Jan- Aug 2016

News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

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Please recycle

Message from TEK

"Now having concluded half of 2016 and with the prospects for the remaining year not that positive, we can predict that most likely the annual 2016 financial results will not be as healthy as predicted. Despite that, with the appropriate management style, we are confident staring ahead."

At the outset of 2015 we were all moderately optimist that the tanker market will continue at least the same way healthy throughout 2016. Now having concluded half of 2016 and with the prospects for the remaining year not that positive, we can predict that most likely the annual 2016 financial results will not be as healthy as predicted. Despite that, with the appropriate management style, we are confident staring ahead.

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

Vessels trading spot in the East during this period are Miracle, Magic Star,Alice1, Aligote, Altesse and Asprouda. Miracle and Magic Star under dirty product trade, whereas Aligote, Altesse and Asprouda in clean product trade.

A remarkable number of projects are running, with the active participation of the fleet, to manage all changes necessary to facilitate our Company achieving its short and long term objectives.

Career development is always one of our priorities with Reflective LFI training, Learning Engagenment tools and in house developed training videos some of the related projects.

PALI principle and TAB Safe, Monthly inspection reports and PSC inspections preparation checklist were the first initiatives to boost crew engagement. We are now in the process to upgrade the Safety committee to HSQE committee and also modify the code of the meeting conduct to boost crew engagement.

Crew welfare is another priority with BMI and Internet in board two of the related projects.

Smooth and Safe navigation in the ECDIS environment is the deliverable of the recently introduced ECDIS and ENCs and ECDIS NoNO projects.

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 crew's good efforts and their optimized performance during the vetting inspections and starting from 01Jan16 a 10.000 USD performance bonus has been applied per vessel for vetting inspections with result "not rejected" and with two (2) or less dpi.

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

All above are included in the hot stuff section, which also contains the vessel top performers, CES Seagull on line competency examination, the Best Practices, the upgrade of Danaos and Ulysses platforms.

The Who is Who section this time hosts Mr. P. Pantelis, Mrs E. Theoharidou and Mr K. Vougiouklis, three well known colleagues from Ulysses Systems who are always there, our first point of contact for all matters related to Ulysses software. Ulysses Systems has assisted our company in first developing, and then integrating our document management, PMS and Purchasing systems.

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.

All of us should study carefully what we should by all means avoid doing.

Cyber-security has always been in our agenda, and now that Internet on board has matured as project, to be implemented on board within 2016, we have revised the Internet Access Policy.

Along with the above updates on Ballast Water Treatment, ODME modification for biofuels, MRV plan and STS plan are included in the New Rules section.

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

Pantelis Panteleimon

Pantelis joined Ulysses in 1998 to assist with Customer Support.
Previously, he has worked in the Technical Department of Lyras Shipping and has firsthand experience in ship repairs, maintenance and operations.
Pantelis has a B.Eng in Mechanical Engineering, an MSc in Advanced Manufacturing Systems and is an Associate of the City and Guilds Institute.

Evi Theocharidou

Evi Theocharidou is our Services Manager. She is mainly involved in the Document Management Application and particularly Roxana Document Management tailoring.
Evi has a wide background in shipping as she was working for many years at the shipping company New Kronos Star Maritime Company S.A in Piraeus.
She holds a Bachelor's Degree in Public Administration from Panteion University and an MSc in International Transport and Maritime Studies from the University of Cardiff.

Kosmas Bougiouklis

Kosmas has been with Ulysses from 2006 and currently leads the Engineering Team in Ulysses which encompasses the R&D, the development and testing teams.
Previously he was a senior consultant and as a business engineer he has worked on Roxana document management projects.
He is currently studying a part-time BSC in computer science at the University of Patras and has an MSC in Shipping Finance and a BSC in Transport and Shipping from the Metropolitan University of London.

RoKcs continues productively its manning activities throughout 2016. After the first 6 months of the year RoKcs pool consists of 224 qualified and well trained seamen, who are currently serving onboard Roxana and Springfield vessels, including 36 Senior Officers and Electricians .

Under proper supervision of Roxana Shipping, Seagull on-line CES test has been implemented, so that all seafarers who are scheduled to join their vessel may pass such examination in RoKcs office or remotely from their domicile thru the Internet. Additionally electronic format of pending documents for MI endorsements and seaman books is being implemented which results in a huge reduction in the usage of paper for such documents

It is to be noticed that RoKcs' customers Springfield Shipping delivered two new ladies of 180K DWT each, which were built in Japan (Ariake Shipyard), with full crew recruitement by RoKcs.

Mrs. Evgeniia Khalimenko participated in English language conference "Practical studies today" which was held in Vladivostok Maritime College, with the two objectives, firstly for refreshing Evgeniia's competence as graduated English teacher and secondly updating RoKcs and its customers on the developments within VMC on the crucial subject of English language.

Capt Evgeny Melnik as of August 2016 has joined again the RoKcs team. During his shore leave Capt. Evgeny will bring the fresh sea air in RoKcs office, with particular focus on pre-joining familiarization and de-briefing.

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

RoKcs Training Center

Tanker Officers Training 24 -25 Feb 2016

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 23rd to 27th February 2016, 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 24th till 25th February 2016, 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 aspects 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, Incident reporting investigation and CPARs, 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 and commercial issues were discussed.

Particular attention was paid to Reflective LFI training on mooring, equipment and debate on board.

The aim of this learning session was not to just to watch a video, but to think and talk about the incident both individually and as a group. The participants had an opportunity to elaborate on how to prevent a similar incident from happening on board in the future.

The outcome of the Group actions are carefully considered by Company in an effort to revise procedures and practices so that mooring and equipment incidents are completely eliminated.

As an outcome of the equipment failure reflective LFI training the Plan-Act-Learn-Improve (PALI) principle was introduced as a tool to ensure continual improvement, through proper planning a job as a team and focusing not only to plan execution but plan supervising, verification and testing, and this in combination with the TAB Safe principle.

The number of participants was 11 tanker deck Officers and 13 tanker engine Officers (including 4 electricians), listed as follows:

DMS/ BTM (Bridge Team Management)

Koshetov Igor	Master
Grudinin Anatoly	Master
Ivanov Eduard	Master
Rubanov Valerii	Master
Mezenin Sergei	Master
Mikhalev Oleg	Master
Khayrullin Oleg	Master
Kutsykov Sergey	Chief Officer
Khristovich Timofey	Chief Officer
Sidorov Alexander	2nd Officer > Chief Officer
Anastasiiadi Andrei	2nd Officer

DMS/ ERTM (Engine Room Team Management)

Shumkov Arkadii	Chief Engineer
Polkovnikov Alexey	Chief Engineer
Trukachev Evgeny	2nd Engineer
Zakharov Dmitrii	2nd Engineer
Brinko Sergei	2nd Engineer
Nikiforov Oleg	2nd Engineer
Kuznetsov Sergey	2nd Engineer

Tanker Officers Training 30-31 May 2016

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 27th to 2nd June 2016, 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 30th till 31st May 2016, 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 aspects 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, Incident reporting investigation and CPARs, 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 and commercial issues were discussed.

Particular attention was paid to Reflective LFI training on mooring, equipment, navigation and debate on board.

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 on board in the future.

The outcome of the Group actions was considered by Company in an effort to revise procedures and practices so that mooring, equipment and navigation incidents are completely eliminated.

As an outcome of the equipment failure reflective LFI training the Plan-Act-Learn-Improve (PALI) principle was introduced as a tool to ensure continual improvement, through proper planning a job as a team and focusing not only to plan execution but plan supervising, verification and testing, and this in combination with the TAB Safe principle.

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.

The number of participants was 9 tanker deck Officers and 14 tanker engine Officers (including 5 electricians), listed as follows:

DMS/ BTM (Bridge Team Management)

Grin'ko Alexander	Master
Pilgun Anatoly	Master
Shirokopoyas Danil	Chief Officer
Marchenko Pavel	Chief Officer
Nizhnik Nikolai	Chief Officer
Radko Vladimir	Chief Officer
Volobuev Alexander	Ch/Off
Anastasiiadi Andrei	2nd Officer > Chief Officer
Kirpichenko Pavel	2nd Officer > Chief Officer

DMS/ ERTM (Engine Room Team Management)

Goncharov Konstantin	Chief Engineer
Svistunov Evgenii	Chief Engineer
Motrenko Alexey	Chief Engineer
Vazhenin Maksim	2nd Engineer
Senotrusov Evgeny	2nd Engineer
Epishin Stanislav	2nd Engineer
Dashkin Kirill	2nd Engineer
Vorobev Sergei	2nd Engineer
Zashchitnikov Alexander	2nd Engineer
Bonarev Albert	Electrician
Ponomarev Evgenii	Electrician
Serous Igor	Electrician
Kolomeychuk Dmitry	Electrician
Poleshchuk Konstantin	Electrician

RoKcs Training Center

Catering Staff Training Courses 30 Mar 2016

Courses on Company's DMS for Cooks and Messmen of wet and dry pool were conducted by RoKcs training officer Capt. P. Sidorkin.

Training for Roxana cooks / messmen was arranged at RoKcs training center on 30Mar16 with topic: Food & Catering, Health, Hygiene and Quality In compliance with MLC 2006 Standard A3.2, B3.2 with participation of 3 Cooks / 2 Messmen respectively, as follows:

Sivashchenko Aleksandr	Chief Cook
Chevtaev Aleksei	Chief Cook
Chernov Sergei	Chief Cook
Pletnev Vladimir	Messboy
Nazarov Aleksandr	Messboy

A lively discussion and change of views took place, with the objective to improve the standard of food and catering services on board.

Roxana Officers ECDIS Type Specific Training 01 Jun & 09 Jun 2016

ECDIS type specific training course on Furuno FEA 2107 were conducted 01Jun16 (for top4) and 09Jun16 (for juniors) by VMC teacher Mr. Kenetbaev Talgat. Recent experience with ECDIS implementation and relevant observations were discussed during the training.
The training was conducted with participation of the following 18 Deck Officers:

Grin'ko Alexander	Master
Pilgun Anatoly	Master
Shirokopoyas Danil	Ch/Off
Marchenko Pavel	Ch/Off
Nizhnik Nikolai	Ch/Off
Anastasiiadi Andrei	2/Off
Kirpichenko Pavel	2Off>ChOff
Volobuev Alexander	Ch/Off
Kolomietc Andrei	Officer 2nd
Lushchik Andrey	Officer 2nd
KonishchevAndrei	Officer 3rd
Demchuk Ian	Officer 3rd
Meshalkin Sergei	Officer 3rd
Chusovitin Maxim	Officer 3rd
Shcherbakov Dmitrii	Officer 3rd
Brezgin Alexander	Officer 3rd
Kobelev Maksim	Officer 3rd
Prakht Aleksei	Officer 3rd

Marflex DWP and Konsberg K-Chief 500 Training Feb - May 2016

Training courses for Marflex DWP and Konsberg K-Chief 500 were conducted for junior engineers in February and May 2016 by VMC teacher Kovtun Alexey. Recent experience was discussed between participants.

Participants of the February 2016 training courses:

Karabin Sergei	Engineer 3rd
Shapran Aleksei	Engineer 3rd
Skachkov Leonid	Engineer 3rd
Zamatyrin Nikolai	Engineer 3rd
Volgin Denis	Engineer 4th
Sakhno Nikita	Engineer 4th
Grachev Gennadii	Engineer 4th
Dyshliuk Artem	Engineer 4th
Samankov Viacheslav	Engineer 4th
Golovko Andrei	Engineer 4th
Kraev Alexander	Electrician
Poleshchuk Konstantin	Electrician

Participants of the May 2016 training courses:

Goncharov Konstantin	Chief Engineer
Svistunov Evgenii	Chief Engineer
Motrenko Alexey	Chief Engineer
Vazhenin Maksim	Engineer 2nd
Senotrusov Evgeny	Engineer 2nd
Epishin Stanislav	Engineer 2nd
Dashkin Kirill	Engineer 2nd
Vorobev Sergei	Engineer 2nd
Zashchitnikov Alex.	Engineer 2nd
Bonarev Albert	Electrician
Ponomarev Evgenii	Electrician
Serous Igor	Electrician
Kolomeychuk Dmitry	Electrician
Poleshchuk Konstantin	Electrician

RoKcs Training Center

Junior Officers training February - June 2016

Company's DMS refresh courses on for Junior Officers and Engineers of tankers 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) refresh and Reflective LFI training were conducted with participation of 14 deck / 13 engine shipboard personnel in February and 10 deck / 13 engine shipboard personnel in June respectively, as follows:

Feb 2016

DMS/ BTM (Bridge Team Management)

Snegurenko Evgeny	Officer 2nd
Ulivanov Sergey	Officer 2nd
Anastasiiadi Andrei	Officer 2nd
Kozachek Viatcheslav	Officer 3rd
Ryazanskiy Igor	Officer 3rd
Ruban Roman	Officer 3rd
Povilaiko Sergei	Officer 3rd
Snytko Ivan	Officer 3rd
Skribchenko Aleksandr	Officer 3rd >Officer 2nd
Shakirov Ruslan	Officer 3rd >Officer 2nd
Aleksin Roman	Officer 3rd
Fauzer Victor	Officer 3rd
Sytnik Aleksandr	Officer 3rd
Iakovlev Anton	Officer 3rd

DMS/ ERTM (Engine Room Team Management)

Karabin Sergei	Engineer 3rd
Shapran Aleksei	Engineer 3rd
Skachkov Leonid	Engineer 3rd
Zamatyrin Nikolai	Engineer 3rd
Volgin Denis	Engineer 4th
Sakhno Nikita	Engineer 4th
Grachev Gennadii	Engineer 4th
Kozhukhov Andrei	Engineer 4th
Dyshliuk Artem	Engineer 4th
Samankov Viacheslav	Engineer 4th
Golovko Andrei	Engineer 4th
Kraev Alexander	Electrician
Poleshchuk Konstantin	Electrician

Jun 2016

DMS/ BTM (Bridge Team Management)

Kolomietc Andrei	Officer 2nd
Lushchik Andrey	Officer 2nd
Konishchev Andrei	Officer 3rd
Demchuk Ian	Officer 3rd
Meshalkin Sergei	Officer 3rd
Chusovitin Maxim	Officer 3rd
Shcherbakov Dmitrii	Officer 3rd
Brezgin Alexander	Officer 3rd
Kobelev Maksim	Officer 3rd
Prakht Aleksei	Officer 3rd

DMS/ ERTM (Engine Room Team Management)

Avdeev Roman	Engineer 3rd
Goncharuk Aleksandr	Engineer 3rd
Filippov Andrei	Engineer 3rd
Gusev Albert	Engineer 3rd
Efimov Andrei	Engineer 3rd
Drozd Alexander	Engineer 3rd
Saraev Dmitrii	Engineer 3rd
Maksimenko Aleksandr	Engineer 3rd
Sikulin Alexey	Engineer 4th
Vorozhchenko Andrey	Engineer 4th
Bacharnikov Sergei	Engineer 4th
Shalimov Nikolai	Engineer 4th
Selivanov Sergei	Engineer 4th

Pancoast Singapore

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

Pancoast office's tanker activities which commenced in April 2014 have completed 2 successful years. The office under Capt. Karthik leadership 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.

• 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 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 laytime calculation for Athens based Post Fixture Dry dept. She also is assisting as the admin role in office.


Capt. K. Kaliappan
Lydia Guo
A. Stathopoulos

Weekly conference meetings are held with the Athens head office to discuss and co-ordinate operations.

Vessels spot trading in East during this period are Miracle, Magic Star, Alice 1, Aligote, Altesse and Asprouda. Miracle and Magic Star built in Guanghzou, China are Handy Vessels in Dirty product trade, whereas Aligote, Altesse and Asprouda built in Busan, Korea are LR1 Vessels in Clean product trade.

There is a new addition to our family as of April 2016. "Alice 1" which is a Handy size tanker vessel built 2007, has been chartered in and will be operated by Pancoast Singapore on a 2 year Time Charter and is currently trading in the East. Miracle and Magic Star has been continuously trading in DPP trade in the Persian Gulf and Far East region.

Aligote after trading in the West market has been moved back to East market with a voyage from Punta Europa to Daesan, Korea. Likewise, Altesse is heading towards the East with a voyage from Amsterdam to Longkou, China. Asprouda which was trading in spot market in East, did a short Time Charter with Litasco in West Africa and returned to the East with a voyage from Amsterdam to Longkou.

Pancoast office in 2015 under commercial responsibility of Capt. Karthik has handled for Roxana Tanker pool approximately 53% 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.

Captain Karthik attended our Company's Management Review on May which took place in Evia, Greece. There he presented various presentations including; Commercial aspects of Roxana Tanker Pool Fleet, Pancoast Trading Singapore activities, Demurrage claims statistics for the previous year, including the 1st Quarter of the current year analyzing the performance of our vessels both in the East and the West as well as Commissions, Freight and Demurrage related data from Charterers and Brokers.

Roxana Singapore Wet OPD department has gone through an Internal Audit on May 2016, held by our Managing Director Mr. Takis Koutris, updating and training the Wet Opd employees with changes, revisions of DMS along with new rules implementation.

Cpt Karthik is prepared to attend the officers ashore training in Vladivostok end of November, delivering an updated operational and commercial presentation.

At the same time our Company chairman of the Borad Mr. Constantinos Krontiras along with our CFO, Mr. Gabriel Rezzan attended our office. Important meetings took place in order to meet potential new business partners and also to strengthen relationships with already existing ones. Mr. Constantinos Krontiras and Mr. Koutris also attended the Intertanko Annual Tanker Event held in Singapore gaining in depth overview of current Intertanko activities, exchanging strategic, political and commercial challenges in the Tanker Industry.

We thank everyone for the support given to our new office resulting to the phenomenal success achieved.

VMC (Vladivostok Maritime College)

"Practical Studies Today" Conference in English Language

On April 28, 2016 English language conference "Practical studies today" was held in Vladivostok Maritime College. This discipline-related event was dedicated to results of sea practice in 2014-2015 study years. The agenda of this conference was developed by Smirnova Albina, leading English teacher, who acted as presenter and translator, and Skutelnik Vasilina, manager of the Youth Center who directed audio and video. Technical support was provided by VMC IT-Office.

Kruichkov Vasilii, Lebedkin Pavel, Timischenko Valentin, Alimagomedov Aleksandr, Derdyuk Artur, Radevich Vladislav, Tret'yakov Uyrii, Gerasimenko Aleksandr, Fomenko Ivan, Malenko Andrei (senior students) presented the messages about their sea practice and then they gave a performance about meeting of cadets in foreign port cheerfully and easily. The college hall was full. In addition to the cadets of the college teachers and stuff also attended the event together with teachers and pupils of the senior classes of schools of Vladivostok.

The Director of the Vladivostok Maritime College, Manko Vladimir, the crew co-ordinator of "Roxana Kristen Crewing Service", RoKcs, Yevgenia Khalimenko and the deputy director-general of «Fescontract International» Paphnutiev Yevgeniy were invited as official guests.

The objective of this conference was not just to present the reports on sea practice but to demonstrate skills in general and specialized English language. Cadets, and freshmen in particular, have many questions, especially about their first sea practice and the life onboard. That is why a lot of attention was paid to answering first year students' questions. It was particularly interesting to listen to the answers of those students who are going to graduate from the college this year and to find out how much the knowledge of the cadets has increased since they left school.

This part of the conference was a dialogue between the senior cadets and freshmen where the freshmen attentively listened to every word of the elder. The discussion was occasionally interrupted with new video and photo presentations about sea practice, workdays and leisure onboard.

The peculiarity of the conference was that it was held in English only. It is well-known that "Maritime" English is a specific and difficult language. The cadets have to learn many terms, build sentences, specifically and continuously enhance their skills.

English is one of major subjects in Vladivostok Maritime College, said Manko Vladimir. It is caused by growing competition on labour market, elevating prestige of VMC and the requirements of shipping companies and crewing agencies.

So English is a baseline for future employment. This was the main idea of the conference.

At the summary of the conference the organizers emphasized that sea practice plays significant role in the study process and becoming a seaman. It was noted that cadets grew to maturity after successfully attending the sea practice. It is also important to underline that the language barrier now seems not a problem for them.

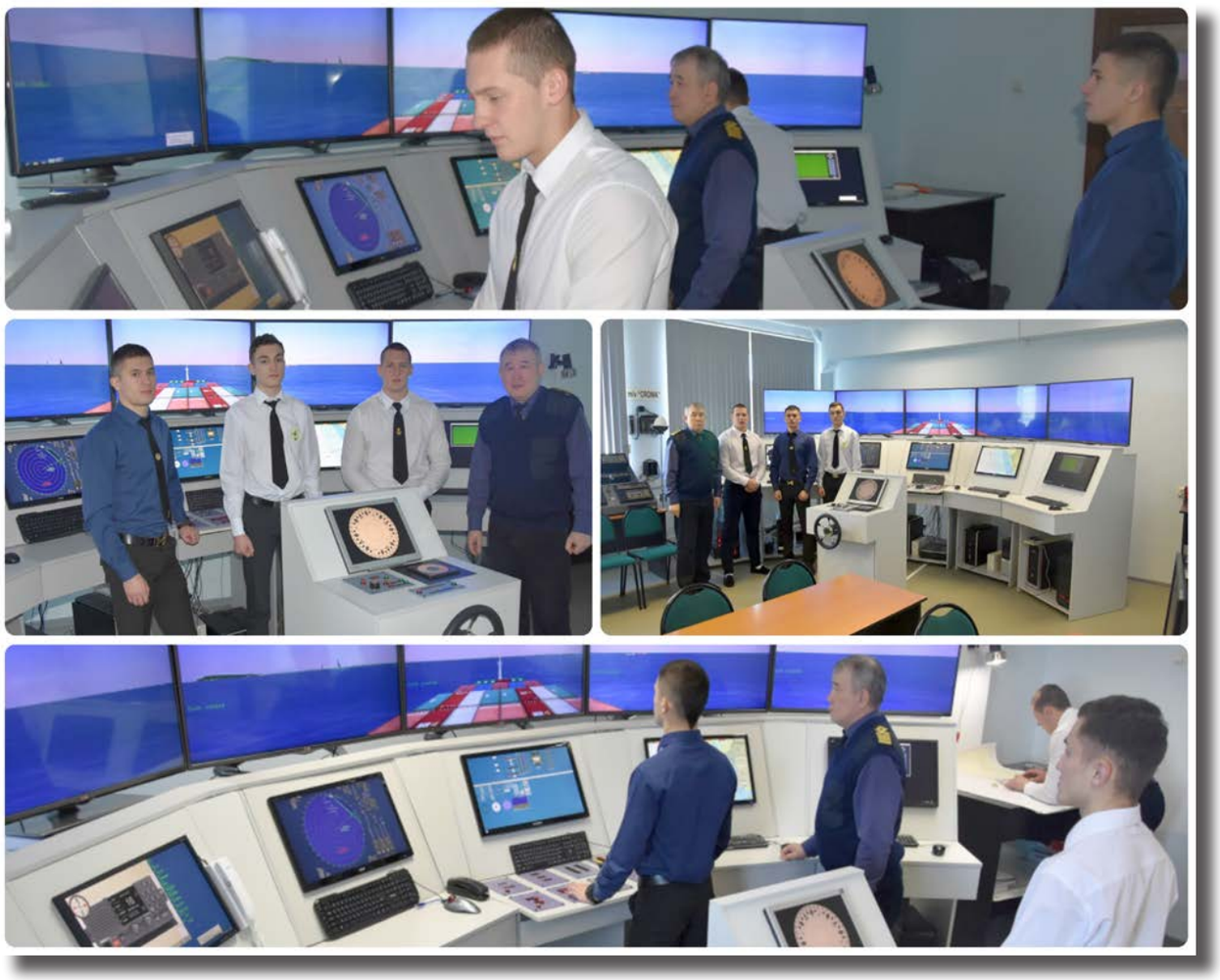
Bridge Team Management/Ships Handling navigation training facilities

Vladivostok Marine College Navigation Training Centre and Far Eastern Institute of Communication have updated Bridge Team Management/Ships Handling navigation training facilities to version «MARIBS-C/NTS-5000».
Currently the up-to-date facilities include:

- 1 workspace for instructor;
- 7 workspaces for operators of various types (Radar/ARPA/ECDIS);
- 1 full-feature vessel bridge with 5-channel LCD-display visualization system.
- The facilities provide nationally and internationally proper training for professional navigators.

The facilities provide nationally and internationally proper training for professional navigators on the following programs:

- Operational use of ECDIS;
- Radar observation and plotting;
- Operational use of ARPA;
- Bridge Team and Resource Management;
- Ship Handling and Maneuvering.

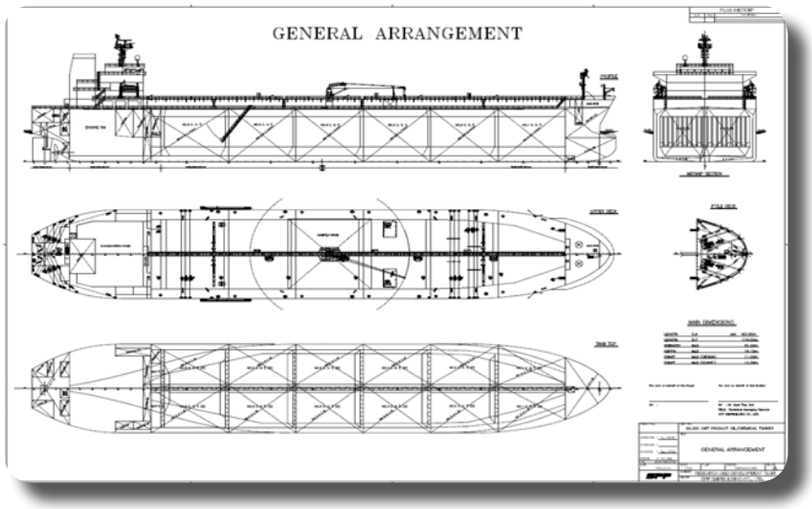


New Ladies on the Block

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.



PALI (Plan - Act - Learn - Improve)

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok March and May16, in order to conduct an office audit and regular training courses to Roxana pool of seafarers.
Particular attention was paid to Reflective LFI training on mooring, equipment and navigation.
As an outcome of the Reflective LFI workshop on equipment the Plan-Act-Learn-Improve (PALI) principle was introduced as a tool to ensure continual improvement through proper planning a job as a team, and focusing not only to plan execution but also to plan supervising, verification and testing, and this in combination with the TAB Safe principle.
Highlights from the workshop follow:

Planning Who When Why What Where How

Human resources (who when why)
- Plan (team meeting)
- Execute (skills, delegation)
- Supervise (physical presence)
- Verify and testing on completion (ad hoc attendance and on completion)
- Testing on completion
- Delegation, schedule, sequence, deadlines
- Restoring laggings, restoring access
- Tools and spares back in place
- Cleaning
- Fatigue management
- Skills, experience
- Disposal-environmental impact

Material Resources	Procedures
How-What	
Tools, special tools Spares, Consumables Work environment ▪ Light ▪ Ventilation ▪ Safe access PPEs Emergency response equipment Firefighting, life saving, Stretchers, medical Communication equipment	Work permit checklists Risk Management Maintenance/Inspection procedures and instructions Testing procedures Disposal, Garbage management Communication procedures Procedures are there to pinpoint what is considered self understood and JUST because of this incline to be overlooked

Plan Act Learn Improve (PALI)	
Top4 evening	**Work Team Next morning**
TAB Safe PALI FOM07 par4.1.10, 4.1.11	FOM07 par4.1.10, 4.1.11 TAB Safe PALI pray to safety Involve, understand, precise accurate no shortcuts, consult supervisor What if ▪ Emergency plan operation, evacuation, rescue ▪ MoC back-up plan

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 2016 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 O.Dignity	D. Maltcev	S.Farkov	G.Sounios	PSC	Chalkis	07/01/16	0	1,2
M/T O.Quest	O.Sukhodoev	V.Lesnoy	-	Vetting	Suape	09/01/16	4	5
M/T O.Spirit	O.Khairullin	A.Bushtruk	-	PSC	Rio Grande	14/01/16	0	1,2
M/T Melody	A.Grinko	V.Valchun	-	PSC	Cotonou	31/01/16	0	1,2
M/T Melody	A.Grinko	V.Valchun	-	PSC	Lome	08/02/16	0	1,2
M/T Asprouda	S.Mezenin	E.Svistunov	G.Karavias	Vetting	Yeosu	09/02/16	3	5
M/T Melody	A.Grinko	V.Valchun	-	PSC	Conakry	13/02/16	0	1,2
M/T Melody	A.Grinko	V.Valchun	-	Vetting	Conakry	13/02/16	2	5
M/T O.Spirit	V.Siniavskii	A.Bushtruk	-	Vetting	Suape	16/02/16	4	5
M/T Aramon	A.Pilgun	I.Dolgopolov	-	Vetting	Sao Luis	22/02/16	4	5
M/T Melody	A.Grinko	V.Valchun	-	PSC	Abidjan	25/02/16	0	1,2
M/T Altesse	V.Sheludko	A.Potyanikhin	G.Stratis	PSC	Amsterdam	25/02/16	0	1,2
M/T Altesse	V.Sheludko	A.Potyanikhin	G.Stratis	Vetting	Amsterdam	25/02/16	0	5
M/T Miracle	V.Usovich	E.Slin'ko	G.Kouloulias	Vetting	Sharjah	02/03/16	5	5
M/T O.Dignity	D. Maltcev	S.Farkov	-	Vetting	Tubarao	03/03/16	5	5
M/T Malbec	A.Tereshchenko	I.Mikhailov	S.Kouvaris	Vetting	Amsterdam	16/03/16	2	5
M/T Asprouda	G.Dimov	A.Mayorov	-	PSC	Livorno	04/04/16	0	1,2
M/T Athiri	S.Simonov	A.Motrenko	G.Stratis	PSC	Houston	08/04/16	0	1,2
M/T Athiri	S.Simonov	A.Motrenko	G.Stratis	Flag	Houston	08/04/16	0	2
M/T Athiri	S.Simonov	A.Motrenko	G.Stratis	Vetting	Houston	09/04/16	0	5
M/T O.Spirit	V.Siniavskii	A.Bushtruk	-	Flag	Salvador	20/04/16	0	2
M/T Aligote	I.Rossoshinskiy	V.Ozerin	-	Vetting	Lome	25/04/16	2	5
M/T Magic	A.Verkhovskii	N.Polluskin	-	PSC	Qunhuangdao	06/05/16	0	1,2
M/T Aligote	S.Kutsykov	V.Ozerin	G.Karavias	Vetting	Daesan	10/05/16	2	5
M/T Miracle	N.Zenenko	A.Polkovnikov	-	PSC	Jebel Ali	26/05/16	0	1,2
M/T Altesse	I.Koshetov	A.Potyanikhin	S.Kavouris	Vetting	Longkou	05/06/16	2	5
M/T Asprouda	G.Dimov	A.Mayorov	G.Kavouris	Vetting	Amsterdam	26/06/16	1	5

Outstanding 3rd Party Inspections Performance (Continued)

VESSEL	MASTER	CHENG	FLEET SUPNT	INSPEC-TION	PORT	DATE	DPI	Target
M/T Asprouda	G.Dimov	A.Mayorov	G.Karavias	Flag	Amsterdam	27/06/16	0	2
M/T Melody	A.Gavrilenko	V.Valchun	-	Flag	Apapa	27/06/16	0	2
M/T Altesse	I.Koshetov	I.Dolgopolov	-	Flag	Singapore	05/07/16	0	2
M/T Malbec	E.Berillo	S.Kochnev	T.Papatheodorou / G.Stratis	Flag	Ag.Theodoroi	05/07/16	0	2
M/T Marvel	E.Melnik	K.Evgrafov	-	Flag	Salvador	08/07/16	0	2
M/T Miracle	N.Zenenko	A.Polkovnikov	N.Kassiteropoulos	Vetting	Fujairah	11/07/16	5	5
M/T Aligote	S.Kutsykov	A.Vazhenin	-	PSC	Jebel Ali	28/07/16	0	1,2

Bonus for Vetting Inspections

Reference is made to the statistics for vetting inspections for 2015.
We are pleased to announce that, thanks to crews good performance and vessels good condition,
the actual deficiencies per inspection (dpi) achieved for 2015 is below the target set, i.e. actual 4.83 dpi against 5 dpi target,
out of a total of 35 vetting inspections on board our vessels during the 2015.
Regretfully however we have noticed a drop in the "not rejected" KPI, which actually is the MOST important 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
- 2016 todate ==> 95%, 3.35dpi

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 proportional to their total wage, an xls tool has been sent to the Masters by separate mail to facilitate the calculation for the MGA.

We trust to the effective team work and compliance to procedures as per DMS and VIM in particular, to achieve the targets set.

Open Appraisal - Best Practice - Capt. Usovich

Considering the principle objective of the appraisal, which is how to help the appraisee improve his performance, for the mutual benefit of appraisee and Company, since beginning of 2012 the Company applied for the shore staff the change of open appraisal instead of closed, but always confidential between appraiser and appraisee.

During officers' training ashore in Vladivostok, May12, the issue of open appraisal interview onboard was addressed and a risk management workshop was done.
The principle objective of the appraisal process, which is to help the appraisee improve his performance, was accepted and the active participation and involvement of the appraisee in the process was appreciated. Hence, there was a general consensus in applying the open appraisal interview onboard.

Since then a project was initiated and by 30Dec12 Company procedures CP04 and CP05 with appraisal forms were revised to address the needs for the open appraisal and then by May15 Danaos crewing software was also revised to accommodate the comments of the appraisee.

The open appraisal process has been implemented consistently in Office since 2012 and since 2013 gradually throuhgout the fleet and in 2015 consistently throughout the fleet.
Some failures have been identified during this course and it was end of the year 2015 that we have realised the seeds of open appraisal to grow in fleet and Gr1.

A recent Office appraisal of Capt. Usovich was nominated for Best Practice, as it contained constructive proposals for self-improvement and THIS IS the essence of appraisal!

We are now realising a more efficient and effective implementation of the open appraisal throughout the Fleet, which will ensure that the seeds of self-improvement will grow faster and then this team will fly the flag of excellence!

CES Online Introduction

We are pleased to inform you that ROXANA SHIPPING and KRISTEN MARINE have implemented the latest version of Seagull's Crew Evaluation System (CES) – version 5.0 which allows ONLINE fill in of questionnaires.

Previous offline versions have been used since 2008 with great success, conducting both generic maritime-knowledge tests (provided by Seagull) as well as company-specific tests (created by KRISTEN and ROXANA in-house).

This new version brings many new features and improvements, the main ones being:
- No installation is needed, as the test is run completely Online.
- Runs the latest version of the CES question database (latest revisions).
- Easily updated whenever new questions / revisions are released (downtime of only a few hours).
- All results are stored in a central main database, hosted in Seagull Norway.
- Ability to run CES tests remotely, from any place where internet connection is available (scheduling function), e.g. seafarer's own home.

Apart from the above, the concept & conduction of CES remains the same.

We are certain that you will find this new version much improved and we are confident that it will help us identify training needs even better than before.

In case of questions do not hesitate to contact the Crew department.

Reflective LFI Training Introduction

1.1 Shell in co-operation with its Industry partners towards the zero accidents target, has launched a project relevant to the mooring accidents, the equipment accidents and the navigational accidents, and then managing change, being identified as the most significant categories of 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) by experience 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 described 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:
- all Fleet Sup/nts have been trained as facilitators and they will run these training modules on mooring, equipment and navigation LFI at their next 6-month attendance on board. Records of the Group action out of this training are maintained by DPA.
- 52% of officers were trained ashore in 2015 in RoKcs training center as facilitators and then, they run this training modules at least once during their service on board, since it is most likely that in 2016 all vessels have on board at least one officer trained ashore on reflective LFI on mooring, equipment or navigation LFI. Managing change LFI training module will be deployed within 2016 ashore and then across the fleet and the same process will apply to all LFI training modules to be introduced.

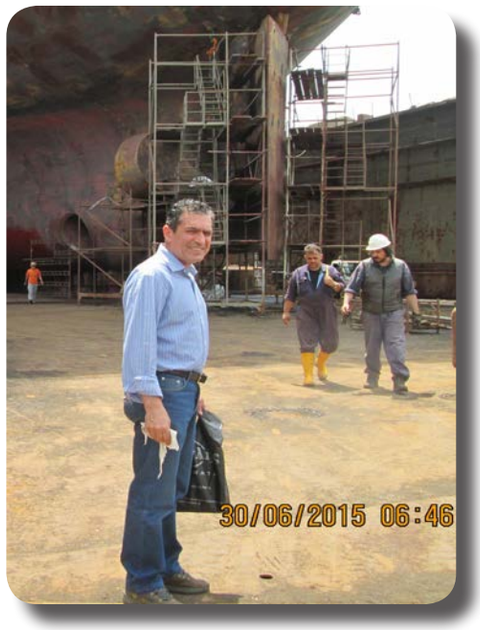
1.6 Relevant records of the Group action out of these training sessions will be sent to SQM dept upon completion.
Then SQM dept will evaluate the proposals and revise relevant Company procedures, if necessary.
The revisions are to be concluded by Dec16 onwards, as modules are introduced.

1.7 In order for this course to be delivered onboard, all vessels have 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. 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.

1.8 The updated software for the "Reflective LFI mooring", "Reflective LFI equipment", "Reflective LFI navigation" and "Managing Change" 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 or
- by the Master, if the DVD is delivered on board by signing on crew members

1.9 Specific instructions for the conduction of the course on board have been already sent.

TEK's Ocean Quest Attendance



Our Managing Director Mr. T. Koutris boarded M/T Ocean Quest on 30Jun15 in Elefsis shipyard.
Tour of the vessel in the presence of Master Andrei Gavrilenko and Chief Engineer Oleg Kril was conducted.
Following report was sent to Master Gavrilenko:

QUOTE
Dear capt Andrei,

Thank you, the chief engineer and your crew for the co-operation and hospitality extended throughout our attendance on board on the 30th of Jun15.

During this attendance we had the chance to express our appreciation for:
- The excellent team you are privileged to manage and work with
- Your and your crew very good performance in terms of 3rd party inspections with the exemption of the last PSC inspection in St Eustatius, for which root causes were discussed and corrective actions will be reported in the response to PSC, which is due by 07Jul15.
- The excellent housekeeping in mess rooms and galley and provisions room and the excellent lunch offered to us

We had also the opportunity to discuss the campaigns we are up to this period ie:
- The CPAR and related MoC and RM for emergency changes due to failure of equipment
- The energy saving procedures
- The training on board for promotion

Following issues were particularly addressed:
- The post DD checklist, as a means to ensure smooth re-activation of the vessel
- The strict "0" alcohol policy
- The active participation of vessels in improving our system through Master'review
- The expectation of active involvement in shaping the in-house training videos
- The application on board of reflective LFI and LET training
- Not any particular personal issues for your crew were reported to be resolved

Furthermore the immediate post DD maintenance plan was discussed, in order to restore the appearance and cosmetics of deck and engine room prior arriving in Brazil.

Pls ensure to liaise with our SQM for replacing the posters on policies with the properly signed ones and updating all the posters on board, as per the latest releases.

Thank you again and pls extend our thanks to your crew
UNQUOTE

TEK's Ocean Dignity Attendance

Our Managing Director boarded vessel on 24Dec15 at 1145LT disembarked at 1930LT same day in Chalkis Shipyard.
Security watch was very polite, helpful and effective.
A tour was made to the vessel with the Master Capt Dmitrii Maltcev and the Chief Engineer Leonid Negreba on deck, in accommodation and ER.
A safety committee was done jointly with Fleet Sup/nt G. Sounios (attending for the repairs and inspection and audit). During the committee meeting the commitment of company to excellence in terms of HSQE management was emphasised and the KPIs from the recent MR statistics were presented and discussed. Particular focus was given to the environmental KPIs and sludge/fuel consumed and bilge/MEkwh.
A letter recap of the attendance was sent to the Master as follows:

QUOTE
Dear Capt Dmitrii Maltcev,
Thank you, the Chief Engineer Leonid Negreba and your crew for the co-operation and hospitality extended throughout our attendance on board on the 24th of Dec15.
During this attendance we had the chance to express our appreciation for:

- The excellent team you are privileged to manage and work with
- Your and your crew very good performance in terms of 3rd party inspections
- The excellent housekeeping in mess rooms and galley and provisions room and the excellent lunch offered to us

We had also the opportunity to discuss the campaigns we are up to this period ie:

- The CPAR and related MoC and RM for emergency changes due to failure of equipment
- The energy saving procedures
- The training on board for promotion

Following issues were particularly addressed:

- The post DD checklist, as a means to ensure smooth re-activation of the vessel.
- The strict "0" alcohol policy.
- The active participation of vessels in improving our system through Master's review.
- The expectation of active involvement in shaping the in-house training videos
- The application on board of reflective LFI and LET training.
- The personal issues of ChOff Alexander Kozlov and 2nd Eng Kyril Dashkin replacement, which were resolved on the spot.

Furthermore the immediate post DD maintenance plan was discussed, in order to restore the appearance and cosmetics of deck and engine room prior arriving in Brazil.
Pls ensure to liaise with our SQM for replacing the posters on policies with the properly signed ones and updating all the posters on board, as per the latest releases.
Thank you again and pls extend our thanks to your crew.
UNQUOTE

Roxana Shipping in preparation of MRV plan

We are happy to announce that as of 08Oct15, we will be cooperating with IMAREM in an effort to monitor robustly our fleet's fuel consumption and effectively reduce the carbon dioxide emissions occurring from our maritime activities.

We are the first shipping company to employ the fuel consumption models developed by IMAREM in cooperation with the National Technical University of Athens, and monitor the following Energy Performance Indicators (EPIs):

- The theoretical power demand for the operational profile of its vessels,
- The theoretical fuel consumption for the operational profile of a vessel, and
- The difference in percentage between the respective reported and theoretical fuel consumption

value for every operational condition encountered by a vessel.

In addition, IMAREM will provide us with a matrix with curves displaying the direct relation of speed with the theoretical fuel consumption for several drafts.
This is an important phase for us especially in the course towards preparing for the implementation of the new EU MRV Shipping Regulation. By partnering with IMAREM, we will be adopting the principles of accuracy, completeness and transparency when monitoring fuel consumption, which are of crucial importance for a robust MRV system.
We are looking forward to working with IMAREM and we are looking forward to gaining further insight into how we can limit effectively our fuel consumption and lower our fleet's carbon emissions.

HSQE Metting as Crew Engangement Tool Project

Further to our outgoing Message 745260 / 13Jul16, we remind you that the HSQE meeting project has been launched on 05May16 to ensure that the way Safety Committee meeting is conducted will facilitate members engagement and its minutes, form CP06-10 will be renamed and revised.

What in our DMS is now called Safety Committee meeting in fact covers Health, Safety, Quality, Environmental and Security issues. Furthermore and in line with our TAB Safe / Plan Act Learn Improve (PALI) campaign, and in an effort to boost involvement of individuals in the processes, we have decided to gradually move from the topics oriented acting and reporting to the individuals tasks oriented acting and reporting.
Safety Committee meeting is considered one of the key processes and should be one of the first to be revised reflecting issues raised above and particularly crew engagement.

Project team leader is the Managing Director Mr. Takis Koutris and project team members are Capt Theodoros Patheodorou and Capt Nikolaos Kassisteropoulos.
The last project meeting was conducted 13Jul16 and an updated MoC plan for the project can be found in K:\POOL\MR 2016-01\Projects\HSQE committee.

All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project. To this extent at this phase and with deadline next meeting date please:

- All vessels review the initial drafts and comment
- Master to prepare the HSQE committee members to present to the committee their achievements over the period at next HSQE meeting, planned by the end of the month
- Master to send the new form filled in along with the old one
- Gr1 to monitor and verify implementation of above during their shipboard attendances

Next project team meeting is planned by 15Sep16.

In House Training Videos

In house training videos project has been launched 02Mar15 to ensure that by 30Dec16 a training video is compiled inhouse, covering a safety operation or procedure.

M/T Malbec/Master Gringo in Master's review along with Safety Committee meeting of Jan15 proposed the use of inhouse training videos on the operation of certain equipment. This idea was found effective in enhancing the practical and type specific training on board and intention is to have the first video ready for circulation within 2016.

Project team leader is Mr T. Koutris and project team members are Mr G. Karavias and Mr S. Kontozoglou
A project team meeting was held 18Apr16, where G.Karavias presented the video clips for testing local fixed water mist system on board M/T Altesse.
Updated MoC plan for the project can be found in K:\POOL\MR 2016-01\Projects\In-house training videos

The last project meeting was conducted on 18Aug16 and updated MoC plan for the project can be found in K:\POOL\MR 2016-02\Projects\Internet on board - Navarino Infinity.
During this meeting progress was reported and further planning agreed.
All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project.

To this extent and at this phase:

- Mr G. Karavias will provide all info from manual, to supplement the video clips in the TanktechX-mist.pps and as per structure to be:
  1. Roxana Logo entry + music + commitment to training and excellence (S.Kontozoglou)
     Think Act Be Safe (TAB) Safe and PlanActLearnImprove (PALI) Poster
  2. Purpose of the video (like Reflective LFI): TanktechX-mist_video_purpose.doc (T.Koutris)
  3. System description, operation type etc: TanktechX-mist_video_intro.doc (G.Karavias)
  4. Testing Steps overview, Steps one by one: TanktechX-mist_video_testing.doc (G.Karavias)
  5. Roxana Logo entry + music + commitment to training and excellence
     Think Act Be Safe (TAB) Safe and PlanActLearnImprove (PALI) Poster
- C.Villas will provide the PALI TAB Safeposter.
- S.Kontozoglou will compile the first draft in .pps.

Next project team meeting is planned by 30Sep16.
The revised Quick Start Guide will be issued with Ullyses Doc manager release of Jun16.

ODME for Biofuels

By 01Jan2016 the ODME of the ships carrying Bio-fuel blend cargoes containing 75% or more of petroleum oil and more than 5% of Ethyl Alcohol must be in compliance with MEPC.1 / Circ. 761 / Rev.1 Sections 4.1.2 - 4.1.3. 'ODME for Biofuels'.

A project has been introduced since 02Mar2015 to closely follow up the implementation and ensure prompt and cost efficient compliance for our fleet with the new rule, by aligning the modification with the next class annual IOPP survey after 01Jan2016.

SPP and GSI vessels are equipped with ODME VAF Oilcon Mark6M that must 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.

M/T Ocean Spirit, M/T Ocean Dignity, M/T Ocean Quest are equipped with ODME JOWA CLEANTOIL, where the Measuring Cell Unit must be replaced and software will be updated for compliance with bio fuels and their blends.

ODME for Biofuels Project (Continued)

Project team leader is Mr V. Kokkineas and project team members are Mr T.Koutris, Mr C.Partsinevelos, Capt. T.Papatheodorou, Mr G.Karavias, Capt P.Sidorkin.

Updated MoC plan for the project can be found in K:\POOL\MR 2016-01\Projects\ODME for Biofuels.
ODME upgrade has been completed on board M/T Ocean Dignity, M/T Ocean Spirit, M/T Athiri, M/T Aligote, M/T Malbec, M/T Miracle and M/T Magic, while the next vessels' ODME upgrade is M/T Altesse, M/T Asprouda, M/T Aramon, M/T Melody and M/T Marvel.

All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project.
To this extent at this phase and with deadline next meeting date please:
- C.Partsinevelos/V.Kokkineas to place the order as per 'Fleet Schedule_ODME for Biofuels.xls' column 'Delivery Planned'.
- Vessels whereby the ODME biofuels' upgrade has been completed, please to provide their feedback on the ODME operation performance.

Next project team meeting is planned by 30 Oct 2016.

Reflective LFI Training

As already announced in NewsWaves 2015-01, Reflective LFI Training project has been initiated since 02Mar15 to ensure that by 30Jul16 the reflective learning from incidents principle, as introduced by Shell, will be applied across the fleet, at least for the mooring, equipment and navigation training modules and the LET modules, as available. The intention is that the proposals for improvement out of these sessions will be incorporated in Company DMS by 30Dec16.

The aim of these learning sessions is not to just watch a video, but for participants to engage and 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 site in the future and how then we can improve as Company.

Project team leader is Capt. T.Papatheodorou and project team members are Mr T.Koutris, Cpt N.Kassiteropoulos and Cpt P.Sidorkin.
The last project meeting was conducted on 17Aug16 and updated MoC plan for the project can be found in K:\POOL\MR 2016-02\Projects\Reflective LFI.
Out of this meeting, following is reported:
- The LET and Reflective LFI training are now consistently deployed throughout Roxana Fleet.
- particular attention should be paid to the consistent recording of these sessions and particularly
- New release of 15Aug16 is ready to be distributed to the Fleet including the new Reflective LFI training managing change, the new LET on lifting and hoisting and other upgrades.

All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project.
To this extent and at this phase and with deadline next meeting date, 30Oct16, please:
- **Vessels**
  - Apply the Reflective LFI training at least once every Master's service and LET as per Multimedia Training Plan, form CP06-33a.
  - Keep records of training as per latest Reflective LFI instructions.doc and particularly all LFI video part 2 proposals to be provided in e-format using the Reflective training records 15Aug16.doc attached to next Safety Committee meeting minutes and all LET proposals to be provided in e-format incorporated to next Safety Committee meeting minutes.
- **Fleet sup/nts**
  - Apply the Reflective LFI training at least once every detailed TIARE and LET as per Multimedia Training Plan, form CP06-33a.
  - Keep records of training as per same as Vessels.
- **SQM/Capt. T.Papatheodorou**
  - Consolidate the proposals for improvement in mooring, equipment maintenance, navigation and MoC for potential DMS revision by 30Dec16.
  - Update Reflective LFI Modules and LET modules with Company related CPARS or related lesseons learnt by the Industry

Next project team meeting is planned by 30Oct16.

Internet on Board

Further to our message below, we remind you that Internet on Board project has been initiated since 01May15 to ensure that by 31Dec16 internet access is provided to all crew on board.

Internet On Board for all crew will satisfy the need to:
- Safely provide Crew with E-mail and Internet Access and be able to manage it and add to Crew Welfare
- Reduce communication cost for crew (About half cost in Voice Communications)
- Reduce the total cost of communications , Voice and Data due to the fact that the usage is ever increasing
- Manage the increased message Traffic (ENC updates, Danaos Crew, Ulysses)
- Apply a more cost efficient method of Voice Communications between Office Switchboard and Vessel and visa-versa via direct VOIP VOICE communications.
- Facilitate the future needs for Synchronization of files between Office and Vessel, Remote Monitoring of vessels Bridge,Engine Systems , Remote access of vessel to Office.
- Improve monitoring and analysis of the volume and cost of communications.
- Have an easier centralized Management of all the above.

Project team leader is Mr S.Kontozoglou and project team members are Mr T.Koutris , Mr C.Partsinevelos, Mr V.Kokkineas and Fleet Vessels.
The last project meeting was conducted on 03Aug16 and updated MoC plan for the project can be found in K:\POOL\MR 2016-02\Projects\Internet on board - Navarino Infinity.

During this meeting:
- It was reported that Internet on board is already operational on board M/T Malbec, M/T Miracle, M/T Asprouda, M/T Aligote.
Next phase, by 30Sep16, will be M//T Magic and then, by 30Oct16, will be M/T Athiri, M/T Altesse, M/T Melody and finally, by 30Nov16, will be M/T Ocean Quest, M/T Ocean Spirit, M/T Dignity, M/T Marvel, M/T Aramon.
- It has been agreed that for the additional usage of Infinity:
- Calling Vessel through VOIP from Company mobile phones is now tested and will be implemented for office mobile phones by 15Sep16.
- Teleconferencing will be implemented along with Internet on board for the Vessels due for installation, while for the Vessels with already operational Internet on board teleconferencing will be retrofitted as per Fleet roll out schedule.

All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project.
To this extent and with the Fleet Roll-out, as saved in K:\POOL\MR 2016-01\Projects\Internet on board - Navarino Infinity\Fleet Rollout Schedule.xls and with deadline for next meeting on 15Oct16:
- Vessels to provide their feedback on the operation of Internet on board and for the countermeasures against i-Isolation and i-Distraction (circulars #737495 and #741249).
- Purchasing Dept / Constantinos Partsinevelos to ensure prompt delivery of the equipment as per Fleet roll out schedule.
- WetOpD to keep Stelios Kontozoglou continuously posted of vessels movements to ensure smooth implementation and revision, if needed, of the Fleet roll out schedule.
- SQM/Theodoros Papatheodorou to draft instructions on crew usage of Internet on board.
- SQM-Gr1/Vasilis Kokkineas to provide instructions on Teleconferencing, this one by 15Sep16.

Next project team meeting is planned by 15Oct16.

Smooth navigation with ECDIS

Further to our outgoing message 738480 and memo 531918 of 26May16, we would like to remind you that two projects have been initiated since 22Apr16, in continuation of the NoNo (No Navigational Observations) project of Sep10 till Dec13 to ensure the excellence of the Bridge Team navigational performance in thew ECDIS environment.

Introduction of ECDIS as primary means has drastically changed the mode of operation for the Bridge team in terms of navigation.
We are in the era where electronics overwhelm automation and control on board. At the same time electronics technology is developing in a fast and uncontrolled manner. This fact, in combination with the recent introduction of ECDIS and ENCs as primary or secondary means of navigation, is a challenge for us to ensure that ECDIS and ENCs technology development is properly dealt with.

The ECDIS and ENCS project (to manage the hardware issues of ECDIS and ENCs), in conjunction with ECDIS NoNO project (to manage certification, familiarisation and training for ECDIS and ENCs), are launched to ensure that navigational performance of the Bridge team in the ECDIS environment will meet the level of excellence set by our Company, i.e., will ensure incident free Navigation.
Measure of this performance remains the navigational incidents and the Navigational observations during navigational audits, internal and 3rd party, TIARE and 3rd party inspections.

Our intention is that within the set deadlines:
- All vessels except for the Brazilian cabotage vessels, will run ECDIS as primary means of navigation with Providers Novaco, where AVCs/ENCs will be in use, compatible with AIOS and
- All Brazilian cabotage vessels will implement paper chart as primary means of navigation and ECDIS as secondary, where Novaco is the Provider of ENCs for their trading area.
- All vessels will run Digital Publication (e-DAP).

Project team leader is Capt. K.Anissis and project team members are Mr S. Kontozoglou, Capt. I.Koloniotis and Capt. N. Kassiteropoulos.
The last project meeting was conducted 29Jul16 and updated MoC plan for the project can be found in K:\Pool\MRM2016_02\Projects\ECDIS ENCs.
During this meeting it was confirmed that all navigation teams ashore and on board are committed to work together so that navigation incidents and observations are eliminated.

All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project.
To this extent at this phase and with deadline 30Sep16 please:
- Constantinos Partsinevelos / Technical Dept: To ensure that by 30Aug16:
  - MT Melody will have upgraded her ECDIS units.
  - MT Marvel will have upgraded her ECDIS units.
  - GSIs ECDIS problem for the time setting to be rectified by the Kongsberg Technician.
- Konstantinos Anissis: To enroll all other vessels with Novaco, basis on vessel's ECDIS ENCs status.xls.

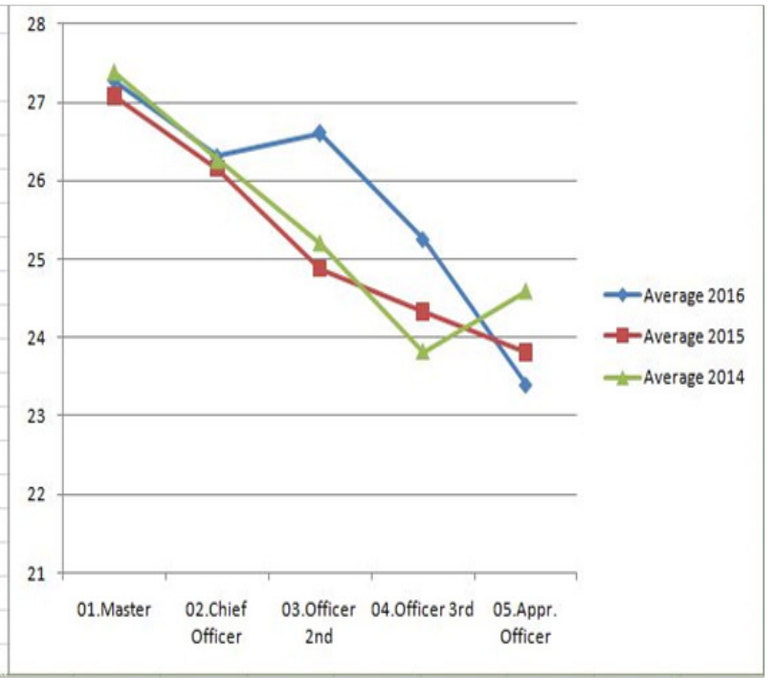
Next project team meeting is planned by 30Sep16.

Body Mass Index (BMI)

BMI project is launched on 15Jul16 to ensure by 30Dec16:
- The awareness of Company stuff on board and ashore of the value of body fitness for the personal health and performance
- The management of the worrying increase of BMI with the increase in age and rank.

The Health and consequently the body fitness of Company stuff is of primary concern for the Company and an initial investigation was carried out with statistics from our crew database.
Out of this initial investigation for officers it was detected that there is a constant increase of 1 BMI unit per rank, except for 2nd Officer to Choff and 3rd Eng to 2nd Eng.

	Values		
	Average	Average	Average
Row Labels	2016	2015	2014
01.Master	27,27	27,08	27,38
02.Chief Officer	26,32	26,15	26,27
03.Officer 2nd	26,61	24,88	25,2
04.Officer 3rd	25,25	24,33	23,82
05.Appr. Officer	23,4	23,81	24,59
Grand Total	**25,77**	**25,25**	**127,26**



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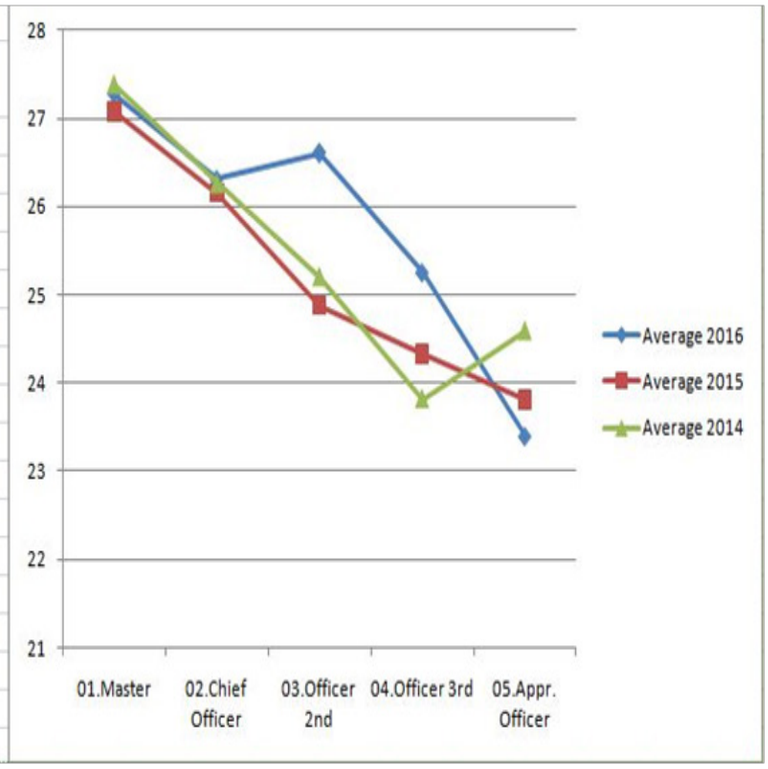


Body Mass Index (BMI) (Continued)

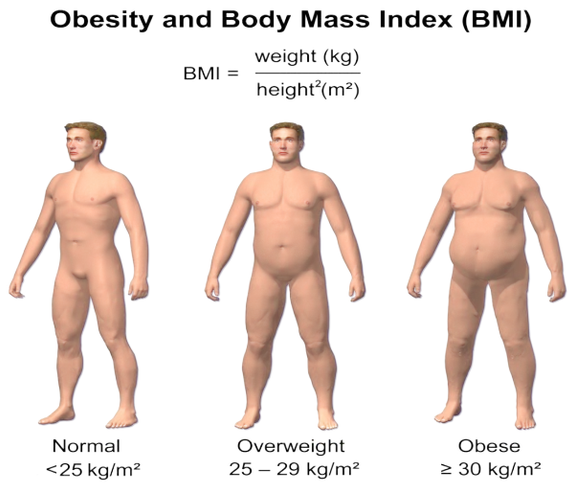
This means an approximate 3 BMI units from junior to Master or 4th Engineer to Chief Engineer. It was also noted that 1 BMI unit equals to about 3kg for 1.75m height and 3.5kg for 1.9m height.
This means and alarming over 10kg increase from junior to Master or 4th Eng to ChEng.

Project team leader is Capt. T.Papatheodorou and project team members are Capt. K.Anissis and Capt. G.Stratis
Initial MoC plan for the project can be found in K:\POOL\MR 2016-02\Projects\BMI

All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project.
To this extent at this phase and with deadline next meeting date please:

- Vessels elaborate on proposals to improve body fitness on board
- SQM/TD/CD/RoKcs elaborate on proposals to improve body fitness on board and ashore
- EDP propose further statistics to monitor situation

Next project team meeting is planned by 30Sep16.



Job Supervision DG Overhaul - CPAR15-29

Description (including immediate action): Job supervision DG Overhaul
On 28Dec15 Vessel reported failure of D/G No1, shortly after overhaul, with load of about 30% and with damaged/broken cylinder block, cylinder liner, piston connecting rod, piston and crankshaft in way of No2 cylinder.
Dismantling of engine started and Class was invited on 30Dec15 and attended on 03Jan16.
Class was requested on 04Jan16 to issue a statement that with 2 generators still vessel has 100% redundancy and remove D/G No.1 from class records till completion of repairs. The statement was received on 27Jan16.
Maker was informed and Fleet Sup/nt with an Expert Engineer attended on 03Jan16, at next port of call to commence investigation and define the scope of repairs.
Chief engineer was dismissed 10Jan16.
A CPAR commenced for defining root cause of failure and a MoC plan with RM was drafted for the period that Vessel will operate with two generators.
Finally a same type second hand engine was found, ordered, installed and reinstated in class on 16Mar16.
Total cost about 150000usd and a tremendous impact to the tradeability of the vessel and to Company image to customers.

Analysis Results /Root Cause(s)
Initial investigation commenced on 03Jan16 by Fleet Sup/nt and Expert Engineer.
It was reported that D/G No1 overhaul started on 18Dec15 and was completed on 02Jan16.
During overhauling following works were executed:
1. Cylinder heads (No.1 to No.6) were overhauled.
2. Inlet and exhaust valves were lapped, seat of valves wee changed with new ones.
3. The guide of valves was replaced by new.
4. Some of the rot caps were replaced by new.
5. All o-rings were changed by new.
6. The opening pressure of fuel valves were checked and adjusted.
7. The pistons (No.1 to No.6) were overhauled, cleaned, inspected and all the piston rings were replaced by new.
8. The connecting Rods Big0end (No.1 to No.6) were inspected and measured, ovality marginally ok.
9. The cylinder Liners (No.1 to No.6) were inspected and measured. The Bearings of connecting rod 2/2 were not replaced, due to it was found in good condition. The tightening of the connecting rod was implemented according to maker instructions book (Data for tightening Torsque sheet 500.40). Pressure of hydraulic tightening 750bars.

Adequate spare parts were available on board for the overhaul of one gen set.
After the completion of overhauling the clearances of inlet and exhaust valves were adjusted.
On 28Dec15, at 12:05 pm the D/G No.1 was started in idle running and carefully visually it was inspected.
At 13:25 pm the D/G No.1 stopped and the covers of crankcase were opened for inspection. On the view of Connecting Rod and bearings not any defects were detected.
The No.2 D/G and No.3 D/G here under in parallel operation mode and at 16:25 pm the No.1 was started as third engine in parallel mode with two engine.
The load was 25-30% for each D/G. At 17:11 pm the scathing noise arose and then vibration also arose. The No.1 D/G was immediately stopped by 2nd eng, not any safety stop device activated.
After inspection of No.1 D/G flwg was detected broken cylinder block, cylinder liner, piston connecting rod, piston and crankshaft for No2 cylinder.
Overhaul was carried out by 3rd Engineer assisted by Oiler.
Not any TAB Safe was carried out and PALI (Plan-Act-Learn-Improve) principle was not applied, particularly for planning and supervising the work. Final assembly, tightening and measurements were carried out by 3rd Engineer, without any attendance by 2nd Engineer and Chief Engineer.
Throughout the repair, 2nd Engineer was occupied with other daily activities in ER and overhauling of two pumps, and Chief Engineer with supervisor's activities and observation of operational parameters during D/G No1 testing in Engine Control Room.
The 3rd eng. had overhauled same type of engine as assistant only when he was 4th Engineer and Oiler 24 times
The Chief Engineer in company 4.3 years, service in rank: 8.03 years, total sea service 9.16 years, on board 4.2 months appraisal average with remarks for participation in DD repairs.
The 2nd Engineer in company 9.1 years, service in rank: 0,72 years, first time as 2nd eng., total sea service 5.85 years, Running contact 2.5 months. appraisal good, on board
The 3rd Engineer in company 5.3 years, service in rank: 1.1 years, total sea service 2.9 years, as OOW 3.4 years, 5 contracts.
The Oiler in company 4.9 years, service in rank: 3.0 years, service in this type of tankers 7.0 years, 5 contracts.

Job supervision DG Overhaul - CPAR15-29 (Continued)

Having inspected the engine parts after the damage, it was concluded that failure of No2 cylinder was most likely due to wrong, upside down assembly of the conrod big end bearings, causing stoppage of oiling of the small end bush of the conrod, causing overheating of piston and seizure. Wrong tightening might be another reason, but there is no strong evidence to support this option, by measurements and condition of damaged parts.

There was no evidence that the safety devices of D/G No1 were tested after overhaul and prior start up. D/G No1 safety devices last test date: 21Nov15

Based on the above, root cause of the damage seems to be:

- not applying properly the Plan-Act-Learn-Improve principle and particularly planning and supervising of a major overhaul, and Chief Engineer not present during the overhaul and in the final verification and testing.

Contributing causes:
- Ovality and tightening of conrod bearings
- Conrod bearings installed upside down
- Start up procedures not fully or properly implemented
- Safety shut down devices malfunction

Corrective & Preventive Action

1. A Circular message to be sent to all Masters highlighting that:

- The PALI principle, as per FOM07 par4.1.10 should be consistently applied for all jobs and particularly major equipment overhaul and any critical equipment overhaul, where supervision must be planned and Chief Engineer presence is necessary throughout the repair and during measurements, completion and testing.
- For critical equipment FOM10, par4.2.5 applies, with the Chief Engineer physical presence during the job.

Similarly for all jobs not only execution but supervision, verification and testing by senior officer should be planned. Failure to comply with this principle is reason for dismissal for the top4 officers involved.

- Start up of D/G after overhaul should be only after checking safety devices and strictly in compliance with makers and in the presence of the ChEng.
- Particular attention to be paid in the correct assembly of the conrod big end bearings, the correct tightening of the conrod bolts and proper manual feelover of all moving after 5minutes first run along with visual inspection of bottom parts of the pistons.

2. The issue will be highlighted in Roxana Training center in Vladivostok during the Officers training and pre-joint familiarization process

3. This CPAR to be discussed at the next Safety Committee Meeting and recorded in SCMM Form CP06-10.

4. The CPAR to be distributed to all company's fleet vessels.

Incinerator Safety Devices Bypassed

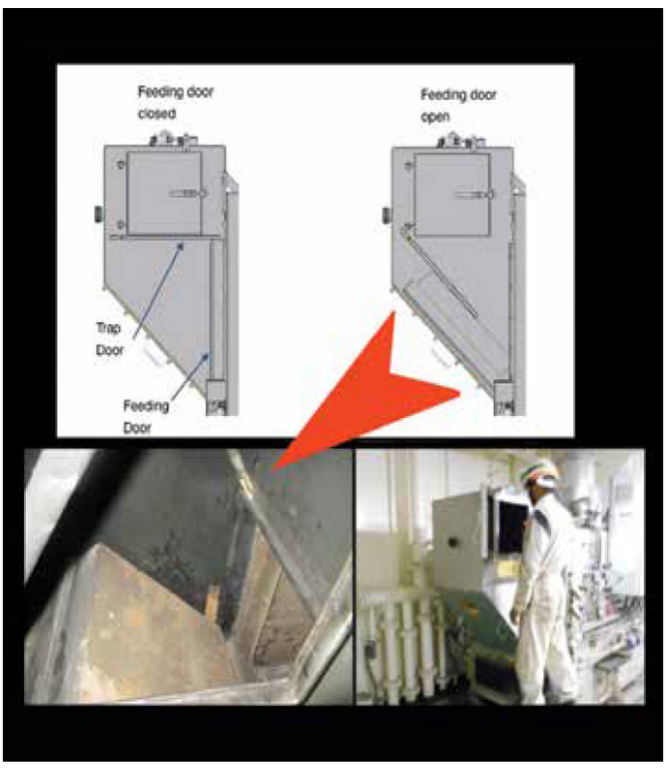
The vessel was underway when the incinerator alarm sounded, indicating the inside sluice gate was open. The incinerator was stopped and allowed to cool. A few hours later, the 4th engineer went to the incinerator room to investigate.

Standing on a small step, he opened the garbage loading door and also the sluice gate. (The incinerator feed system is such that when one door is open, the other must be closed and vice versa. Two different safety devices near the feed door ensure this operation; these must be overridden in order to look into the incinerator sluice chamber.) When the sluice gate was opened, he saw a piece of wood at the opposite end of the garbage loading door. While checking, he accidentally dropped his torch inside the incinerator door. While trying to recover the torch, the automatic sluice began to close and trapped his arm.

His arm firmly stuck, the 4th engineer tried to call for help but nobody heard him. After coffee, the 2nd engineer went to the incinerator room to see how the job was progressing and investigate why the 4th engineer was not at coffee. He found the 4th engineer trapped; he immediately released the victim and brought him to the ship's hospital.

Emergency notifications were initiated and treatment was given as per medical advice. The vessel deviated from its route but evacuation was delayed by foul weather and darkness. The next morning the vessel was brought alongside and the victim evacuated by land.

In the hospital, no fracture was apparent but a total obstruction of all blood vessels to the hand and forearm was confirmed. Surgery was performed immediately but to no avail and amputation of the forearm was unavoidable.



Lessons learned

- Never bypass the safety features of an installation and always follow the procedures.
- The amount of waste fed at any one time should be in quantities that do not tend to block the incinerator doors.
- Working alone in isolated areas has increased risks and should be the subject of a risk analysis.
- Apparently, objects blocking the incinerator doors was a fairly regular occurrence (once a month) on this ship. It is possible that this 'common occurrence' encouraged complacency and risky behaviour such as taking shortcuts and bypassing safety features on the equipment.

Editor's note: Readers may remember a fairly recent MARS report that was strikingly similar; 201551. The lessons learned from that incident were:

- 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'.

If junior officers are by-passing safety features such as micro-switches in the course of their normal duties, it is highly probable that senior officers are aware of this behaviour. This would indicate a lack of safety leadership, undermining the safety culture.

Source: MARS

Overboard Fatality

Edited from official Antigua & Barbuda W.I. Department of Marine Services and Merchant Shipping Report

Maintenance work was taking place on deck; a risk assessment had been done followed by a hazardous work meeting after which a work permit was issued. The work permit and risk assessment clearly stated the risks at hand, namely eye injury and electrocution. All personal protective equipment required for the job was listed and also used by the crew on the job.

The weather was fair with moderate winds and sea and a swell of about one metre. As no seas were being taken on deck this danger was not assessed. The power cable for the grinders was deployed across the deck, which was about two metres above sea level. The cable was in a worn condition.

While the deck maintenance was ongoing, a wave higher than the rest hit the vessel's side and washed up on deck; sea water covered the electrical cables and power tools in use. Everyone, now standing in the water, felt a light electrical shock in the form of an uncomfortable tingle and tried to escape to a higher, dryer position. Two crew jumped up on the cargo hatch while another crew jumped onto the railing. The crew member on the railing slipped and fell over the side. Rescue operations were initiated but the crew member was recovered deceased – he had drowned.

Overboard Fatality (Continued)

Lessons learned

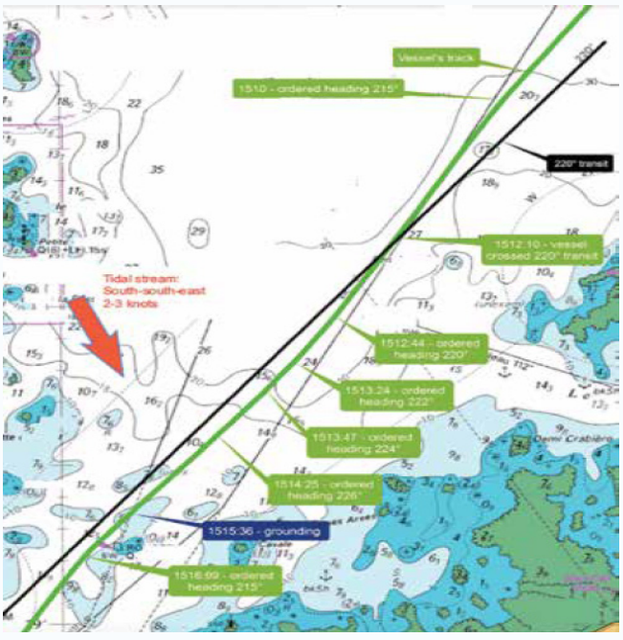
- A vessel with low freeboard is susceptible to ship seas on deck even in relatively fair weather.
- When running temporary electrical cables and connections, always think of possible outcomes and plan accordingly.
- Never patch or repair a worn or defective extension cord; worn electrical extension cords should always be replaced with new ones.early and substantial action to avoid situations that leave little chance for a good outcome.

Source: MARS

Scraping the Bottom

As edited from UK Marine Accident Investigation Board (MAIB) official report 18-2015

A ro-ro ferry was inbound in a restricted waterway on a heading of 220° at full sea speed (18 knots OTG). The vessel was approximately one cable to starboard of the 220° transit line when the Master ordered an alteration to port to 215° in order to bring the vessel onto the 220º transit line (see figure).
Soon, the vessel crossed the transit and the Master ordered the helmsman to return to a heading of 220°. The vessel did not steady on this heading, as a further alteration to 222° was ordered. Two further alterations to starboard were made in quick succession; to 224° and then to 226°. As the Master ordered the successive alterations to starboard, the chief officer went to the centreline of the bridge to visually assess the vessel's position. While on the heading of 226°, a noisy shuddering vibration lasting about nine seconds was heard and felt throughout the vessel. The Master slowed the vessel but nothing unusual was seen astern nor were there any alarms. Steering and propulsion were also responding normally so the Master returned the vessel to full sea speed and continued the approach to the harbour.



Once berthed in port, cargo discharge, reloading and a lifeboat drill went ahead as planned. A pre-planned divers' inspection of the hull also went ahead and divers soon discovered significant bottom damage; the vessel was thereafter withdrawn from service.

The investigation found, among other things, that:

- There had been insufficient passage planning for the voyage; in particular, for the transit through the restricted waterway of the port approaches. For example, the extremely low tide and effect of squat were not properly considered. This resulted in the bridge team being unaware of the limits of safe water available. Despite the bridge team's apparent good positional awareness, they headed into danger without appreciation of the risk.
- The absence of any alarm, steering and propulsion responding normally, and the Master's conviction that there had been sufficient depth of water, led to a collective denial of the possibility that the vessel might have grounded.
- The highly repetitive nature of the ferry's schedule induced a degree of planning complacency.
- The ECDIS was not utilised effectively as a navigation aid. In particular, the safety contour value was inappropriate, the cross track error alarm was ignored, and the audible alarm was disabled.
- The layout of the central bridge console prevented the chief officer from utilising the ECDIS display to support the Master during pilotage.

Lessons learned

- If you hear loud shuddering noises accompanied by vibrations throughout the ship, you should suspect you have touched bottom even if all else appears normal. Have all tanks sounded as a precaution.
- Beware of complacency – it can creep in when you are most sure of yourself.
- ECDIS is a wonderful tool if used effectively. In particular, learn how to appropriately set the safety contour and safety depth.

Source: MARS

Read my mind: Green to Green

Edited from official Swedish Accident Investigation Authority report 2015-10

A ro-ro passenger ferry departed berth and, as usual, made a securité broadcast on VHF radio. Once underway and in the midst of a turn at about 15 knots, an inbound fishing vessel

A few minutes before the close quarters situation

was observed. The bridge team on the ferry deemed the fishing vessel to be on the wrong side of the fairway. Hence, the starboard turn was slowed and the ferry continued on the south side of the fairway to give some room for the fishing vessel; ostensibly dictating a green to green passing.
The fishing vessel's operator, who had heard the ferry's securité call, saw the ferry and instinctively turned to starboard, towards the south side of the fairway. The vessels were involved in a very close quarters situation but last minute manoeuvres avoided a collision.
The investigation found, among others, that the situation was caused by:
▪ Inadequate positioning of both vessels.
▪ Lack of communication resulting in misunderstanding of intentions.

Lessons learned
▪ If you intend a green to green encounter, best communicate with theother vessel to confirm their understanding of the situation.

Source: MARS

Unnecessary Engine Shut-Down Causes Trouble

The general cargo vessel had completed loading and the crew were undertaking the usual tasks prior to departure. Once the pilot was on board, the vessel left the berth with the assistance of one tug. Within ten minutes, the vessel was turned and the tug released. The vessel was then underway. About ten minutes later there was a sudden blackout. Both anchors were quickly dropped but the vessel came into contact with the harbour breakwater nonetheless.
The company investigation found that the engine was shut down automatically due to the main engine crankcase oil mist detector (OMD) having been activated. As it happened, the particular make and model of OMD on the vessel had only one operational mode: if oil mist was detected, it shut down the main engine. Other vessels under the same management had OMDs with two modes; 1) 'sea mode' where detection would shut down the main engine, as in this case, and 2) 'harbour mode' where detection of oil mist means the main engine RPM is reduced automatically and vessel manoeuvrability is maintained.
The investigation also found that in this case the OMD experienced a false alarm. While loading in port, the main engine stand-by heating had been switched off to allow maintenance, allowing a higher than normal humidity within the engine. The OMD detection was apparently triggered by the resulting water condensation.

Lessons learned
▪ Although it is tempting to free harbour tugs as quickly as possible, in the restricted waters of a small port their assistance can be invaluable should something go wrong.
▪ A well designed safety device such as an OMD should have at least two operating modes to better mitigate risks.
▪ When conditions are changed from normal operational values, such as in this case by shutting off the main engine stand-by heating, expect the unexpected. Take the time to think through whether any unwanted consequences may result.

Source: MARS

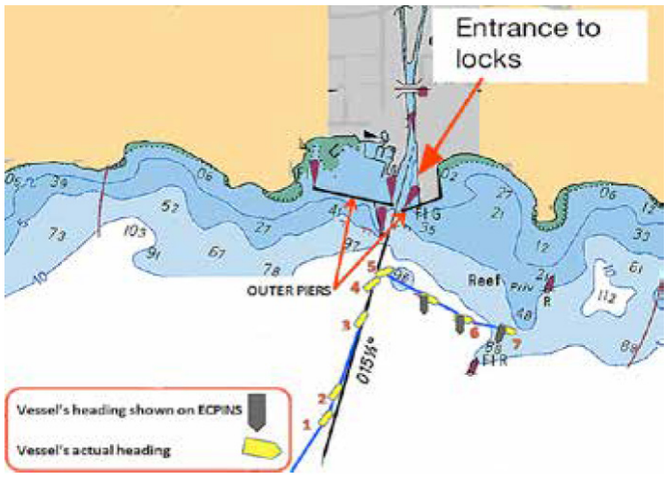
Gyro Out of Step

Edited from official Canadian TSB report M14C106

A bulk carrier was approaching a lock entrance in daytime and with good visibility. Two persons were in the wheelhouse: the Master was at the con and a helmsman was at the wheel. The Master had previously instructed the Officer of the Watch (OOW) to go on deck in preparation for the lock transit. As they approached the lock outer piers, at a speed of about nine knots, the Master called the engine room (ER) and requested the bow thruster. Once the power to the bow thruster was transferred to the bridge, it ran for approximately one minute without being used, at which point its circuit breaker tripped.
The circuit breaker was reset and closed by ER staff and the bow thruster restarted; the voltage in the electric distribution system dropped and the No.3 generator main circuit breaker tripped. However, the No.1 generator continued powering the main switchboard. The main engine continued to operate and the lights remained on throughout the vessel.
The drop in voltage set off a number of power failure alarms on the bridge, including both gyrocompasses. The radars defaulted to standby mode and two of the three rudder angle indicators on the bridge were disabled. The Master put the engine astern and initiated a starboard turn to abort entry to the lock canal entrance.
For five minutes, while engine room staff repeatedly undertook the blackout procedure, the power failure alarms on the bridge sounded three more times following their initial activation. The bridge team did not know why the alarms were repeatedly activating. The second officer arrived on the bridge and began

Gyro Out of Step (Continued)

silencing and resetting the alarms, as per the Master's orders. Meanwhile, the Master took measures to increase the vessel's rate of turn to starboard. He was monitoring the vessel's turn on the Electronic Chart Precise Integrated Navigation System (ECPINS), but without confirming through visual navigation. He then ordered the helmsman to steer 180 degrees gyro (°G) so that the vessel would proceed on a southerly course, away from land.



A few minutes later, the Master looked at the ECPINS slave monitor and noticed that the vessel's course made good was easterly, but that the vessel-shaped marker that indicates the heading was pointing southerly. He requested the magnetic heading from the helmsman, who reported it to be 111° magnetic (M). The Master looked outside and saw that the shoreline was on the vessel's port side, instead of on its stern. He immediately ordered the helm hard to starboard to correct the vessel's course and increased the propeller pitch to get more power ahead. The vessel began turning to starboard but, moments later, the hull touched bottom and the vessel ran aground 1.5nm southeast of the lock outer piers (number 7 in diagram).

The official report found, among other things:

- A number of power failure alarms on the bridge created a situation that resembled a blackout and was interpreted as such.
- Engineers responded to the developing situation by applying the vessel's blackout procedure twice, which caused additional power interruptions to the bridge; however, the engineers were unaware that these actions were having this effect.
- The power interruptions on the bridge, combined with the vessel's turn to starboard, caused the gyrocompass to become misaligned.
- Following the power interruptions the Master was (unknowingly) using inaccurate data from the ECPINS. Additionally, he was not using all available bridge resources to monitor the vessel's progress for nearly 15 minutes before the grounding.

Lessons learned

- Electronic charts are a wonderful navigation tool that give real-time situational awareness. But these instruments can also be a trap that is easy to fall into. Use all means at your disposal, especially visual means if possible, to confirm that what you are seeing on the screen is in fact reality.
- The gyro compass is one of your best friends. Always check on its accuracy, especially after a blackout or electrical interruption.

Source: MARS

Scupper Plugs not Enough

The vessel was doing multiple berth discharge operations in port. The vessel's crew had disconnected the flexible cargo hose from the port manifold in order to connect the shore hose for discharging cargo.

Before disconnecting the flexible hose (length about 10m), it was blown through with nitrogen into the starboard slop tank. On completion of blowing through, one end of the flexible hose was disconnected from the port manifold, blanked and lowered to maindeck with the cargo crane while crew continued to disconnect the other end of the hose from the slop tank manifold.

During this period, approximately 5 to 10 litres of cargo (the chemical 2EH) seeped on to the main deck from the blanked end of the flexible hose. Once the leak was spotted, crew tightened the blanked end of the hose and seepage was arrested. They wiped the deck clean using absorbent pads and removed the chemical cargo odour. Reportedly they used two buckets of fresh water to rinse and mop the deck. Due to a light snowfall, the main deck was wet and some water/cargo mixture reached the plugged scupper on the port side and made its way overboard. This created a sheen on the surface of water that was trapped between the ship's side and berth, which was reported to authorities immediately.

Lessons learned

- Always inspect the blanked flexible cargo hose ends for tightness and adequacy before pumping.
- Always place the disconnected end of the flexible cargo hose atop manifold drip tray, not on deck.
- Always fit scupper plugs tightly into scuppers and double check their tight fit before operations.

Source: MARS

Grinding Disc Cuts Deep

The vessel was en route to a European port. Deck maintenance was in progress, including repairs to a stand located at the cargo hold hatch covers. During the cutting of a steel bar using a portable grinder, the cutting disc suddenly broke into pieces. Part of the cutting disc (or possibly the steel bar) hit a nearby crew member near his right knee area. The wound was about 5cm long and 2cm deep and pieces of loose bone (or cartilage) were observed in the wound.
First aid was given immediately and medical advice was requested via radio. Treatment of victim was advised and it was decided to evacuate the victim by helicopter to a shore hospital for further treatment.

Some of the findings of the company report were as follows:
- A grinding disc had been used instead of a cutting disc.
- The grinder did not appear to have its protective cover attached.
- Grinding wheels are subject to deterioration if stored in damp or humid conditions. The effects are a reduction in bond strength
caused by the ingress of moisture; this affects the balance and causes surface growth, which reduces the bursting speed
- Grinding and cutting discs should be discarded after three years storage as physical deterioration during this period may render the disc unsatisfactory.

Lessons learned
- Always use the right tool for the task. In this case, a grinding disc was being used for cutting.
- Never detach or render ineffective safety devices such as protective covers – they are there to protect you.
- Grinding and cutting discs, among other power tools, operate at very high speeds. Make sure the various parts and consumables are in topnotch condition and of reliable quality.

Source: MARS

Enclosed Space Fatality

Edited from official Isle of Man casualty investigation report CA118

While discharging an oil cargo from a tanker, an oil sampler (similar to that shown in the photograph) was lost to the bottom of tank 3P. It was decided that once the discharge was finished and crude oil washing completed, the sampler would be retrieved before loading the next cargo into 3P to avoid any potential damage to the ship's equipment from the sample bucket or tape.

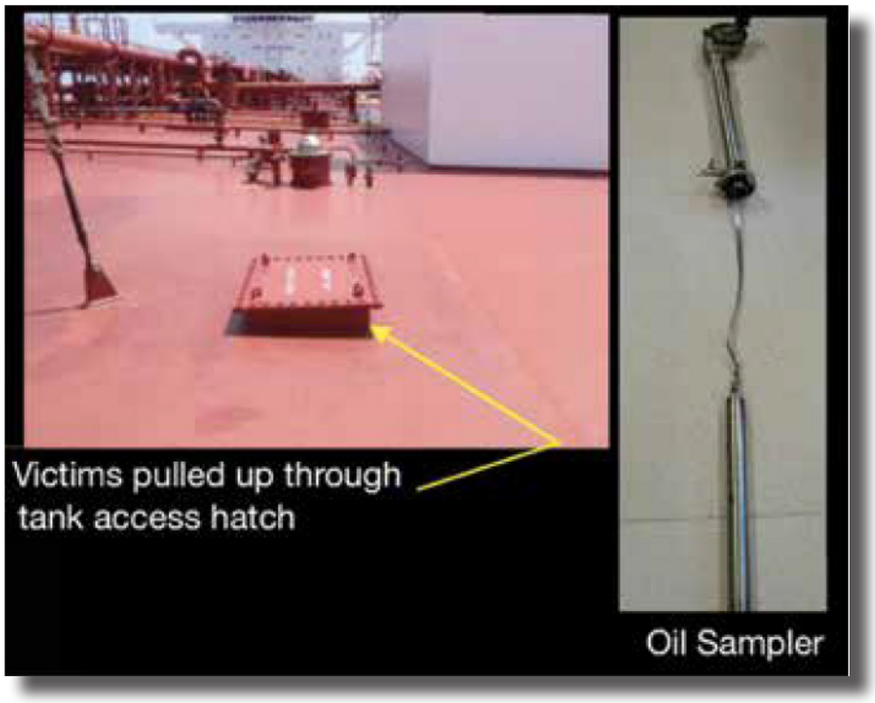
Once empty, the tank was ventilated. Over several days the tank atmosphere of tank 3P was measured using an explosimeter and sample hose. Although oxygen was near normal levels, HC was at 57% of LEL on day one of ventilation and 38% of LEL on day two. After discussion, it was agreed that entry into 3P tank would start the next morning (day three) if the gas levels were 'less'.

The next morning, the tank atmosphere of 3P tank was found to be 20.6% oxygen, with HC at 26% of LEL. Tank entry equipment wasprepared and placed near the tank access hatch; breathing apparatus (BA) sets, emergency escape breathing devices (EEBDs), stretcher and heaving lines. The Master was shown the risk assessment and work permit for enclosed space entry and although the HC LEL was indicated at 26% he stated that the oxygen content was good. It was decided that two crew should go in, each wearing an EEBD.

Two crew members entered the cargo oil tank via the tank access hatch each with an EEBD worn over the shoulder, a torch and a personal gas meter. Several other crew members and the Master were in attendance at the tank access hatch. The lead crew member proceeded down to the first platform and checked the atmosphere across the platform with his gas meter. The second crew member then proceeded down the stairs to meet him. This was repeated for the remaining platforms until they reached the tank bottom almost 20 metres below the main deck. The lead crew member then reported feeling dizzy and heard his personal gas meter alarming. The second crew member reached the tank bottom and instantly felt the effects of the gas inhalation; he also heard his personal gas meter alarming. The lead crew member shouted and gestured to the second to wear his EEBD and leave

Enclosed Space Fatality (Continued)

the tank. The lead crew member felt dizzy and immediately proceeded to exit the tank. The second attempted to don his EEBD and activate it but collapsed soon afterward. Meanwhile, on deck, the Master entered the tank with an EEBD worn over his shoulder. Although another crew member warned the Master not to enter the tank the Master nonetheless proceeded into the tank. Two crew members on deck donned the BA sets already available at the entrance.



The lead crew member exited the tank and had passed the Master heading down to retrieve the second crew member, now collapsed on the tank bottom. Upon arrival at the tank bottom the Master also collapsed. Within 10 minutes, three crew members descended into the tank with BA gear in order to evacuate the two victims. The Master, secured in a Neil Robertson stretcher, was raised to the main deck by all available crew pulling the gantline to the main deck through the tank access hatch. The second victim was subsequently retrieved in the same manner.
Oxygen was administered to the victims; one victim did recover but the Master did not and was later pronounced dead.

Some of the findings of the official report were:

- Normally, inert gas is introduced into the tank to drive out the hydrocarbon content (purging) to below a level out of the flammable range before replacing the inert gas with fresh air (gas freeing – ie HC to be at 2% or less). It is not known why this procedure was not carried out in this instance.
- With a HC level of 26% LEL the atmosphere was too rich to allow an explosive condition, but was also too high to support a tank entry without BA gear.
- The rescue tripod was not made ready at the tank access hatch.

Consequently, the casualties were raised from the tank bottom with all available crew on the main deck heaving on the gantline, which was rubbing against the lip of that tank access hatch during heaving. This gave the potential for excessive and accelerated wear. Had the line parted the victim may have fallen and suffered significant additional injury.

- The responsible person at the tank access hatch was not aware of the tank atmosphere and only advised that 'Everything is completed and is OK'. Neither did he sight the enclosed space entry permit. Had he known the tank atmosphere measurements he could have been in a position to stop tank entry proceeding.

Lessons learned

- An emergency escape breathing device (EEBD) should be used only for escape from a compartment that has a hazardous atmo sphere and should not be used for fighting fires, entering oxygen-deficient voids or tanks, or worn by fire-fighters.
- Always follow procedures, as not doing so could have deadly consequences.
- Never shrink from politely questioning a colleague or even a superior about a work practice if you think it is unsafe.

Source: MARS

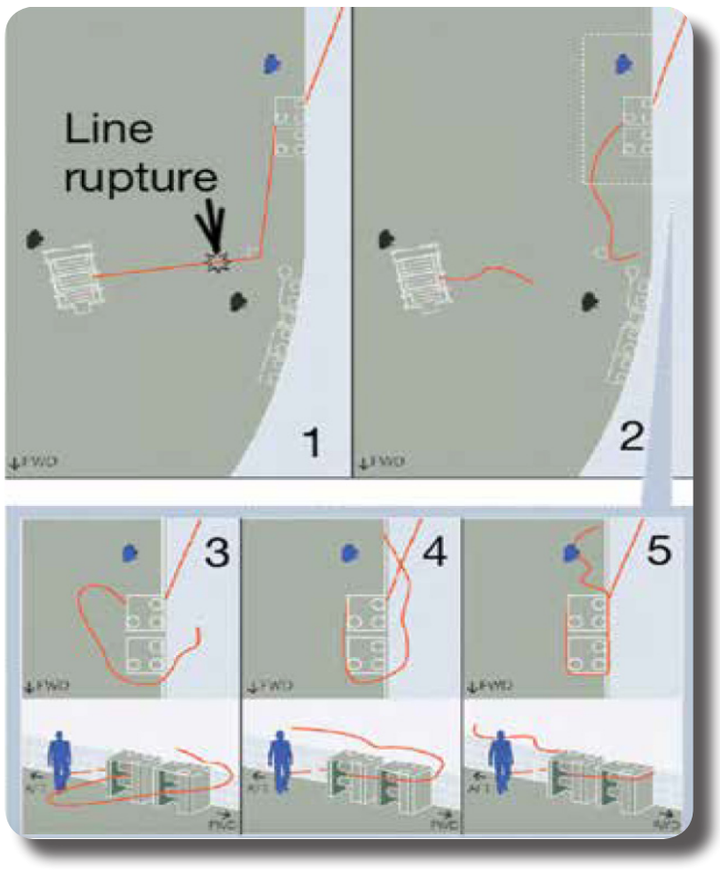
Snap-back Slipup

Edited from the OCIMF official bulletin The Hazards of Snap-back, Sept 2015

A large LNG carrier was being warped into position by tensioning the forward back springs. The deck officer in charge of the forward mooring party was standing aft of the fairlead through which the spring lines passed. He was directing operations by signalling to a seaman who was located forward. From this position the seaman was able to relay the signals to the winch operator, who could not see the deck officer.

While under tension, the mooring line parted inboard from a pedestal fairlead. The section of the line between the break and the port shoulder roller fairlead struck the deck officer on the head as it whipped back before going overboard through the fairlead. The deck officer was found lying unconscious forward of the roller fairlead. He had sustained multiple skull fractures.

The mooring line that failed was a 44-millimetre-diameter sheathed ultra-high-modulus polyethylene line. The line was fitted with a 22-metre-long polyester/polyethylene tail. The section of line in use between the winch and the connection with the tail was approximately 68 metres long.



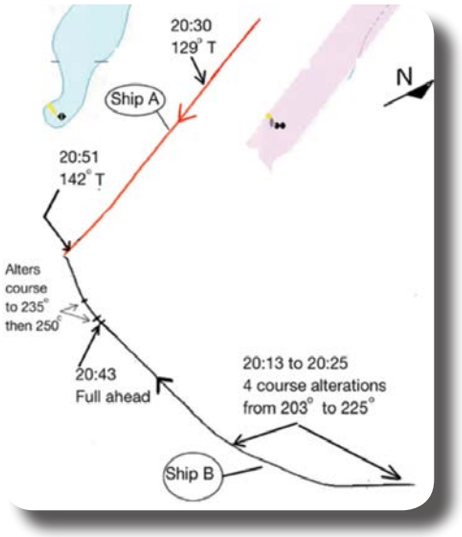
Lessons learned

- Snap-back zones can be complex and sometimes counter-intuitive. In this case, computer modelling was used after the accident to assess the dynamic trajectory of the entire length of the rope from its point of failure. The modelling indicated that it was highly probable that the rope would go aft of the roller fairlead and wrap around it before finally going outboard.
- Synthetic tails provide additional elasticity in the mooring system and serve to reduce peak dynamic loads. As a result of the tail's elasticity, the elongation of the total mooring line under tension is increased; this introduces considerable stored energy that will be released if the mooring line fails. The snap-back characteristics of this type of mooring line (ultra-high-modulus polyethylene), initially considered to be relatively benign, will be heavily influenced by the addition of the synthetic tail.
- The length of tail fitted to the mooring line will influence the amount of stored energy in the system. The longer the tail, the greater the elasticity and stored energy, and the greater the likelihood of recoil and snap-back should the mooring line fail.
- Depending on where the line breaks, there can be snap-back zones in multiple locations. Actual mooring arrangements on board require specific analysis to determine the most likely snap-back zones.
- The best protection during mooring operations is not to have line ruptures. Careful inspection, use and well-considered modifications, such as adding synthetic tails, are the best guarantee of safe operation

Source: MARS

Collision and Explosion Kills Nine

Edited from Isle of Man official report CA107



Several vessels, including Ship A and Ship C, were in a traffic lane heading about 130 degrees true. Ship B was in the process of crossing this traffic lane in order to integrate the opposite-bound lane. Visibility
was good and seas were light.
On the crossing vessel, Ship B, the 3rd officer was OOW. The Chief Officer (CO) and the 2nd officer were present on the bridge too, as was a helmsman. The CO was plotting targets on the ARPA radar to assist the OOW. The Master was also on the bridge from time to time monitoring the traffic. Initially, the 2nd officer was setting up the GPS units, but afterwards he was chatting and joking with the OOW and CO in addition to catching up with some work on the chart table. The 2nd officer's presence appears to have been a source of distraction to the OOW and the CO.
The OOW on Ship B stated they would allow Ship A to pass ahead. The OOW on Ship A expressed surprise at this, as he had initially expected Ship B to alter course to port to join the traffic lane. When Ship B's OOW then declared their intention to alter course to starboard, Ship A's OOW considered this as an acceptable course of action for a crossing situation.
Later, the OOW of Ship A had identified that a close quarters situation was continuing to develop with Ship B. He expressed concern on the VHF radio several times; a bigger alteration of course to starboard by Ship B was urgently required.
At 20.45, the CO on ship B informed the OOW that one of the targets was a false echo. This was an incorrect assumption and could easily have been clarified by visual observation. In fact, the bridge team had mistaken Ship C, also in the traffic lane, for Ship A, and assumed the actual echo of Ship A was a false echo. In the final minutes before the collision, the team on Ship B also mistakenly identified a fourth ship as Ship A. At 20.52 a collision occurred between Ship A and Ship B; Ship B was at about 11kt (full ahead manoeuvring) and Ship A was at 13.5kt (full ahead sea speed).
A massive explosion occurred on Ship A as a cargo tank ruptured and naphtha was spilt and ignited. The ignited spill engulfed the sea surrounding the two vessels.
On Ship A, nine crew members were killed and other crew members injured. Three crew members were injured on board Ship B. Both vessels incurred substantial fire and structural damage as a result of the collision.
Shockingly, of the many vessels in the vicinity at the time of the accident only one stopped to assist.

Some of the findings of the official report were as follows:
- This collision highlights the importance of effective, well-managed lookout techniques with correct implementation of the COLREGs in as bold and timely a manner as possible.
- This case also highlights the importance for vessels to avoid becoming severely restricted by other vessels so as to limit their ability to comply with the COLREGs. Adequate contingency room should always be left to provide an escape route should other vessels appear not to be complying.
- The bridge team on vessel B were continually distracted from their lookout duties by laughing and joking on the bridge among themselves and also with other crew members on the bridge.
- Ship A was considered to be a false echo by the Ship B team, who also mistook Ship C for Ship A. Greater emphasis on comparing ships observed visually against the information presented by the electronic navigation aids was required.
- Small and arbitrary alterations of course were made by Ship B without knowing what effect the actions would have.
- There was no use of the 'Trial Manoeuvre' function on the radar of Ship B. The team proceeded with indications of low CPAs and withoutrealising the steady compass bearings with Ship A.

Lessons learned
- Both vessels were proceeding at full speed at the time of collision, yet one of the safest of time-proven tactics is to slow down when unsure of the developing situation or of the intentions of the opposite party.
- Keep the bridge clear of chit chat and business unrelated to navigating the ship when in high risk areas, high traffic areas or at all other times when maximum concentration is needed.
- Course alterations should be as bold as possible so as to make your intentions known to the other vessels.
- When two ships in your vicinity collide and explode, do your best to stay safe but also render what assistance you can to the fellow mariners involved. Do not sail away as if nothing had happened.

Source: MARS

New Rules

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. Modification already completed for M/T Athiri. M/T Aligote, M/T Malbec, M/T Miracle and M/T Magic.
M/T Ocean Spirit, M/T Ocean Dignity, are equipped with ODME JOWA CLEANTOIL 2005, now fully updated for compliance with new rule for 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

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 crew on board, aproject is launched since last year and the application on a pilot vessel, M/T Malbec, is in progress.
This brings the greater 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 eliminate the cyber security incidents with absolute success till now.

But past success is the guarantee for future failure, therefore we have furthermore revised the cybersecurity policy, procedures and records, and the revision will be published and in effect with Ylysses 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.

Ballast Water Management Update

BWM Convention current status:

- ► As of 2nd August 2016, ratified by:
  - 51 Member States/Parties
  - 34.87% of World Tonnage
  - Requires 0.13 % of World Tonnage
- ► IMO Council 116 (July 2016) – no longer re-calculate monthly (ref: C 116/17/3); now only with new ratifications/accessions
- ► Announced preparations for ratification or in the process of ratifying the Convention:
  - Finland – 0.14% tonnage
  - Panama – 17.83% tonnage
  - Argentina – 0.05% tonnage
  - Italy – 1.33% tonnage
  - India – 0.80% tonnage
- ► The BWM Convention will be amended upon ratification to incorporate the adjusted implementation schedule

Revised Scheme – Resolution A.1088(28)		
Keel Laying Date	**Compliance on/after EIF**	**Compliance on/after First IOPP Renewal Survey after EIF**
< EIF	D-1 or D-2	D-2
≥ EIF	D-2	D-2

► MEPC 69 – Committee agreed not to consider Liberia's proposal of additional revision to the implementation schedule and note Liberia's intention to submit further information to future session

USCG:

► Three vendors non-UV BWMS (Ecochlor, SunRui, OceanSaver) completed USCG land-based and shipboard testing using the FDA/CMFDA method.

► Non submission of test results to the USCG yet.

► 14 Dec 2015–USCG concluded MPN method not equivalent alternative to test method specified (US EPA Generic Protocol for the Verification of Ballast Water Treatment Technologies)

- UV-BWMS manufacturers appealed USCG decision
- Chamber of Shipping of America responded to USCG decision

► 12 Jul 2016–Final action on ballast water management system appeals

- Final agency action denying appeals
- MSC lacks discretion to approve testing that would change the standard
- ETV Technical Panel continues to evaluate MPN method
- If MPN-based method is accepted–would be incorporated into ETV
- Decision does not affect UV-based BWMS accepted as AMS

► USCG Accepted Alternate Management System (AMS)

Ballast Water Management Update (Continued)

AMS accepted by USCG as of 16 June 2015		
Aquarius™-EC	EcoGuardian	NK-O3 BlueBallast®
Aquarius™-UV	ECOMARINE	Ocean Protection System
AquaStar™ (inc. Ex models)	Electro-Cleen™	OceanDoctor
ARA PLASMA	ERMA FIRST	OceanGuard™
BalClor™	FineBallast MF	OceanSaver® MKII
BallastMaster UltraV	GloEn-Patrol™	Optimarin (inc. Ex models)
BALPURE®	HiBallast (inc. Ex models)	OxyClean
BlueZone	Hyde GUARDIAN™	PACT Marine BWTS
Bawat	HY™-BWMS	PureBallast
BIO-SEA®	JFE BallastAce®	(Models 250 to 2500, 2.0/2.0Ex, &
Blue Ocean Shield	(using NEO-CHLOR	**3.0/3.1. 3.0Ex/3.1Ex)**
BSKY™	MARINE™	Purimar™
Cathelco	and TG Ballastcleaner)	RayClean™
CleanBallast®	KBAL	SeaCURE™
Coldharbour GLD BWTS	KS-BioViolet	Sky-System
CrystalBallast®	MICROFADE™	Seascape
Cyeco BWMS	Miura BWMS	Smart Ballast
EcoBallast™	MMC BWMS	Trojan Marinex
Ecochlor®	NEI VOS	YP-BWMS
	NiBallast™	

► USCG Extensions: Revised Request Policy
- USCG has listed over 8,688 approved extension requests as of 13 May 2016
- Extension request to be submitted 12 to 24 months prior to compliance date
- Supplemental extension to be submitted at least 90 days before current extension expire
- Excel-based application form. Extension request submitted in English via email to: environmental_standards@uscg.mil

► Revised Reporting requirements
- Vessels equipped with ballast tanks entering US waters or bound for US ports to submit ballast water report to the
- National Ballast Information Clearinghouse (NBIC) by electronic format using the web BWMR form or pdf BWMR form
- Vessels not heading to the Great Lakes or the Hudson River north of the George Washington Bridge – report not later than 6 hours after arrival at port or destination or prior to departure, whichever earlier
- Vessels heading to the Great Lakes from outside EEZ – report at least 24 hours before arrival in Montreal, Quebec (Non-US and non-Canadian flag may complete St Lawrence Seawater BW Reporting Form as alternative)
- Vessels heading to Husdon River north of the George Washington bridge from outside EEZ – report at least 24 hours before arrival in New York

Company Actions:

1. The above USCG new rule:
1.1. Will be included in the next MR agenda with hyperlink.
1.2. Will be included in the next NewsWaves release.
1.3. Will be included in the New Rules menu for Officers training ashore
2. FOM04 Ballast Water Management and CP22 AnnexA Instructions to Masters for USA will be revised.

New Rules

Engine Room Fuel Sampling

As per our circular ID/ALL-ISM-16-347 - USCG Voluntary Fuel Oil Sampling Program dated 01Apr2016 our company is willing to participate in the voluntary program of USCG and if asked provide FO from samples from ship's fuel service system in ER.

As per our circular ID/ALL-ISM-15-256 dated 21Dec2015 and ID/ALL-ISM-15-196 dated 18Sep2015 on EU Decision 2015-253 in force by 1st January 2016, EU PSC officers are entitled to check the sulphur content of fuel being used on board by analyzing a fuel spot sample drawn from the ship's fuel service system or by analyzing the relevant sealed bunker samples onboard or both.

In view of the above and have reviewed all Flag and class applicable rules, the makers and vessels proposals for the fuel sampling points, the following fuel sampling positions of M/E, D/Gs and Aux. Boiler are assigned for your good vessel:

1. Before Main Engine, fuel piping spare plug (see attached drawing S4 and photo)
2. Before Diesel Generator, fuel piping spare plug (see attached drawing S4 and photo)
3. Before Aux. Boiler Pressure gauge directly before main burner (see attached drawing S5 and photo)

In this respect, kindly proceed with:
1. Requisition for 1 pcs isolating valve and 1 pc self-closing cock that should be installed in series to above mentioned M/E fuel piping spare plug, revert with requisition.
2. Requisition for 3 pcs isolating valves and 3 pc self-closing cocks that should be installed in series to above mentioned D/Gs fuel piping spare plug, revert with requisition.
3. Requisition for 1 pcs isolating valve and 1 pc self-closing cock that should be installed in series to above mentioned Aux. Boiler fuel piping location, revert with requisition.
4. Suitable labeling of the above appointed fuel sampling points as per boiler foto, and revert with photos.

Please also note following guidance and precautions for the proper fuel sampling in engine room:
-Before taking a fuel sample from the sampling point the fuel change-over procedures should have been completed, then pipe flushing and adequate draining of the sampling valve must be performed with care, to ensure that the sample to be taken is representative of the fuel quality
-Only appropriate bottles with seals are to be used for taking fuel samples.
-Sampling points are at locations within the oil fuel system that enable samples of oil fuel to be taken in a safe manner.
-Sampling points are located in positions as far removed as possible from any heated surface or electrical equipment so as to preclude impingement of oil fuel onto such surfaces on equipment under all operating conditions.
- FOM 10 'Maintenance' section 10, paragraph 4 will be revised with the fuel system sampling procedures in engine room by the next DMS revision.

Therefore whenever an EU PSC officer is requesting a fuel sampling in engine room as per EU Decision 2015-253, or an USCG PSC officer is requesting fuel system sampling in engine room per USCG Voluntary Fuel Oil Sampling Program, the above mentioned sampling points and procedures are applicable.

MRV Monitoring Plan

By 31 August 2017, shipping companies shall submit to their verifier a monitoring plan (MP) describing the method chosen to monitor and report emissions and other relevant information for each of their ships above 5000 GT visiting EU ports (Art. 6 of the Shipping MRV Regulation).
The MP consists of a complete and transparent documentation of the monitoring methodology of a specific ship and shall contain at least the elements listed in Art. 6 §3 of the Shipping MRV Regulation.
Shipping companies shall use standardised MP based on templates established by the European Commission (Art. 6 §4 of the Shipping MRV Regulation).
The first task of the verifier will be to assess the conformity of the MP with the requirements laid down in Art. 6 and 7 of the Shipping MRV Regulation.
Where the assessment contains recommendations necessary to be incorporated within a MP, the shipping company shall revise its MP before the reporting period starts.

Yangtze River Delta Emission Control Area from 1 April, 2016

Further to our circular ID/ALL-ISM-15-248, 05Feb16, and IRI Marine Safety Advisory No. 4-16
please be advised that, the Chinese Ministry of Transport released a document on 07Dec2015 designating three (3) ship emission control areas (ECAs) in China territorial waters, applicable to all the ships which are sailing, anchoring, or working in the ECAs, excluding military ships, sporting ships, and fishing boats.

Emission Control Areas (ECAs) effective from 1 January 2016 are the Pearl River Delta, the Yangtze River Delta and the Bohai Rim and include eleven core ports: Guangzhou, Shenzhen, Zhujiang, Shanghai, Ningbo-Zhoushan, Suzhou, Nantong, Tianjin, Qinhuangdao, Tangshan, and Huanghua.

The URL for this information is as follows:
http://en.msa.gov.cn/index.php?m=content&c=index&a=show&catid=343&id=175

The implementation of tighter emissions regulations is divided into stages.
1. Commencing 01 January 2016, China began strict enforcement of existing international conventions and domestic laws on sulphur oxides, particulate matter, and nitrogen oxides. Further, any port within the ECAs may require all ships at berth to use fuel with less than 0.5% sulphur content.

2. On 01 April 2016, all ships calling at the Yangtze River Delta will be required to use fuel with no more than 0.5% sulphur content while at berth, except during the first hour after arriving or before departing from port. The core ports in this area include: Shanghai, Ningbo-Zhoushan, Suzhou, and Nantong port.

3. As of 01 January 2017, all ships calling at the eleven core ports within the ECAs will be required to use fuel with no more than a 0.5% sulphur content while at berth, except during the first hour after arriving or before departing from port.

4. Starting 01 January 2018, all ships calling at the eleven core ports within the ECAs will be required to use fuel with no more than a 0.5% sulphur content while at berth.

5. Beginning 01 January 2019, all ships calling at the eleven core ports within the ECAs will be required to use fuel with no more than a 0.5% sulphur content

Before 31 December 2019, Chinese authorities will assess the effectiveness of the aforementioned control measures and determine whether any of the following additional actions are necessary: reducing the maximum sulphur content to 0.1% for all vessels entering the eleven core ports within ECAs; expanding the size of the ECAs; and the implementation of other control measures. Please also note that China will permit alternative methods of compliance, including the use of shore power, using clean energy, or exhaust gas scrubbers.

Company Actions
1. The above new rule:
1.1. is distributed to the fleet for discussion and recorded at SCMM, form CP06-10
1.2. Will be included in the next MR agenda with hyperlink.
1.3. Will be included in the next NewsWaves release.
2. Fuel switching in port will be carried out in accordance with the poster 82 and FOM02 para 4.8.11 and 4.8.13.
3. Prior calling above mentioned China waters and during the voyage planning stage, WetOpd to liaise with Agent for verifying rules applicable and liaise with the Master to agree for a bunkering plan and quantities of LS FO need to be supplied.

USCG Voluntary Fuel Sampling Program

MARPOL Annex VI requires ships to limit sulfur emissions in the ship's exhaust, either by using fuel with low sulfur content or by an approved, fully-operational emission control technology. For the former option, as of January 1, 2015, vessels must use fuel oil with a sulfur content not exceeding 0.10%, or 1000 parts per million (ppm) within the North American Emission Control Area (ECA) and U. S. Caribbean Sea ECA.

To help determine industry compliance, the Coast Guard has issued the MSIB 03-16, initiating a voluntary fuel sampling program.
Beginning February 29, 2016, when PSC Officers are conducting examinations, they may request fuel samples from vessels.
Initially, the USCG will only request samples at ports of Baltimore and Los Angeles / Long Beach and may use sampling or testing assistance from the Environmental Protection Agency.

Key points about the new program include the following:
- Sampling is voluntary, ie the USCG will ask vessel Masters for permission to sample;
- Vessels that provide voluntary samples will not receive sanctions if the voluntary samples are non-compliant;

The USCG will sign a document stating that no penalty action or fine will be imposed if the fuel is tested to be non-compliant
- All samples will be taken at appropriate locations by the ship's crew with Coast Guard oversight.
- There will be no repercussions if a ship chooses not to volunteer.

This voluntary program will help assess industry compliance with MARPOL Annex VI ECA requirements.
For non-compliant samples, the Coast Guard may notify the Administration of the coastal state from where the fuel was purchased.
This voluntary sampling program does not change the Coast Guard's authority to require samples when there are clear grounds to suspect non-compliance (e.g., a BDN showing higher concentrations of sulfur than required).

These samples are taken in accordance with CG-543 Policy Letter 09-01,

Our Company is willing to participate in this program, therefore whenever our vessels call US ports Master should be ready to accept the request of USCG officers for voluntary sampling.
For the moment there is not any regulation USCG or IMO regulating where and how these samples will be taken from ER FO piping.

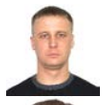
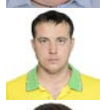
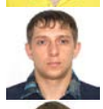
Therefore for the sampling points and procedure we will implement the same procedure as per EU ports.
Please refer to our circular ID/ALL-ISM-15-256 - Fuel sampling for ships calling EU Ports, dated 21Dec15 related to the dedicated sampling connections available onboard in the fuel oil service system (suitably labeled), so that representative samples of the fuel oil being used can be easily obtained.

Familiarization, Roxana Shipping 01 Jan - 31 Aug 16

Name	Rank	Vessel	Join Date	Photo
Polushkin Nikolay	Ch/eng	MGC	23/01/2016	
Shtyrba Dmitrii	Ch/off	MGC	31/01/2016	
Chernobrovkin Andrey	Master	QST	08/02/2016	
Kochnev Sergei	Ch/eng	MBC	23/02/2016	
Trukhachev Evgeny	Ch/eng	ATH	29/03/2016	
Kutsykov Sergei	Master	AGT	18/04/2016	
Ponomarev Alexei	C/O	ARN	11/05/2016	
Berillo Evgenii	Master	MBC	02/06/2016	
Makarchuk Vitaly	C/E	ATS	27/06/2016	
Kirpichenko Pavel	C/O	ATS	27/06/2016	
Anastasiadi Andrei	C/O	MGC	04/07/2016	

Human Resources Management

Promotions, Roxana Shipping 01 Jan - 31 Aug 16

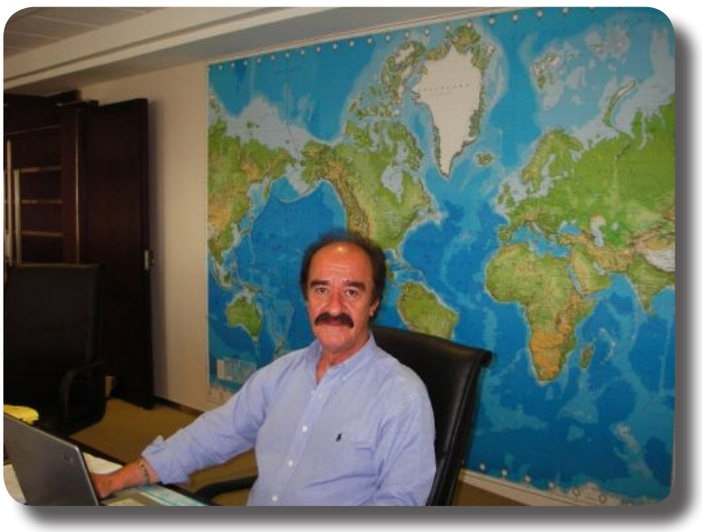
Name	Rank	Promotion Date	Photo
Kutsykov Sergey	Master	11/05/2016	
Berillo Evgenii	Master	01/07/2016	
Anastasiiadi Andrei	Ch/Off	10/07/2016	
Kirpichenko Pavel	Ch/Off	31/07/2016	
Shtyrba Dmitrii	Ch/Off	03/03/2016	
Navrotskiy Ilya	2nd/Off	10/07/2016	
Skribchenko Aleksandr	2nd/Off	26/03/2016	
Shakirov Ruslan	2nd/Off	27/05/2016	
Kuznetsov Vladimir	2nd/Off	07/04/2016	
Fauzer Victor	3rd/Off	09/04/2016	
Aleksin Roman	3rd/Off	04/06/2016	
Dorosh Dmitrii	3rd/Off	22/04/2016	
Mamonov Mikhail	3rd/Off	26/01/2016	
Emelianov Andrei	Appr/Off	10/05/2016	
Tsys Ilya	Appr/Off	22/04/2016	
Novitckii Aleksandr	Appr/Off	18/04/2016	
Rapovka Vsevolod	Appr/Off	17/06/2016	
Kochnev Sergey	Ch/Eng	17/03/2016	
Trukhachev Evgeny	Ch/Eng	15/04/2016	

Promotions, Roxana Shipping 01 Jan - 31 Aug 16

Name	Rank	Promotion Date	Photo
Potianikhin Nikolai	2nd/Eng	07/01/2016	
Artamonov Vladimir	2nd/Eng	27/01/2016	
Karabin Sergei	2nd/Eng	31/07/2016	
Filippov Andrei	3rd/Eng	25/07/2016	
Barabanov Andrei	3rd/Eng	23/04/2016	
Babenko Sergei	3rd/Eng	22/01/2016	
Arkhipov Anton	3rd/Eng	18/02/2016	
Pakhomov Evgeny	3rd/Eng	24/05/2016	
Grachev Gennadii	4th/Eng	19/02/2016	
Golovko Andrei	4th/Eng	10/05/2016	
Gritcai Aleksandr	Appr/Eng	24/01/2016	
Kolesnikov Alexey	Appr/Eng	30/01/2016	
Titov Valerii	Appr/Eng	11/02/2016	
Sukhoverkhov Robert	Electrician	28/01/2016	
Kraev Alexander	Electrician	17/02/2016	
Cherepanov Nikita	Junior 3rd/Off	07/04/2016	
Gorbik Roman	Appr/Electr	15/06/2016	
Shtefan Aleksandr	Appr/Electr	17/06/2016	

Human Resources Management

Capt. Dimitris Papakostopoulos in Pancoast, Rio De Janeiro



We are pleased to inform you that as of 01Jan16 Capt Dimitris Papakostopoulos is back in Pancoast Group family.

Capt Dimitris has served with loyalty and success the group as Managing Director of Seven Seas for a period of 10 years in Argentina.

This time Capt. Dimitris will take over from Mr. Mario Froio the management of Pancoast Navegacao, sited in Rio.
Under this capacity Capt. Dimitris:

- Will represent the interests of the Group in Brazil, directly reporting to the chairman of BoD of Pancoast Group
- Particularly for Roxana Shipping, he will liaise with the Managing Director of Roxana, Takis Koutris, and with Crew Dept Manager, Capt. Konstantinos Anisssis, for ensuring the smooth execution of the PB charter parties and the manning of Roxana vessels under PB TC with Brazilians.

All of us will support Capt. Dimitris to be successful in his new assignment.
The professional experience and skills of Capt. Dimitris will definitely add value in our team and will help us meet the short and long term objectives set out by the Group.

Capt. Dimitris welcome on board!

Capt. Evgeny Melnik's Return

We are pleased to announce that since August 2016 Capt. Evgeny Melnik, who served as Master onboard M/T Marvel, joined RoKcs office staff again to bring the fresh sea air and assist RoKcs particularly in performing pre-joining familiarization of all new-joiners on Roxana and Springfield vessels.

It should be noticed that capt. Evgeny is performing an excellent job in the selection of newcomers for all of our fleet.

Evgeny welcome back!!

Capt. Nikos Kassiteropoulos Employment

We are pleased to advise you that Capt. Nikos Kassiteropoulos, has joined Roxana Technical dept as of 04May16.
Capt. Nikos has graduated from the Merchant Marine Academy of Aspropyrgos in 2003, as deck Officer.

Since May 2003 Capt. Nikos Kassiteropoulos has been sailing in various types of vessels (mainly tankers) of five major Hellenic Shipping Companies and holds the Master Mariner's degree as of 2012.

The professional experience and skills of Capt. Nikos will definitely add value in our team and will help us meet the short and long term objectives set out by the company.

Nikos, welcome on board!

Capt. John Vlamis' in Pension

We hereby announce that Capt. John Vlamis submitted his resignation, effective as of 29Mar16.

Capt. John has been working with the Company for the last 5 years, holding the position of Fleet Superintendent, contributing to the successful expansion of the Company.

We wish capt. Yanni to enjoy his pension period.

George Sounios' Resignation

We hereby announce that Mr. George Sounios submitted his resignation, effective as of 12Aug16.

George has been working with the Company for the last 11 years, holding the position of Fleet Superintendent, contributing to the successful expansion of the Company.

We wish him good luck in his new endeavours.

Thanos Oikonomopoulos' Resignation

We hereby announce that Mr. Thanos Oikonomopoulos submitted his resignation, effective as of 17Jun16.

Thanos has been working in our Company for the last 6 years, holding the positions of Wet Operator, contributing to the successful expansion of the Company.

We wish him good luck in his new endeavours.

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

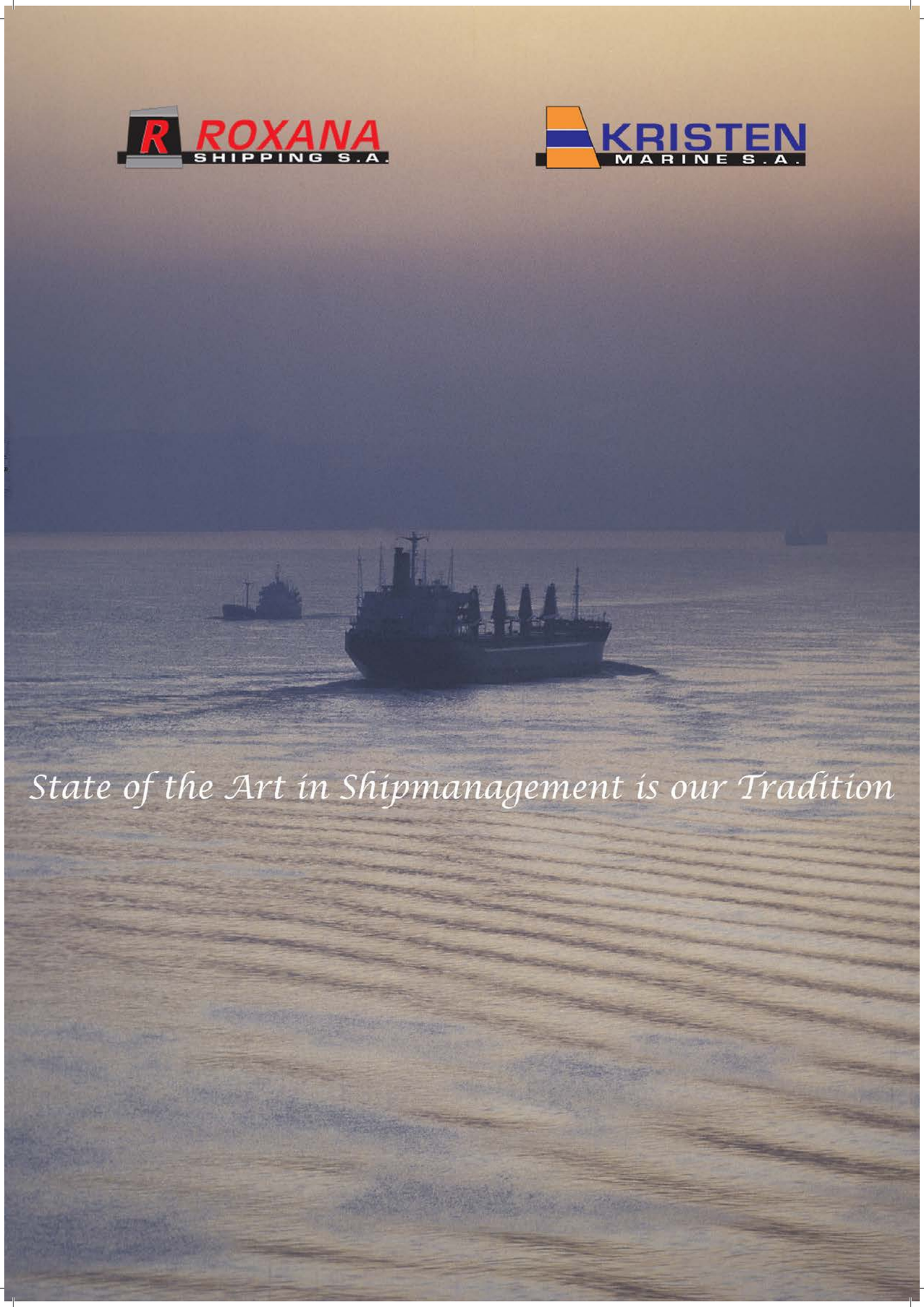
He will be based in Athens, belonging to a Fleet Group, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable. Attractive benefits package.

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