Brazilian Navy Awards 2015 - *Page 16*

May - Aug 2015

News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

Best Vessel Performers 2014-2015
PAGE 14

&

Management Review 2015-01
PAGE 15

&

Outstanding 3rd party Inspections Performance
PAGE 21

&

ECDIS Transition Update
PAGE 17

&

Spares Statistics
PAGE 20

&

Reflective Learning from Mooring Incidents
PAGE 19

Edition 2015-02

Contents

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

Please recycle

Tanker market, still in its highs during this period, is a breath of fresh air for the Industry and for our company, after the previous prolonged period of recession, and the figures seem promising for the 2015 results of the fleet.

Our three offices in Brazil, Athens and Singapore ensure that we cover the full spectrum time zones and that we are available for our clients at any given time.

Pancoast Singapore office contributed significantly to the results of this period. Marvel, Miracle, Magic Star, Aligote and Altesse, almost fifty percent of the Roxana tanker spot vessels, were trading in this region fixed to various charterers. Marvel is now in the process to be delivered to Petrobras for a three years time charter party, along with Aramon, which was already delivered earlier this year.

Based on these developments the Petrobras time chartered fleet accounts for 5 tankers, therefore Petrobras has become a major business partner for Roxana Shipping.

As already announced before, Shell in co-operation with her Industry partners has launched a project towards the zero accidents target, and has introduced a training module on mooring accidents, based on the reflective learning from incidents (LFI) principle.

I attended the Reflective Learning session on mooring by Shell in Athens on 27Nov14 and the Shell CEO safety meeting in London on 28-29Jan15.

Our company is committed to actively contribute to this project by gradually:

- Training all Fleet Sup/nts and other office staff as facilitators (now completed)
- Training ashore of officers and crew as facilitators (already started in Vladivostok)
- Training of crew on board

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 are the KPIs where the targets were achieved and even exceeded.

"Tanker market, still in its highs during this period, is a breath of fresh air for the industry and for our company, after the recent prolonged period of recession, and the figures seem promising for the 2015 results of the fleet."

The vessel best performers, in terms of PSC and vetting deficiencies per inspection and LTIF/TRCF, for 2014 and 2015 year to date are included in the hot stuff section, which also contains:

Best Practices, Reflective learning from mooring incidents, Outstanding 3rd party inspection performance, Petrobras awards to ARN and DGN, MBC piracy attempt, ECDIS transition Update and Spares statistics.

The Who is Who section this time hosts Mr. Kamitsis, capt Lalas and Mr Theoharis, three well known colleagues from International Registries (IRI), who are always there, our first point of contact for all statutory matters and not only. Marshall Islands has been for a long time our basic Flag Administration, and their constructive attitude, combined with the skilful and hard working personnel, particularly in Piraeus, has assisted our company in providing consistently services of a high quality, always with respect to Health, Safety and Environment.

Update on the developments in the 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 carefully what we should by all means avoid doing.

Updates on Ballast Water Treatment, New Panama canal rules as of 2016, ODME modification and alcohol resistant foam for biofuels as of 01Jan16 are included in the New Rules section.

Career development is always top priority task for our Company.

Prompt and effective training facilitates career development for our employees and ensures the smooth and effective implementation of changes in behaviour 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. Details on the above, along with the records of promotions throughout the fleet and job opportunities are addressed in the Human Resources section.

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

Enjoy the reading!

Takis Koutris
Managing Director

Who is Who

Vasilis Kamitsis

Mr. Vasilis Kamitsis joined IRI's Piraeus office in March 2009 as Safety & Technical Manager.
Vasilis received his Bachelor of Science Honors in Mechanical Engineering from the University of Sunderland and his Bachelors of Science Honors degree in Mechanical and Marine Engineering degree from Liverpool John Moores University, where he also completed his Master of Science in Design and Simulation of Mechanical Systems.
Vasilis's past experience is oriented within Greek Shipping companies as being part of the technical department (Supt/Eng and Tech Manager). Primary duties, among others, was accomplishing class/statutory survey matters, third party inspections, ship's defects/damages restoration, and company's proper implementation of safety/environmental goals.

Captain Theodore Lalas

Captain Theodore Lalas joined IRI's Piraeus office in January 2009 as Fleet Operations Manager.
Theodore is a graduate of Galaxidi Maritime Academy and completed his Master's course at Hellenic Training Center for further Education of Higher Sea Staff and holds a Captain Class "A" Diploma.
Apart from his high experience at sea, capt. Theodore prior joining IRI has worked many years ashore in the marine department of reputable Greek shipping companies.

Thanos Theocharis

Mr. Thanos Theocharis joined IRI's Piraeus office in June 2007.
Since 2009 Thanos has been acting for IRI as the Regulatory Affairs European Liaison by attending IMO meetings and assisting in Flag State policy development.
Prior to joining IRI, Thanos worked from 2004-2007 as a Marine Superintendent with Louis Cruise Lines, and from 2001-2004 with Liger Marine Consultants, where he provided consultation on matters of cruise ship safety and security.
Thanos received his Bachelor of Science Honors in Maritime Studies and Master of Science from Liverpool John Moores University.
Thanos is currently completing a Diploma in Marine Surveying of Lloyd's Maritime Academy.

RoKcs is continuing its own crew expansion to bulker and tanker fleet.

At the moment dry Top4 officers pool consists of 4 Ocean Masters, 3 Chief Officers, 4 2nd Engineers and 5 Electrical Engineers. Wet Top4 officers pool is composed of 2 Masters, 8 Chief Officers, 7 Chief Engineers, 7 2nd Engineers and 12 Electricians. RoKcs.

Career Development Policy is implemented in full scope with almost maximum success.
RoKcs staff is waiting for managing two new ladies from Springfield Shipping in December 2015 and January 2016. It will be 2 modern capesize vessels about 150K DWT.
Crew selection has already started.

Moreover, by long-established tradition we are in process of preparing the annual Christmas parties hosted by Roxana and Springfield. The arrangements of these two events, which are of vital essence for our seafarers, will be completed by the end of November, as the 4th and 5th of December are the official dates when the parties will be thrown.

As a result of our long partnership with VMC Capt. Verkhoturov and Capt. Sidorkin were invited to participate in the ceremony of VMC cadets' graduation in July, details can be found in the VMC section of this NewsWaves magazine.

E. Khalimenko,
Capt P. Sidorkin,
Capt. D. Verkhturov

"Crewing Agency "Roxana Kristen Crewing Services" LLC was established in 2008 recruiting of seamen on Containers, Bulkers and Chemical Tankers"

RoKcs Training Center

Tanker Officers Training 23 June 2015

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 18th to 24th June 2015, in order to conduct an office audit and regular training courses to Roxana pool of seafarers.
In particular, the purpose of the tanker crew pool training courses, which took place on 22nd till 23rd June 2015, was to refresh tanker deck & engine Officers' knowledge on the Company's Documented Management System (DMS), Bridge Team Management (BTM) and Engine Room Team Management (ERTM).
Topics like Company objectives and policies, Health and Safety spects and management, Environmental aspects and 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 and Engine Room Team Management, Cargo Operations, Bunkering procedures, New Rules, Log Book entries and observations from 3rd party inspections were discussed.
Particular attention was paid to Reflective LFI training on mooring, which was successfully held in Vladivostok for the third time.
The aim of this learning session was not to just to watch a video, but to think and talk about the incident as a group. Both individually and as a group, the participants had an opportunity to elaborate on how to prevent a similar incident from happening at their sites in the future.
The outcome of the Group actions was considered by Company in an effort to revise procedures and practices so that mooring accidents are completely eliminated.

DMS/ BTM (Bridge Team Management)

Karelov Alexander	Master
Tereshchenko Alexey	Master
Rossoshinskiy Igor	Master
Gulin Alexey	Master
Maltcev Dmitrii	Master
Sukhodoyev Oleg	Master
Korotets Oleg	Chief Officer
Boltov Sergey	Chief Officer
Salavatov Arslan	2nd Officer > Chief Officer
Volobuev Aleksandr	2nd Officer > Chief Officer
Rad'ko Vladimir	2nd Officer > Chief Officer

DMS/ ERTM (Engine Room Team Management)

Goncharov Konstantin	Chief Engineer
Lesnoy Vladimir	Chief Engineer
Kraynev Vladimir	Chief Engineer
Vazhenin Andrey	Chief Engineer
Svistunov Evgeny	Chief Engineer
Negreba Leonid	2nd Eng > Chief Engineer
Kashaev Aleksei	3rd Engineer > 2nd Engineer
Ovchinnikov Victor	2nd Engineer
Vorobev Sergei	2nd Engineer
Afanasyev Denis	Electrician

Bulkers Deck and Engine Officers Training 22 June 2015

Capt. Thanasis Apostolopoulos and Capt. Filippos Mitromaras along with our Managing Director, Mr. Takis Koutris, attended RoKcs training center premises in Vladivostok from 18th to 24th June 2015, in order to conduct regular training courses to bulkers crew pool.
In particular, the purpose of the bulker crew pool's training course, which took place on 22nd till 23rd June 2015, was to refresh both deck and engine bulker Officers' knowledge on the Springfield 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, as presented by Capt. Apostolopoulos, SPIS Manning dept manager, and SPIS DPA Capt. Filippos Mitromaras.

8 deck officers and 9 engine officers participated as follows:

DMS/ BTM (Bridge Team Management)

Petrov Victor	Master
Nazarov Alexander	Master
Matiushenko Andrei	Master
Diachik Pavel	Master
Chavs Viacheslav	Master
Lysov Roman	Chief Officer
Fedorov Aleksandr	Chief Officer
Shcherbakov Aleksandr	Master

DMS/ ERTM (Engine Room Team Management)

Klunko Sergei	Chief Engineer
Matveev Aleksandr	Chief Engineer
Arkhipov Andrey	Chief Engineer
Panchenko Roman	Chief Engineer
Naumov Victor	Chief Engineer
Komov Pavel	2nd Engineer
Pinchuk Evgeny	2nd Engineer
Budkin Igor	Electrician
Topolnik Maksim	Electrician

RoKcs Training Center

Junior Officers training 05 – 06 June 2015

Courses on Company's DMS for Junior Officers and Engineers of Dry fleet 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 (ERTM) and Reflective LFI training on mooring were conducted with participation of 14 deck officers and 16 engine officers respectively, as follows:

DMS/ BTM (Bridge Team Management)

Volobuev Alexander	Chief Officer
Syrov Andrey	Chief Officer
Panasyuk Sergey	Officer 2nd
Kirpichenko Pavel	Officer 2nd
Lushchik Andrey	Officer 2nd
Popov Artem	Officer 2nd
Belkin Roman	Officer 2nd
Sidorov Alexander	Officer 2nd
Smirnov Egor	Officer 3rd
Navrotskiy Ilya	Officer 3rd
Kulbida Igor	Officer 3rd
Kostyukevich Sergey	Officer 3rd
Konishchev Andrey	Officer 3rd
Galaida Denis	Apprentice Officer

DMS/ ERTM (Engine Room Team Management)

Voevodin Evgeny	Engineer 3rd
Maksimenko Aleksandr	Engineer 3rd
Efimov Andrei	Engineer 3rd
Sharagovich Aleksandr	Engineer 3rd
Avdeev Roman	Engineer 3rd
Drozd Aleksandr	Engineer 3rd
Yugay Stanislav	Engineer 3rd
FROLOV EVGENY	Engineer 3rd
Nevmerzhitskiy Sergey	Engineer 4th
Shalimov Nikolai	Engineer 4th
Shaiter Evgenii	Engineer 4th
Petrov Evgenii	Engineer 4th
Mikhaylov Ilya	Engineer 4th
Kozorez Aleksandr	Engineer 4th
Martynov Anton	Engineer 4th
Titov Valerii	Apprentice Engineer

VMC cadets and ratings Reflective LFI training course 10 June 2015

Introduction to Company's Reflective LFI training on mooring for VMC Graduates, Deck cadets and Deck RX ratings were conducted by RoKcs Training Officer Capt. P. Sidorkin on 10 June 2015 with participation of 21 attendees, as follows:

VMC Graduates, Deck cadets and deck ratings

Galaida Denis	Apprentice Officer	Shatoba Oleg	Bosun
Minchik Evgeny	Apprentice Officer	Kartashev Denis	A/B
Karipbaev Sergei	Apprentice Officer	Gudinov Aleksei	A/B
Iurin Pavel	Apprentice Engineer	Gribov Vladimir	O.S.
Chernovolov Denis	Apprentice Officer	Polynovskii Nikita	O.S.
Samoilenko Danil	Apprentice Engineer	Maslennikov Vlad	Deck Cadet
Kozlovskii Sergei	Apprentice Engineer	Malenko Andrei	Deck Cadet
Novyi Egor	Apprentice Engineer	Kalashnikov Grigorii	Deck Cadet
Denisov Evstakhii	Apprentice Engineer	Alimagomedov Aleksandr	Deck Cadet
Kalenchenko Aleksandr	Apprentice Engineer	Pushkarev Aleksandr	Deck Cadet
Kolesnikov Alexey	Apprentice Engineer		

RoKcs Training Center

Junior Officers ECDIS type specific training 04 June 2015

ECDIS type specific training course on Furuno installation FEA 2107 software and operation for Junior Officers of Tanker Fleet were conducted by VMC instructor Mr. Kenetbayev Talgat.
The training was conducted with participation of the following 6 deck officers:

Rubanov Valerii	Master
Syrov Andrey	Chief Officer
Volobuev Alexander	Chief Officer
Kirpichenko Pavel	Officer 2nd
Kostyukevich Sergey	Officer 3rd
Kulbida Igor	Officer 3rd

Pancoast Singapore

Pancoast Trading (Singapore) Pte. Ltd. was established in 2009, as affiliate to Pancoast Trading, to play a more active role in the East of Suez Dry bulk sector market.

The office is situated in the 38th floor at OCBC Centre in the prime location of Central Business District of Singapore.

Pancoast Trading (Singapore) Pte. Ltd is continuing its growing activities in the east of Suez region, covering the vital market of Indian and Pacific Ocean.

Vessels trading in East during this period are Marvel, Miracle, Magic Star, Aligote and Altesse; thus 50% of the Roxana Tanker Spot vessels are trading in this region, fixed for voyages with different Oil majors/traders.

Aligote and Altesse are LR1 Vessels in Clean product trade. Marvel, Miracle and Magic Star are in dirty product trade.

Marvel which is trading in spot market in East since 2014; she wasdelivered in Sept 2015 to Petrobras for a 3 years time charter.

Internal audit of Wet Opd, Roxana Singapore was conducted and successfully completed on 16 and 17Jun15 by Mr. Takis Koutris, as per internal audit plan 2015.

Mr. Takis Koutris briefed / updated the Pancoast Employees with changes / revision of Roxana DMS and also the new rules implementation.

Further to our announcement on 06Apr15 that Mr. Alexandros Stathopoulos is joining our company, we are pleased to announce that Alexandros, as of 19May15, has joined Pancoast Singapore team as operator, reporting directly to Capt. Karthik Kaliappan. Alexandros has been working with our Company since 06 Jan14 as trainee in SQM, Chartering & Wet Operations dept.


A. Stathopoulos
Lydia Guo
Capt. K. Kaliappan

Mr. Alexandros Stathopoulos has graduated from DEREE College, holding a BSc degree in Business Studies with specialization in Shipping Management.

All of us will support Alexandros to succeed in his new tasks and we all welcome him onboard.

Ms. Sharon Chua who was working with us from 2009 with role of Account and Administration tasks has decided to pursue her career elsewhere. We thank her for her hard work and wish her good luck.

The accounts will be handled now by our Athens / Argentina office with assistance from Ms. Lydia Guo under Supervision of Capt. Karthik.

Administration tasks will be handled temporarily by Ms. Lydia Guo under supervision of Capt. Karthik.

VMC (Vladivostok Maritime College)

Graduation VMC

On June 29 2015 the seventeenth graduation of Vladivostok maritime college cadets was held.
Teachers and staff members of VMC, parents of the cadets, junior cadets, the administration of VMC and friends of graduating cadets participated at this graduation ceremony. Some special guests were also invited to the ceremony: No-vichkov Anatolii, deputy director of Primorsky Region Maritime Port Administra-tion and Eastern Arctic, Verkhoturov Denis, director general and captain Sidorkin Pavel of representative office of crew management company "RoKcs"; deputy director general of «Fescontract International», Paphnutiev Yevgeniy; chief of FESCO crewing department, Mamontov Yurii.

But the stars of the occasion were the senior cadet navigators and cadet engineers, who have passed all the state exams successfully. Numerous guests stepped up to congratulate VMC graduating cadets and wish them all the best and success in their chosen maritime profession.

The chairman of board of founders of VMC, principal of Far Eastern Institute of Communication Yuminov Aleksandr, director of VMC Manko Vladimir and deputy director of study process Konitscheva Larisa have given a greeting speech.
The words from curators were also emotional and touching. The curators, who became like mothers to the cadets, were presented by Protsenko Anna, the curator of 241 study group. As a tribute to the tradition, all the gathered watched the videos and photos of senior cadets' life. The graduation ceremony was held with musical and technical support of the IT Department. After the speech of the cadet who had got their diplomas with distinction, Kolesnikov Aleksei, there was a presentation ceremony of diplomas, souvenirs, letters of commendation and grateful letters to parents. The best alumni of 2015 were Kolesnikov Aleksei, Galaida Denis and Kotsyk Eduard (all of them from RoKcs pool). They received special golden name-plates.

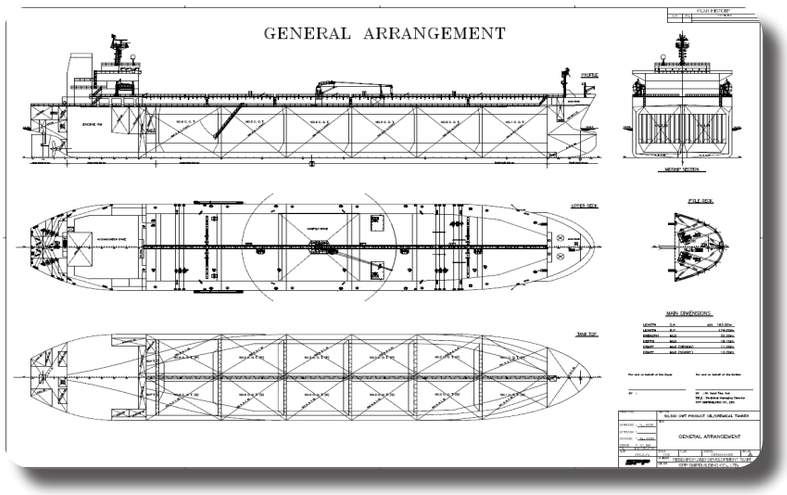
At the end of the ceremony there was a holiday concert.
This year in VMC was very interesting and eventful. We want to congratulate our cadets on their graduation and wish them good luck! We are proud of you!

New Ladies On The Block

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
- Ballast Water Treatment

The next generation of newbuildings will be a challenge for our company, particularly due to the evolution of LNG as marine fuel and the price level of the conventional and ULS fuel oil.



Vessel Best Performers 2014

It was in the Management Review of 2012-02 that the issue of monitoring the individual performance of Vessels and Officers serving in Roxana Fleet was raised.
At that time, KPIs were considered to be LTIF/TRCF, 3rd party Inspection performance and spares ordered vs budget.
The in-house developed software (TechAnywhere) can now monitor the performance for vetting and PSC inspections per Vessel and per individual crew member.

The 2014 statistics for PSC Inspections have indicated:
1st: Handytankers Magic, now Magic Star: 4 inspections - 0 dpi
2nd: Asprouda: 4 inspections - 0 dpi
3rd: Aligote: 2 inspections - 0 dpi
Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:
Handytankers Magic, now Magic Star: Simonov Sergey (14Apr14-27Jul14), Koshetov Igor (27Jul14-16Feb15), Mikulskiy Georgy 07Dec13-15apr14), Teplyakov Andrey (29Dec13-30Apr14, 28Oct14-01Apr15), Farkov Sergey (29Apr14-28Oct14)
Asprouda: Grudinin Anatoly (04Dec13-22May14, 20Sep14-14Feb15), Dimov German (22May14-31Sep14), Pachin Nikolay (25Apr14-01Nov14), Svistunov Evgenii (04Dec13-26Apr14, 29Oct14-02Jun15)
Aligote: Gordievskiy Alexey (24Nov13-07Apr14), Rubanov Valery (25Sep14-04Feb15), Mezenin sergei (05Apr14-014Oct14), Ozerin Valeriy (11Sep13-06Feb14, 20Jun14-24Nov14), Kraynev Vladimir (23Nov14-23Mar15), Dolgopolov Igor' (06Feb14-202Jun14)

The 2014 statistics for Vetting Inspections have indicated:
1st: Handytankers Magic, now Magic Star: 3 vetting inspections - 2 dpi
2nd: Aramon: 4 vetting inspections - 3.5 dpi
3rd: Miracle: 2 vetting inspections - 3.5 dpi
Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:
Handytankers Magic, now Magic Star: Simonov Sergey (14Apr14-27Jul14), Koshetov Igor (27Jul14-16Feb15), Mikulskiy Georgy 07Dec13-15apr14), Teplyakov Andrey (29Dec13-30Apr14, 28Oct14-01Apr15), Farkov Sergey (29Apr14-28Oct14)
Aramon: Koshetov Igor (07Dec13-01Jun14), Rossoshinkiy Igor (03Nov14-05Mar15), Pilgun Anatoly (24May14-23Nov14), Neural Anton (27Nov13-03Jun14, 03Nov14-05Mar15,), Shevchik Alexander (01Jun14-05Nov14)
Miracle: Sheludko Vlacheslav (30Apr14-26Sep14), Zenenko Nikoay (19Sep14-12Mar15), Protsenko Denis (09Nov13-30Apr14), Vazhenin Andrey (07Dec13-24Apr14, 27Aug14-12Feb15), Montrenko Alexey (24Apr14-29Aug14)

The 2014 statistics for LTIF/TRCF have indicated:
Ocean Spirit, Miracle, Melody, Marvel, Aramon, Aligote, Altesse, Athiri, Asprouda with zero accidents and incidents.
Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:
Ocean Spirit: Khairullin Oleg (17Dec14-29May15), Dobrovol'skiy Dmitry (08Sep13-12Feb14), Usovich Vladislav (04Feb14-05Jul14), Aleksandrov Igor (01Jul14-23Dec14), Shumkov Arkadiy (23Nov13-09Apr14, 02Sept14-02Feb15), Bushtruk Alexander (07Apr14-04Sept14)
Miracle: Sheludko Vlacheslav (30Apr14-26Sep14), Zenenko Nikoay (19Sep14-12Mar15), Protsenko Denis (09Nov13-30Apr14), Vazhenin Andrey (07Dec13-24Apr14, 27Aug14-12Feb15), Montrenko Alexey (24Apr14-29Aug14)
Melody: Tereshchenko Alexey (25Dec13-17May14, 14Nov14-14Apr15), Ivanov Eduard (16May14-21Nov14), Goncharov Konstantin (13Oct13-23Mar14, 20Aug14-08Feb15), Valchun Valerii (22Mar14-21Aug14)
Marvel: Melnik Evgeny (17Jun14-24Nov14), Rubanov Valery (17Jul13-30Jan4), Gulin Alexey (16Nov14-28Apr15), Maltcev Dmitrii (25Jan14-14Jul14), Erin Aleksei (09Nov13-15Mar14), Evgrafov Konstantin (15Mar14-09Sep14), Mayorov Alexey (31aug14-26Jan15)
Aramon: Koshetov Igor (07Dec13-01Jun14), Rossoshinkiy Igor (03Nov14-05Mar15), Pilgun Anatoly (24May14-23Nov14), Neural Anton (27Nov13-03Jun14, 03Nov14-05Mar15,), Shevchik Alexander (01Jun14-05Nov14)
Aligote: Gordievskiy Alexey (24Nov13-07Apr14), Rubanov Valery (25Sep14-04Feb15), Mezenin sergei (05Apr14-014Oct14), Ozerin Valeriy (11Sep13-06Feb14, 20Jun14-24Nov14), Kraynev Vladimir (23Nov14-23Mar15), Dolgopolov Igor' (06Feb14-202Jun14)
Altesse: Veskhovskiy Andrey (02Nov14-now), Gordievskiy Alexey (16Jun14-03Nov14), Zenenko Nikolay (29Jan14-18Jun14), Aleksandrov Igor (20Sep13-30Jan14), Potyanikhin Andrey (20Feb14-10Aug14, 23Dec147-now), Polkovnikov Alexey (05Aug14 - 25Dec14), Begishev Igor' (27Jul13-20Feb14)
Athiri: Verkovskiy andrey (02Nov13-09May14), Chernobrovskin Andrey (30Dec14-now), Karelov Alexander (25Apr14-12Jan15), Kraynev Vladimir (13Feb14-19Jun14), Bortnikov Evgeny (22Sep13-13Feb14), Erin Aleksei (19Jun14-12Jan15)
Asprouda: Grudinin Anatoly (04Dec13-22May14, 20Sep14-14Feb15), Dimov German (22May14-31Sep14), Pachin Nikolay. (25Apr14-01Nov14), Svistunov Evgenii (04Dec13-26Apr14, 29Oct14-02Jun15)

Vessel Best Performers first half 2015

It was in the Management Review of 2012-02 that the issue of monitoring the individual performance of Vessels and Officers serving in Roxana Fleet was raised.
At that time, KPIs were considered to be LTIF/TRCF, 3rd party Inspection performance and spares ordered vs budget.
The in-house developed software (TechAnywhere) can now monitor the performance for vetting and PSC inspections per Vessel and per individual crew member.

The first half 2015 statistics for PSC have indicated (Target 1,2dpi):
1st: Altesse: 2 inspections - 1 dpi
2nd: Miracle: 3 inspections - 1 dpi
3rd: Magic Star: 4 inspections - 1 dpi
Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:
Altesse: Verkhovskii Andrey (01Nov14-15Jun15), Koshetov Igor (16Jun15- …..)
Miracle: Zenenko Nikolay (27Sep15-12Mar15), Sheludko Viacheslav (13Mar15-16Jul15)
Magic Star: Koshetov Igor (25Jul14-16Feb15), Usovich Vladislav (17Feb15-31-May15), Simonov Sergey (01Jun15-18Au15)

The first half 2015 statistics for Vetting Inspections have indicated (Target 5dpi):
1st: Magic Star: 1 inspection - 1 dpi
2nd: Marvel: 1 Inspection - 3 dpi
3rd: Ocean Dignity: 1 inspection - 3. dpi
4th: Ocean Spirit: 1 Inspection - 3 dpi
Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:
Magic Star: Koshetov Igor (25Jul14-16Feb15), Usovich Vladislav (17Feb15-31-May15), Simonov Sergey (01Jun15-18Au15)
Marvel: Gulin Alexey (25Nov14-28Apr15), Melnik Evgeny (20-Apr15-22Oct15)
Ocean Dignity: Sukhodoyev Oleg (14Nov14-22Apr15), Borisov Igor (17Apr15-3Oct15)
Ocean Spirit: Khairullin Oleg (15Dec14-29May15), Siniavskii Vasilii (30May15-01Oct15)

Management Review 2015-01

The Company's first management review for 2015 took place in Elati at Giamandes Hotel, between 07-10May15, with a broad participation of colleagues from Roxana Shipping S.A.

A lot of interesting issues were addressed during this meeting.

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

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

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

Present in the Management Review 2015_01 were 19 persons from Roxana, RoKcs and Pancoast-Singapore workforce:
Mr. C. Krontiras, Capt. S. Simonov and Mrs. M. Zanaki along with Mr. N. Nikolaidis of Ceosan Consulting joined the meeting as guests.

Brazilian Navy Awards 2015

We are pleased to announce that, on 4th of July 2015, we have been awarded by the "Comando Do Controle Naval Do Trafego Maritimo",
which is the Brazilian Navy Command for the Sea Traffic, for two different achievements for high performance for 2014, when sailing on the Brazilian Coast.
As it is written on the diplomas attached herewith, the vessels received the awards for following reasons:
1. MT Aramon was the only vessel in Petrobras fleet honored with the safety award "Seguranca no Mar - Especial 2014/2015 " (Safety at Sea - Special 2014/2015),
in recognition of her effective participation on the event occurred on 13Mar15, for the search & rescue of a Sailboat's crew member, that sank about 74 miles Northeast of the Archipelago of St. Pedro & St. Paulo.
Once again we wish to Congratulate the Master Cap. Anatoly Pilgun, Chief Engineer Afanasyev Nikolai, Chief Officer Vaschenko Alexander, all the officers and all the crewmembers on board M/T Aramon for the quick and successful search and rescue operation.
2. MT Ocean Dignity was the one of the two vessels in Petrobras fleet honored with the high performance award,
in recognition of the high performance achieved on the data information sent to the " Sistema de Informacoes Sobre o Trafego Maritimo - SISTRAM "
(Brazilian Maritime Traffic Information System), for the period of 1st May 2014 till 30th April 2015,
contributing for the navigation safety and lifesaving at sea on the Brazilian territorial waters and responsibility.
We wish to congratulate the Masters Cap. Oleg Khairullin, Capt. Igor Borisov, Capt. Oleg Sukhodoev and
Chief officers Oleg Korotets, Alexander Kozlov, Danil Shirokopoyas and all deck officers
on board M/T Ocean Dignity this period for the exceptional performance and proper implementation of the Company's DMS.

It should be noted that a very limited number of foreign-flagged ships that operate in the Brazilian territorial waters are awarded, and therefore both ship's for different reasons are placed in an elite class.
This is remarkable accomplishment and we applaud the efforts of the Masters and the crew members of the above qualified vessels for setting such a high standard of excellence.
We hope and wish even the other vessels of ROXANA SHIPPING S.A. through their individual achievements to be awarded too in the future.
A Copy of your relevant certificates was forwarded by courier to the vessels.

M/T Malbec - Piracy attempt at Libyan territorial water on 12Aug15

We hereby announce a successful response and reaction during a piracy attempt at M/T Malbec at Libyan territorial water on 12Aug15 at 22:30 Hrs LT. On about 2230 Lt (GPS position Lat.33-07.3'N Long.021-51.5'E), OOW (Officer of the Watch) informed the Master, that an unknown speed boat had started to approach the vessel from the stern on the port side, at an approximately distance of 50-100 meters.
A man from the boat, with no clear light signals, gave a verbal instructions via VHF Ch.16 to the Master of M/T Malbec to stop the engine. The OOW immediately informed the Master and concurrently commenced aggressive manoeuvres by changing course and increasing speed to the maximum possible of 15.5 Kts, as per shipboard reaction plan.
Flashes from shots were clearly visible but as a result of hvessel's speed and course alternations, gradually the boat lagged further behind.
A little later on and on about 23:15 Hrs LT, the vessel resumed her voyage to Zawia at a minimum distance of 50 n.miles from the coastline.
No injuries or damages occurred in relation to this incident.

ECDIS Transition Update

1. Regulation: The IMO's Maritime Safety Committee, at its 86th session from May 26 to June 5, 2009, approved new regulations for the mandatory carriage requirements of ECDIS. Basis on this regulation all ships irrespective of size shall have:

1.1. Nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage; an Electronic Chart Display and Information System (ECDIS) may be accepted as meeting the chart carriage requirements of this subparagraph.

1.2. Back-up arrangements to meet the functional requirements of subparagraph 2.1.4, if this function is partly or fully fulfilled by electronic means.

1.3. The amendment to SOLAS Chapter V regulation 19.2 will require ships engaged on international voyages to be fitted with ECDIS according to the following timetable:

1.3.1. Tankers of 3,000 GT and upwards constructed before 01Jul12, not later than the first survey on or after 01Jul15.

Company's actions: On 17Jul11 ROXANA SHIPPING S.A., launched a project for ECDIS transition in order to ensure that the vessels of her Fleet will be in compliance with above requirement by 01Jan15. Basis on this project the Company has adopted:

- ECDIS as primary means of Navigation for the vessels MBC – MCL – MLD – MVL – MGG – ARN- AGT – ATS – ATH – ADA.
- ECDIS as secondary means of Navigation for the vessels trading along the Brazilian coasts, i.e., QST – SPR – DGN.
- A MOC plan is launched as of 2012 to ensure proper and prompt compliance for the fleet.

2. Training

2.1. Under IMO STCW 23/3/2 Annex of 04May11 and STCW Reg II/I-e, Annex I, Table A-II/I-3, effective as of 01Jan12 (Manila Amendments), two types of training is required for every deck Officer standing a Navigational watch on an ECDIS equipment:

2.1.1. ECDIS GENERIC training: It is based on IMO model course 1.27. This training is carried out in National Academies certified for ECDIS training in Vladivostok and Nakhodka.

Following the aforementioned STCW Manila amendments, all our deck Officers are properly certified by this training.

2.1.2. ECDIS type specific training: Considering that RMI through the Marine Safety Advisory No.6/12 and IOM through the MSN 26 and other Administrations as well, strongly recommend that all deck Officers on vessels fitted with ECDIS are provided with a documentary evidence (certificate) that they have been adequately familiarized and trained in the use of the specific ECDIS equipment on board, provided that they have undergone the ECDIS Generic training, the Company has introduced two courses, complementary to each other as follows:

Company Actions:

- ECDIS Type Specific Training on Board: Basis on the above mentioned and in liaison with the LRS and Makers, Company introduced the ECDIS type specific training on board checklists, form FOM01-12 rev. 0/30Jun12, for the on board new joiner Officers' training, upon their signing on. This training is conducted by the Master himself or a nominated deck Officer fully familiar with the elements of ECDIS type, i.e.
- Familiarization with available functions
- Familiarization with the menu structures
- Display set up
- Setting of safety values
- Recognition of alarms and malfunction indicators and the actions to be taken
- Route Planning
- Route monitoring
- Changing over to back ups
- Loading charts and licenses
- Updating of software

Upon completion of the said training to Master's satisfaction, the Master issues:

- A separate checklist for each one of the trainees, properly signed by the trainee and the trainer.
- A certificate for the ECDIS type specific training to each one of trainees.

- ECDIS type specific training ashore: In Roxana – Kristen (RoKcs) training centre in Vladivostok, an ECDIS FURUNO FEA2107 is installed and a training course is developed for the training of the deck Officers, which is conducted by a properly certified Officer on a quarterly basis. A team of five Officers are being trained each time. Upon the completion of the course, the ECDIS type specific training certificate is issued to trainees, properly signed by the Training Officer and the Instructor and for future endorsement.

ECDIS Transition Update (Continued)

Since Jun12, all deck Officers, i.e., are certified for the ECDIS Furuno FEA 2107 type specific training.

3. Revisions

3.1. The following Company's DMS is revised:

3.1.1. Fleet Operation Manual, section 01, in order to include all issues regarding the ECDIS implementation as primary means of navigation, along with the relevant checklists.

3.1.2. The Company's management system section 06, in order to include the procedures of the aforementioned ECDIS training.

4. ECDIS equipment

4.1. All Company's GSIs and SPPs' vessels are equipped by two independent ECDIS units. A third Ocean View software (to act as a backup with updated ENC charts), is installed in Bridge PC on board.

4.2. For Ocean Quest, one Transas ECDIS is installed, since it is to be used as 2ndary means of Navigation.

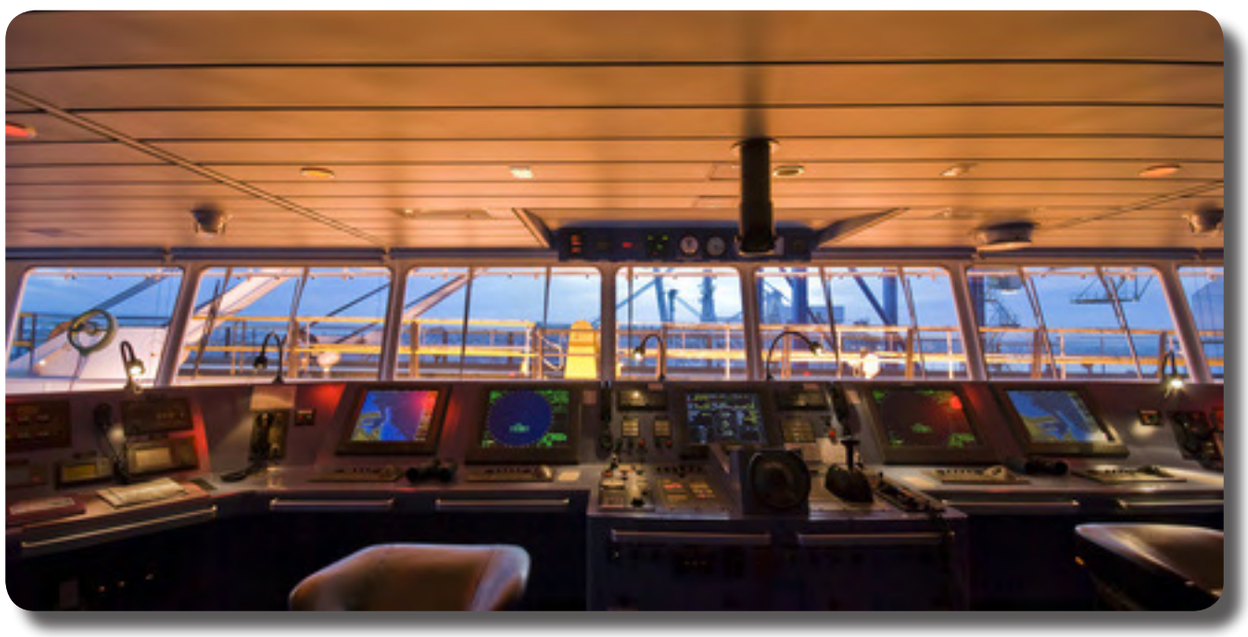
4.3. For Dalian vessels (SPR-DGN), one Furuno ECDIS will be installed during the vessels' forthcoming D/D, in order to be used as 2ndary means of Navigation.

5. ENCs Providers

5.1. The Company is contracted with:

5.1.1. Jeppesen on an Open ENC Flat-Fee contract, according to which the ENCs were installed and monthly corrections are provided for All Company's GSIs and SPP vessels.

5.1.2. Novaco on a special contract, according to which ENCs are installed on QST's ECDIS, and Dalian vessels, covering all Brazilian coasts from Manaus to Montevideo and are updated on weekly basis by Novaco.



Best Practices Intro

As defined in CMSM 2.2, Best Practices are high performance ways of achieving objectives, which solve problems, create opportunities, and lead to "safety and environmental excellence". Best practices should be capable of being transferred across the fleet through the consistent application of improved processes and procedures.

Our Company is committed to the development of the culture of Best Practices and to motivation of our staff to constructively contribute in exhorting the Company to achieve excellence, thus exceeding Industry Standards.
In this respect, Safety Committee Meeting Minutes, form CP06-10 is now revised to include a Best Practice proposal as attachment or reference in the Master's Review.

List of Best Practices adopted:

- Master's review: continuous process (CP02 par. 4.3 with monthly input in SCMM, form CP06-10 par. 7)
- Master's review is commented and the full input and comments are discussed in MR and included in Ulysses as report of the Management Review.
- Doc management with summary of effected changes and highlights on the scope of changes (ISM circular) in Ulysses (DMS revisions)
- TAB Safe Top 4 daily meeting for planning of next day FOM07 par. 4.1.11
- All equipment failure leading to emergency operation or any change from to manual operation will trigger a CPAR to analyze the problem identify causes and propose corrective actions and a MoC plus RM to address the change in mode of operation (Ulysses/In house Workshops/MoC + RM repository for emergency changes)
- Encouraging Company KPIs as departmental KPIs CMSM par. 6.2.10 and departmental KPIs as personal.
- Training Suggestions Log, as recorded in Officers training ashore (topics for improvement and Best Practices)
- List of promotions published in News Waves Company magazine
- Cook's training in Roxana Training Centre Vladivostok, CP06 par. 4.2.5.4
- Active participation in Leading Position of Industry Bodies:
  1. Intertanko
     - ISTEC Chairman as of 2014
     - BsC Chairman from 2008-2014
     - ITK Council Member as of 2010
  2. Martecma Chairman 2008-2014
  3. IRI
     - MIQC Member
     - BVAG Chairman as of 2014
- Personal selection of cadets through physical presence of Company Crew Department in Marine University
- Career development facilitated through specific training per rank for promotion documented in Officers on board training for promotion additional tasks, form CP06-41 and certified in Officers on board training for promotion Certificate, form CP06-42

Reflective Learning from Mooring Incidents

We are in the process to complete the delivery of Shell initiative for Reflective Learning from Incidents (LFI) on mooring.

The last session will be delivered during the Officers familiarisation ashore in Vladivostok in Dec15.

Next phase will be the delivery of this training course on board every four months (already included in Multimedia Training Matrix, form CP06-33T, under Master's responsibility).

In order for this course to be delivered to all vessels we have ordered a 42" TV flat screen with appendages, for the conference room.

Further material and specific instructions for the conduction of the course will be distributed to the fleet by the end of the year.

Spares Statistics

Further to feedback received by the crew through debriefings related to spares delivery, and in line with our quality policy for continuously improving our services to the vessels, we have gathered data to be able to evaluate our status and take actions to further improve our performance on the issue of spares delivery time.

To this extend we focused on the various steps involved in the process of spares delivery and we managed to improve the delivery time to the satisfaction of the customer, ship and crew.

For this purpose, we introduced target values in the various steps, from the time a spares requisition was generated o/b a vessel and received in the office, to the time the vessel has confirmed receipt of the specific requisition and after rigorous and lengthy effort, we managed to meet our preset time ranges and succeed in 2014 to complete the delivery process in about 90days, which was our initial target with a clear trend for 2015 to reduce this time to 60 days, the statistics till August15 showing 79days..

Following are the statistics results:

- Statistics for 2014 show following for the delivered requisitions:

1	Total Average Time until Delivery Reporting	95 days
2	Total Average Process Time in TD	21 days
3	Total Average Process Time in PD	40 days
4	Time from Order to Delivery on Vessel	41 days

- For requisitions received in 2015 processed and delivered Aug15 statistics:

1	Total Average Time until Delivery Reporting	79 days
2	Total Average Process Time in TD	8 days
3	Total Average Process Time in PD	29 days
4	Time from Order to Delivery on Vessel	42 days

Purchasing Dept in action

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 2015 is 0 detentions and then 1.2 deficiencies per inspection, the combination of which will keep Roxana in the high performance companies, as per the Paris MOU NIR ranking.

For the Vetting inspections the absolute target for 2015 is 100% successful inspections, ie inspections without rejection, and then 5 deficiencies per inspection.

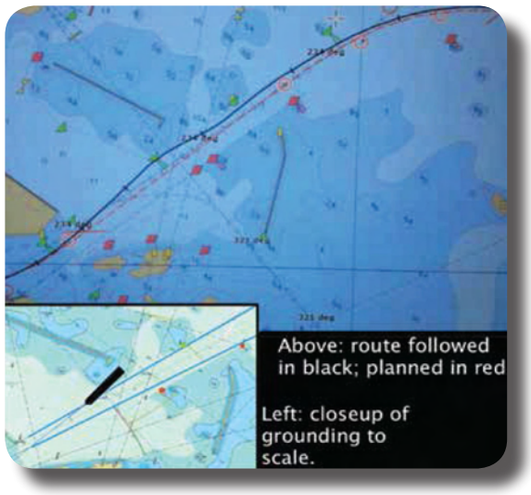
Thanks to the effective efforts of our Fleet we are proud for the outstanding performance of the vessels in terms 3rd party inspections as indicated in following table:

VESSEL	MASTER	CHENG	FLEET SUPNT	INSPECTION	PORT	DATE	DPI	Target
M/T Aramon	P.Anatoly	N. Afanasyev	G.Stratis	Vetting	Houston	29/04/15	4	5
M/T O.Dignity	I.Borisov	V.Lesnoy	-	Vetting	Vitoria	03/05/15	3	5
M/T Melody	E.Ivanov	V.Valchun	G.Karavias	Vetting	Rotterdam	21/05/15	3	5
M/T Melody	E.Ivanov	V.Valchun	-	Flag	La Libertat	18/06/15	-	2
M/T Asprouda	D.German	A.Mayorov	-	Flag	Antwerp	22/06/15	-	2
M/T Marvel	E.Melnik	A.Erin	G.Stratis	Vetting	Kashima	06/07/15	4	5
M/T Malbec	A. Gordievskiy	A.Shevchik	-	PSC	Koper	07/07/15	-	1,2
M/T Marvel	E.Melnik	A.Erin	-	PSC	Jinzhou	16/07/15	-	1,2
M/T Aligote	V.Rubanov	V. Ozerin	-	Vetting	Singapore	19/07/15	2	5
M/T Miracle	N. Zenenko	A. Vazhenin	-	Vetting	Tanjung	22/07/15	3	5
M/T Altesse	I.Koshetov	A.Polkovnikov	-	Flag	Corpus Christi	01/08/15	-	2
M/T Magic Star	S.Simonov	S.Farkov	-	PSC	Subic Bay	02/08/15	-	1,2
M/T O.Quest	A.Gavrilenko	O.Kril	-	Vetting	Sao Sebastiao	16/08/15	4	5

Familiar port – unfamiliar outcome

Edited from official report RS 2014:11 (Swedish Accident Investigation Authority)

In darkness and good visibility a ferry (196m in length) was making a routine entrance into one of its normal ports of call. There was a light northerly current and SSE wind of about 20 knots. As the ship approached the port at a speed of 14 knots, the OOW initiated the turn to port to follow the fairway using the autopilot and a preset turning radius of 0.3 nm. The autopilot was set in 'heading mode', which meant that the drift was to be corrected manually. After the turn, the first green buoy encountered was passed somewhat closer than planned and a little beyond the intended route. At that moment, the Master told the OOW he was manually taking over the steering and engine control on the starboard bridge wing. He then disengaged the autopilot.



Soon thereafter the OOW indicated to the Master that they had drifted from their planned course and the Master affirmed. He applied starboard rudder in an attempt to bring the stern away from the starboard shore before the aft part of the vessel had completely passed the buoy. The Master then looked forward and perceived that the next green buoy was straight ahead, so he put the rudder to port and crossed the engines to place the ship on the correct side of the buoy. He then saw the green buoy disappear under the vessel at approximately midlength. The vessel made contact with the bottom shortly thereafter.

The investigation found, among other things, that:

- The central navigation stations were not equipped with hand steering, and bridge routines had developed whereby control of the ship was taken at the bridge wings during the last (critical) part of navigation into the port.
- There were no log or wind indicators at the bridge wing controls.
- The division of workload between bridge team members when navigating in narrow fairways is critical.

Editor's note: Entering a port, even a familiar one, where the room for error is so small, given the size of the vessel, the speed of 14 knots, and that it was night time, is also cause for concern here. Night navigation and manoeuvring is more tricky than in daylight; visual perception of speed, distance and general situational awareness are less than in broad daylight.

Source: MARS

Slippery deck gives way to new risk assessment

Deck crew were preparing for port arrival. It had been raining and the deck was wet; as a crew member was pulling a messenger rope he slipped while standing on a part of the deck that was painted yellow to indicate a snap back zone. He landed on his left hand, with the full weight of his body coming onto his wrist. This caused a splintered fracture of the radius wrist bone.
The deck where the crew member slipped was not treated with a non-slip material. An earlier assessment had determined that to avoid abrasive damage to the HMPE ropes used for mooring it was preferable to leave the snap-back zones smooth.

Lessons learned

- Prevention of slips and injury should take precedence over avoiding damage to the ropes.
- The damage to HMPE ropes can be minimised by careful handling during mooring and preparation.

Editor's note: This report is a good example of how risk assessments should be 'living documents'. A risk assessment must never be cast in stone and should be reviewed regularly, and especially after an incident or accident. In this case, the company wisely reviewed their earlier assessment and corrected the deficiency.

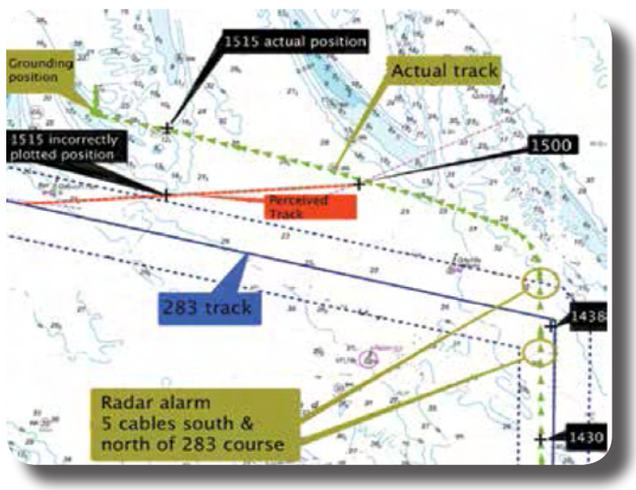
Source: MARS

Chart corrections while navigating contribute to grounding

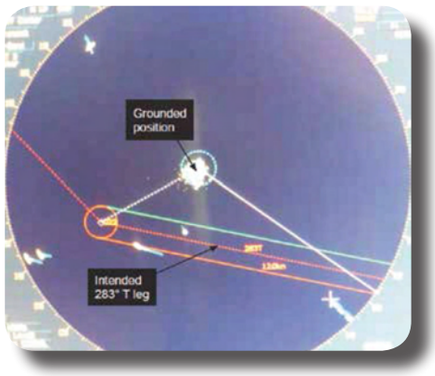
Edited from official MAIB report 30-2014
With the vessel on a northerly course, at 1430 the OOW fixed and plotted the vessel's position, but did not calculate the predicted time for the next course alteration. About seven minutes later a radar alarm sounded indicating that the vessel was five cables south of the waypoint marking the start of the 283° track. The OOW acknowledged the alarm and fixed the vessel's position at 1438 using GPS and a range/bearing from a nearby RACON buoy. He then continued with his chartwork, Visit www.nautinst.org/MARS for online database completing corrections on some newly delivered charts.

At 1441, the radar alarm sounded again, this time indicating that the vessel was crossing the northern boundary of the five cable safety corridor on the 283° track. Realising that he had missed the turn to the 283° course, the OOW came to port and steadied the vessel on a heading of 270°. At 1500, the OOW recorded and plotted a fix which showed that the vessel was significantly to starboard of the planned course; he then adjusted the vessel's heading further to port, to 267°.

At 1515 the OOW took a GPS fix but incorrectly plotted it one mile to the south of the vessel's actual position. At 1521, the vessel's speed started to reduce and the bow swung to port as it grounded.



Analysis
When the relieving OOW took over the watch, he did not check to identify what navigation marks would be made or the potential dangers that lay ahead. Neither did he make an assessment of the expected effects of tidal stream or wind.
When the OOW eventually altered course to port, the vessel was already well to starboard of the 283° track. His choice of 270° and then 267° were not effective in regaining track. When plotting the fix at 1515, the OOW's unfounded understanding of the situation was that the vessel was regaining the track. As a result, it is highly likely that he plotted the fix showing where he perceived the vessel to be based on this incorrect assessment.



Yet, other clues that the vessel was not regaining the planned track were available. Had the OOW correlated visual observations with the chart, it would have been readily apparent that a nearby buoy on the port bow should have been to starboard.
Additionally, the S-band radar and map function would have clearly shown the vessel's actual track diverging away from the intended track as seen in the diagram overleaf.
The GPS display would also have shown the course and speed over the ground which, if compared with the course and speed through the water, would have indicated a very significant difference.
During his watch, the OOW spent long periods of time at the chart table correcting and preparing the newly delivered charts. With responsibility for navigation, it is understandable that he felt a strong duty to prepare the charts for the passage ahead. However, this task distracted him from his primary role of maintaining a lookout and monitoring his vessel's passage, and resulted in him missing the planned turn to port.

All of these factors meant that the OOW did not have continuous and accurate positional awareness.
Some of the findings, as edited, of the official report were:

- The vessel was underway without a complete berth-to-berth passage plan.
- When taking over as OOW, the officer did not make himself aware of the navigational hazards ahead or the very significant effects of wind and tidal steam.
- The OOW was distracted from his task of navigating the ship by undertaking passage planning and chart corrections when on watch, causing him to miss the planned course change and lose positional awareness.
- After the alteration of course to 270°, the OOW did not effectively monitor the vessel's position; no fix was taken when steady on the new course, no estimated position (EP) was calculated and radar parallel indexing was not used.
- Unaware of the significant northerly set, the OOW assessed that the intended track was being regained and plotted the 1515 fix here he perceived the vessel to be.

Editor's note: Good navation results are unlikely if the OOW is preoccupied with other duties such as chart corrections. Close coastal navigation requires 100% of your focus and attention.

Source: MARS

Avoiding boiler blowups

Edited from Norwegian Hull Club – Casualty Information No 95.
Boiler explosions and defects, although not common, do happen from time to time and have the potential for very serious consequences.
For example, testing of the boiler water should be a scheduled maintenance task and samples forwarded to specialists. Their feedback and recommendations should be carefully considered and followed up. The energy released in a boiler explosion is tremendous and poor boiler treatment or boiler repairs can be catastrophic. When repairs to the boilers are required, always use specialists as improvised repairs by a non-specialist are rarely to specifications.

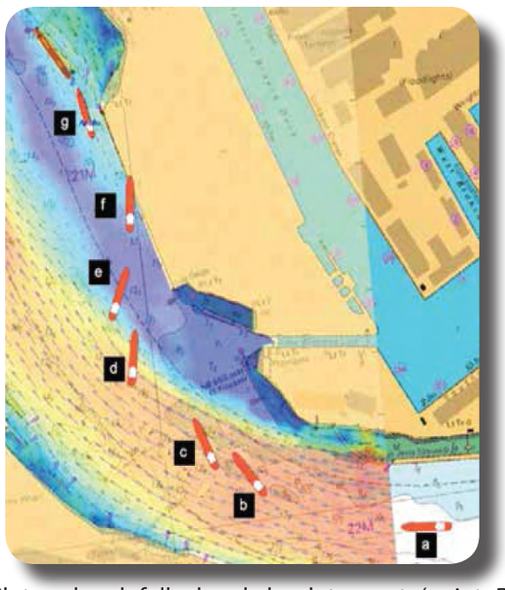
For example, welding gives high heat input; too much heat will change the material properties of the steel (furnace, steam drums, tubes). Never attempt to gouge out and re-weld cracks in boilers. Heat damaged material, including welds, should be repaired by inserts. The size of inserts should be sufficient to keep the heat affected zones of the individual welds apart. Again, this speaks to hiring boiler repair specialists and involving your classification society.

Lessons learned
Ensure the engine crew maintain the boiler as per manufacturer's specifications.

- A clean, well maintained boiler has little or no fouling. As fouling increases, so does heat transfer and so boiler degradation.
- Always use specialists for steel repairs to boilers.
- Ensure class approval for any repairs to boilers.

Poor Master/Pilot exchange gives poor results

Edited from UK Marine Accident Investigation Branch report 15-2014
An inbound vessel in a tidal river was boarded by two pilots. The Master/Pilot exchange took place between the Master and the pilot who was to con the vessel. The pilot explained his port pilotage plan and the intended use of two tugs to assist the vessel to berth. The pilot asked the Master about the vessel's manoeuvring characteristics and was informed that the bow went to starboard when going astern, but was not told that the vessel had a cotrollable pitch propellor drive (CPP). He then countersigned the vessel's pilot card. At that point the Master left the bridge, leaving the pilots with the OOW.
After about four hours pilotage, tugs were ordered in preparation for berthing. The vessel was approaching a starboard turn in the river, with a flood current astern, when the pilot ordered the helm to starboard 15°. Within 30 seconds the vessel's rate of turn was 25°/min to starboard. Soon afterward, as the vessel was rounding the turn the pilot ordered the engine stopped (point C in diagram below); for just over 30 seconds the engine was at stop before dead slow ahead was ordered. However, the vessel's head was still swinging rapidly to starboard.



The pilot ordered full ahead, hard to port (point D) and requested one of the tugs to assist. The vessel was about 100m from the shore when its bow began to turn to port. The Master had just returned to the bridge and he repeated the order of full ahead, hard-to-port. Shortly thereafter the pilot ordered full astern, but the vessel's starboard bow made contact with the quay nonetheless at a SOG of 6.0 knots.

Lessons learned

- The pilot was unaware that the vessel was equipped with a controllable pitch propeller (CPP) drive.
- Although indicated on the pilot card, the reference to CPP was not easy to find on the form. The format of the card was poor in comparison with the layout considered best practice, such as that outlined in the International Chamber of Shipping (ICS) Bridge Procedures Guide.
- When a vessel fitted with a CPP is moving ahead and the pitch is set to zero, the flow of water through the propeller and across the rudder is interrupted and steerage will be adversely affected.

Source: MARS

Unintentional CO2 release

On a towboat, a vessel crew member intended to test the emergency fuel oil shut-off cables. He opened the panel door that contained both the emergency fuel oil shut-off and the CO2 release handles. He activated what he thought was the fuel oil shut-off but instead the CO2 was released. Fortunately, the audible alarm system and release time delay functioned as intended, allowing personnel to safely evacuate the machinery spaces prior to the CO2 discharge.

Lessons learned

- Emergency systems should be designed with human factors in mind; they must be logically understood and easily operated during high stress situations.
- System training should provide the familiarity needed during an emergency or other situations.
- Pre-test coordination and review of procedures will minimise accidental and potentially fatal discharges

Source: MARS

Fatality while rigging pilot ladder

The deck crew were preparing the starboard pilot boarding ladder in combination with the accommodation ladder due to the freeboard of 10.2 metres. Strong winds were blowing so the deck crew put their safety helmets away. They started to pay out and secure the pilot ladder to a height of one and a half metres above the water. After the pilot ladder was secured the crew lowered the accommodation ladder to about five metres below the main deck.

An experienced ordinary seaman (OS) then went down the accommodation ladder in order to set the railings and the lower platform. He was wearing an inflatable life jacket (manual release) and had secured himself on a lifeline with safety harness. The pilot embarkation station was properly illuminated.

At one point, the crew on deck realised something was wrong; they then saw the victim lying in the water still attached to the lifeline and obviously unconscious. The bridge was informed and a life buoy with safety line was thrown into the water.

First attempts to pull the OS out of the water were unsuccessful due to the headway of the vessel and the soaked winter clothes of the victim. Only after more crew arrived on scene was it possible to pull him out of the water a few metres and, after about 10 minutes, the victim was retrieved on board. Despite immediate artificial respiration and heart massage the victim passed away.

Lessons learned

- The length of the lifeline was about 9.75 metres. During the accident the platform was only about five metres below the main deck; this allowed a free fall of more than four metres.
- None of the deck crew assisting had seen the OS fall as they were attending to other duties. Best practices require constant surveillance of a person working over the side on a vessel underway.
- The victim sustained head injuries and became unconscious after the fall, which hindered his rescue and survival. A helmet with chin strap could have prevented the head injuries.
- The heavy weather conditions and the fact that the combination ladder was on the windward side of the vessel increased risk for this operation. Yet, the company permit to work on deck in heavy weather states that the operation should be aborted if crew are at risk.
- Course and speed alterations may have been possible to mitigate the weather influences at the ship's starboard side.

Editor's note: Helmets worn with chin straps should be the norm. In this case, not only were the crew not wearing chin straps, but due to the strong winds they actually took off and stowed their safety helmets.

Source: MARS

Engine failure likely caused by poor separator efficiency

Veritas Petroleum Services(VPS) recently performed investigative analysis on fuel samples from a tanker with engine failure at sea. The vessel had drifted at sea for 10 hours before it was towed to the nearest port for repair. Upon dismantling the engine, a majority of the piston rings were found broken and a liner crack was detected on one of the cylinder units.

Cat fines (Al+Si) is the prime suspect for such damage but in this case, the fuel used was within spec and had 39 mg/kg Al+Si. Five system samples were then forwarded to VPS for further investigation. Basic analysis was carried out on all these samples and additionally Fuel Ignition & Combustion Analysis, Gas Chromatography-Mass Spectrometry (GC-MS) and Cat fines Size Distribution screening were performed. The ignition and combustion characteristics of the fuel tested were good and no chemical contaminant was detected by the GC-MS analysis.

Fuel System Check analysis however showed that the reduction of the cat fines by the separators was only 32% when an efficiency of at least 70% would be expected, leaving behind 31 mg/kg Al+Si after the separators. The before engine sample had 32 mg/kg Al+Si and the sizes ranged from 5 µm to 45 µm. There was no settling of Al+Si in the service tank or even if there was any settling, that was perhaps offset by previous accumulation. The 32 mg/kg cat fines at the engine inlet is much higher than engine manufacturers' recommendation of less than 15 mg/kg, and can be deemed primarily responsible for wear of the rings and liners and for causing subsequent damage.

Besides the repair and off-hire costs arising from such an incident, grounding a tanker off a coast could also expose ship owners and operators to liabilities related to the environment and human safety.

VPS recommends the following best practices as a preventive measure:

1) Send a sample for Fuel System Check whenever cat fines is elevated (> 40mg/kg) or every three months, whichever is earlier. This will ensure that the separators are working in optimum condition and cat fines have sufficiently reduced at the engine inlet.

2) Analyze before and after separator samples during major servicing of separators. This ensures efficiency is not compromised and the outcome can also be used to benchmark the engineer's competence.

3) Analyze settling and service tanks' drain samples every six months to check for cat fines accumulation and clean the tanks if necessary.

4) Purchase fuel as per the ISO 8217:2012 specification, which limits the cat fines to a maximum of 60 mg/kg in bunker fuel and verify its quality before use.

Regards, Jeroen de Vos
Service Director
Technical & Advisory

Five deaths in a tank

A 'largo' pontoon was beached at an isolated location for repairs. At one point the person in charge of the pontoon entered a compartment approximately five metres deep; there were no checks on the air quality of that compartment before entry. Within a very short time after entering this tank he became unconscious and fell, face down, onto the plates below. One of the two co-workers that had remained outside attempted a rescue and was also rendered unconscious after entering the tank. A third worker then entered the tank and also succumbed.

Seeing the commotion and wanting to help, a man on the beach also entered the space to carry out a rescue and he too became unconscious. In short succession two others entered the tank but also succumbed.

After more than an hour a successful rescue attempt was made and all bodies were removed. Resuscitation was attempted at length but of the six who entered the compartment, there was only one survivor.

Lessons learned

- A false sense of security may have been acquired by the person in charge as he had entered other tanks earlier without negative consequences.
- Never enter a confined space without first testing the atmosphere from top to bottom.
- Always wear a portable four-gas detector while in a confined space, even once it has passed the initial testing prior to entry.
- Confined space training and practice is essential in order to prevent tragedies such as the above.

Editor's note: While the barge in question was not a SOLAS convention vessel, the workers would have benefited from proper training and awareness of enclosed spaces. Since January 2015, enclosed space entry drills and practices are required every two months of SOLAS vessel crews.

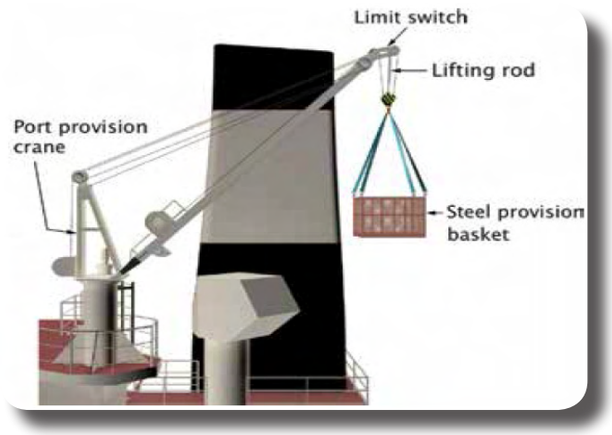
Source: MARS

Not a personnel basket

Edited from official Canadian Transport Safety Bureau report M13L0055

Crew were performing maintenance work at a protected anchorage. The bosun and the chief officer discussed painting a portion of the port engine room vent that had recently been repaired. In the early afternoon, the bosun took the initiative to begin this job alone. He entered the steel basket attached to the port provision crane, attached his safety belt to the crane's hook, then used the remote control to operate the crane and manoeuvre the basket to the engine room vent.

After working for some time, the bosun again used the remote control to manoeuvre the basket down in order to take a break. A nearby officer heard the sound of liquid spilling; it was paint coming from the basket that the bosun was manoeuvring towards the deck. As the officer walked towards the spot where the paint had spilled a snap was heard. He looked up and then stepped back at the same moment the basket containing the bosun came crashing down approximately five metres, landing directly in front of the officer. Immediately following the accident, the crew members removed the bosun from the basket and administered first aid but he was later declared deceased.

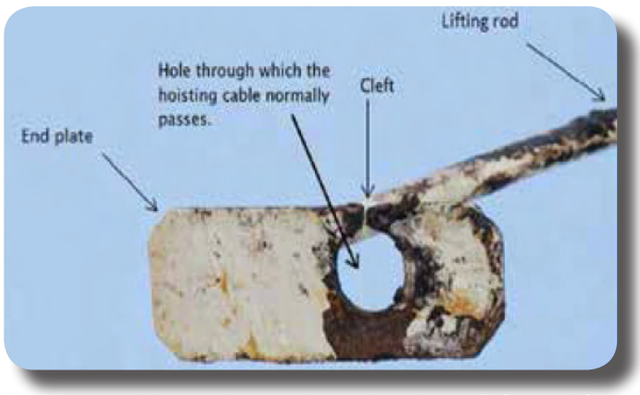


Some of the findings of the official report, as edited, were:

- Although the crane was not suitable for lifting personnel, it was nonetheless being used to work aloft.
- Although bench tests showed the limit switch to be operating normally, it did not cut power when the crane block exceeded the set limit. Most probably the lifting rod and wire were not properly rigged; the cable not fitted through the hole in the lifting rod's end plate. In this situation, the unsecured lifting rod would have been pushed aside by the crane block, rather than up, and the limit switch would not have been activated.
- The bosun's view of the crane block was obstructed from the position inside the basket, limiting the bosun's ability to identify that the block had exceeded its set limit.
- The crane block made contact with the underside of the boom and the winch continued to pull, causing the hoisting cable to part and the basket to fall approximately five metres.

Lessons learned

- It is very tempting to use a provision basket to transport crew to hard to reach maintenance areas. But, if the basket has not been certified for transport of personnel it should not be used.
- Attention to detail is important – in this case a vital safety device (limit switch) was rendered useless by a faulty installation.



Editor's note: Various interesting animations of the accident can be viewed at the following URL: http://www.tsb-bst.gc.ca/eng/medias-media/videos/marine/m13l0055/index.asp

Source: MARS

A slip that has good results

One of our tankers in ballast went to anchorage with winds at F4. Winds subsequently increased to F6/7 and the vessel began dragging. The crew weighed anchor and then re-anchored, but to no avail as they continued to drag with six shackles out.

Meanwhile, another tanker anchored nearby had also started to drag anchor and was approaching their vessel, now at 0.3 nm. As the crew tried to heave anchor once again they noticed that their anchor appeared to be fouled with the ground tackle of the second tanker. As the vessels continued to close, now at 0.15 nm, the crew on our vessel slipped their anchor at the bitter end and manoeuvred away from the second vessel without further incident. The anchor was retrieved four days later and re-installed on the vessel.

Lessons learned

- In strong winds, it is often a better strategy to drift outside an anchorage especially if an initial attempt at anchoring has proven fruitless.
- Slipping an anchor at an anchorage to avoid damage from collision or other sources can be a prudent move. The cost and possible consequences of collision or other damage are usually greater than those associated with recovery of the anchor and chain.

Editor's comment: Go have a look at your vessel's bitter end. Is it an easy job to slip?

Source: MARS

BWM update MEPC68

There were no further announcements relating to the ratification of the Convention by Member States and so it remains with 44 countries representing 32.86% of the world's tonnage (the Convention requires more than 30 countries representing more than 35% of the world's tonnage before it can enter into force).

Progress continues on the revision of the Type Approval Guidelines (G8) to make them more robust. This progress continues to be slow however and it is likely that a new Type Approval Guideline will not be approved until the end of 2016.

The IMO continues with its work to revise the BWMS Type Approval Guidelines, work initiated following persistent calls from the industry to improve the robustness of the Type Approval process for BWMS. However, the key question for the IMO going into this meeting of the Marine Environmental Protection Committee (MEPC 68) was related to the possible problem created when the revised Type Approval process is agreed but there remain ships with BWMS installed which were approved using the current set of Type Approval Guidelines.
Agreement had been reached at the MEPC's last meeting that those owners who had installed BWMS early, the so-called early movers, should be protected and not penalized. It was down to deliberation last week on how these early movers should be protected in practice. The result is an agreement that shipowners who have installed BWMS approved to the current type approval guidelines should not be required to replace these systems once the new guidelines are introduced.
While this provides some degree of confidence to owners who have and are intending to install BWMS approved to the current type approval guidelines there remains a degree of uncertainty in terms of how port States will deal with a situation where the ballast being discharged does not meet the Convention's discharge standards (in accordance with Regulation D-2).
The Roadmap states that early movers should not be penalized (sanctioned, warned, detained or excluded) solely due to the occasional lack of efficacy of the BWMS although a caveat, in the form of a footnote, states that this approach to non-penalisation may be subject to review as additional information becomes available.

The issue therefore comes down to whether the BWMS will meet the discharge standard. In this regard what has not been considered is what process and options will be used by port States in the event that the BWMS does not meet the standard or is inoperable. While the US Coast Guard in its ballast water rules lists a set of options including ballast water exchange and discharging at a reception facility, the IMO has yet to consider options in this respect.

USCG revised guidance on extensions for BWM systems

The US Coast Guard (USCG) has issued a policy letter which provides revised guidance to vessel owners and operators seeking to extend compliance dates for implementing USCG-approved Ballast Water Management (BWM) systems.

This revised guidance streamlines the application process for vessel owners and operators to obtain extended compliance dates for implementing USCG approved Ballast Water Management systems.

Notable updates include removing the five-year limit on cumulative extensions, clarifying "batch" and supplemental applications, and providing extensions to vessels that choose to install a foreign type-approved BWMS, which the Coast Guard has accepted as an Alternate Management System.

New Panama Canal

The Panama Canal expansion project, is intended to double the capacity of the Panama Canal by 2016 creating a new lane of traffic, allowing more and larger ships, of about one and a half times more than the current maximum width and length (known as Panamax) and obviously with almost double cargo capacity.

For this purpose, two new locks were constructed, one on the Atlantic and another from the Pacific side, each one with three chambers of water-saving basins.
Upon completion, widen and deeper channels will be available and to raise the maximum operating level of Gatun Lake.
Ships intending to transit through the new locks and channel need to be complying with the new canal regulations, relevant to the ship's mooring and towing arrangements.
Ship's compliance should be verified and approved by Panama Canal authority, well in advance of ship's ETA in canal.
Company actions: A project is launched to manage the changes required for the SPP series of vessels to enable their passage through the new Panama canal.

ODME for Bio Fuels

The Marine Environment Protection Committee, at its sixty-second session (11 to 15 July 2011), recognizing the need to clarify how biofuels subject to MARPOL Annex II, when blended with petroleum oils, subject to Annex I of MARPOL, can be shipped in bulk, approved the 2011 Guidelines for the carriage of blends of petroleum oil and biofuels and agreed that these should become operative from 1 September 2011.

1 Application
1.1 These guidelines apply to ships when carrying in bulk blends of petroleum oil and biofuels subject to Annex I and Annex II of MARPOL, respectively.

2 Scope
2.1 These Guidelines have been developed to clarify how biofuels subject to Annex II of MARPOL, when blended with petroleum oils, subject to Annex I of MARPOL, can be shipped in bulk.

3 Definitions
For the purpose of these guidelines:
3.1 Biofuels are ethyl alcohol, fatty acid methyl esters (FAME), vegetable oils (triglycerides) and alkanes (C10-C26), linear and branched with a flashpoint of either 60°C or less or more than 60°C, as identified in chapters 17 and 18 of the IBC Code or the MEPC.2/Circular/tripartite agreements. Following the distribution of these guidelines, further biofuels identified as falling under the scope of the guidelines, will be recorded in annex 11 of the MEPC.2/Circular which deals with biofuel/petroleum oil blends.
3.2 Biofuel blends are mixtures resulting from the blending of those products identified in paragraph 3.1 above with a petroleum oil.

4 Carriage of biofuel blends - deadlines
The carriage provision for biofuel blends is based on the volumetric composition of the blends as follows:
4.1 Biofuel blends containing 75 per cent or more of petroleum oil
4.1.1 When containing 75 per cent or more of petroleum oil, the biofuel blend is subject to Annex I of MARPOL.
4.1.2 When carrying such biofuel blends after 01Jan16, Oil Discharge Monitoring Equipment (ODME – see resolution MEPC.108(49)) shall be in compliance with regulation 31 of Annex I of MARPOL and should be approved for the mixture being transported.
4.1.3 Until 1 January 2016 biofuel blends may be carried when the ship's ODME is not in compliance with paragraph 4.1.2 above provided that tank residues and all tank washings are pumped ashore.
4.2 Biofuel blends containing more than 1 per cent but less than 75% of petroleum oil are subject to MARPOL ANNEX II

Company's Actions:
A project is launched to manage this change for ensuring proper and prompt compliance of our fleet with the new rule, by aligning the modification with the class annual IOPP survey.
SPP and GSI vessels are equipped with ODME VAF Oilcon Mark6M that should be replaced with the new MCU(Main Control Unit) having touch screen and should be updated with new software for compliance with bio fuels and their blends.
Ocean Spirit, Ocean Dignity, Ocean Quest are equipped with ODME JOWA CLEANTOIL 2005, the Measuring Cell Unit should be replaced and software will be updated for compliance with bio fuels and their blends.

Alcohol Resistant Foam

As per MEPC.1/Circ.761/ Rev.1 Section 4.1.4, an alcohol resistant foam should be used for the cargo deck Fire Fighting systems when carrying biofuel blend cargoes containing 75 per cent or more of petroleum oil and more than 5 per cent ethyl alcohol. This regulation will be in force as of 01Jan2016.

All tankers vessels of our fleet have been already delivered with UNIVEX 3-3 alcohol resistant foam in compliance with MARPOL 73/78 Annex II and IBC Code as amended by 01Jan2007 for their fixed deck foam Fire Fighting system. Therefore our vessels' fixed fire fighting system foam is alcohol resistant in compliance with this new regulation for biofuels and their blends.
Company's Actions: No any action is required.

Human Resources Management

Familiarization, Roxana Shipping 01 May - 31 Aug 15

Name	Rank	Vessel	Join Date	Photo
Siniavskii Vasilii	Master	SPR	10/05/2015	
Gavrilenko Andrei	Master	QST	17/05/2015	
Kovalchuk Anatoliy	Ch/off	SPR	11/05/2015	
Syrov Andrey	Ch/Off	ADA	14/06/2015	
Negreba Leonid	Ch/Eng	DGN	28/06/2015	
Volobuyev Alexander	Ch/Off	MBC	29/06/2015	

Promotions, Roxana Shipping 01 May - 31 Aug 15

Name	Rank	Promotion Date	Photo
Syrov Andrey	Ch/off	23/06/2015	
Popov Artem	2nd/off	21/08/2015	
Kulbida Igor	3rd/off	02/07/2015	
Negreba Leonid	Ch/eng	26/07/2015	
Titov Denis	2nd/eng	02/05/2015	
Puchkov Maksim	Appr/eng	21/08/2015	
Besshtannov Boris	Electrician	08/07/2015	
Khortov Semen	Electrician	08/07/2015	
Korolev Nikita	Deck/Cadet	24/08/2015	
Naumovets Mikhail	Deck/Cadet	26/07/2015	

Promotions, SPIS 01 May - 31 Aug 15

Name	Rank	Promotion Date	Photo
Freiberg Dmitrii	3rd/off	10/06/2015	
Vvedenskiy Evgeny	2nd/off	02/08/2015	
Borodikhin Alexander	3rd/off	01/06/2015	
Ilin Viacheslav	4th/Eng	21/06/2015	
Dunaev Yaroslav	4th/eng	07/05/2015	
Drobinskii Viacheslav	4th/eng	01/06/2015	
Taranyuk Artur	Appr/eng	19/05/2015	
Ivshin Aleksei	Appr/eng	31/08/2015	

Job Opportunities

In view of the planned for 2016 Fleet expansion following new positions are announced for 2016:

Fleet superintendent, ex Master
He will be based in RoKcs office, Vladivostok and/or Singapore, belonging to a Fleet Group, reporting to Headof¬fice, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Kristen/Roxana Fleet will be also desirable.
Attractive benefits package.

Fleet superintendent, ex Chief Engineer
He will be based in RoKcs office, Vladivostok and/or Singapore, belonging to a Fleet Group, reporting to Headof¬fice, responsibilities as per CP01, fluency in English and computers desirable, Ex Chief Engineer in Kristen/Roxana Fleet will be also desirable.
Attractive benefits package.

Fleet superintendent, ex Master
He will be based in Athens, belonging to a Fleet Group, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable.
Attractive benefits package.

Operator, ex Master
He will be based in Athens and/or Singapore office, reporting to Headoffice, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable.
Attractive benefits package.

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

State of the Art in Shipmanagement is our Tradition