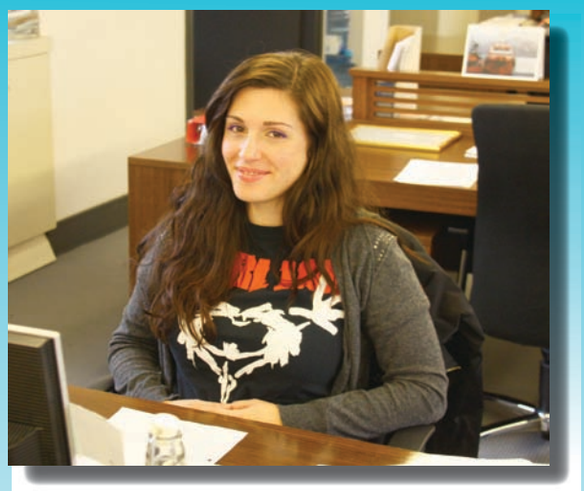
HUMAN RESOURCES MANAGEMENT

Promotions, Roxana Shipping - 01Sep - 31Dec14

NAME	RANK	PROMOTION DATE	PHOTO
POLONIK IURII	APPR/ENG	16/09/2014	
TRETIAKOV ALEKSANDR	ELECTRICIAN	19/09/2014	
BUTENKO MIKHAIL	ELECTRICIAN	07/10/2014	
BERDNIK ALEKSEI	ELECTRICIAN	12/11/2014	

HUMAN RESOURCES MANAGEMENT

Marialena Vatopoulou's recruitment

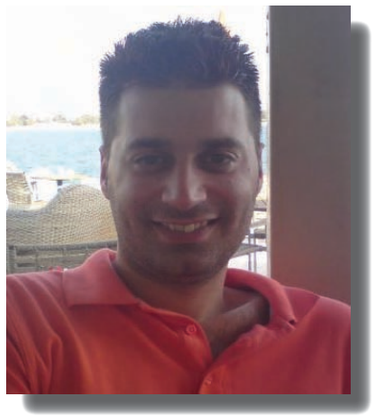


We are pleased to announce that Ms. Marialena Vatopoulou, as of 01Dec14, has joined our team as Technical Co-ordinator and SQM co-ordinator, reporting directly to Gr1 and Capt. Anissis, DPA.
Ms. Marialena Vatopoulou has graduated from the University of Piraeus, holding a BSc degree in Maritime Studies.
Marialena has been working with our Company since Aug14, as trainee in Purchasing and SQM dept.
Capt. Konstantinos Anissis will co-ordinate the familiarization of Marialena, as per shore personnel familiarization, form CP04-01.
IT Dept will proceed with changes in workstations and assignment of access rights to all software platforms and will ensure readiness of the desk and the pc for Marialena.
All of us will support Marialena to succeed in her new tasks and we all welcome her onboard!

Melnik Evgeny's Extended Familiarization

Melnik Evgeny was born in 1982 in Partizansk city, Primorskiy region.
In 2005 Evgeny graduated from Marine State University named after Nevelskoy with the qualification of a Marine navigator and began his marine career.
At 2008 he joined Roxana Shipping at the rank of 2nd officer and grew up to Ocean Master at 2014.
As of beginning of December 2014 he joined RoKcs office at Vladivostok, as the trainee officer, to have the extended familiarization for the manning and operating procedures which will be definitely useful in his further sea-going career.
We will all support capt. Melnik in his new duties and we welcome Evgeny on board!

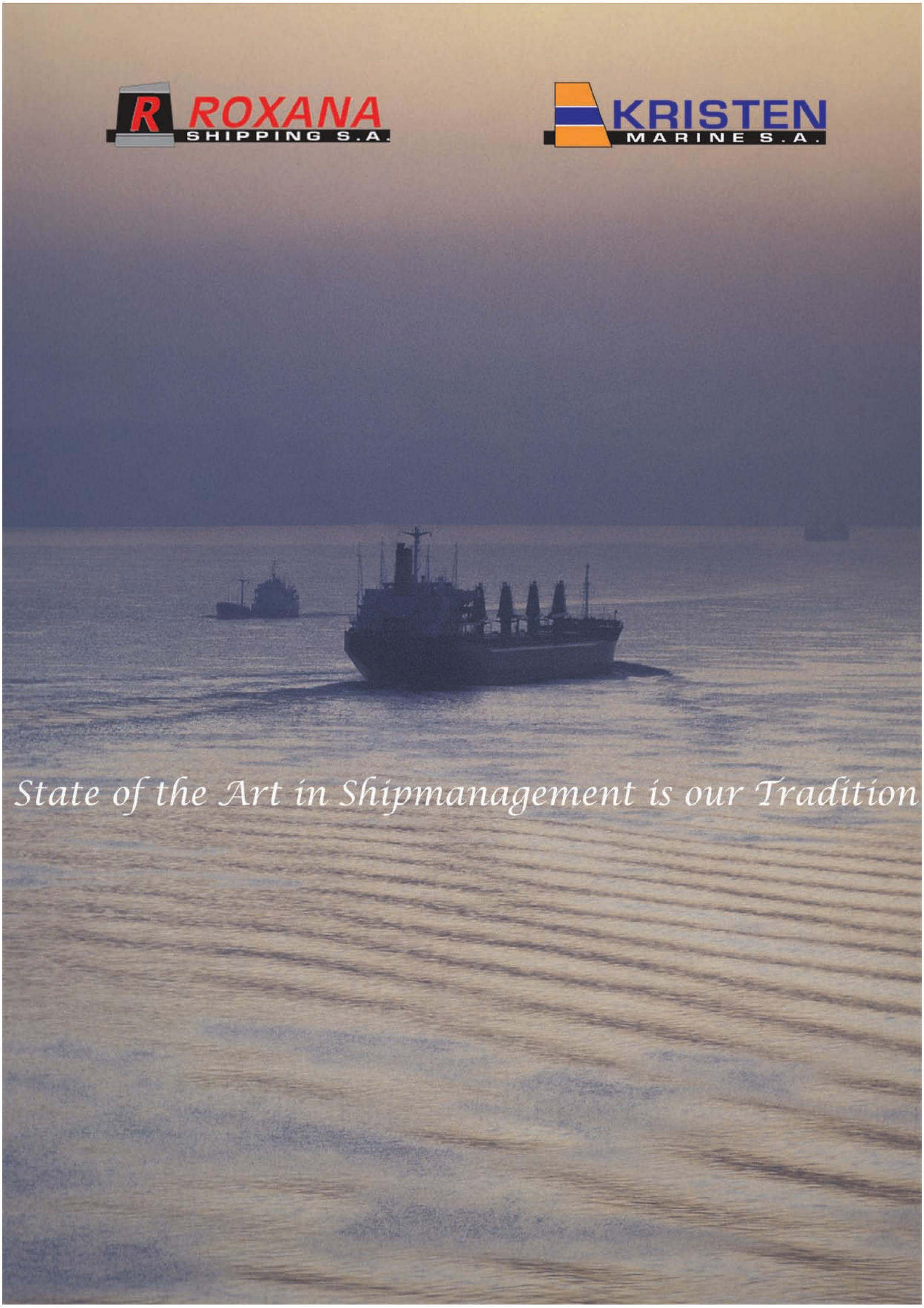
Kekropas Vachlas' resignation



We hereby announce that Mr Kekropas Vachlas submitted his resignation, effective as of 26Sep14.
Kekropas has been working with the Company for the last 6 years, holding the positions of Technical and SQM Co-ordinator, contributing to the successful expansion of the Company.
We wish him good luck in his new professional endeavors.

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.



State of the Art in Shipmanagement is our Tradition