New Years and Christmas Party- *Page 17*

Sep - Dec 2015

# News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

## Vessel Best Performers 2015
PAGE 14

&

## Bonus For Vetting Inspections
PAGE 16

&

## Reflective LFI Training Introduction
PAGE 18

&

## Marshall Islands Awards Roxana Shipping
PAGE 20

&

## Outstanding 3rd Party Inspections Performance
PAGE 24

Edition 2015-03

# Contents




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


Please recycle

# Message from TEK

*"The tanker market, although not in the highs of the beginning of 2015 is still healthy this period and we all are moderately optimistic that this pace will continue throughout 2016"*

As already predicted since the middle of last year, with year 2015 concluded we can now confirm that the annual financial results have been very positive. The tanker market, although not in the highs of the beginning of 2015 is still healthy this period, and we all are moderately optimistic that this pace will continue throughout 2016.

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

Marvel is since 01Oct15 delivered to Petrobras for a three years time charter.

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 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 and our DPAs attended the safety courses during the same period.

Our company is committed to actively contribute to this project and has launched a project and a MoC plan to ensure:

- Training all Fleet Sup/nts and other office staff as facilitators (now completed)
- Training ashore of officers and crew as facilitators (in RoKcs training center in Vladivostok, completed for mooring, already started for equipment vs human factor)
- Training of crew on board (already started, with Fleet sup/nt attendances)

We are happy to confirm once more the steady course of the Fleet and the Company towards high levels of performance. Clear evidence of this commitment to excellence in terms of safety, environment protection and quality for this period is the KPIs where the targets were achieved and even exceeded.

As an appreciation to our crews good efforts and their optimized performance during the vetting inspections and starting from 01Jan16 a 10.000 USD performance bonus will apply per vessel for vetting inspection result "not rejected" and with two (2) or less Deficiencies per Inspection.

Moreover, a 5.000 USD performance bonus will apply per vessel for vetting inspection result "not rejected" and with three (3) to four (4) dpi.

All above are included in the hot stuff section, which also contains the top performing vessels for complete year 2015, details and fotos from the Christmas party 2015, the AMVER awards, the Roxana award by Marshall Islands, the Best Practices, the upgrade of Danaos and Ulysses platforms and Spares statistics.

The Who is Who section this time hosts Mr. Theodosiou, Mrs Kiourti and Mr Chompitakis, three well known colleagues from Danaos Management Consultants who are always there, our first point of contact for all matters related to Danaos software. Danaos Management Consultants have assisted our company in integrating messaging and crew management.

Update on 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.

Cyber-security has always been in our agenda, and now that Internet on board has matured as a project, to be materialized on board within 2016, we have revised the Internet access policy. Along with the above updates on Ballast Water Treatment, New Panama canal rules as of 2016, ODME modification for biofuels and alcohol resistant foam as of 01Jan16 and STS plan 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 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. Details on the above, along with the records of promotions throughout the fleet, 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

## Dimitris Theodosiou

Dimitris Theodossiou is the co-founder and the managing director of Danaos Management Consultants S.A. Dimitris graduated as Naval Architect and Marine Engineer from the National Technical University of Athens.
He holds a Master's Degree in Marine Engineering (with distinction) from the University of London. Post graduate studies in Computer Science and Industrial Marketing.
Dimitris' experience is in the development of systems to support ship management and streamline commercial operations in the areas of fleet performance and statutory compliance.

## Elisavet Kiourti

Mrs. Elisavet Kiourti joined Danaos Management Consultants S.A. in 2006.
She is a support engineer of the Crewing and Crew Payroll Systems.
Elisavet holds a Bachelor's degree in Naval Architecture and Marine Engineering from the Technological Educational Institute of Athens.

## Andreas Chobitakis

Mr. Andreas Chompitakis joined Danaos Management Consultants S.A. in 2002.
He is a support engineer of the Crewing and Crew Payroll Systems. Andreas holds a Bachelor's degree in Maritime Studies from the University of Piraeus.

RoKcs Manning agency is continuing its own crew expansion in bulker and tanker fleets. At the moment dry Top4 officers pool consists of 4 Ocean Masters, 3 Chief Officers, 4 2nd Engineers and 5 Electrical Engineers.

Wet Top4 officer pool includes 2 Masters, 8 Chief Officers, 7 Chief Engineers, 7 2nd Engineers and 12 Electrician.

In September VMC, appreciating the long and successful partnership with RoKcs, invited capt. Verkhoturov and capt. Sidorkin to participate in the ceremony of cadets' inauguration in September.
Details of the event can be found in the VMC section.

RoKcs completed crew composition for the first SPIS cape-size Olympic Hope, whose delivery was expected at the end of January 2016, the second cape-size bulker is planned for April coming year.

Last but not least two Christmas Parties were successfully organized by RoKcs and took place in Tesla Restaurant in Vladivostok on 4th and 5th December for bulkers and tankers pool respectively.

Totally 172 seafarers participated in both parties along with their wives and girlfriends. The entertainment program delighted all the guests, with popular jazz band "Blues Lime" being the epitome of entertainment to all those present. It should be noticed that managing director of Roxana Shipping S.A. Mr. Takis Koutris made his speech in Russian Language, something that came as a surprise and made a huge impression to all attendees.


Capt P. Sidorkin,
E. Khalimenko,
Capt. E. Melnik
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 12 Sep 2015

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 09th to 14th September 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 11th till 12th September 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 specs 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.

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.

The number of participants was 11 tanker deck Officers and 13 tanker engine Officers (including 3 electricians), listed as follows:

**DMS/ BTM (Bridge Team Management)**

| | |
|---|---|
| Pilgun Anatoly | Master |
| Verkhovskii Andrei | Master |
| Karasev Leonid | Chief Officer |
| Shirokopoyas Danil | Chief Officer |
| Gorbachev Vladimir | Chief Officer |
| Pomaz Victor | Chief Officer |
| Budilov Anatoly | Chief Officer |
| Bykov Denis | Chief Officer |
| Chernykh Dmitrii | Chief Officer |
| Nizhnik Nikolay | Chief Officer |
| Marchenko Pavel | Chief Officer |

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

| | |
|---|---|
| Bushtruk Alexander | Chief Engineer |
| Evgrafov Konstantin | Chief Engineer |
| Mikhailov Iurii | Chief Engineer |
| Potyanikhin Andrey | Chief Engineer |
| Ozerin Valeriy | Chief Engineer |
| Valchun Valerii | Chief Engineer |
| Dolgopolov Igor | Chief Engineer |
| Belikov Vasilii | 2nd Engineer |
| Vazhenin Maksim | 2nd Engineer |
| Nilov Aleksandr | 2nd Engineer |
| Potianikhin Nikolai | 3rd Engineer > 2nd Engineer |
| Gontar Viacheslav | Electrician |
| Bulatov Evgeny | Electrician |
| Butenko Mikhail | Electrician |

## Tanker Officers Training 03 Dec 2015

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 28th November to 07th December 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 02nd till 04th December 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.

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.

The number of participants was 11 tanker deck Officers and 15 tanker engine Officers (including 6 electrician), listed as follows:

**DMS/ BTM (Bridge Team Management)**

| | |
|---|---|
| Melnik Evgeny | Master |
| Gavrilenko Andrei | Master |
| Dimov German | Master |
| Borisov Igor | Master |
| Okolo-Kulak Andrey | Chief Officer |
| Berezkin Viktor | Chief Officer |
| Cherepanov Viacheslav | Chief Officer |
| Pavlov Yury | Chief Officer |
| Ankudimov Valeriy | Chief Officer |
| Shtyrba Dmitrii | 2nd Officer > Chief Officer |
| Rarov Valentin | 2nd Officer > Chief Officer |

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

| | |
|---|---|
| Shevchik Alexander | Chief Engineer |
| Mayorov Alexey | Chief Engineer |
| Erin Aleksei | Chief Engineer |
| Afanasyev Nikolay | Chief Engineer |
| Belikov Vasilii | 2nd Engineer |
| Orevskiy Sergey | 2nd Engineer |
| Kulik Roman | 3rd Engineer > 2nd Engineer |
| Artamonov Vladimir | 3rd Engineer > 2nd Engineer |
| Novak Anatoly | 3rd Engineer > 2nd Engineer |
| Besshtannov Boris | Electrician |
| Filatov Alexey | Electrician |
| Ushakov Vitalii | Electrician |
| Khortov Semen | Electrician |
| Koretskiy Alexander | Electrician |
| Golovin Alexander | Electrician |

# RoKcs Training Center

## Bulkers Officers Training 01 Dec 2015

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 28th November to 07th December 2015, in order to conduct an office audit and regular training courses to Roxana pool of seafarers and to the tanker and bulkers crew pools.

In particular, the purpose of the bulker crew pool's training course, which took place on 30th November till 01st December 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 13 engine officers participated as follows:

**DMS/ BTM (Bridge Team Management)**

| | |
|---|---|
| Nazarov Alexander | Master |
| Matiushenko Andrei | Master |
| Lauve Sergey | Master |
| Minaev Igor | Master |
| Nikolaenko Viacheslav | Master |
| Misunov Andrey | Chief Officer |
| Freiberg Dmitrii | Chief Officer |
| Burik Alexey | Chief Officer |

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

| | |
|---|---|
| Makalich Sergey | Chief Engineer |
| Stukalov Vladimir | Chief Engineer |
| Yevdokimov Valery | Chief Engineer |
| Poplavko Andrey | Chief Engineer |
| Arkhipov Andrei | Chief Engineer |
| Sobolev Andrei | 2nd Engineer |
| Shpakov Eduard | 2nd Engineer |
| Shein Konstantin | 2nd Engineer |
| Rozenberg Petr | 2nd Engineer |
| Artemev Konstantin | Electrician |
| Chebotaev Maksim | Electrician |
| Karimov Rafis | Electrician |
| Morozov Petr | Electrician |

## Junior Officers Training October 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 12 deck / 8 engine shipboard personnel, as follows:

**DMS/ BTM (Bridge Team Management)**

| | |
|---|---|
| Okolo-Kulak Alexey | Chief Officer |
| Morozov Roman | 2nd Officer |
| Orzhekh Anton | 2nd Officer |
| Emelianov Dmitrii | 2nd Officer |
| Valchun Gleb | 3rd Officer |
| Makarevich Kirill | 3rd Officer |
| Khorsov Andrei | 3rd Officer |
| Dorosh Dmitrii | 3rd Officer |
| Zavatckii Sergei | 3rd Officer |
| Orlov Alexander | 3rd Officer |
| Savenko Anatoly | 3rd Officer |
| Kalganov Aleksandr | Apprentice Officer |

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

| | |
|---|---|
| Koptelev Aleksandr | 4th Engineer |
| Avdeyev Konstantin | 4th Engineer |
| Liamtcev Denis | 4th Engineer |
| Sokolov Alexander | 4th Engineer |
| Plakhotniuk Aleksandr | 4th Engineer |
| Alemasov Ivan | 4th Engineer |
| Rybas Oleg | 4th Engineer |
| Shobolov Aleksandr | Electrician |

# RoKcs Training Center

## Junior Officers ECDIS type specific training October/December 2015

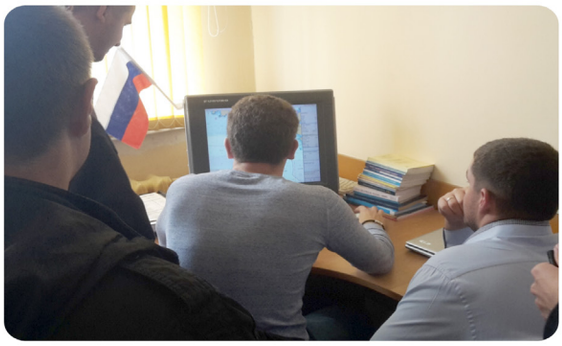
ECDIS type specific training course on Furuno installation FEA 2107 software and operation for Senior and Junior Officers of Tanker Fleet were conducted by VMC instructor Mr. Kenetbayev Talgat.
The training was conducted with participation of the following 6 Deck Officers in October and 13 Deck Officers in December 2015:

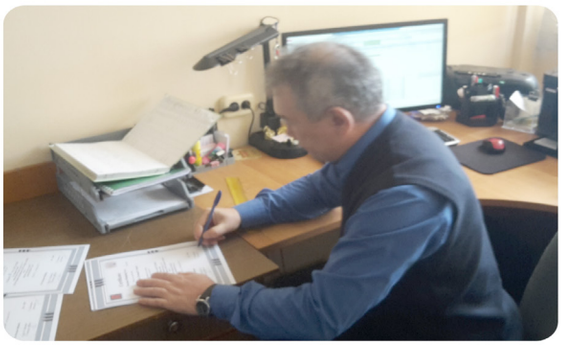
**October 2015**

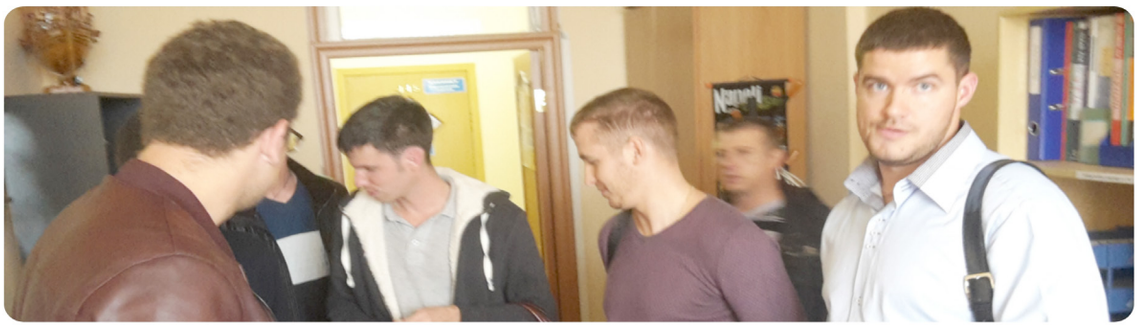
| | |
|---|---|
| Makarevich Kirill | 3rd Officer |
| Valchun Gleb | 3rd Officer |
| Dorosh Dmitrii | 3rd Officer |
| Zavatckii Sergei | 3rd Officer |
| Orlov Alexander | 3rd Officer |
| Kalganov Aleksandr | Apprentice Officer |

**December 2015**

| | |
|---|---|
| Gavrilenko Andrei | Master |
| Dimov German | Master |
| Melnik Evgeny | Master |
| Borisov Igor | Master |
| Ankudimov Valeriy | Chief Officer |
| Shirokopoyas Danil | Chief Officer |
| Berezkin Viktor | Chief Officer |
| Okolo-Kulak Alexey | Chief Officer |
| Pavlov Yury | Chief Officer |
| Cherepanov Viacheslav | Chief Officer |
| Okolo-Kulak Andrey | Chief Officer |
| Shtyrba Dmitrii | 2nd Officer |
| Rarov Valentin | 2nd Officer |







# Pancoast Singapore

Pancoast Trading (Singapore) Pte. Ltd is continuing its upward growth in the east of Suez region.
Pancoast office's tanker activities commenced in April 2014 and have completed successfully 20 months. The office has given a vital presence and achievement to the company in this region and Roxana Tanker Pool is now a brand name well known in the tanker segment.

Employee updated Roles are introduced based on this experience, as follows:
- Capt. Karthik is heading the Commercial activities in East and also is head of the Wet Opd covering vessels East of Suez. Apart from his other diversified roles; he also plays a vital part as a specialist consultant for the Post Fixture / Claims department for the Tanker Vessels.
- Ms. Lydia Guo and Mr. Alexandros Stathopoulos are playing a support role as Tanker Operators for day to day operational issues and co-ordination with other departments.
- Ms. Lydia Guo is also assisting in preparation of Freight invoices and demurrage claim for Athens based Post Fixture Dry dept. She also is assisting as the admin role in office.


Vessels spot trading in East during this period are Marvel, Miracle, Magic Star, Aligote, Athiri and Altesse. Marvel, Miracle and Magic Star built in Guanghzou, China are Handy Vessels in Dirty product trade; The Aligote, Athiri and Altesse built in Busan, Korea are LR1 Vessels in Clean product trade.

Aligote was moved to West market in Aug 2015 with a voyage from West Coast India. Likewise Athiri has been placed in West to optimize on the better west market by performing a voyage from Arabian Gulf to Brazil for Charterers Shell. Marvel which was trading in spot market in East from 2014 was delivered in Sept 2015 to Petrobras for 3 years time charter.
Weekly skype meetings are held with the Athens office to discuss and co-ordinate vessel updates.

Dry dock / 1st Special survey were carried out in Singapore area of SPP vessels Aligote (March 2015), Athiri (Sept 2015) and Altesse (October 2015). The Singapore Wet Opd department assisted in preparation of the vessels for dry-dock and provided logistical assistance to the Technical department which was attended by fleet sup/nt Gerasimos Karavias.

Pancoast office in 2015 under commercial responsibility of Capt. Karthik has handled for Roxana Tanker pool more than 50% of the spot fixtures covering / originating from the Far east region. Vessels were fixed with 25 different Charterers which includes most of the Oil Majors.

Commercial Management meeting was held in Singapore from 23-27th Nov 2015 attended by Mr. Krontiras Constantinos, Mr. Andrea Vaccari (Chartering Manager) and Capt. Karthik (Operations and Chartering manager). During this period the Management also had meetings with our numerous clients (Oil Majors / Traders / Owners) which we did business together in this year and past.

Vladivostok office was attended in December 2015 and Capt. Karthik made a presentation on Commercial / operations to our Tanker vessel officers, under the guidance of Managing Director/Mr T. Koutris. Additional Topics like Ship-shore interface, Bill of Lading, Tank cleaning, heating, Claims, NOR were discussed and clarified during the presentation.
The training was very well accepted and the feedback received will help us improve the course.

# VMC (Vladivostok Maritime College)

## Admission Ceremony October 2015

On October 2, 2015 another Admission Ceremony was held for newcomers, who entered the first and the second year "Navigation" and «Ship Power Plant Exploitation» majors in Vladivostok Maritime College (VMC).

The event hall was full of teachers, members of college staff, senior cadets, who have just arrived from their sea practice, parents, relatives and friends of VMC freshmen and special guests. The ceremony was held in warm and homely atmosphere.

There were many congratulations and humor, and the guests invited to the ceremony were sharing their maritime (sea) experience.

The administration of VMC, on behalf of the chairman of board of founders of VMC (principal of Far Eastern Institute of Communication) Yuminov Aleksandr and director of VMC Manko Vladimir, stepped up on the scene to congratulate new VMC cadets and wish them all the best.

But also the numerous special guests have given their greeting speech:

- Chernovitskaia Ekaterina, the deputy director of Department of Education and Science of Primorsky Region.
- Pechekazov Mikhail, the deputy director of of Primorsky Region Maritime Port Administration and Eastern Arctic.
- Vanyukov Alexandr, the vice-captain of the Port of Vladivostok.
- Verkhoturov Denis, the general director of representative office of shipping company "ROKS" in Vladivostok.
- Sidorkin Pavel, the training officer of RoKcs in Vladivostok.
- Paphnutiev Yevgeniy, the deputy director general of «Fescontract International»,
- Sufiyarov Marat, the chief of Department of Crewing of Far-Eastern Shipping Company (FESCO).

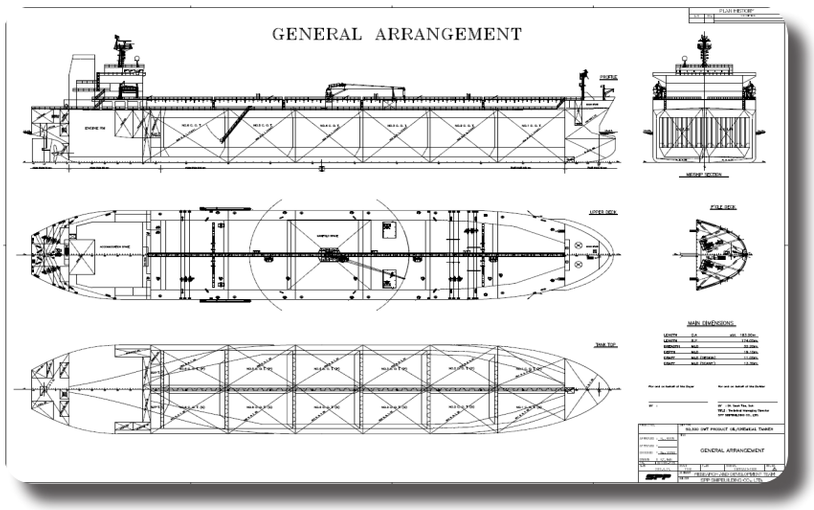

The ceremony ended with the traditional Student's Oath and then moved from the event hall to the foyer, where the parents and the guests of the freshmen could take some photos of their sons, brothers, friends and, from now on, the cadets of Vladivostok Maritime College, in front of the beautiful gallery and the Maritime Museum of VMC.

# 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 the industry, particularly due to the evolution of LNG as marine fuel and the price level of the conventional and ULS fuel oil.




## Vessel Best Performers 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 2015 statistics for PSC Inspections have indicated:**
**1st: Handytankers Magic, now Magic Star:** 3 inspections - 0 dpi
**2nd: Asprouda:** 1 inspection - 0 dpi
**3rd: Aligote**: 1 inspection - 0 dpi
**Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:**
**Handytankers Magic, now Magic Star**: 01Jan15 - 16Feb15 Koshetov I., 17Feb15 - 31May15 Usovich V., 01Jun15 - 18Aug15 Simonov S., 19Aug15-31Dec15 Mikhalev O., 01Jan15 - 01Apr15 Teplyakov A., 02Apr15 - 02Sep15 Farkov S., 03Sep15-31Dec15 Neural A.
**Asprouda:** 01Jan15-14Feb15 Grudinin A., 15Feb15-20Sep15 Dimov G., 21Sep15-31Dec15 Mezenin S., 01Jan15-2Jun15 Svistunov E., 03Jun15-26Oct15 Mayorov A., 27Oct15-31Dec15 Svistunov E.
**Aligote:** 01Jan15-04Feb15 Rubanov V., 04Feb15-7Jun15 Mezenin S, 8Jun15-20Nov15 Rubanov V., 21Nov15-31Dec15 Rossoshinskiy I., 01Jan15-23Mar15 Kraynev V., 24Mar15-30Jun15 Ozerin V.


**The 2015 statistics for Vetting Inspections have indicated:**
**1st: Handytankers Magic, now Magic Star:** 3 vetting inspections – 2.33 dpi
**2nd: Marvel:** 3 vetting inspections - 3.33 dpi
**3rd: Ocean Spirit:** 2 vetting inspections - 3.5 dpi
**4rd: Ocean Dignity:** 2 vetting inspections – 3.5
**Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:**
**Handytankers Magic, now Magic Star:** 01Jan15 - 16Feb15 Koshetov I., 17Feb15 - 31May15 Usovich V., 01Jun15 - 18Aug15 Simonov S., 19Aug15-31Dec15 Mikhalev O., 01Jan15 - 01Apr15 Teplyakov A., 02Apr15 - 02Sep15 Farkov S., 03Sep15-31Dec15 Neural A.
**Marvel:** 01Jan15-28Apr15 Gulin A., 29Apr15-22Oct15 Melnik E., 23Oct15-31Dec15 Gulin A., 01Jan15 - 26Jan15 Mayorov Alex., 27Jan15 - 31May15 Evgrafov Konst., 01Jun15 - 02Oct15 Erin Al., 02Oct15-31Dec15 Evgrafov K.
**Ocean Spirit:** 01Jan15-29May15 Khairulin O., 30May15-01Oct15 Siniavskii V., 02Oct15-31Dec15 Khairulin O., 01Jan15-03Feb15 Shumkov A., 04Feb15-30Jul15 Bushtruk A., 31Jul15-03Dec15 Shumkov A., 04Dec15-31Dec15 Bushtruk A.

## Vessel Best Performers 2015 (Continued)

**Ocean Dignity:** 01Jan15-22Apr15 Sukhodoyev O., 23Apr15-03Oct15 Borisov I., 04Oct15-31Dec15 Maltchev D., 01Jan15-30May15 Lesnoy V., 1Jun15-22Jun15 Tonkikh R., 23Jun15-25Jul15 Shumkov A., 26Jul15-31Dec15 Negreba L.

**The 2015 statistics for LTIF/TRCF have indicated:**

Ocean Spirit, Malbec, Miracle, Melody, Marvel, Magic Star, 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:** 01Jan15-29May15 Khairulin O., 30May15-01Oct15 Siniavskii V., 02Oct15-31Dec15 Khairulin O., 01Jan15-03Feb15 Shumkov A., 04Feb15-30Jul15 Bushtruk A., 31Jul15-03Dec15 Shumkov A., 04Dec15-31Dec15 Bushtruk A.

**Malbec:** 01Jan15-19Jan15 Siniavskii V., 20Jan15-04Jun15 Grinko A., 4Jun15-02Dec15 Gordievskiy A., 03Dec15-31Dec15 Tereshchenko A., 01Jan15-22Mar15 Mikhailov I., 23Mar15-05Nov15 Svechkin A., 06Nov15-31Dec15 Mikhailov Iurii

**Miracle:** 01Jan15-12Mar15 Zenenko N., 13Jan15-16Jul15 Sheludko V., 17Jul15-14Nov15 Zenenko N., 15Nov15-31Dec Usovich V., 01Jan15-12Feb15 Vazhenin A., 13Feb15-07Jul15 Motrenko A., 08Jul15-31Dec15 Vazhenin A.

**Melody:** 01Jan15-14Apr15 Tereshchenko A., 15Apr15-10Nov15 Ivanov E., 11Nov15-31Dec15 Grinko A., 01Jan15-08Feb15 Goncharov K., 19Feb15-19Jul15 Valchun V., 20Jul15-31Dec15 Goncharov k.

**Marvel:** 01Jan15-28Apr15 Gulin A., 29Apr15-22Oct15 Melnik E., 23Oct15-31Dec15 Gulin A., 01Jan15 - 26Jan15 Mayorov Alex., 27Jan15 - 31May15 Evgrafov Konst., 01Jun15 - 02Oct15 Erin Al., 02Oct15-31Dec15 Evgrafov K.

**Handytankers Magic, now Magic Star:** 01Jan15 - 16Feb15 Koshetov I., 17Feb15 - 31May15 Usovich V., 01Jun15 - 18Aug15 Simonov S., 19Aug15-31Dec15 Mikhalev O., 01Jan15 - 01Apr15 Teplyakov A., 02Apr15 - 02Sep15 Farkov S., 03Sep15-31Dec15 Neural A.

**Aramon:** 01Jan15-05Mar15 Rossoshinskiy I., 06Mar15-16Jul15 Pilgun A., 17Jul15-21Jul15 Grudinin A., 21Jul15-31Dec15 Pilgun A., 01Jan15-5Mar15 Neural A., 06Mar15-28Sep15 Afanasyev N., 29Sep15-31Dec15 Dolgopolov I.

**Aligote:** 01Jan15-04Feb15 Rubanov V., 04Feb15-7Jun15 Mezenin S, 8Jun15-20Nov15 Rubanov V., 21Nov15-31Dec15 Rossoshinskiy I., 01Jan15-23Mar15 Kraynev V., 24Mar15-30Jun15 Ozerin V.

**Altesse:** 01Jan15-15Jun15 Verkhovskiy A., 16Jun15-29 Nov15 Koshetov I., 30Nov15-31Dec15 Sheludko V., 01Jan15-03Jul15 Potyanikhin An., 04Jul15-30Jul15 Polkovnikov A.

**Athiri:** 01Jan15-12Jan15 Karelov A., 13Jan15-07Aug15 Chernobrovkin A., 08Aug15-31Dec15 Karelov A., 01Jan15-12-Jan15 Erin A., 13Jan15-6Jun15 Dolgopolov I., 07Jun15-06Nov15 Pachin N., 07Nov15-31Dec15 Motrenko A.

**Asprouda:** 01Jan15-14Feb15 Grudinin A., 15Feb15-20Sep15 Dimov G., 21Sep15-31Dec15 Mezenin S., 01Jan15-2Jun15 Svistunov E., 03Jun15-26Oct15 Mayorov A., 27Oct15-31Dec15 Svistunov E.

## Bonus for Vetting Inspections

Reference is made to the statistics for vetting inspections for 2015.
We are pleased to announce that, thanks to vessels good condition and crews good performance,
the actual deficiencies per inspection (dpi) achieved for 2015 is below the target set, i.e. actual 4.83 dpi against 5 dpi target,

in total 35 vetting inspections on board our vessels during the 2015.
Despite the above we have noticed a drop in the "not rejected" KPI, being 90%, far below the 100% target and the 97% of 2013 and 2014.

Statistics history for previous and current year related to "not rejected" and dpi have been concluded as follows:
- 2011 ==> 93%, 5,95dpi
- 2012 ==> 81%, 6,38dpi
- 2013 ==> 97%, 6,00dpi
- 2014 ==> 97%, 5,26dpi
- 2015 ==> 90%, 4,83dpi

As per above figures there is a steadily bettering trend from year 2012 till 2015, which is also partly due to the vetting inspectors attitude, except for the "not rejected KPI".

For 2016 we still target 100pct for the "not rejected KPI" and we anticipate that the existing target of 5 dpi could be adjusted to 4 dpi and achieved with our good efforts, from both ship and shore staff. Furthermore, the vessel "not rejected" should be maximized to 100%.

It should be noted that the number of deficiencies alone is not the absolute indication of the quality result of the inspection but, what primarily matters is the risk level of the recorded deficiency and to what extend such risk shall be evaluated by the Oil Major's Risk Assessment Team as affecting the safety and the seaworthiness of the vessel.
So, concluding, the primary KPI is vessel "not rejected" and 2016 target at 100% always, while the secondary KPI is deficiencies per inspection (dpi) and 2016 target to be maintained equal or less to four (4).

As an appreciation to our crews good efforts and their optimized performance during the vetting inspections
and starting from 01Jan16 a 10.000 USD performance bonus will apply per vessel for vetting inspection result "not rejected" and with two (2) or less dpi.

Moreover, a 5.000 USD performance bonus will apply per vessel for vetting inspection result "not rejected" and with three (3) to four (4) dpi.

The bonus amount will be distributed to the entire crew on board proportionally to their total wage,
an xls tool has been sent to you by separate mail to facilitate the calculation for the MGA.

We trust to the effective team work to achieve the targets set.

## New Year and Christmas Party 2015

New Year and Christmas Party 2015, organized by Roxana Shipping S.A. and Springfield Shipping Co. Panama S.A. was successfully performed on 4 and 5 of December 2016 in Vladivostok at city's popular place "Tesla".
About 172 people in total, Company staff ashore and onboard with their wives and spouses, participated in both events.
The Roxana party was hosted by Mr. Takis Koutris, Roxana Shipping Managing Director.
It should be noted that managing director of Roxana Shipping S.A. Mr. Takis Koutris made his speech in Russian Language, something that came as a surprise and was gladly appreciated by all attendees.
The Springfield party was hosted by Mr Dimitris Patrikios, SPIS Gerneral Manager, capt. Dionysis Siganakis, Operations dept. 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, was present at both these special events.
VMC was represented by Mr Yuminov Aleksandr, Founder, with wife, Mr Vladimir Manko with wife, Director and Dimitri Severdin, deputy director.
The Management team of Primtanko Maritime Agency Ltd, Mr. Vladimir Georgievich Nikitenko, Mrs Elena Illarionova, Mr. Yuri Nikolaievich Voronin and Mr. Vladimir Viktorovich Dzyuba attended Roxana Shipping party.
Fescontract International Ltd was represented in both parties by Capt. Piotr Grigorievich Dryuk along with his wife and daughter and Crew Coordinator Sergei Tingaev, who attended Springfield Shipping party.
The events' program was carefully prepared in order to satisfy all guests invited.
There was a performance by a blues-rock music band named "Blues Lime", as well as a belly dancer, delivering an excellent performance.
It should be noticed that managing director of Roxana Shipping S.A. Mr. Takis Koutris made his speech in Russian Language, something that came as a surprise and was gladly appreciated.
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.

## Reflective LFI Training Introduction

1.1 Shell in co-operation with her Industry partners towards the zero accidents target, has launched a project relevant to the human factor vs equipment failure, the navigational accidents and the mooring accidents, being identified as the most significant accidents in terms of risk, introducing relevant training modules, based on the reflective learning from incidents (LFI) principle. The training modules present the value of reflective learning from incidents (reflective LFI) on an experience of sharing and learning from the experience of the group members .

1.2 The aim of these learning sessions is not to just watch a video, but to think and talk about the incident as a group. The participants reflect on the causes of the incidents involved in the videos and relate what has been happened (or could happen) in similar situations at their own site and both individually and as a group they have an opportunity to elaborate on how to prevent a similar incident from happening at their positions in the future.

1.3 As part of our intension to properly implement this project, our Managing Director firstly attended the Reflective Learning session on mooring by Shell in Athens and also during the Shell CEO safety meeting in London on 28-29Jan15.

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

- Training all Fleet Sup/nts and other office staff as facilitators
- Training ashore of officers and crew as facilitators
- Training of crew on board

1.5 A project has been launched to manage this change, a MoC plan is in place and according to the relevant training implementation plan and in four training sessions during 2015:

- all Fleet Sup/nts have been trained as facilitators and they will run these training modules on mooring accidents and human factor vs equipment failure at their next 6-month attendance on board. Records of the Group action out of this training will be maintained by DPA.
- 52% of officers were trained ashore in RoKcs training center as facilitators and then, they will run this training modules at least once during their service on board, since by 2016 all vessels will have on board at least one officer trained ashore on reflective LFI on mooring and human factor vs equipment failure.

1.6 Relevant records of the Group action out of these training sessions will be sent to SQM dept upon completion.
Then SQM dept will evaluate the proposals and revise mooring procedure, if necessary.
The revisions are to be concluded by Jun16.

1.7 In order for this course to be delivered onboard, all vessels have ordered a 42" TV flat screen together with a wall mount bracket and a VGA splitter with 10 meters long VGA cable for the conference room and a USB speaker which will be used to provide the sound.

1.8 This monitor will be connected with the computer available in conference room where with a VGA splitter both monitors, the one serving the computer itself and the new monitor screen, will be connected simultaneously, as the particular training requires interactive response during the testing phase.

1.9 The software for the "LFI on mooring" and "LFI human factor vs equipment failure", will be installed into the ship's computers by our Superintendents during their shipboard attendance, who will also conduct or co-ordinate the first training on board.

1.10 Status of fleet in terms of the above is updated in K:\POOL\MR 2016-01\Projects\Reflective LFI

1.11 Specific instructions for the conduction of the course on board will be sent by separate circular.

## 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, and for 2015 99days, which is close to our initial target of 90days.

Following are the detailed 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 | 99 days |
| 2 | Total Average Process Time in TD | 11 days |
| 3 | Total Average Process Time in PD | 42 days |
| 4 | Time from Order to Delivery on Vessel | 46 days |

Purchasing Dept in action

## Roxana Certified by Marshall Islands for the Successful SAR Operation by MT Aramon

In a solemn ceremony in Roxana headquarters, a Certificate was presented to Roxana by Marshall Islands for the outstanding seamanship demonstrated by Master Capt. Anatoly Pilgun, C/E Afanas'yev Nikolai, C/O Vaschenko Alexander, 2/E Zakharov Dmitry and all crewmembers of M/T Aramon.

We remind you that at about 16:45 Hellenic time on 13Mar15, our DPA capt. K. Anisis received a call through the Italian MRCC, Rome, asking for the communication details of our MT ARAMON, in order to proceed to a rescue operation.
According to Officer's statement a yacht was capsized at the position LAT. 01° 39'N LONG. 028° 22W and the one and sole man on board was in the water.
The SAR operation was conducted basis on Company's:
1. FOM05 Annex 1 Recovery of Persons from the water
2. Man Overboard & Recovery of Persons from the Water checklist, form FOM05-18 and
3. Search and Rescue checklist, form FOM05-19

Time elapsed from the time that the Master was instructed to proceed to Survivor's position till the time that the Survivor was picked up on board successfully was 01:36 Hrs.

On 14Mar15 a message on behalf of the Survivor was received as follows:
Quote
Congratulation the crew m/t Aramon for my SAR operation.
Best regards,
Liege Matteo Miceli
Unquote

## Amver Awards 2015

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 22nd, 2015. More than Two Hundred (200) Greek controlled shipping Companies received more than 1.150 awards on behalf of 1.305 vessels participating in the AMVER System in 2015.

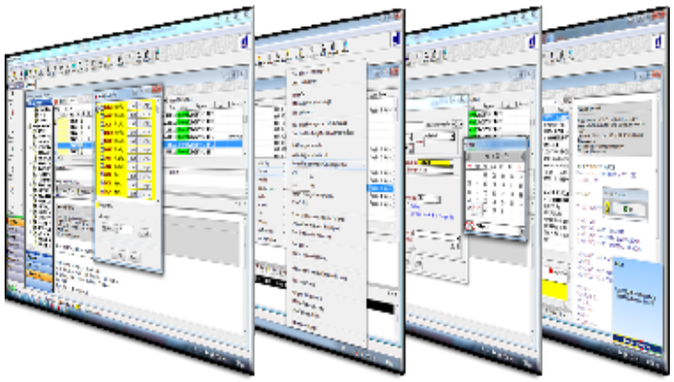
Participants from Roxana Shipping SA were:
- Capt. I. Koloniotis from Wet OpD
- Capt. K. Anissis from Crew Dept

The AMVER Awards were presented to:
- Roxana by Mrs. Zoe Lappa-Papadimitriou, member 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 2014 as follows:
Award certificates for: Ocean Quest - Ocean Spirit - Ocean Dignity - Malbec - Melody - Miracle - Magic Star - Asprouda - Athiri - Aramon - Aligote
Blue pennant for: Ocean Spirit - Ocean Dignity
Gold pennant for: Malbec - Aligote - Aramon

We appreciate all Masters continuous commitment to AMVER principle and reporting, as per FOM01 par. 4.13.
Non participating vessels: MVL - ATS.
A warning message was sent to Masters of above Vessels for immediate compliance.

## Danaos Infogate Platform Version 12.11.15



We are pleased to announce the Danaos Infogate platform upgrade to version 12.11.15 .
The upgrade was started on 05Nov15 and was completed ashore 08Nov15.

An extract of the major improvements are:

- New Q Servers (Incoming,Outgoing,EmailQ, Forwarding)

- Improvements in the handling and display of HTML messages (Unicode)

- The option to:
  - insert messages to the Worklist browser (To use: right click in a message -> Send to Worklist)
  - open Quick view by double clicking on a message (To enable: Info@Gate -> Application Topics -> Info@Gate Preferences -> OnDoubleClick)
  - immediately set a message to "On Hold" status by using the "Place on Hold" button located next to Send Message of Send Panel
  - use a quick search bar (To enable: Info@Gate -> Application Topics -> Info@Gate Preferences -> Show search toolbar)
  - automatically mark as read when replying or forwarding a message ( To enable: Info@Gate -> Application Topics -> Info@Gate Preferences -> Reply/Forward -> Mark as read when reply or forward)
  - use filters e.g. words in subject, body of message or the email address in order to allocate it to different Incoming Group (To enable: Info@Gate Admin -> Application Topics -> Incoming Message Special Allocation)
  - immediately remove read messages from a browser defined to retrieve only the unseen messages (To enable: Info@Gate -> Application Topics -> Info@Gate Preferences -> "Remove message when read from unseen browsers"
  - create folders and categorize your browsers (Right Click on Browsers -> New Folder Group -> and then right click on a browser and select Send to Folder Group)
  - Process a message with other Danaos applications (Right Click on a message -> Process with other Danaos Application)
  - file a message to multiple folders (right click on a message --> send to multiple filing folders)
  - have a history log of all user's alerts (alerts window --> new toolbar button "Alert Log")
  - Select to add message header or not when use the send again procedure (Info@Gate -> Application Topics -> Info@Gate Preferences ->Reply/Forward tab --> send again with headers)
  - Rearrange right click menu on messages

Further to the above IT/EDP dept have asked for feedback on any performance issues with respect to the previous version, functionality issues or malfunctions.
The intention is that IT/EDP dept catalogues them and proceeds with their rectification with Danaos, before the Danaos specific training, planned for Jan16.
The revised Quick Start Guide will be issued with Ullyses Doc manager release of Jun16.

## Task Assistant R8SP2 - Feedback -Manual - Release Notes

We are pleased to announce the Task Assistant upgrade to version R8SP2. The upgrade was started on 27 Nov 2015 and was completed ashore and onboard on 03 Dec 2015.

An extract of the major improvements of R8SP2 vs R6 are:
- some improvements regarding the performance in communications and changes regarding the way that both sides send the receipts and ask the receipts request.

- The release, activation, export and import of BM, MNI and Common Data are faster.

- Performance improvement for editing task and providing facility to search for folders.

- Ability to copy Requisitions between vessels.

- New Communication options during send PO and RFQ.

- Ability to update ROB while creating Requisitions on the Vessel.

- Purchasing Attachment Functionality.

- Purchasing Vendor Evaluation ability was introduced.

- Ability to release Maintenance for all affected or specific vessels.

- Vessel Specific Activity Criticality Flags.

- Ability to copy an existing Unscheduled Job in order to create a new one for other Vessel/Components.

- Ability to transfer value of field Assigned Engineer to each new Job.

- Relate Document Management Forms with Maintenance Jobs Completion stage.

- TA compliant with Microsoft Office 2010.

- Change the maximum size of the UDS database, based on the SQL version.

- Object Event History Archiving (PMS events supported).

- Windows 8.1 compatibility.

- Search functionality on Workplace of some Workbench tasks.

- Ability to monitor the applied application patches on TA Workbench task.

- Roles displayed in Alphabetical order.
- Warning message information in case of a Purchase Order been already linked with an Invoice.

- Purchasing folders performance improvement by re-design the available table indexes.

Further to the above we have asked for feedback on any any performance issues with respect to the previous version, functionality issues or malfunctions.
The intention is that we catalogue them and proceed with their rectification with Ulysses, before the Ulysses specific training on R8, planned for Jan16.

## 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 Melody | E.Ivanov | K.Goncharov | G.Karavias | Vetting | Dortyol | 01/09/15 | 3 | 5 |
| M/T O.Dignity | I.Borisov | L.Negraba | - | Vetting | Tubarao | 17/09/15 | 4 | 5 |
| M/T O.Spirit | V.Siniaskii | A.Shumkov | - | Vetting | Manaus | 25/09/15 | 4 | 5 |
| M/T Malbec | A.Gordievskiy | A.Shevchik | G.Sounios | Vetting | Santa Panagia | 14/10/15 | 3 | 5 |
| M/T Asprouda | S.Mezenin | A.Mayorov | - | Vetting | Lome | 16/10/15 | 5 | 5 |
| M/T Marvel | E.Melnik | K.Evgrafov | G.Karavias | PSC | Salvador | 19/10/15 | 0 | 1,2 |
| M/T Aligote | V.Rubanov | A.Teplyakov | - | PSC | Kalundborg | 10/11/15 | 0 | 1,2 |
| M/T Miracle | V.Usovich | A. Vazhenin | - | Vetting | Port Luis | 14/11/15 | 4 | 5 |
| M/T Altesse | N.Zenenko | A. Polkovnikov | - | Vetting | Port Luis | 15/11/15 | 4 | 5 |
| M/T Marvel | A.Gulin | K.Evgrafov | - | Vetting | Manaus | 15/11/15 | 2 | 5 |
| M/T Magic Star | O.Mikhalev | A.Neural | - | Vetting | Chittagong | 08/12/15 | 3 | 5 |
| M/T Athiri | A.Karelov | A.Motrenko | - | Vetting | Suape | 11/12/15 | 3 | 5 |
| M/T Asprouda | S.Mezenin | E.Svistunov | - | PSC | Tuapse | 21/12/15 | 0 | 1,2 |

## Haphazard Storage Creates Fire Hazard

An oil/chemical tanker was berthed at a shipyard for routine dry docking. Prior to entering dry dock, seven pallets of paints and thinners for coating the cargo tanks were received on board from the shipyard.
These were stowed on the starboard side of 'A' deck, between the engine room casing and the accommodation. The products were stored on wooden pallets covered with plastic wrapping, with the thinner cans stored on top of the paint cans in cardboard packages.
About seven days later, at lunch break, a fire broke out among the paint and thinner cans. The fire alarm was sounded and the Master ordered ship staff to assemble on the quay side. All appropriate authorities were informed immediately. Simultaneously, shipyard firemen were preparing the hoses to fight the fire. Within an hour the fire was totally extinguished but boundary cooling was continued for some time afterwards.

Although two separate investigations failed to determine the origin of the fire, it was suggested that the paint and/or thinner cans may have leaked due to expansion and contraction resulting from exposure to the elements. Vapour escaping from the cans was then contained within the plastic wrapping and the fire may have been caused due to spontaneous combustion. The pallets were stowed in direct sunlight and ambient temperature on the day of the incident was 25°C.
The investigation found no evidence of smoking in the area (which was prohibited). There was no hot work done in the vicinity nor were incompatible items stored nearby.

**Lessons learned**

- In future dockings, managers/Master shall not permit shipyard to store bulk quantity of paint and thinners onboard the ship. Shipyard shall be instructed to bring onboard sufficient paint drums for the day's work.
- Store paints and thinners in their original container, protected from direct sunlight in dry, cool and well ventilated space, away from incompatible materials.

*Source: MARS*

## Minor Spill Reported

A laden tanker encountered heavy weather during the Pacific Ocean passage. Pre-arrival checks of the discharge ports were completed including pressure testing of all three cargo lines.
Once arrived at the lightering area, the lightering vessel was berthed alongside the tanker and the cargo hoses connected. At one point during cargo transfer operations, drops of oil were seen leaking from the dresser coupling of number two cargo line. Cargo operations were stopped and clean-up operations carried out. Oil was contained in a catch-all below the dresser coupling area (total quantity spilled was less than one litre). The dresser coupling from the leaking area was tightened and the cargo line was isolated and drained. The discharging operation continued with the two remaining lines without any further incident.
After investigation, the company suspected that isolated flexing of the dresser coupling may have occurred during the heavy weather passage. This was not apparent during testing. A hazard occurrence report was produced as per the company's SMS requirements and closed out by management. An oil spill drill was carried out including simulation of reporting procedures to all parties concerned.

**Editor's note:** Even though the spill was very minor, the company reporting procedure was activated and all parties were informed – even MARS! This is a sign that the company's safety culture is alive and well. MARS needs your reports too – let us know what happens so others can learn the same lessons you learned.

*Source: MARS*

## Incinerator Ends Sea Career

The second engineer distributed the day's work to the engine room staff, verbally instructing the junior wiper to burn the garbage in the incinerator. He was familiar with the job, having done the task for the last seven months. A little while later, the fourth engineer went up to the incinerator room to check the safety parameters of the equipment. He found all systems in satisfactory condition and so he returned to the control room. The junior wiper was standing outside the incinerator room waiting for the combustion temperature to reduce prior to loading the second garbage pack.

About 30 minutes later the junior wiper rushed to the Master's office; he had sustained very deep burns to his left palm. The vessel was diverted to an anchorage and the junior wiper disembarked for medical treatment. All five fingers of his left hand were badly burnt and after assessment by doctors, four fingers were amputated. The junior wiper had to return to his home country for further reconstructive treatment.

To all intents and purposes, his seagoing career was over.

The company conducted an investigation and found the following: It appears the junior wiper, because of his small stature, had always used a bench to better access the incinerator door. Also, in this case he may have tried to push an oversized garbage bag down the incinerator sluice with a long handled poker. To do this, the junior wiper had to hold down the incinerator door micro switch (to simulate a closed door) and press 'start sluice action', all while trying to push the bag down.

**Lessons learned**

- Proper training and supervision are critical with operations such as incineration.
- Incineration on this ship is best undertaken by two persons.
- Ship-specific Job Hazard Analysis should be done for incineration, as for all vessel activities.
- Under normal conditions, safety devices such as micro switches should never be 'tricked'.

**Editor's note:** According to the company, ship's personnel interviewed during the investigation indicated that the use of a bench to access the incinerator was not a safe practice. Yet this practice had been tolerated for many months and was never identified as a nonconformity or unsafe practice during the course of work or during safety meetings. This indicates some important latent unsafe conditions contributing to this accident: a less than adequate safety culture and poor safety leadership.

*Source: MARS*

## Fall Protection Device Improperly attached

The starboard side lifeboat was being hoisted back on board after being deployed. As it reached the upper deck, it was noticed that the Fall Protection Device (FPD) was not properly secured; it was only attached to the davit lifting lug without passing through the lifeboat check release mechanism.

**Lessons learned**

- Attention to detail when attaching a FPD is critical.
- Crew should be properly trained in FPD procedures and refresher training given regularly.

*Source: MARS*

## Steam Cleaning and Flammable Atmosphere don't Mix

A chemical tanker in ballast was en route and the crew were preparing the tanks for loading. The crew had just completed washing of one of the tanks, which had previously carried benzene. The next steps were to strip the tank, ventilate it for a few hours, and then carry out tests to determine the cleanliness of the tank.

A crew member decided to carry out steam cleaning before ventilating the tank. A steam hose was inserted into the tank, steam pressure was increased and a cargo pump was started to remove any water collecting in the tank. A few minutes later there was an explosion and fire. Unable to contain the fire, the crew abandoned ship and were later rescued. However, one crew member went missing and was presumed deceased.

The investigation found that the explosion was the result of the ignition of the tank atmosphere, which contained benzene gas that was within the flammable limit. The source of the ignition was most likely an electrostatic discharge from the end of the steam hose coming into contact with the tank side or other structure. The steaming of the tank, which was performed immediately after washing and before ventilation, also likely gave rise to an electrostatically charged mist.

**Lessons learned**

- Prior to tank cleaning, a pre-cleaning meeting should be held to ensure that crew members understand their duties and the proper procedures to be followed. Any deviation from the procedures must be reported immediately.

## Steam Cleaning and Flammable Atmosphere don't Mix (Continued)

▪ After carrying a flammable cargo, always assume that the atmosphere within a tank is flammable.
▪ Be aware of the extreme danger of using steam injection to clean flammable cargo tanks due to the risk of static electricity.
▪ Benzene is a significant fire and explosion hazard based on its physical properties, including its flash point, vapour pressure, and boiling point. It can quite readily form explosive mixtures in air as a result of its high vapour pressure. Preventive measures against the accumulation of static electricity should always be employed.

*Source: MARS*

## Small Slip With Unfortunate Consequences

An oiler was on his usual rounds when the internal telephone system sounded. He quickly proceeded towards the engine control room to answer the call. As he stepped on the insulation mat in front of the main air compressor breaker panel, the mat slipped under his foot and he fell. After examination it was determined that his shoulder had become dislocated.
The company investigated the incident and has since removed the mat from service as the underside was worn and not gripping properly.
All other mats have been checked for their grip and wear.

**Editor's note:** A very mundane accident that brings to light hazards that are right under our nose. Although the oiler should not have been so hasty in his movements, the mat was still inadequate for service. This teaches us that we should always have our 'safety eyes' on – being continuously on the lookout for hazards in plain view. Readers may remember a similar case of 'hazards in plain view' – the steel plates from MARS report 201423. Readers can view all past MARS reports on-line at: http://bit.ly/1mutqW6

*Source: MARS*

## Hot Oil Splatter Danger

The vessel was at sea in good weather with no rolling. The galley crew members were going about their regular duties, preparing for lunch. The second cook lifted a pan containing approximately four litres of hot oil from the stove and walked towards a nearby rack to store it out of the way. As he tried to place the pan on the rack his right hand lost its grip on the pan handle; in a failed attempt to regain grip, the pan, now being held only by the left hand, tilted heavily to the right and the oil spilled out of the pan. Some of the spilled oil made contact with a significant area on his right arm, causing second degree burns.

The company investigation found, among others, the following:

▪ The small, all metal handle of the pan did not provide a good grip and had no thermal insulation areas.
▪ The selected location for placing the oil was inconvenient as it involved bending down and reaching into the rack to place the pan.
▪ The oil was not allowed to sufficiently cool down before being picked up to move.
▪ Wearing a full sleeved cook's shirt could have greatly reduced the consequence of the burn.
The company's safety action subsequent to their investigation included among other things;
▪ Intensify behaviour-based safety observations in the galley
▪ Revise the company SMS to prohibit shifting of hot oil in pans until sufficiently cooled.
▪ Revise the SMS to clearly indicate the appropriate clothing for certain tasks. Long sleeves to be used during frying, handling of hot objects otherwise, and cutting. Short sleeves may be used during washing, with other appropriate PPE.
▪ Revise the SMS to ensure all frying pans and boiling pots ordered in the future have handles that are either insulated or large enough to be used with gloves

*Source: MARS*

## 'Time Out'

A port superintendent sent this MARS report with the title 'A picture speaks a thousand words'. He states that in his job over the years he has witnessed many cases of ship's crew failing to recognise the potential hazards around them while carrying out their work.
In this case, the gangway support wire had come out from its sheave and become jammed and a crew member was attempting to remove it. Thankfully, he did take some precautions, like wearing a life vest, helmet, and gloves but failed to realise that during the process of clearing the stuck gangway wire, the gangway could have moved or lowered onto him.

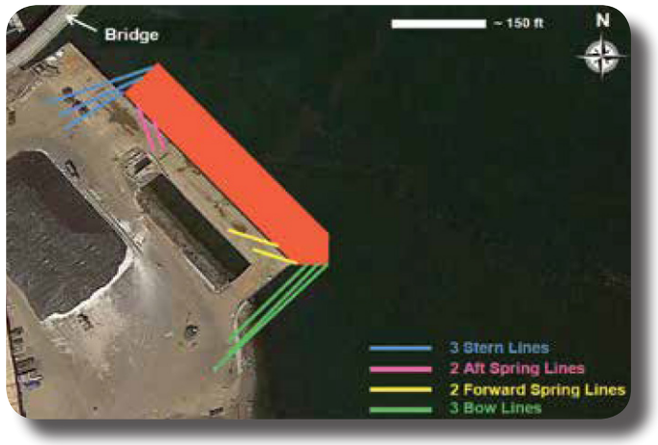
The superintendent stopped the work and ensured that concrete blocks were placed on the wharf so that the weight of the gangway could be landed on them. The wire clearing process was then resumed in relative safety.

**Editor's note:** In this instance, the person initiating the 'stop work' request was a port official. The lesson here is, even if you are not part of the team involved in the work, if you see a danger you should make it known.

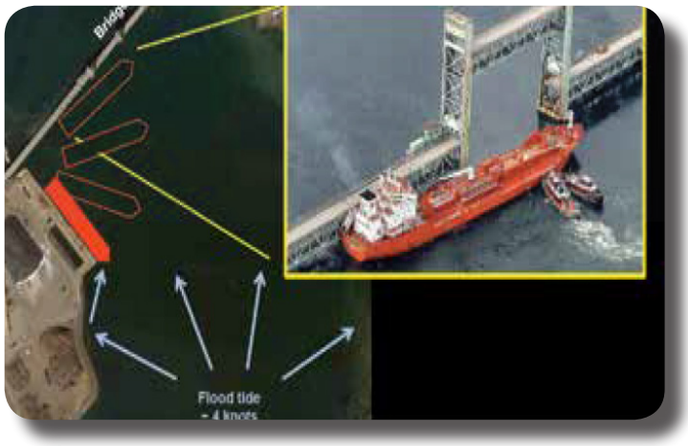
*Source: MARS*

## Flood Tide Breaks Mooring Lines

Edited from official Canadian NTSB report MAB-14-21
A small products tanker docked at terminal to load a cargo of tallow. The pilot had given the Master the local pilot information card that warned of three to five knot tidal currents in the river waterway. The card also warned of the importance of skilled line tending when moored in the river, stating: "equal tension or equal weight on all ropes at all times; mooring winch brakes shall have a holding near the strength of the line".
The next day after loading, and in order to refuel, the vessel was shifted about three miles downriver during slack water. This was accomplished by the same pilot from the previous day and the transit was uneventful. At the new berth, ten mooring lines were used as illustrated.




Because of draught considerations, the vessel was docked such that the ship's bow extended 30 feet beyond the east end of the wharf. After docking, a crew member conducting a patrol noticed dust and smoke coming from the brakes of the mooring line drums on the bow. The alert was given and the bridge team tried using the ship's bow thrusters to push the vessel toward the dock but to no avail.
As the vessel's bow was pushed into the river, the three mooring lines that were on bitts parted (both forward springs and one aft spring). The remaining mooring lines were on winches; the winch brakes began slipping and the lines quickly ran free off the drums and fell into the water. Within about 10 minutes of the initial warning, the ship was adrift in the river. Anchors were dropped but they only slowed the drift. A few minutes later the vessel struck a bridge, which sustained approximately $2.5 million in damage, while damages to the vessel were estimated at $1 million.




**Lessons learned**

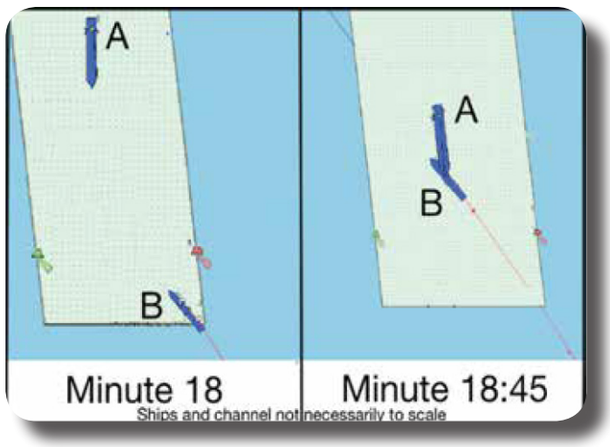
- All mooring lines should be equally tensioned so as to share the load.
- Never underestimate the force a current can exert on the vessel and carefully evaluate the vessel's mooring situation with respect to possible current interactions.
- Mooring winch brakes should always be in top condition and properly adjusted.
- Given the vessel's bow was exposed to the flood tide current, several bow lines should have been on bitts as opposed to on mooring winches.

*Source: MARS*

## Collision in Fog

Edited from official report issued 2 July 2015 by the Danish Maritime Accident Investigation Board.

Two vessels were about to meet at the end of a buoyed channel. Visibility was reduced by fog to about 100 metres. Vessel A had a pilot on board and the pilot boat was secured on the port side ready to board the relief pilot. The vessel was making way at near nine knots in order to match the speed of the pilot boat and was sounding the prescribed fog signal. Vessel B was approaching from the south and had to enter the channel obliquely due to a lighthouse on its port side. The speed was between 11 and 12 knots and the plan was to swing to starboard after passing the red buoy and to keep the speed in order to counter the two knot northeasterly current. Vessel B was not sounding the prescribed fog signal for reduced visibility.




The bridge teams on both ships were aware of the other ship and both had planned to meet in the channel, which was 300 metres wide, near the buoys. The bridge team members on vessel A were under the impression they were close to the western side of the channel, but in reality they were near the middle. The bridge team members on vessel B were under the impression they were turning as planned and were near the eastern side of the channel. In reality, the turn brought them to the middle of the channel, which was not the plan. Within 45 seconds the situation went from one which both bridge teams perceived as normal to one that was far from being normal. The vessels collided near the middle of the channel and sustained substantial damage.


**Lessons learned**

- Both bridge teams lacked adequate situational awareness. Each thought their position was appropriate for the meeting but in fact, neither was.
- Meeting in a narrow channel can be a challenge for bridge teams, especially when visibility is reduced. In this instance, factors such as a closing speed of nearly 20 knots, a pilot boat tied onto one ship and the other vessel making a turn all combined to make an unacceptably small margin for error.
- Navigators should act instead of react. Acting means taking early and substantial action to avoid situations that leave little chance for a good outcome.

*Source: MARS*

## Ship Hits Navigation Beacon While Disembarking Pilot

After leaving the port under pilotage, the outward transit of about three and a half hours was without incident. The Master and the pilot were on the bridge throughout but without a helmsman. The vessel was, for the most part, on autopilot. As the vessel approached the pilot disembarkation area, the pilot requested to reduce speed to seven knots for his transfer to the pilot vessel. He indicated he would disembark north of the nearby beacon, which is sometimes a local practice, rather than at the official pilot disembarkation spot south of this same beacon. The Master was somewhat surprised but agreed to the pilot's request. The pilot left the bridge, leaving the Master alone.

The pilot boat was having difficulty coming alongside in the waves so the pilot, now on deck, requested the Master change course to 180° and then to 160° to make a lee. Once the vessel was on a course of 160°, and as the pilot transfer took place, the Master went out to the bridge wing to better view the transfer. Once the pilot was on the pilot boat, and while the Master still on the bridge wing, he was called by both the pilot boat and crew and informed that the vessel was very close to the beacon.

## Ship Hits Navigation Beacon While Disembarking Pilot (Continued)

The Master returned to the wheelhouse but was unable to manoeuvre the loaded vessel quickly enough to avoid a collision with the beacon. The vessel made contact with the structure at a speed of about five knots. Two tanks were ruptured on the port side and the vessel took a list. The vessel then proceeded back to port.

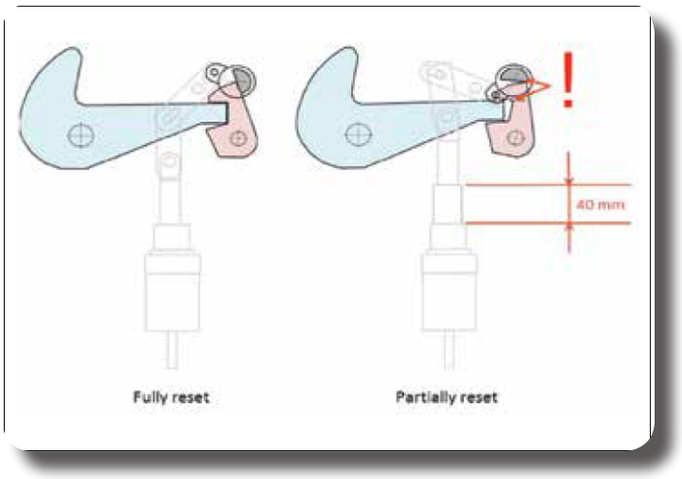
**Lessons learned**

- The Master allowed himself to be alone on the bridge during a critical time and at a critical place. He unwittingly placed himself in a situation that was prone to single point failure.
- By concentrating on one task (pilot disembarkation) to the detriment of another (navigation), the Master lost his situational awareness.
- A complete pilotage plan should be discussed and approved – in thiscase the Master was surprised that the pilot was to disembark north of the beacon.

*Source: MARS*

## Unexpected Lifeboat Launching Injures Crew Member

As edited from official ATSB report 307-MO-2014-002




During maintenance, the second engineer noted that the free-fall lifeboat release system hydraulics appeared to be losing oil and he wanted to personally confirm that all was in order. In order to enter the craft, the free-fall release safety pin had to be withdrawn. Once inside the lifeboat and after topping up the reservoir with oil, he decided to pressurise the system and identify any obvious oil leaks. After pumping the handle three or four times he felt the lifeboat shudder and move. (Under normal circumstances, the lifeboat's hook release device would require about 10–12 cycles of the hydraulic pump to trip the on-load release.) He saw that the lifeboat had begun to move down the launching rails; as there was no time to escape, he sat down in a seat and attempted to fit the seatbelt. The two simulation wires, in place to allow for launch training but so as to prevent an actual launch, failed under the shock load and the lifeboat launched into the sea.

On the bridge, the OOW was alerted by crew who had witnessed the launch. He immediately activated the ship's general alarm, slowed the ship, and made an emergency announcement over the public address system. Meanwhile, although injured, the second engineer was able to start the lifeboat motor and manoeuvre close to the ship. He was recovered soon afterward and later diagnosed with a fractured kneecap.

During the investigation it was discovered that the oil level was not actually low; oil had remained in the ram and had not returned to the pump reservoir. Additionally, it was found that the reset alignment arrows could indicate that the hook was in the correct reset position, even if it was actually only in a partially reset position. This condition was not apparent because of a cover fitted over the release mechanism and the lack of an indicator for the release linkage to indicate if the ram had fully retracted (or not). Thus, the on-load release was unintentionally tripped after only four operations of the hand pump, because it was only partially reset.

Yet, even when released, the lifeboat should not have ended up in the water. Many other factors contributed to the final, rather wet, outcome, including the following:

- There was no equivalent, alternative arrangement to the safety pin to prevent inadvertent tripping of the free-fall lifeboat's on-load release during routine operations, such as inspections and maintenance.
- The simulation wires were longer than required and had not been installed as per the manufacturer's design guidance. Therefore, once the on-load release was tripped, the lifeboat travelled significantly further than it was designed to during a simulated release, with a proportional increase in the shock load placed on the wires.
- The manufacturer's calculations did not take into account the shock load imposed on the simulation wires or the lifeboat and launching frame mounting points.
- The Recognized Organisation's process for the approval of the simulation wires for 'maintenance and testing' had not taken into account the shock loading that would be experienced during testing.

*Source: MARS*

## 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.

## Internet Access and Cybersecurity

As technology continues to develop, information technology (IT) and operational technology (OT) onboard ships are increasingly being networked together – and more frequently connected to the worldwide web.
We are already in the process to provide Internet access to our crews on board, a project has been launched since last year and the monitoring of the trial installation on a pilot vessel, M/T Malbec, is in progress.
This brings the increased risk of unauthorised access or malicious attacks to ships' systems and networks. Risks may also occur from personnel having access to the systems onboard, for example by introducing malware via removable media.
As part of this project additional training to all personnel ashore and on board will be given focused in identifying the typical modus operandi of cyber attacks and a relevant training module is in place.

The safety, environmental and commercial consequences of not being prepared for a cyber incident may be significant.
In Company system and networking there have been already measures taken to mitigate the cyber security incidents with absolute success till now.
But past success does not guarantee for success in future, therefore we have further revised the cybersecurity policy, procedures and records, and the revision will be published and in effect with Ulysses TA DMS revisions of Dec15.
The revisions to lower cyber security risks include:

- raising awareness of the safety, security and commercial risks for shipping companies if no cyber security measures are in place;
- protecting shipboard computer work stations and LAN, IT infrastructure and computers of critical systems on board;
- managing users and ensuring appropriate access to necessary information;
- protecting data used onboard ships, according to its level of sensitivity;
- authorising administrator privileges for users, including during maintenance and support on board or via remote link only under IT dept and top management authorisation;
- instructing how and when and protecting data being communicated between the ship and the shore side.
- Documenting a response plan to quickly recover systems and data and to maintain the safety and commercial operability of the ship.

## 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

ODME of the ships carrying Bio-fuel blend cargoes containing 75% or more of petroleum oil and more than 5% of Ethyl Alcohol, to be upgraded as per MEPC.1 / Circ. 761 / Rev.1 Sections 4.1.2 - 4.1.3.
This regulation will be in force by 01Jan2016.
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.


## STS Transfer Plan

On November 2013, the Chemical Distribution Institute (CDI), International Chamber of Shipping (ICS), Oil Companies International Marine Forum (OCIMF) and the Society of International Gas Tanker and Terminal Operators (SIGTTO), jointly published the new "Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases", First Edition, which supersedes the Fourth Edition of the "Ship to Ship Transfer Guide (Petroleum)" published in 2005, the Second Edition of the "Ship to Ship Transfer Guide (Liquefied Gases)" published in 1995, and the "LNG Ship to Ship Transfer Guidelines" published in 2011.
Based on the above and further to our circular number ID/CIR-ISM-15-373 dated 05Aug15, the existing on board STS operation plan, FOM06 Appendix 1 should be replaced by the revised STS Tanker operations plan, duly approved by the class society.

The most important changes of the 2013 Ship to Ship Transfer operations plan compared to the existing onboard, are highlighted below :
▪ Risk Assessment: Two (2) risk assessments are now undertaken in the Plan as opposed to one (1) being recommended in the 2005 Edition. A risk assessment should be undertaken when considering the suitability of an STS transfer location and a further risk assessment should be made for the STS operation. Such RM are included as examples in the TA Ulysses Doc Manager, in-house Workshops/RM repository and attached to this message for your review.
▪ In-Port STS Transfer Operations: The scope of the Plan has been significantly expanded to take account of in-port transfers (compared with that of the 2005 Edition) now paragraph 4.3.6.2.
▪ Safety Checklists: Although the Plan's revised Safety Checklists still number five (5) in total having the same chronological order and title, have been wholly revised and updated to include additional checks depending on the type of cargo to be transferred (i.e. petroleum / chemical & LNG / LPG cargoes) and also relevant checks for in-port STS transfers.

**Training**: The Plan also includes additional guidance on Training and Familiarization of ship's personnel, as stated in paragraph 4.5.2

## STS Transfer Plan (Continued)

**Other**: The Plan includes additional guidance for personnel transfers using a personnel transfer basket (PTB), for both at sea and in port STS transfer operations. Please refer to the paragraph 4.3.6 and 4.3.6.3
Guidance for preparation of a Joint Plan of Operation (JPO) has also been added in the plan and can be found in paragraphs 4.2.2 and 5.2.

Following Company's forms have been updated :
- Form FOM06-28T ' Ship To Ship Transfer / Pre-Fixture Information for Each Ship'
- Form FOM06-29T ' Ship To Ship Transfer Checklist'
- Form FOM06-29aT ' Master - POAC Exchange Information'

Kindly ensure that the revised STS Plan and forms are reviewed by the senior Officers and differences from the previous Plan and forms are discussed during the next SCMM and records are kept in SCMM form CP06-10 para 6 (Revisions of Company's documented management system).
This Plan will come into effect upon receipt of the Class Approved STS Operations Plan on board.
Please note that, you have to present the manual to the attending Surveyor for endorsement and then file it along with the Emergency Towing Arrangements Plan, BWM Plan, etc.

FOM revision history is also revised and will be included in the next TA Doc Manager release

## 2011 Guidelines for the Carriage of Blends of Petroleum Oil and Biofuels, as amended MEPC.1/Circ.761/Rev1 February 2013, (revokes MEPC.1/Circ.761)

1. 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.
2. At its sixty-fourth session (1 to 5 October 2012), the Marine Environment Protection Committee approved amendments to the 2011 Guidelines, as set out in annex 3 of document BLG 16/16, relating to deck fire-fighting system requirements and the fire protection assignment (column l) given for the entry "Biofuel blends of Gasoline and Ethyl alcohol (>25% but <99% by volume)".
3. The 2011 Guidelines have accordingly been amended as set out in the annex of the resolution.

**Extract from Annex to MEPC.1/Circ.761/Rev1**

**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**
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, 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.
4.1.4 When considering the deck fire-fighting system requirements of SOLAS chapter II-2, regulations 1.6.1 and 1.6.2, when carrying biofuel blends containing more than 5 per cent of ethyl alcohol then alcohol resistant foams should be used

# Human Resources Management

## Familiarization, Roxana Shipping 01 Sep - 31 Dec 15

| Name | Rank | Vessel | Join Date | Photo |
|---|---|---|---|---|
| Maltcev Dmitrii | Master | DGN | 14/09/2015 |  |
| Radko Vladimir | Ch/Off | SPR | 24/09/2015 |  |
| Rossoshinskiy Igor | Master | AGT | 24/10/2015 |  |
| Slinko Evgeny | Ch/Eng | MCL | 17/11/2015 |  |

## Promotions, Roxana Shipping 01 Sep - 31 Dec 15

| Name | Rank | Promotion Date | Photo |
|---|---|---|---|
| Radko Vladimir | Ch/Off | 09/10/2015 |  |
| Lushchik Andrey | 2nd/Off | 25/09/2015 |  |
| Ivanov Anton | 2nd/Off | 30/12/2015 |  |
| Meshalkin Sergei | 3rd/Off | 13/10/2015 |  |
| Makarevich Kirill | 3rd/Off | 09/10/2015 |  |
| Slinko Evgeny | Ch/Eng | 07/12/2015 |  |
| Potianikhin Nikolai | 2nd/Eng | 28/12/2015 |  |
| Kulik Roman | 2nd/Eng | 16/12/2015 |  |
| Kashaev Alexey | 2nd/Eng | 21/09/2015 |  |
| Sikulin Alexey | 4th/Eng | 27/11/2015 |  |
| Rybas Oleg | 4th/Eng | 28/11/2015 |  |

## Promotions, Roxana Shipping 01 Sep - 31 Dec 15

| Name | Rank | Promotion Date | Photo |
|---|---|---|---|
| Novyi Egor | Apprentice | 15/09/2015 |  |
| Denisov Evstakhii | Apprentice | 12/10/2015 |  |

## Stavros Kavouris recruitment

We are pleased to advise you that Mr. Stavros Kavouris, has joined Roxana Technical dept as of 01Nov15.
Mr. Kavouris holds the Merchant Marine Engineer's degree (Chief Engineer's Diploma) as of March 1998 and has been sailing in tankers since June 1979.
He has also served in the position of fleet superintendent in a tanker ship management company from Oct99 till Mar00.
The professional experience and skills of Mr. Kavouris will definitely add value in our team, will help us meet the short and long term objectives set out by the company, as stated above.
All of us will support Stavros to succeed in his new tasks and we all welcome him onboard!

## George Kouloulias recruitment

We are pleased to advise you that Mr. George Kouloulias, has joined Roxana Technical dept as of 01Nov15.
Mr. Kouloulias holds the Merchant Marine Engineer's degree as of 1989 and has been sailing in various types of vessels since Aug 1989.
He has also served in the position of fleet superintendent in a tanker ship management company from May11 till Apr14.
The professional experience and skills of Mr. Kouloulias will definitely add value in our team and will help us meet the short and long term objectives set out by the company.
George, welcome on board!

## 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.

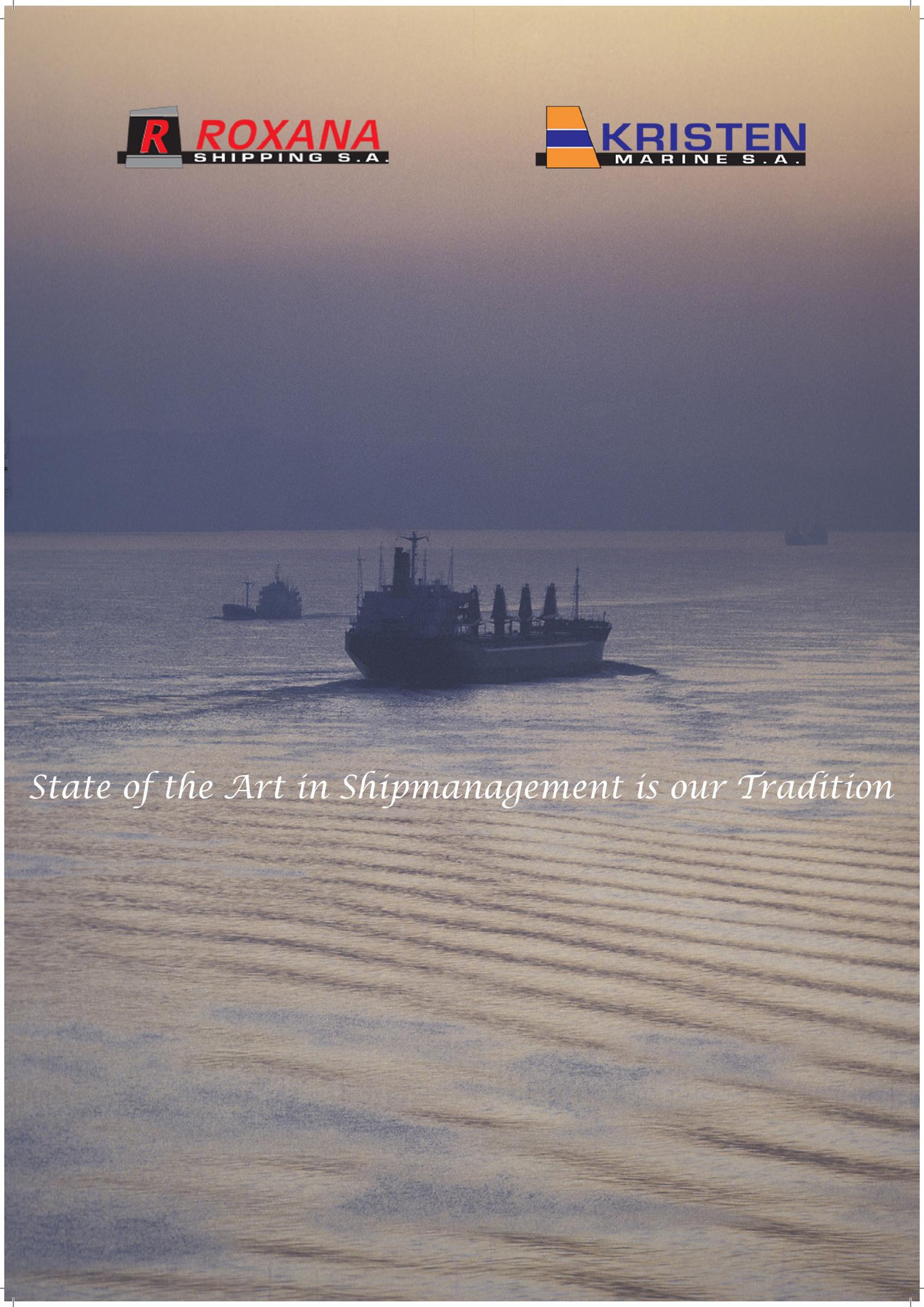
**Fleet superintendent, ex Chief Engineer**
He will be based in RoKcs office, Vladivostok and/or Singapore, belonging to a Fleet Group, reporting to Headof¬fice, responsibilities as per CP01, fluency in English and computers desirable, Ex Chief Engineer in Kristen/Roxana Fleet will be also desirable.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