Sep - Dec 2016

News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

Edition 2016-03

Contents

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Please recycle

Message from TEK

Briefing on the Market trends has been more or less the same boring all these years. transportation by sea is and, for the foreseeable future, will be by far the first mode of transportation in terms of volumes.

Despite the ups and downs our steady task is to ensure safe and secure, environmentally friendly and quality, time and cost effective transportation operations.

To this extent our Company boosts engagement of all our colleagues in achieving the targets set.

Engagement of crew is meant to be the active and constructive involvement of crew in shaping the operating routines, processes and procedures. It is not just to be present in a meeting, but actively contribute during the meeting.

Focus on boosting engagement has always been in the view, but two years ago a more structured approach was adopted. Management Review Meeting ashore, 3rd party inspections preparation checklist, top4 meeting for monthly inspection report, top4 daily meeting for TAB Safe and PALI, training ashore and onboard by introducing reflective LFI training, crew debate onboard and LET are some of the measures to boost crew engagement.

Similarly HSQE committee and HSQE meeting minutes are introduced as of 01Jan17 with a code of conduct facilitating crew engagement.

A remarkable number of projects are running to manage all changes necessary to facilitate our Company achieving the short and long term objectives. Vessels are included as project team members, and even if not, the FUN sent out to the Fleet facilitates crew engagement to all our projects.

The new Vision and Mission of our Company is to be released as of 01Jan17, an outcome of constructive workshops during MR May and November 2016 and during Officers training ashore October and December 2016 is another proof of crew engagement.

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

"Engagement of crew is meant to be the active and constructive involvement of crew in shaping the operating routines, processes and procedures. It is not just to be present in a meeting, but actively contribute during the meeting."

Vessels spot trading in East during this period are Miracle, Magic Star, Alice 1, Aligote, Altesse and Asprouda.

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

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

Smooth 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, even exceeded.

As an appreciation to our crews good efforts and their optimized performance during the vetting inspections and starting from 01Jan17 a 10.000 USD performance bonus applies per vessel for vetting inspection result "not rejected" and with zero (0) or one (1) dpi. Moreover, a 5.000 USD performance bonus will apply per vessel for vetting inspection result "not rejected" and with two (2) or three (3) dpi.

All above are included in the hot stuff section, which also contains the vessel top performers and the Best Practices for the period.

The Who is Who section this time hosts Mr Stavros Kavouris, capt. Nikos Kassiteropoulos, and Mr George Kouloulias, three recent recruitments of the technical dept.

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

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

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

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

Along with the above updates on Ballast Water Treatment, ODME modification for biofuels, sludge piping modification, Global Fuel Sulphur Cup 0.5% in 2020, Chinese ECAS as of 01Jan17, ER FO sampling points, USCG voluntary fuel sampling program, 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

Stavros Kavouris

Mr. Kavouris holds the Merchant Marine Engineer's degree (Chief Engineer's Diploma) as of March 1998 from KESEN and has been sailing in tankers since June 1979.
He has also served in the position of fleet superintendent in a tanker ship management company from Oct99 till Mar00.
Stavros has been working in Roxana Shipping since Nov15 as Fleet sup/nt, contributing substantially to the success of the team.
He is holding certification on ISM and Quality Management Systems from Recognized Organizations and is also certified as Internal Auditor.

Capt. Nikos Kasiteropoulos

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.
As of May16, Capt. Kassiteropoulos acquired his first shore working experience by joining Roxana's workforce in the position of fleet superintendent, bringing the fresh seaborne air and contributing substantially to the success of the team.
He is holding certification on ISM and Quality Management Systems from Recognized Organizations and is also certified as Internal Auditor.

George Kouloulias

Mr. Kouloulias holds the Merchant Marine Engineer's degree as of 1989 from the Merchant Marine Academy of Chania and has been sailing in various types of vessels since Aug 1989.
He has also served in the position of fleet superintendent in a tanker ship management company from May11 till Apr14.
On Nov15 George joined Roxana Shipping as Fleet sup/nt in Group 1 tankers fleet, contributing substantially to the success of the team.
He is holding certification on ISM and Quality Management Systems from Recognized Organizations and is also certified as Internal Auditor.

For the period of Sep-Dec2016 RoKcs kept providing effectively its manning services. Currently 248 seafarers serve onboard our customers fleet.

In October 2016 RoKcs personnel attended a banquet for the 25th anniversary of Fescontract International – the oldest partner of RoKcs/Roxana/Kristen in Far East of Russia.

In November 2016 training officer Capt. Pavel was invited to participate in "Pust Govoryat" TV show, dedicated to the release of Russian blockbuster "Icebreaker", based on actual events in Antarctica in 1985 where Capt. Sidorkin was in the rescue team in order to help another soviet icebreaker who was trapped in ice. Along with Capt. Pavel ex. Master of icebreaker "Mikhail Somov" capt. Rodchenko and renowned traveler and scientist Mr. Chilingarov participated in the shooting.

Traditionally RoKcs staff doesn't miss the chance to visit their partners at VMC.
Capt. Verkhoturov and Capt. Sidorkin were invited in September to the Admission Ceremony for newcomers and on 12th of December took part in a meeting with 1st year cadets (freshmen) so as to engage fresh blood for the Company.

In December 2016 Roxana representative Managing Director Mr. Takis Koutris attended for audit and training.

Same period Christmas party was organized for our seamen, separate report is provided on this issue.

"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 13 October 2016

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 08th to 16th October 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 12th till 13th October 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, Cargo Operations, Bunkering procedures, New Rules, Log Book entries and observations from 3rd party inspections and commercial issues were discussed.

All attendees, split in 5 mixed groups, were fully engaged in the workshops conducted with following topics:

- Reflective LFI Training
- HSQE engagement tool
- Debate on board
- i-Isolation, i-Distraction
- Projects FUNs response

All proposals along with Training Suggestions Log were discussed and noted for further actions.

Particular attention was paid to Reflective LFI training on mooring, equipment, navigation, managing change 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 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 10 tanker deck Officers and 9 tanker engine Officers (including 1 electrician), listed as follows:

DMS/ BTM (Bridge Team Management)

Zenenko Nikolay	Master
Verkhovskii Andrei	Master
Usovich Vladislav	Master
Borisov Igor	Master
Rossoshibskiy Igor	Master
Karasev Leonid	Chief Officer
Gorbachev Vladimir	Chief Officer
Chernykh Dmitrii	Chief Officer
Kolomietc Andrei	2nd Officer > Chief Officer
Tsayukov Ivan	2nd Officer

DMS/ ERTM (Engine Room Team Management)

Kril Oleg	Chief Engineer
Kochnev Sergey	Chief Engineer
Bushtruk Alexander	Chief Engineer
Potyanikhin Andrey	Chief Engineer
Valchun Valerii	Chief Engineer
Polushkin Nikolai	Chief Engineer
Sharagovich Aleksandr	2nd Engineer
Potianikhin Nikolai	2nd Engineer
Koretskiy Alexander	Electrician

Tanker Officers Training 01 December 2016

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 25th November to 05th December 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 November till 01st December 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, Cargo Operations, Bunkering procedures, New Rules, Log Book entries, observations from 3rd party inspections and commercial issues were discussed.

All attendees, split in 5 mixed groups, were fully engaged in the workshops conducted with following topics:

- Reflective LFI Training
- Crew Engagement
- Internet on board
- i-Isolation, i-Distraction
- Fleet teleconference
- ER workshop welding designated area
- Vision Mission

All proposals along with Training Suggestions Log were discussed and noted for further actions.

Particular attention was paid to Reflective LFI training on mooring, equipment, navigation, managing change 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 and equipment incidents are completely eliminated.

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The number of participants was 9 tanker deck Officers and 12 tanker engine Officers (including 1 electrician), listed as follows:

DMS/ BTM (Bridge Team Management)

Melnik Evgeni	Master
Sukhodoyev Oleg	Master
Ivanov Eduard	Master
Korotets Oleg	Chief Officer
Budilov Anatoly	Chief Officer
Shtyrba Dmitrii	Chief Officer
Ankudimov Valeriy	Chief Officer
Khristovich Timofey	Chief Officer
Shulgin Artem	2nd Officer > Chief Officer

DMS/ ERTM (Engine Room Team Management)

Farkov Sergey	Chief Engineer
Evgrafov Konstantin	Chief Engineer
Vazhenin Andrey	Chief Engineer
Mayorov Alexey	Chief Engineer
Shevchik Alexander	Chief Engineer
Gorichev Denis	2nd Engineer
Selifontov Boris	2nd Engineer
Triakin Andrei	2nd Engineer
Shumkov Anton	2nd Engineer
Ovchinnikov Victor	2nd Engineer
Arsentyev Aleksandr	2nd Engineer
Gordeev Konstantin	El Tech Officer

RoKcs Training Center

Junior Officers training September 2016

Company's DMS refresh courses 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 11 deck / 11 engine shipboard personnel in February and 10 deck / 13 engine shipboard personnel in June respectively, as follows:

DMS/ BTM (Bridge Team Management)

Niukhin Sergei	2/Off
Gudim Yury	2/Off
Ivanov Anton	2/Off
Panasyuk Sergey	2/Off
Kuznetsov Vladimir	2/Off
Lozovoi Pavel	2/Off
Pushkar Sergei	3/Off
Savenko Anatoly	3/Off
Cherepanov Nikita	3/Off
Tsys Ilya	3/Off
Karipbaev Sergey	3/Off

DMS/ ERTM (Engine Room Team Management)

Sergeichev Aleksei	2/Eng
Frolov Evgeny	3/Eng
Babenko Sergei	3/Eng
Mazur Mikhail	3/Eng
Mikhaylov Ilya	3/Eng
Barabanov Andrei	3/Eng
Zhuravlev Alexander	4/Eng
Alemasov Ivan	4/Eng
Avdeyev Konstantin	4/Eng
Rybas Oleg	4/Eng

Marflex DWP and Konsberg K-Chief 500 Training Oct - Dec 2016

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

Participants of the October 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 Dec 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

Roxana Officers ECDIS type specific training 14 Oct – 02 Dec 2016

ECDIS type specific training course on Furuno installation FEA 2107 and Konsberg K-Bridge software and operation for senior and junior Officers of Tanker Fleet were conducted on 14th October and 2nd December 2016 respectively by VMC teacher Capt. Pilyugin Aleksei.
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:

Zenenko Nikolay	Master
Verkhovskii Andrei	Master
Usovich Vladislav	Master
Borisov Igor	Master
Rossoshibskiy Igor	Master
Karasev Leonid	Ch/Off
Gorbachev Vladimir	Ch/Off
Chernykh Dmitrii	Ch/Off
Tsayukov Ivan	2/Off
Sukhodoyev Oleg	Master
Korotets Oleg	Chief Officer
Ivanov Eduard	Master
Budilov Anatoly	Chief Officer
Shtyrba Dmitrii	Chief Officer
Ankudimov Valeriy	Chief Officer
Shulgin Artem	2/Off>Ch/Off
Khristovich Timofey	Chief Officer
Skribchenko Aleksandr	2/Off

Pancoast Singapore

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

Pancoast's tanker activities under Capt. Karthik commercial leadership has successfully completed 2.5 years in tankers activities and is continuing its growing activities in the East of Suez region have a vital market presence in this region and Roxana Tanker Pool is now a brand name well known in the tanker segment.

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

Alice 1 – Handy tanker built 2007, has been taken by Pancoast S'pore on a 2 years time Charter in April 2016 and presently is trading in the East. This vessel is handled only by the Pancoast Singapore office.

Vessel Position Update: Aligote after trading in the West market will be moved back to East market with a voyage from Houston to Singapore. Likewise, Altesse will be shifted towards the East with a voyage from Mellitah to Singapore. Asprouda which did a Bahrain – Le Havre voyage will return again to the East loading from Amsterdam to discharge at Karachi, Pakistan. Athiri on the other hand is moving towards the West under a voyage loading from Vadinar and discharging at Lome.

The Singapore Office will have a very dynamic and challenging period ahead having most of the spot vessels in East under our supervision.

Fixtures: Vessels were fixed with 30 different Charterers which includes most of the Oil Majors. 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. Singapore still remains the main port in the East where various repairs, surveys and bunkering ops take place for which our department have assisted in their preparation and planning.

MPA: In April 2016, Maritime Port Authority of Singapore approved our application for funding support from the Maritime Cluster Fund (MCF) for Talent@MaritimeSingapore - Overseas Attachment Programme for Capt. Karthik for the Management review and training.

Internal audit of Wet Opd, Roxana Singapore will be conducted in March 2017 by Mr. Takis Koutris, as per internal audit plan 2017.

Weekly Meetings: Roxana / Pancoast Tanker department weekly meetings are carried out every Thursday to discuss and co-ordinate vessel updates.

Management meetings are carried out twice a year with our esteemed clients.

Employee Roles:

- 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.

We thank everyone for the support given to our new office and the phenomenal success achieved was due to your guidance & cooperation.

We wish you all the best and a Happy New Year!

VMC (Vladivostok Maritime College)

Admission Ceremony 30 Sep 2016

On September 30, 2016 there was held yet another Admission Ceremony for newcomers who entered the first and the second year "Navigation" and "Ship Power Plant Exploitation" majors in Vladivostok Maritime College (VMC). The event hall was full of teachers, members of college staff, senior cadets, who have just arrived from their sea practice, parents, relatives and friends of VMC freshmen and special guests. The ceremony was held in warm and homely atmosphere. There were many congratulations and humor, and the guests invited to the ceremony were sharing their maritime (sea) experience. The administration of VMC, on behalf of the chairman of board of founders of VMC (principal of Far Eastern Institute of Communication) Yuminov Aleksandr and director of VMC Manko Vladimir, stepped up on the scene to congratulate new VMC cadets and wish them all the best. But also the numerous special guests have given their greeting speech:

- Chernovitskaia Ekaterina, the deputy director of Department of Education and Science of Primorsky Region.
- Kuvshinov Alexandr – secretary general of Primorsky Region Maritime Port Administration and Eastern Arctic.
- Kriachko Vasilii – the deputy director of Port State Control Inspection of Vladivostok seaport.
- Verkhoturov Denis, the director general of representative office of shipping company "ROKS" in Vladivostok.
- Sidorkin Pavel, the captain instructor of shipping company "ROKS" in Vladivostok.
- Paphnutiev Yevgeniy. the deputy director general of «Fescontract International».

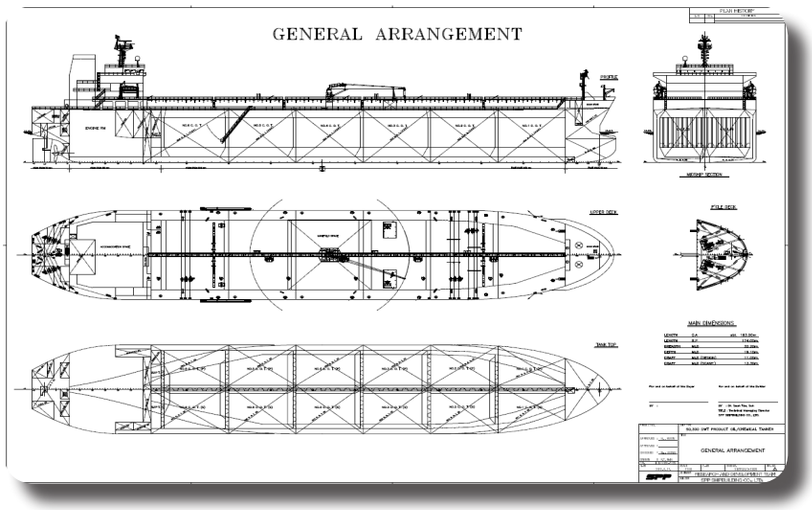
The ceremony ended with the traditional Student's Oath and then moved from the event hall to the foyer, where the parents and the guests of the freshmen could take some photos of their sons, brothers, friends and, from now on, the cadets of Vladivostok Maritime College, in front of the beautiful gallery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

New Ladies on the Block

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

- Air emissions NOx and Sox control technologies and limits
- Distillate MGO availability vs the scrubbers
- LNG as propulsion fuel technology
- Eco designs and options
- Ballast Water Treatment

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



Roxana Vision and Mission - IDEA

The need to introduce Company's Vision and Mission, instead of the Company's Objectives, as defined in CMSM, has been identified since Management review 2008_02.
The need came out of the recommendation to streamline Company Documented Management System with the terms and provisions of TMSA2.
Company's Vision defines what we, as Company, want to be, the Mission statement clarifying what we do with the Policies statements dictating how we do.
The existing Company objectives act both as Vision and Mission Statements. It was therefore decided to modify the existing objectives as Mission Statement and to draft a new Vision Statement.
During Management Review 2015_02 it was decided that the Vision Statement will refer to the framework values, within which our Company wants to perform.
During Management Reviews 2015_02, 2016_01 and 2016_02 and during Officers' training ashore Feb16, May16, Oct16 and Dec16, such set of values were discussed for an acronym to be defined.
As an outcome of these meetings the acronym IDEA was defined to title the Vision statement along with the list of Values related to Innovation, Dialectic, Excellence and Aristocracy.
The relevant posters will be sent to you in due course via separate email.
Till that time, the existing Company Objectives and Policies apply.

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 2017 is 100% successful inspections, ie inspections without rejection, and then 3,5 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 Athiri	V.Rubanov	A. Motrenko	-	Vetting	Lome	02/09/16	4	5
M/T Marvel	A.Gulin	K.Evgrafov	-	Vetting	Manaus	14/09/16	3	5
M/T Aligote	A. Vashchenko	A.Vazhenin	GAK-GFA	Vetting	Avonmouth	18/09/16	3	5
M/T Aramon	A.Grudinin	I. Dolgopolov	NDK	Vetting	Suape	22/09/16	2	5
M/T Malbec	E. Berillo	N. Afanasyev	THP - GPS	Vetting	Ag.Theodoroi	28/09/16	3	5
M/T Marvel	A. Gulin	K.Evgrafov	-	PSC	Fazendinha	01/10/16	0	1,2
M/T Marvel	A.Gulin	K.Evgrafov	-	PSC	Salvador	14/10/16	0	1,2
M/T Asprouda	S.Mezenin	E. Svistunov	-	Vetting	Fujairah	16/10/16	2	5
M/T Melody	V.Sheludko	K.Goncharov	-	PSC	Cotonou	17/10/16	0	1,2

Outstanding 3rd Party Inspections Performance (Continued)

VESSEL	MASTER	CHENG	FLEET SUPNT		PORT	DATE	DPI	Target
M/T O.Spirit	V. Siniavskii	A.Shumkov	-	PSC	Suape	18/10/16	0	1,2
M/T Aligote	A.Vashchenko	V.Ozerin	-	PSC	Tuapse	18/10/16	0	1,2
M/T Melody	V. Sheludko	K.Goncharov	-	PSC	Limbe	05/11/16	0	1,2
M/T Miracle	O. Mikhalev	E.Slinko	-	Flag	Durban	16/11/16	0	2
M/T Aligote	A. Vashchenko	V.Ozerin	-	PSC	Sao Sebastiao	16/11/16	0	1,2
M/T Miracle	O. Mikhalev	E.Slinko	-	Vetting	Sao Luis	24/11/16	3	5
M/T Melody	V. Sheludko	K.Goncharov	STK	PSC	Marsaxlokk	25/11/16	0	1,2
M/T Melody	V. Sheludko	K. Goncharov	STK	Vetting	Malta	25/11/16	5	5
M/T O.Spirit	V. Siniavskii	S. Arkadii	-	Vetting	Sao Luis	05/12/16	5	5
M/T Aligote	A. Vashchenko	V.Ozerin	GPS	PSC	Houston	06/12/16	0	1,2
M/T Aligote	A. Vashchenko	V.Ozerin	GPS	Flag	Houston	06/12/16	0	2
M/T Melody	V. Sheludko	V.Valchun	-	PSC	Tuapse	21/12/16	0	1,2

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

Based on the findings of the workshop FOM07 par4.1.10 is now introduced and the PALI and TAB Safe procedures will be the pillars for an incident free and effective execution of all tasks on board.

HSQE Meeting as Crew Engangement Tool

Engagement, as active and constructive involvement in shaping tasks, processes, procedures and business, is the common denominator for the journey heading for goal zero, ie incident free operations.

With DMS revisions of Dec16 we introduced the HSQE committee to replace the Safety committee, while throughout 2016 with workshops and fleet feedback we were working to upgrade the HSQE Committee function as another crew engagement tool.

To this extent the minutes of the HSQE committee meeting are drafted tasks oriented and not topics oriented as previously, thus facilitating the engagement of HSQE committee meeting participants.
More details on HSQE committee function, extract from the CP06 par4.2.5, as follows:

1. Scope
The HSQE committee is a body entitled to assist the Master to:

- engage all crew so that the Company Documented Management System (DMS) is consistently implemented on board;
- plan all the activities and provide all the resources necessary to facilitate the crew, implement the Company Documented Management System on board (training, drills, reflective LFI, LET and multimedia training etc.);
- analyse major non conformities accidents and hazardous occurrences that were noted and propose corrective actions;
- identify best practices;
- propose to the Company issues that might improve the Company DMS

2. Code of conduct

- It is to the Master's discretion to decide for the HSQE meeting:
  - when to be conducted, preferably when the watch requirements for the smooth and effective Vessel operations are minimal, to facilitate the broader participation
  - where to be conducted, preferably a noiseless area with space enough for 10 people and with presentation aids flip charts and projector, like the conference room
- The agenda and minutes of the meeting are structured in a way that the owners of the various tasks update the committee on the actions and incidents during the period, corrective actions and best practices proposed and the planning for next period
- Engagement of individual crew members should be boosted by encouraging the active and constructive involvement of crew in shaping the operating routines, processes and procedures. This in turn facilitates the shifting from mere compliance to heart and mind commitment.
- The objective should be not only reporting problems but proposing solutions and the outcome of the meeting is an actions plan with concrete responsible persons and deadlines for all outstandings reported.

3. Composition

- The HSQE committee should include as many crew members as possible at the time it is conducted, but the minimum participation should be the Master as chairman, the Chief Engineer, the Chief Officer, one deck officer, one engine officer and two ratings/ crew as members.
- All crewmembers should be encouraged to attend.
- However the Master should take care to keep the committee sufficiently compact to maintain interest and enable it function time efficiently and effectively in his presence.

HSQE Meeting as Crew Engangement Tool (Continued)

4. Agenda

The HSQE committee meeting as a rule deals with:

- Review- Previous committee minutes.
- Non- Conformities, accidentsnear misses, CPARs and relevant risk management records.
- Internal audits/ Third party audits/ Reports follow up.
- Master's review and ideas to improve system and operations to meet Company's objectives.
- Health management
- Inspection & Maintenance of fire-fighting and safety equipment.
- Radio/Navigational management.
- PMS
- Environmental management.
- Training and familiarisation of newcomers.
- Company projects update.
- Best practices
- Actions plan

5. Frequency

HSQE committee Meeting as a rule is held

- once every month
- each time a fleet superintendent attends on board, time permitting
- as soon as possible after any serious accident or incident or non-conformity.

6. Records/ Filing

- The HSQE committee Meeting Minutes, with relevant attachments, are recorded in HSQE committee Meeting Minutes, form CP06-10
- HSQE committee Meeting Minutes, form CP06-10 is:
  - filed in Master's file M18 , duly signed by the attendants and the Master.
  - sent to the office through Document management software and is filed in SQM Dept. file SQM7 "HSQE committee Meeting".
  - posted on board in officers and crew recreation rooms for all crew actions

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.

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!

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, "Internet on board - Navarino Infinity" project is launched since last year and following the successful application on the pilot vessel, M/T Malbec, almost the whole fleet has now fitted with Internet access for the crew.
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 was published and in effect with Ulysses TA DMS revisions of Dec15.

The revisions to lower cyber security risks include:

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

Bonus for Vetting Inspections

1. Further to Management Review 2016-02 and with reference to the vetting inspections statistics we are pleased to announce that for the year 2016 and in total 29 vetting inspections for the fleet:
- the actual "not rejected" KPI is 97%, below the 100% target but significantly improved from the last year
- the actual deficiencies per inspection (dpi) is 3.55 dpi, below the target set for 5 dpi

2. Statistics history for previous and current year related to "not rejected" and dpi have been concluded as follows:
- 2011 ==> 93%, 5,95 dpi
- 2012 ==> 81%, 6,38 dpi
- 2013 ==> 97%, 6,00 dpi
- 2014 ==> 97%, 5,26 dpi
- 2015 ==> 90%, 4,83 dpi
- 2016 ==> 97%, 3,55 dpi

Based on the above figures there is a steadily bettering trend from year 2012 till 2016, mainly due to the your and your crew performance, and partly due to the vetting inspectors attitude.

3. For 2017, and with due consideration of the OCIMF average "Deficiencies Per Inspection" of 3,50 for year 2015, we still target 100% for the "not rejected KPI" and set a new target of 3,5 dpi, which is expected to be achieved with our ship and shore staff good efforts.
It's self explanatory that, the ships "not rejected" results, 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 at 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" at 100% always, while the secondary KPI for deficiencies per inspection (dpi) to be maintained equal or less to three and a half (3.5).

4. Based on the above and starting from 01Jan17 the vetting bonus for 2017 will be modified as follows:
- a 10.000 USD performance bonus will apply per vessel for vetting inspection result "not rejected" and with one (1) or 0 dpi.
- a 5.000 USD performance bonus will apply per vessel for vetting inspection result "not rejected" and with two (2) or three (3) dpi.

The bonus amount will be distributed to the entire crew on board proportionally to their total wage, as per xls tool previously sent and used for MGA calculation.

New Year and Christmas Party 2016

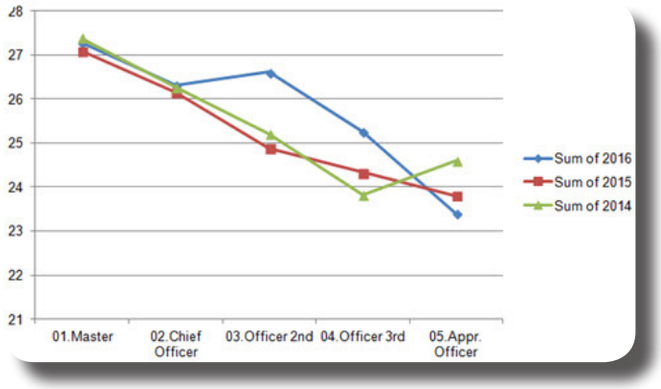
New Year and Christmas Parties 2016, sponsored separately by Roxana Shipping S.A. and Springfield Shipping Co. Panama S.A., were successfully performed on 3rd and 2nd of December respectively, at one of the most popular clubs in Vladivostok, "Rodeo". More than 160 participants in total, Company staff ashore and onboard along with their spouses, attended both events.
The entire management team of RoKcs S.A., Capt Pavel Sidorkin with his wife, Capt. Denis Verkhoturov and Crew Coordinator Evgeniya Khalimenko, were present at these special events.
VMC was represented by Director Mr. Vladimir Manko and Chief Teacher Boris Evdokimov.
Fescontract International Ltd was represented by Capt. Piotr Grigorievich Dryuk and wife and Crew Coordinators Sergei Tingaev and Evgeniya Reznyuk, who attended Springfield Shipping party.
The Management team of Primtanko Maritime Agency Ltd, Mr. Yuri Nikolaievich Voronin, Mr. Vladimir Viktorovich Dzyuba and Mrs. Elena Illarionova attended Roxana Shipping party.
The events' program was carefully prepared in order to satisfy all guests invited. An excellent performance was delivered by the "Rabbits", a well-known local rock-music band. Host of the evening was Lev Ankov, as per our tradition for all recent parties. Alcohol, as an exception to the Company's non-alcohol policy, was consumed freely this time and everybody had a whale of time, enjoying the delectable food, the nice music and the unique show till almost midnight.

BMI Project

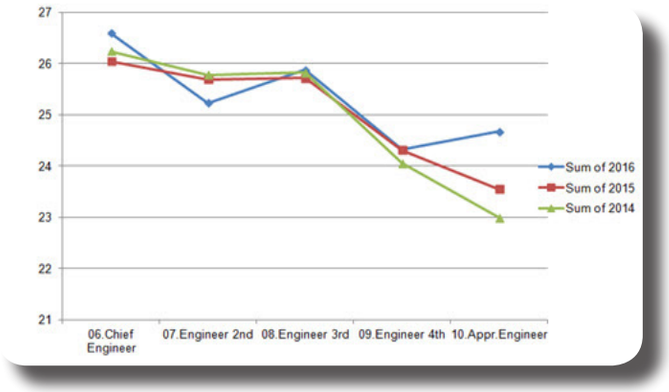
1. A project is launched on 15Jul16 to ensure that by 30Dec16 the awareness of Company stuff on board and ashore of the body fitness for personal health and performance and manage the worrying increase of BMI with the increase in age and rank.

2. During a recent attendance of one of our promoted ChOff for extended familiarization, a remarkable increase in weight was realized, which was also reflected in the change of BMI index. 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.

Rank	Sum of 2016	Sum of 2015	Sum of 2014
Master	27,27	27,08	27,38
Ch.Officer	26,32	26,15	26,27
2nd/Off	26,61	24,88	25,2
3rd/Off	25,54	24,33	23,82
Appr/Off	23,4	23,81	24,59
Grand Total	**128,85**	**126,25**	**127,26**



Rank	Sum of 2016	Sum of 2015	Sum of 2014
Ch.Engineer	26,59	26,04	26,24
2nd/Eng	25,23	25,69	25,78
3rd/Eng	25,87	25,72	25,83
4th/Eng	24,32	24,31	24,05
Appr/Eng	24,67	23,55	22,99
Grand Total	**126,68**	**125,31**	**124,89**



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.

3. Project team leader is THP and project team members are KNA and GPS. Last meeting of the group was conducted 02Nov16 and the vessels feedback and actions were discussed. During this meeting Vessels feedback was discussed, and particularly status of gym equipment vs the initial inventory, additional equipment proposed and relevant budget / availability.
Updated MoC plan for the project can be found in K:\POOL\MR 2016-02\Projects\BMI.

4. 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:
4.1 SQM/TD/CD/RoKcs
elaborate on proposals to improve body fitness on board and ashore
4.2 THP
- proposal for equipment supply per vessel
- revision of DMS

5. Next project team meeting is planned by 30Jan17.

BWM Project

1. A project has been initiated since 01Jan14 to ensure time and cost efficient compliance of our fleet with BWM convention internationally and EPA/USCG regionally.
2. Ballast Water Management Convention in IMO and EPA/USCG requirements on ballast water management have been ratified. Ballast Water Management project is introduced to closely follow up developments and ensure time and cost efficient compliance of our fleet.
3. Project team leader is TEK and project team members are THP, VK.
The last project meeting was conducted 01Nov16 and updated MoC plan for the project can be found in K:\POOL\MR 2016-02\Projects\BWM.
In this meeting the MEPC70 update regarding BWT application was discussed and BWT installation Fleet Plan was amended accordingly.
4. All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project. Particularly:
4.1 VK, as per BWT installation Fleet Plan:
- application to USCG for exemption for the Fleet as per plan update of BWT installation Fleet plan with IMO deadlines.
- liaison with Flags and ROs for the BWM plan endorsement and the International BWM certificate issuance.

5. Next project team meeting is planned by 28Apr17.

HSQE Committee Project

1. Further to our previous circulars, 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 as a consequence safety committee minutes, form CP06-10 will be renamed and revised.

2. What in our DMS is now called Safety Committee meeting in fact covers health, environmental, security and quality 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.

3. Project team leader is TEK and project team members are captTHP and captNDK.
The last project meeting was conducted 02Nov16 and the 1st draft of the new form and instructions is available and attached to this message.
An updated MoC plan for the project can be found in K:\POOL\MR 2016-01\Projects\HSQE committee.

4. 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:
4.1 All vessels
4.1.1 Review the initial drafts and comment
4.1.2 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
4.1.3 Master to send the new form filled in along with the old one
4.2 Gr1
Monitor and verify implementation of above during their shipboard attendances

5. Next project team meeting is planned by 20Dec16.

EAL EPA VGP2013 Project

1. A project has been initiated since 30Jun13 to ensure time and cost efficient compliance of our fleet with the revised EPA VGP 2013(USA) for applying Environmental Accepted Lubricants(EAL) in all oil-to-sea interfaces (if it is technical feasible) by next scheduled drydocking.

2.1. The revised VGP 2013 was issued by US EPA on 30Nov11, taking effect 19Dec12 mandating the use of EAL (Environmental Accepted Lubricants) in all oil to sea interfaces. EAL_EPA VGP2013 project has been introduced to closely follow up developments and ensure time and cost efficient compliance of our fleet.
2.2. In this regard, please note that EAL (Environmental Accepted Lubricants) have been already provided to the stern tube of the following vessels at their last dry-docking:

Magic Star	20-Jun-2014	Stern Tube, EAL Oil Maker: VICKERS HYDROX BIO 100
Ocean Quest	5-Jul-2015	Stern Tube, EAL Oil Maker: MOBIL SHC AWARE ST 100
Aramon	4-Feb-2015	Stern Tube, EAL Oil Maker: TOTAL BIONEPTAN 100
Aligote	22-Mar-2015	Stern Tube, EAL Oil Maker: MOBIL SHC AWARE ST 100
Athiri	30-Sep-2015	Stern Tube, EAL Oil Maker: MOBIL SHC AWARE ST 100
Altesse	20-Oct-2015	Stern Tube, EAL Oil Maker: MOBIL SHC AWARE ST 100
Ocean Spirit	30-Nov-2015	Stern Tube, EAL Oil Maker: MOBIL SHC AWARE ST 100
Ocean Dignity	30-Dec-2015	Stern Tube, EAL Oil Maker: MOBIL SHC AWARE ST 100

2.3. While, please note that EAL (Environmental Accepted Lubricants) will be applied to the stern tube of the following vessels to their next scheduled dry-docking:
Malbec
Miracle
Asprouda
Melody
Marvel

3. Project team leader is VK and project team members are CSP, GSK, STK, GFA, GAK.

4. Updated MoC plan for the project can be found in K:\POOL\MR 2016-01\Projects\EAL_EPA VGP2013.

5. All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project. Particularly:
5.1 VK - Check compatibility of EAL oils used for the fleet by 30Nov16.

6. Next project team meeting is planned by 30Jun2017.

ECDIS NoNO Project

1. Further to our outgoing message 749230 and memo 531918 of 17Aug16, we would like to remind you that project ECDIS NoNO has been initiated since 22Apr16, in continuation of the NoNO project of Sep10 till 2013, to ensure that by 30Dec16 Bridge team navigational performance on board our Fleet remains in the level of excellence, particularly with ECDIS Navigation maturing, i.e. incident free navigation in the ECDIS navigation environment.

2. Having inroduced the NoNO project in Sep10 till Dec13 we managed to enhance the Navigational performance and consequently reduce the navigational observations. 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.
This project is launched on 22Apr16, in conjunction with ECDIS and ENCs project, to ensure that Navigational performance of the Bridge team in the ECDIS navigation 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 observations during internal and 3rd party navigational audits, TIARE and 3rd party inspections.

3. Project team Leader is Capt K. Anissis and project team members are Capt T. Papatheodorou, Capt. N. Kassiteropoulos and S. Kontozoglou.
The last project meeting was conduced on 01Nov16.
During this meeting it was reported that:
3.1 Type specific training in RocKs training center should be enhanced with the recent Industry feedback for ECDIS navigation.
3.2 The adoption of the digital publication for use on board the vessel's of our Fleet should be considered.
Updated MoC plan for the project can be found in K:\POOL\MR 2016▪01\Projects\NoNO ECDIS.

4. 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 30Dec16 pls:
4.1 RoKcs PS: Considering that all SPP vessels are equipped by FURUNO FEA 2107 ECDIS, GSIs by Kongsberg K-Bridge, SPR and DGN By FURUNO FMC-3100 and QST by TRANSAS, pls ensure that all Deck Officers are properly certified for:
- ECDIS type specific training as appropriate.
- ECDIS Generic training (IMO Model course 1.27 to be stated)
- VMC Instructor to be trained on FURUNO FEA 2107, Kongsberg, Transas ECDIS Operation

4.2 GR1/THP:
- On your attendance on board, pls focus on Officers' familiarization with ECDIS implementation, Officers' proper certification (Generic course to be certified IMO Model course 1.27), ECDIS smooth operation and proper certification.
- In liaison with the Masters and ECDIS Makers, collect the ECDIS parameters settings used on each vessel and prepare a table.
- Revise FOM01 appropriately.

4.3 SAK: Familiarize Gr1 and Wet OpD with the paperless navigation, ENCs and digital publications' check, liaise with DAK for training plan's revision.
Familiarize IK and KAK with the remote operation of the Emergency room's computer, for enabling them to check the Master's ENCs' requisitions during the Office after hours period.
4.4 KNA:
- Closely follow the activities of ITK Nautical sub committee on ECDIS issues.
- Having obtained the MD's approval:
- The vessels to be enrolled with Novaco for the digital publications' adoption on board our Fleet and Masters to be informed appropriately.
- RoKcs to be informed and arrangements to be done for Instructor's training on FURUNO FEA 2107 and arrangements to be done for such training and traveling.
- A new C-MAP ENCs' license to be obtained for ERT room computer.
- ENCs to be provided for VMC FURUNO FEA 2107 ECDIS.

ECDIS NoNO Project (Continued)

4.5 THP:
- Liaise with Navigation CBT training Provider and propose training scope and plan for all officers CBT training
- Properly adapt and implement Reflective LFI Navigation training module
- Compile all Industry and Roxana information and feedback on navigational issues for navigating with ECDIS and having included them in a folder per category, forward same to VMC for Officers' familiarization and training during the ECDIS type specific training.

4.6 MV :
- The Navigational observations detected through the 3rd party inspectors and TIARE to be collated, and statistics to be issued on quarterly basis.

5. Next project team meeting is planned by 30Dec16.

ODME for Biofuels Project

1. 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.
SPR, DGN, QST 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.

2. Project team leader is VK and project team members are TEK, CSP, THP, GAK, GSK, STK, GFA, PS.

3. 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 DGN, SPR, ATH, AGT, MBC, MCL and MGC, while the next vessels' ODME upgrade is ATS, ADA, ARN, MLD and MVL.

4. 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:
4.1 VK
Remind to Vessels that:
- the new VAF software installed has a bug problem, where in some cases the user can not save and print out complete logs.
- We have contacted VAF and we are awaiting VAF software update to permanently rectify this bug problem,
- meanwhile vessels follow VAF maker guidance for resetting MCU before ODME operation as per our message circular ID/ALL-TEC-16-486 dated 11Oct2016.

4.2. Vessels whereby the ODME biofuels' upgrade has been completed, to provide their feedback on the ODME operation performance.

5. Next project team meeting is planned by 30Jun2017.

ECDIS - ENC's Project

1. We would like to remind you that a project has been initiated since 22Apr16, in continuation of the NoNo project of Sep10 till Dec13 to ensure the excellence of the Bridge Team navigational performance.
Introduction of ECDIS as primary means has drastically changed the mode of operation for the Bridge team in terms of navigation. This ECDIS and ENCs project focused in hardware, in conjunction with ECDIS and NoNo project focused in software, is 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.

2. 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 means of navigation, is a challenge for us to ensure that ECDIS and ENCs technology development is properly dealt with.
Our intention is that within the set deadlines as per relevant ECDIS ENCs status.xls:
2.1 All vessels except for the Brazilian cabotage vessels, will run ECDIS as primary means of navigation with Providers C-MAP ENC+ (Novaco for AGT and ATS), where AVCs/ENCs will be in use, compatible with AIOS and
2.2 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.
2.3 All vessels will run Digital Publication (e-DAP).

3. Project team leader is Cpt. K. Anissis (KNA) and project team members are S. Kontozoglou (SAK), Cpt. I. Koloniotis (IK) and Cpt. N. Kassiteropoulos (NDK).
The last project meeting was conducted 01Nov16.
During this meeting it was reported that:
3.1 ATS providers are changed to Novaco. Tracker is returned to C-MAP ENC+, Norway.
3.2 ARN tracker is forwarded to C-MAP, Norway.
3.3 Computers for upgrading MVL and MLD ECDIS will be ready to be forwarded to vessels by endNov16.
3.4 The six vessels (ADA - ATH - MLD - MCL - MGC - MBC), for which Jeppesen is the provider for the ENCs, are to remain with same Providers.
3.5 Company's DMS, FOM01, to be revised to include the ECDIS/ENCs performance test. The Navigation checklists, forms FOM01-03, FOM01-04, FOM01-07, FOM01-08, FOM01-09, FOM01-10, FOM01-11, FOM01-13, FOM01-15, FOM01-19, Poster 35 (Bridge standing orders and poster 45 (When calling the Master), to be revised in order to include the ECDIS/ENCs issues and ECDIS familiarization checklist to be adopted.
Master's standing orders poster was revised as well.
3.6 Jeppesen primar company brand changed to C-MAP ENC+
Updated MoC plan for the project can be found in K:\Pool\MRM2016_02\Projects\ECDIS ENCs.

4. 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 30Dec16 please:
4.1 CSP/TD:
- MT MLD will have upgraded her ECDIS units.
- MT MVL will have upgraded her ECDIS units.
- GSIs ECDIS problem for time setting to be rectified by Kongsberg.

4.2 KNA:
- All aforementioned six vessels to change ECDIS/ENCs to C-MAP ENC+, according to Provider's instructions and be properly certified by the Provider.
- the aforementioned six vessels to renew the vessel's C-MAP ENC+, basis on vessel's ECDIS ENCs status.xls.
- Liaise with Makers for verifying the procedures that have to followed up for up-grading ECDIS Software to new IMO standards S52/13Jun16, in force as of 01Sep17 and update ECDIS ENCs status.xls.
- Inform the PD and TD of the procedures, in order to plan the ECDIS software upgrade in due time as per ECDIS ENCs status.xls, basically with the annual Surveys.

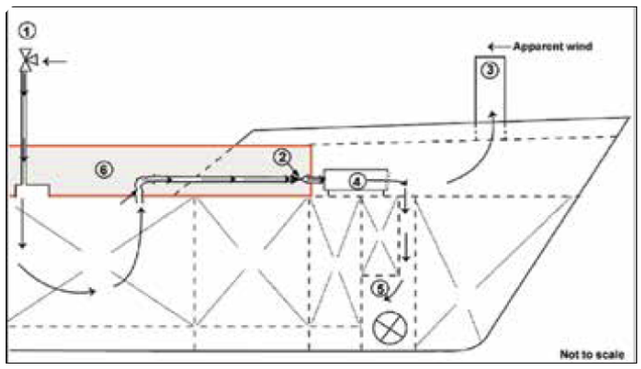
5. Next project team meeting is planned by 30Dec16.

Explosion in the Bow Thruster Compartment

As edited from official TSB report M09C0029

After discharging a cargo of gasoline and fuel oil at Sydney, Nova Scotia, the tanker proceeded in ballast towards the next port of loading. The cargo tanks were left in an 'over-rich' condition. During the voyage, the work of venting the cargo tanks began, starting with No. 1 (P and S), which had contained gasoline. There were no written procedures on board for venting, so the deck crew had to rely on verbal instructions from the 1st officer to understand how to perform their task.

Both deck crew had previous experience performing these venting operations under supervision, which had been without incident. In preparation for venting operations, the deck crew laid out flexible hoses beside the tank cleaning hatches and manually opened the tanks' pressure/vacuum (PV) valves. They removed the tank-drying flange covers and hooked one end of the flexible hoses to the tank-drying system. The other ends of the flexible hoses were inserted through the tank-cleaning hatches close to the bottom of the tanks. The fixed tank-drying system was designed and approved to supply relatively low volumes of ambient air to dry tanks following washing and ventilating. The system was not approved for the ventilation of tanks containing explosive atmospheres, yet this is how it was used on this vessel.

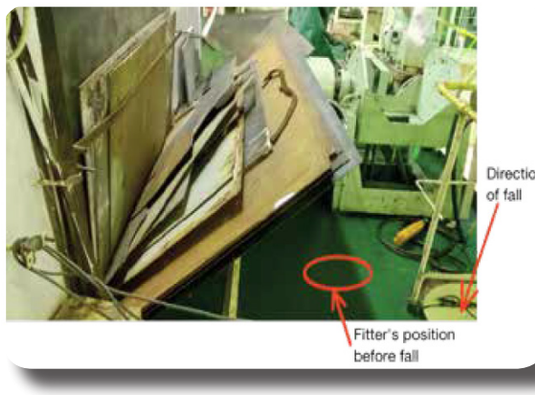


1. PV valve, 2. Non-return valve, 3. Forecastle door,
4. Air-drying unit, 5. Bow-thruster compartment, 6. Trunk

After seeing to pilot boarding, the 1st officer was informed by the deck crew that the flexible hoses had been inserted into the number one tanks and that they were now ready for venting. As the tank-drying fan was not yet running and because he had previous experience with vapour migrating through these hoses into the forecastle, the 1st officer removed the hoses from the tanks and closed the tank-cleaning hatches. He then went to the forecastle, but before reaching the door, he smelled gasoline vapour. He left the door open to ventilate the forecastle area, but did not start the bow thruster ventilation fan in case it might cause a spark. *Source: MARS*

Domino Effect has Fatal Consenquences

The vessel was berthed and completing the last day of a nine-day technical stop. The engine room crew were preparing to bring some steel plates to their storage location in the engine room. A toolbox meeting was conducted with all crew members involved, emphasising the importance of completing the job safely. The plates needed to be stored and secured at a location that already contained several other metal plates.



The fitter began the job by unscrewing the securing bolts of the angle bar at one end of the plates, then moved to the other end. The moment he removed the last screw of the securing angle bar, the steel plates shifted towards him. The fitter jumped back in a reflex reaction and hit the lower railing bar behind him. His impact on the railing caused it to bend and fail. As a consequence, the fitter fell to the engine room lower platform about 10m below. Although the victim was quickly transported to a local hospital he nonetheless succumbed to his injuries and was pronounced dead.

The railing that failed was the removable type which, when removed, allowed movement of larger parts lifted by the ER crane. The company investigation found that although a toolbox meeting was supposedly held before the job being performed, the risk of shifting steel plates was not specifically mentioned during the meeting.

Lessons learned

▪ Avoid the checkbox mentality when conducting a tool box meeting; simply telling everyone to do the job safely is not enough. These meetings are meant to discuss the inherent risks involved for the job under review and help crew mitigate those risks.

▪ Steel plate storage should incorporate protections against having the plates tip over, domino style.

Editor's note: Another fatality due to shifting steel plates was recorded in MARS 201423 as well as a serious injury in MARS 201211. Steel plates are heavy, cumbersome items and when stored on edge are a potential hazard. These items should be the subject of careful consideration and storage. *Source: MARS*

Wrecked on a Wreck

Edited from official report from Hong Kong SAR Marine Department – 9 Nov 2015

Underway in darkness, the OOW received a VHF call from the local coast guard advising that the vessel was approaching a danger and should therefore alter course. The OOW did not understand the exact nature of the danger, but he followed the instruction nonetheless and altered from their previous 185° to the requested 190°.

About 20 minutes later, the Master came on bridge and took the con, but the OOW did not inform him of the coast guard's instruction about altering course. Waves were about 3m in height with a visibility of about 5nm. In order to reduce the vessel's rolling the Master altered the course to 165°. Shortly after altering course, the coast guard again called to request the vessel alter course, this time to 090°, but without giving any reason. The Master did not follow this instruction. About 25 minutes later the vessel hit an underwater object on her port bow. It was later determined that they had hit a known wreck, a vessel that had sunk two months earlier.

The emergency alarm was sounded and the Master ordered to abandon ship about five minutes later as the vessel began listing

to port. Although all crew were eventually rescued by nearby SAR resources, things did not go smoothly during the abandon ship:

- The starboard-side lifeboat was launched and automatically released from the falls before crew could board. The boat drifted away crew-less. Nine of the crew then switched to the port-side lifeboat, successfully launching and boarding the craft.
- The two inflatable liferafts were also launched, but the nine remaining crew members could not embark due to failure of the embarkation ladder. They were later rescued by a ship in the vicinity.

A salvage operation started the next day, but the vessel capsized and sank four days later.

Vessel listing during salvage attempt

The official investigation into the accident revealed the following contributory factors:

- The Master of the vessel did not ensure that all the latest navigational information and warnings had been considered in the voyage planning before sailing;
- The exchange of maritime safety information by means of VHF between ship and shore was not effectively carried out; the navigation officers of the vessel did not endeavour to clarify and heed the warning messages from shore;
- The bridge team members failed to communicate the navigation warnings and instructions received from shore to fellow members; and
- The navigation officers of the vessel did not maintain a proper lookout as they did not spot the wreck – which was marked by a red light and had a ship mast protruding 7m above the sea surface.

Lessons learned

- Before leaving port ensure your charts are up to date for the required voyage.
- When passing the con to a relieving officer, even to the Master, inform them of all important issues concerning the navigation of the vessel.
- When undertaking your monthly abandon ship drills take them seriously, as one day you may need those same skills to save your life.

Source: MARS

Lack of Communication Results in Serious Injury

As edited from Marine Safety Forum 16-01

An additional security gate was being installed at the top of the gangway in way of the pilot boarding access. One crew member was holding the gate in position while a second crew member located the securing bolts for the new gate. The second crew member was unable to see the first, as the pilot door in the ship's side was blocking his field of view. To access one of the securing bolts, the second crew member closed the pilot door without warning, trapping the first crew member's inger between the gate and the pilot door.

As a consequence the victim lost the top of his right thumb above th first knuckle line. He was immediately taken to the ship's hospital and the Master informed.

Lessons learned

- The work was viewed as an everyday task, with the consequence that the risk assessment was inadequate and vigilance was lowered. **Never assume any job is risk-free**.
- Lack of communication between the two crew involved in the task contributed to the accident. A good practice when working as a team is to verbalise your intentions before acting on them.

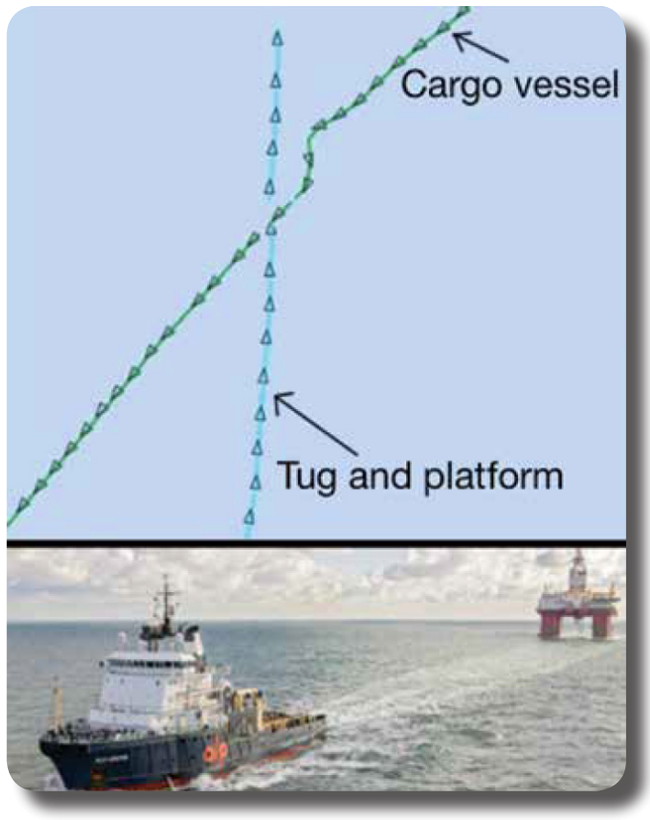
Source: MARS

Alcohol Abuse Suspected in Near Collision

A tug was towing an oil production platform on a line about 1,000m long in good visibility and sea conditions. A close quarters situation was developing with a cargo vessel to starboard. Given the tow, the tug was unable to manoeuvre. The OOW of the tug contacted the cargo vessel and requested the cargo vessel alter course to port to go around the stern of the rig. The OOW of the cargo vessel, who was the Master, signalled his agreement and began altering course to port, but very slowly.

A few minutes later, the tug OOW again contacted the Master of the cargo vessel and insisted they alter to port more quickly as the CPA between the rig and the cargo vessel was zero. After further communication the Master of the cargo vessel then realised he was about to pass between the tug and the towed platform, so he made a hard alteration to port and passed the platform's stern by about 260 metres.

An investigation by the cargo vessel's company was initiated because the tug company contacted the cargo vessel company about the close call. From the data on the voyage data recorder (VDR), it was found that the Master of the cargo vessel was navigating visually and had no indication of CPA whatsoever, as both radars were set on standby during the near miss situation. According to the VDR recording, the Master initially steered the cargo vessel towards the stern of the tug, probably unaware of the fact that a tow line lay between the tug and the oil platform.



It was later discovered that the vessel's three senior officers, Master, chief mate and chief engineer, had serious alcohol consumption problems. Junior crew were aware of these facts but they were afraid to report the senior officers to the company management. Given the sequence of events it is highly likely that the Master, acting as OOW, was under the influence of alcohol at the time.

Lessons learned

- Irrespective of your rank, always take measures to inform management of alcohol abuse on your vessel – your life may depend on it.
- The company's safety management system should allow for a procedure to report any deficiency to company management, including drug and alcohol abuse by the crew and Master.

Source: MARS

Rudder Stock Proves Vulnerable for Ship Security

A bulker completed loading operations and officials conducted an underwater hull inspection with video recording as per port authority requirement. The vessel's hull was found free of any suspicious objects. At the same time, customs officers checked the vessel interior, including the rudder trunk, which was almost filled with water. Some parts of the rudder trunk were inaccessible and could not be checked but the vessel was cleared for departure all the same.

Later, during discharge of the cargo, a team of custom officers attended the vessel. During their detailed search drugs were found hidden in the rudder trunk. The investigation revealed that there was a lack of proper guards around the rudder stock (image below), allowing potential unauthorised access for drug trafficking purposes

Lessons learned

- Even detailed searches prior to departure can sometimes be inadequate due to the inaccessibility of some areas of the vessel. Sometimes, the best defences are physical barriers on the inside and outside that limit entry (see images below.)
- While in port always remain vigilant; any suspicious activity around the vessel should immediately be reported to the Master.
- Is your rudder stock vulnerable to unauthorised access?

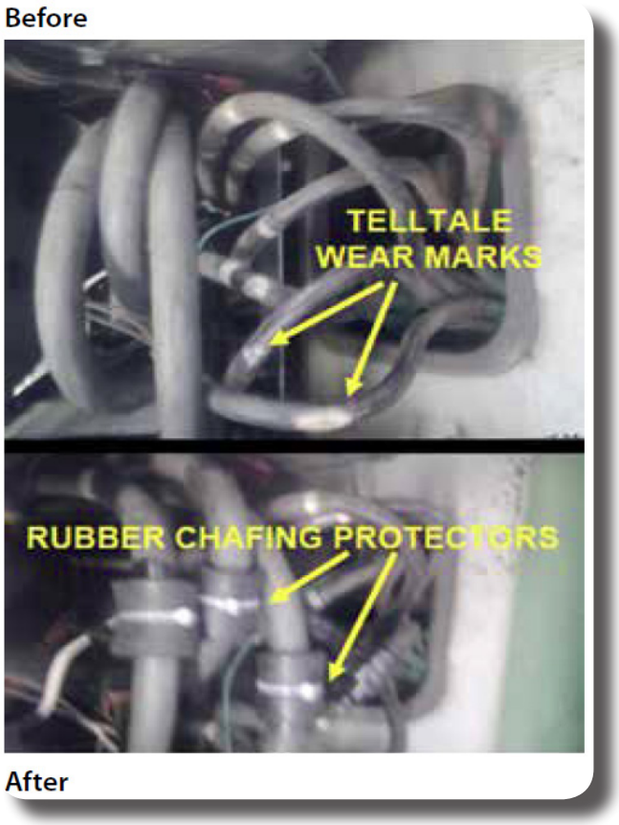
Source: MARS

Vibration Hazards

As edited from United States Coast Guard (USCG) Safety Alert 02-16

A tow boat and associated tow were underway. Unexpectedly, the main generator tripped offline and electrical power was lost. Power was quickly restored by a standby generator and the vessel and tow remained under control.

It was found that one of the primary leads exiting the generator housing had chafed against its steel enclosure, causing it to ground out. Investigators determined that other vessels operated by the same company had similar generators and wiring arrangements. Inspection of those generators showed similar signs of chafing and abrasion, but the wiring had not yet reached the point of failure.



Lessons learned

- Vibration is a well known causal factor in fuel oil spray fires. While this situation is different from a failed fuel line, the unsafe condition leading to the failure is similar.
- Always consider what could happen as a result of vibration. Inspect at-risk areas such as piping systems connected to the engine, engine mounts, pipe clamps, wire bundles, brackets, and areas where connected components pass through decks or overheads.

Source: MARS

A Small Spill Gives Important Lessons

An oil tanker, fully loaded with crude oil, was berthed and ready for discharge. Prior to discharge operations a safety meeting was conducted and the ship-shore safety checklist completed between the vessel and the terminal. Discharge commenced with three cargo arms. The deck, manifold and pump room were closely observed for any leaks. Discharging pressure was then increased without any signs of abnormalities.

As discharge continued, a deck watchman became aware of a blackstain on the top of one of the shore cargo arms, although he did not see any actual leakage. He informed the cargo control room and the information was passed to the fire and safety watchman and the shore terminal.

Later, terminal staff arrived on board. With vessel staff, they tried to identify the reason for the stain. Shortly thereafter it was observed that oil was dripping from the shore cargo arm to the deck and manifold drip tray. Terminal staff stopped the leakage by pulling the vacuum relief valve handle. The discharge operation was not stopped, because everyone was convinced the source of the leak had been corrected. The vacuum relief valve and all shore cargo arm systems were kept under close scrutiny until the end of discharge operations with no further leaks observed.

During further investigation and checks by the terminal staff on their systems some oil was spotted on the water between the vessel and shore; some cargo had dribbled down from the shore cargo arm during the leakage from vacuum relief valve, probably less than one litre. The oil residue was quickly cleaned by shore staff.

The cause of this incident was the leaking vacuum relief valve located at the top of one of the loading arms, an area not easily visible. Apparently, this deficiency had been known to exist by shore authorities. Some stains were also seen on one of the other shore arms, though no actual leakage was observed there during cargo operations.

A Small Spill Gives Important Lessons (Continued)

Lessons learned

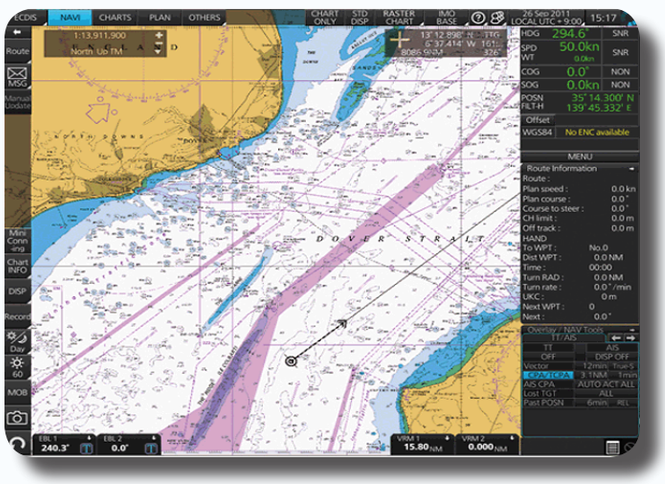
- Since the vessel crew do not have specific knowledge about shore cargo arms, any potential risks should be discussed and highlighted to crew by the terminal during the pre-discharge safety meeting.
- For oil cargo operations, when any unusual event is encountered or suspected all operations should be stopped and the event fully investigated.
- Any apparent deficiencies of shore equipment seen by ship's crew should immediately be reported to the Master and port authorities.

Source: MARS

ECDIS Slip-up

A cargo vessel had recently been changed over to paperless navigation using ECDIS units. While at anchor, the OOW carried out a performance verification of the vessel's ECDIS. After he had been relieved of his watch, the new OOW noticed that the chart alert settings for safety depth and safety contour had not been changed back to those specified in the active passage plan; they were still the same as those used during the performance verification. These were changed and the officer concerned was informed.

After the incident an informal bridge meeting was called by the Master and all officers were briefed on what could be classified as a near miss.



The company investigation found that the officer who had conducted the test was working on the equipment for the first time. Although the officer had completed a type-specific ECDIS course prior to joining the vessel, apparently performance data checks had not been discussed during the training.

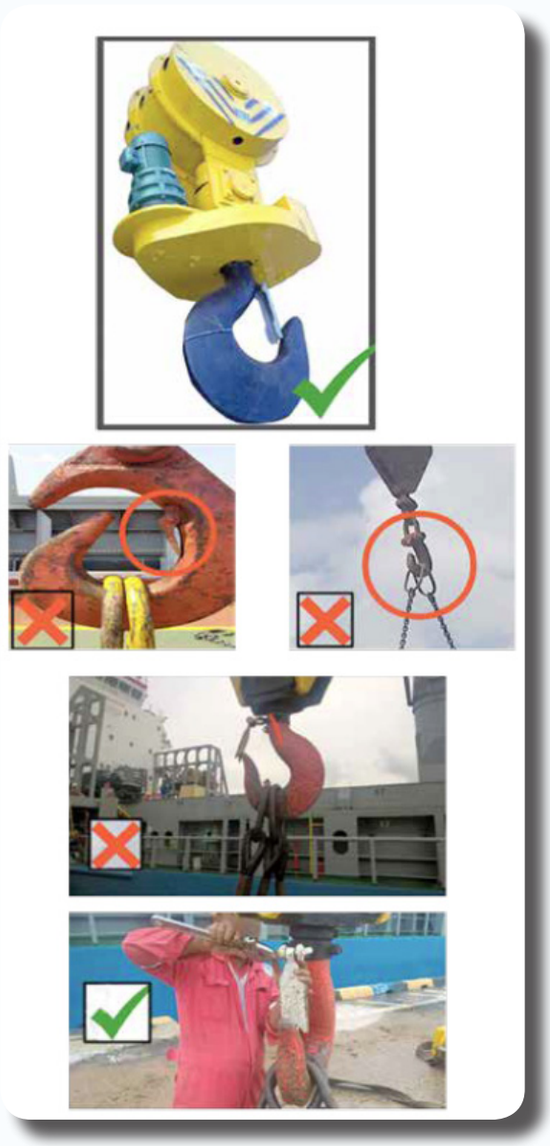
Lessons learned

- Whenever any tests are carried out on any equipment which requires changing of basic settings for testing purposes, they should be reverted back to the original settings immediately after completion of the test.
- When in doubt or if you have not had the training to undertake a task, ask someone who knows.

Source: MARS

Cargo Hook Safety Latches

A port captain has reported several instances of poorly maintained, incorrectly installed or even missing safety latches on cargo hooks. Mariners should be advised that a cargo hook safety latch is a simplebut critical safety measure that should always be in perfect order.



Source: MARS

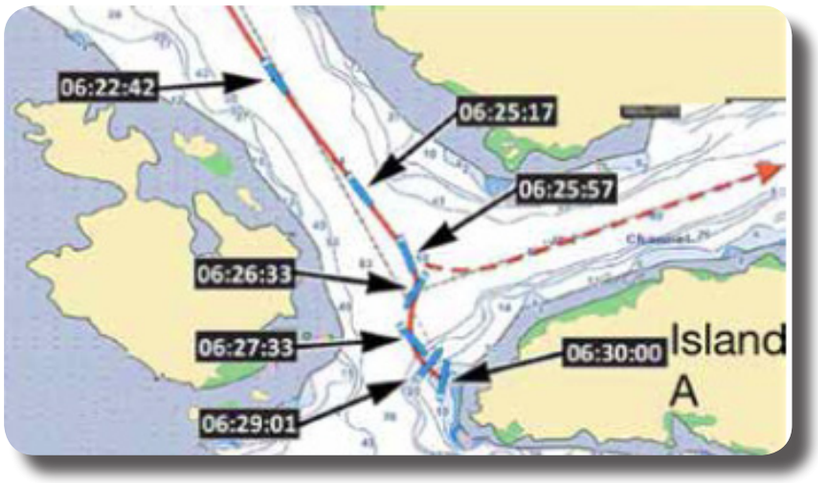
Wrong Helm Applied and Vessel Grounds

Edited from official Transportation Safety Board of Canada (TSB)report M14C0219

A small tanker was making way in restricted waters and in darkness, proceeding full ahead at speeds sometimes greater than 19 knots (SOG) as a result of a following tidal current close to 3 or 4 knots. The officer of the watch monitored the vessel using the starboard radar and the ECS, and the Master was on the bridge. The vessel was approximately 2.6nm from the next course change of 071°T, through a channel that is 0.3nm at its narrowest.

The OOW, who had the con for the first time in this area, requeste that the Master take over before the large alteration to port at Island A (see below), approximately 0.7nm before the next course change waypoint. The Master took over the con and the OOW went to the chart table and began preparing the next chart. The helmsman was manually steering a course of about 140°G and the vessel was now proceeding at 16.7 knots. The Master was monitoring the vessel's progress on the starboard radar; he had set up a parallel index to determine when to commence the port turn. A parallel index line was also set up on a course of 071°T to maintain a distance of 0.22nm off the northernmost point of Island A.

At the planned wheel-over position, the Master ordered the helmsman to apply 10° port rudder to initiate the turn. The helmsman acknowledged the order by repeating it, but instead put the helm 10° to starboard. Within seconds, the Master ordered the helmsman to apply 15°. The helmsman looked at the rudder angle indicator and repeated the order, but put the helm to 15° to starboard. Then, the helmsman asked for clarification about the direction of the order. The Master ordered the helm be applied faster without indicating the direction. The helmsman then stated that the helm was at starboard 15°. The Master ordered the helm hard to port. The helmsman acknowledged by repeating the order and applying maximum port helm (35°). The vessel's speed was now about 15 knots.



Over the next three minutes, the Master continued to monitor the vessel on the radar as it swung back to port while querying information being provided by the OOW. At some point during this time the Master applied astern propulsion. Nonetheless, the vessel made bottom contact west of Island A on a heading of 012°G. The engines and the bow thrusters were used to manoeuvre the vessel back into the channel, and the vessel continued its voyage while the crew sounded the tanks and checked for damage. A crack approximately 0.6m long was found in No. 3 port water ballast tank that was allowing water ingress.

The official investigation found, among other things, that:

- At the time of the occurrence, three of six fatigue risk factors were present for the Master and for the helmsman: acute sleep disruptions, chronic sleep disruptions, and desynchronisation of the circadian rhythm. Both exhibited performance decrements consistent with fatigue, contributing to the bottom contact.
- The officer of the watch ceased participating in the monitoring of the vessel's progress after the Master took over the con so was not in a position to readily detect the helm error or to assist the Master in responding to it.

Editor's note: Many of us have experienced helm error and often it is corrected quickly and without serious consequences. In restricted waterways like this example, the margin for error is slim. One technique to help mitigate the consequences of helm error in restricted waterways is for the officer who has the con to closely monitor the helm order as executed via the helm angle indicator or by sighting the helmsman during the manoeuvre.

In this case, since fatigue was involved, even these techniques may not have been sufficient to avoid the grounding, as being fatigued is the equivalent to being drunk. Avoiding fatigue is every mariner's responsibility and not just a paper exercise.

Source: MARS

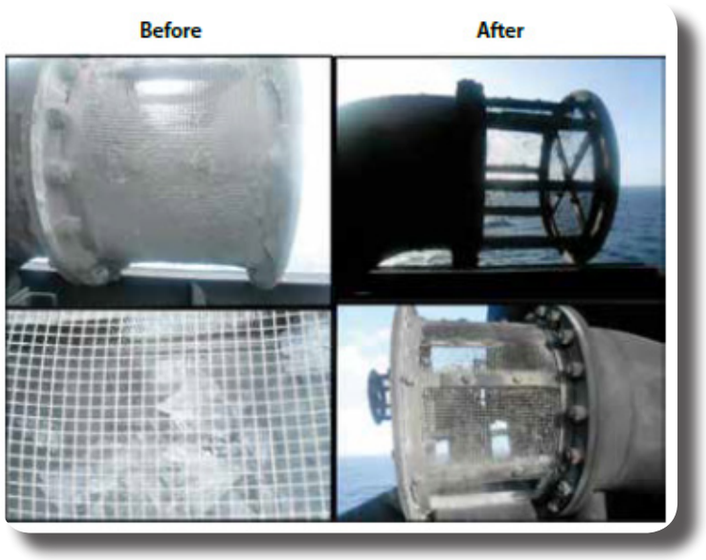
Incinerator Exhaust Plugged

The incinerator was fired up by an engineer. When the temperature of the secondary chamber had reached 400°C, the primary burner was lit. About five minutes later, when the primary burner was at about 300°C, garbage was fed into the incinerator. After about one hour of operation the incinerator was stopped to allow a period of cooling down. About 20 minutes later, the incinerator was again fired up and fed garbage, although the primary burner was only at a temperature of about 250°C.

After about three minutes of operation the incinerator vacuum broke and smoke started to come out of the burner air inlets. Smoke continued to exit the burner blowers for another 10 minutes until the garbage inside the incinerator was completely burnt. In the meantime, the incinerator main blower had been tripped as a result of excessive back pressure. Although the fire alarm had been sounded, the water mist system did not activate because there was no flame. Once the smoke had cleared and the incinerator stopped an investigation was carried out.

Among other things, the incinerator funnel flame screen was found to be completely clogged with unburnt paper and soot, which prevented proper exhaust flow (see photos below: before and after cleaning).

Feeding garbage into the incinerator when the primary chamber temperature is below 600°C can result in unburnt light materials blocking the flame screen at the funnel.



Lessons learned

- Deviations from procedures can cause accidents. In this case, each deviation led further down the casualty path;
- Feeding material into the incinerator when the primary burner temperature is lower than 600°C can cause unburnt garbage to collect at the incinerator funnel flame screen.
- The funnel flame screen was allowed to become clogged, setting in motion the subsequent sequence of events..

Source: MARS

Simple Slip with Serious Consequences

The vessel was making way at sea when a hurricane force wind warning was received for the area of sailing. Despite this, the prevailing weather was still very good and the forecast indicated that the hurricane force winds would clear from the planned route, so the Master decided to maintain the planned course.

The next day the weather started deteriorating and a deviation from the planned course was attempted. During the night winds reached hurricane force and seas were as high as 10 metres; green water was shipped and suspected of causing damage. The next morning, in calmer seas, the Master and another officer proceeded to the starboard (windward) side of the accommodation superstructure to inspect for damage, the same side that the wind and waves were approaching.

They found that the starboard lifeboat had sustained damage, two liferafts were missing, and the embarkation ladder for the starboard lifeboat had broken free (but was still on board). Next, they inspected the port side of the accommodation area, which was better sheltered from the wind and seas. The ship was not rolling or pitching, but the deck was wet and slippery. The Captain walked farther aft to view the poop deck in an area where he could not reach a railing and after a few steps his right leg suddenly and unexpectedly slipped out from under him. In an effort to avoid falling he shifted all of his weight on his left leg, which twisted, cracked and gave way as he tried to remain upright.

He slowly sat down with his broken left leg bent back beneath him.

The other officer immediately came to the Master's aid. The victim was brought to the ship's hospital and medical advice was requested. The next day an evacuation by helicopter was possible. The Master had sustained an open compound fracture of his left tibia and fibula.

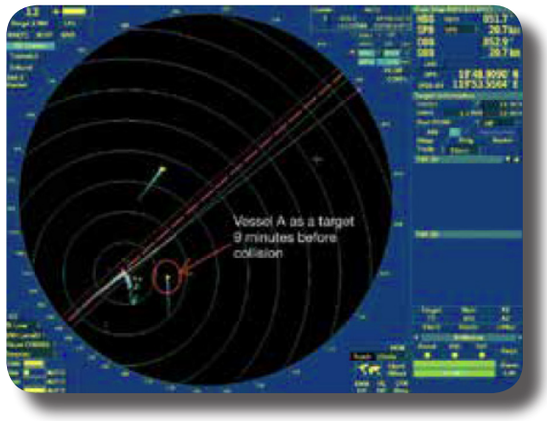
Lessons learned

- Weather prediction models are not perfect so allow for some manoeuvring room in your weather routeing plan.
- Wet decks can be extremely slippery – walk on anti-slip areas or use handholds when on wet decks.

Source: MARS

Lessons Learnt

On the Bridge but not on the Job



Edited from Transport Malta Marine Safety Investigation Unit report 07/2016
A car carrier in ballast was making way at about 20 knots in good visibility (approximately 12nm) and light winds. As the vessel
approached a major shipping lane it was observed that the traffic density was getting heavier. Two radars were set in relative motion on the 12nm range scale with an off-centred display. As a consequence, both radars were scanning approximately 18nm ahead. Another radar, also off-centred, was on the 6nm range scale. Apparently, no collision warning alarms were programmed on the ARPA sets.
In the afternoon, the OOW was alone on the bridge and immersed in the task of planning the next voyage on paper charts. Several vessels were within visual and radar range, including Vessel A. At one point, the OOW interrupted his chart work to make a minor course alteration of 3° to starboard on the autopilot. He then returned to his chart work, apparently unaware of vessel A approaching on his starboard side. About 17 minutes after making the minor course alteration the noise of the collision with Vessel A brought him to his senses.
The official investigation found, among other things:
▪ A single lookout during daytime is the norm at sea and does not contravene international requirements. However, a number of factors need to be kept into perspective before deciding on the minimum number of lookouts on the bridge. In particular, consider the need to keep a proper lookout by sight and hearing at all time, and that the OOW is not to undertake any duties that would interfere with the safe navigation of the ship.
▪ All three ARPA sets had been set up off-centred, displaying a longer range in the ahead position. However, this mode carries an important disadvantage: the reduction in the scanning range on the vessel's beams and abaft the beams.
▪ Although the chart preparation area was part of the open-style bridge, its location was not ideal for visibility forward and quite inappropriate for visibility abeam.
▪ Neither vessel apparently took any action before the collision.

Lessons learned
▪ It is prudent to have a dedicated lookout at all times when in congested waters .
▪ As an OOW on a vessel underway, your primary job is to navigate that vessel in a safe and efficient manner. Accomplishing extra duties, as in this case, or allowing yourself to be distracted by mobile phones or irrelevant conversations with crewmates while navigating, will eventually lead to no good.

Source: MARS

Minor Fuel Spill During Offshore Transfer

Edited from Marine Safety Forum Safety Alert 16-12
A platform supply vessel was set up on location and ready to deliver fuel. The hose was connected at the starboard midships connection and the pre-bunkering checklist was complete. Deck crew were posted at both port and starboard midships manifolds. The pump was started on a low rate in order to prove the line with the installation. Very shortly after starting the pump, a spray of fuel was noticed at the port aft fuel connection. Bunkering operations were suspended immediately and less than one litre of fuel is estimated to have escaped to sea.
Upon investigation, the leak was found to have originated from the port aft connection. This was not part of the vessel's fixed pipework, but was a removable flexible hose connected to the port midships manifold. The hose was terminated with a dry break connection, which was capped at the time of the incident. The valve at the port midships manifold was thought to be closed at the time of the incident.
As with many platform supply vessels there is a common fuel system. When the fuel line is in use the whole line is pressurised, not just the line to the working manifold.

Lessons learned
▪ Check all connections, not just the ones in use, before utilising a common line.
▪ All valves should be closed correctly with appropriate caps in place and correctly fitted.
▪ Regular maintenance and inspections of manifold valves and connections are an important factor in preventing spills of this type.
▪ Wherever possible and as appropriate, use fixed pipework instead of flexible hose.

Source: MARS

Risk Assessment Failure Results in Gangway Incident

UK MAIB, in its latest Safety Digest edition, presents a case in which the ship's side gate was opened making the turntable lowered before the gangway was in a position to be secured, causing AB to trip and fall through the turntable opening and overboard from the ship. Lessons learned highlight how important is Risk Assessment to be reviewed on a regular basis to ensure that they remain appropriate for the task being completed.

Image for representation purpose only Credit: Nautic EXPO

The incident: A ship had berthed alongside and was now secure with all moorings in place. The engines were shut down, and the crew commenced deploying the gangway to provide a safe means of access to and from the ship During this operation, an AB was using a boat hook in an attempt to guide the gangway into the correct position. The AB was stretching at the limit of his reach when the hook became detached from the gangway.

This caused the AB to lose his balance and stumble. Consequently, his left foot came into contact with the gangway turntable, causing him to trip and fall through the turntable opening and overboard from the ship. The AB was a very lucky man; he fell free from the ship, and entered the water between the ship and the quay. The estimated height of the fall was 4.5 metres. Although not wearing a Personal Buoyancy Aid, the AB was able to remain afloat and make his way to a quay wall ladder, and then to climb up to the quay. He sustained only a minor injury (a scratch to his left hand).

Although it was considered a routine task, the deployment of the gangway was a controlled operation with a documented procedure, which was subject to a risk assessment (RA) and a lifting plan. Furthermore, there was a formal requirement for the OOW to have manoverboard procedures in place. The gangway rigging procedure required three crew members, including a trained crane operator.

The manoverboard procedures required a lifebuoy and buoyant lifeline to be available at the gangway position. All of these requirements were met at the time of the incident. The gangway was lifted into position using the ship's crane. A tag line was secured at each end of the gangway to be used to steady it until it had been slewed round and lowered into position.

At the start of the operation, it became apparent that the tag line at the far end of the gangway had become entangled and that the gangway was the wrong way round to be secured to the turntable. The AB was attempting to overcome this by use of a boathook to manoeuvre the gangway. After the incident, a CCTV recording showed that the gangway was being slewed at speed; a factor which is likely to have contributed to the incident.

There was a requirement, highlighted in the RA, for personnel to wear buoyant work vests if they were less than 1 metre from the quay edge when manoeuvring the gangway. Buoyancy aids were not considered necessary on board the ship because the ship's side rails were deemed to be a suitable barrier to falling overboard. However, on this occasion, the ship's side gate had already been opened and the turntable lowered before the gangway was in a position to be secured.

Lessons Learned

- Annex 1.2 of the Code of Safe Working Practices for Merchant Seamen highlights that RAs should be reviewed on a regular basis to ensure that they remain appropriate for the task being completed. If elements of the task change (in this case opening the ship side gate and lowering the turntable) additional controls may need to be introduced, i.e. the wearing of a PBA.
- The provision and use of a PBA for any work carried out from an overside position or in an exposed position where there isa reasonably foreseeable risk of falling or being washed overboard, is required under The Merchant Shipping and Fishing Vessels Personal Protective Equipment Regulations 1999 (Merchant Shipping Notice 1731 (M+F)).
- For a work procedure and its associated RA to be effective, they must be understood by all participants and all steps pertaining to the task must be followed. If something is not as it should be, stop and reassess the situation.

Source: UK MAIB

New Rules

Global Fuel Sulphur Cup 0.5% in 2020

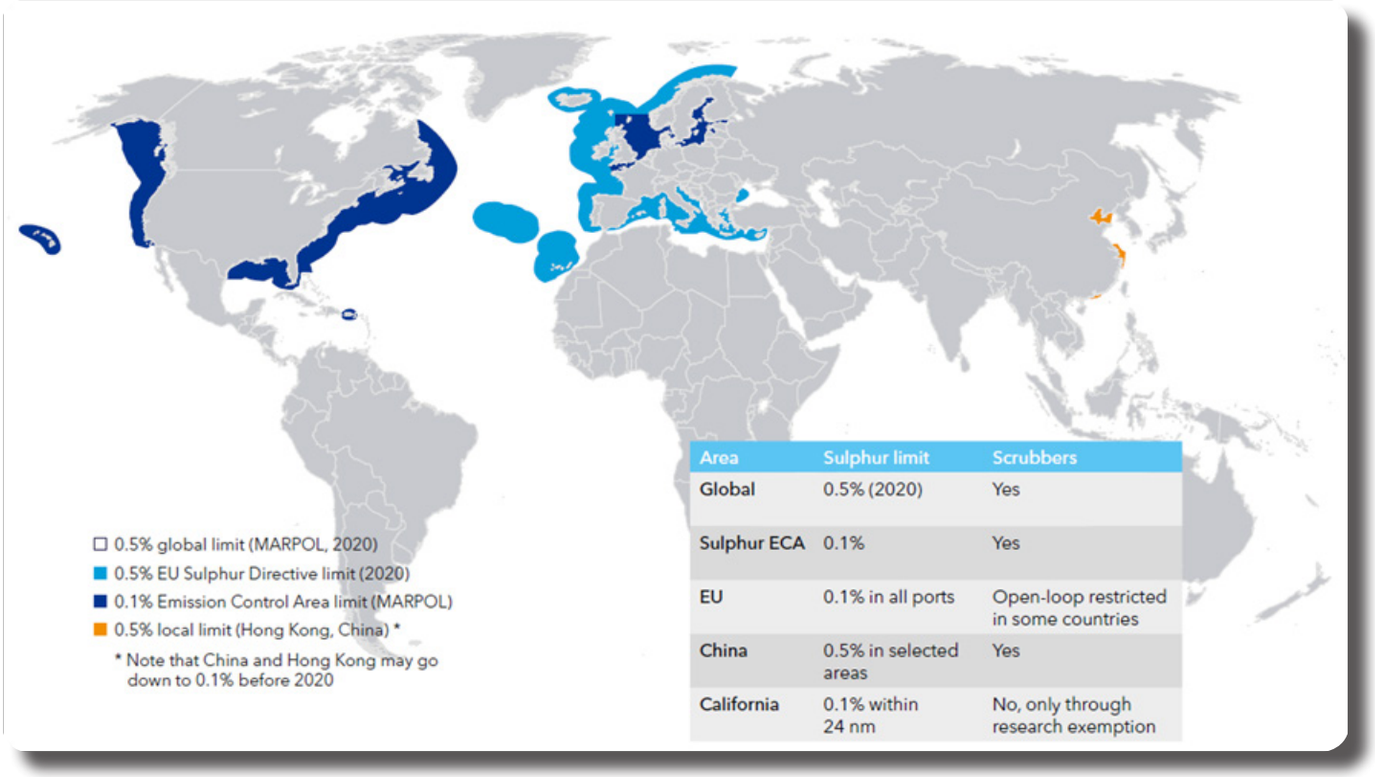
After a review of the outlook of the availability of compliant low sulphur fuel oil in 2020, the IMO has decided that the global fuel sulphur limit of 0.5% should enter into force in 2020. This requirement is in addition to the 0.1% sulphur limit in the North American, US Caribbean, North Sea and Baltic Emission Control Areas (SECA).

A complicating factor is the regional and local regulations, which in some cases stipulate stricter requirements and in others, prohibit certain compli-ance options.

The **European Union** Sulphur Directive stipulates a maximum 0.5% sulphur content for ships in all EU waters by 2020, and a 0.1% limit in ports. In certain EU countries, it should also be noted that the Water Framework Directive is putting constraints on the discharge of scrubber water. Belgium and Germany have in essence prohibited the discharge of scrubber water in most areas, severely constraining the opera-tion of open-loop scrubbers. Other EU countries are following suit to a lesser or greater degree, with no common EU practice likely to be agreed.

Currently **Hong Kong** has a 0.5% sulphur limit for ves-sels at berth. China has recently published regulations for domestic SECA-like requirements in the sea areas outside Hong Kong/ Guangzhou and Shanghai, and in the Bohai Sea. China is taking a staged approach, ini-tially requiring maximum 0.5% sulphur content in fuel burned in key ports in these areas, gradually expand-ing the coverage, and culminating in applying the requirements to fuel used in the sea areas from 2019 onward. There is the possibility that the requirement will be tightened to 0.1% in 2020, and that a formal ECA application may be made to IMO.

California's Air Resources Board (ARB) enforces a 0.1% sulphur limit within 24 nautical miles of the Californian coast. The regulation does not allow any other compliance options than low sulphur marine gas or diesel oil (DMA or DMB). A temporary research exemption may be granted allowing the use of a scrubber. The application has to be sent before en-tering Californian waters. A sunset review is expected in 2018 which may conclude that the ECA regulations are sufficient.



Area	Sulphur limit	Scrubbers
Global	0.5% (2020)	Yes
Sulphur ECA	0.1%	Yes
EU	0.1% in all ports	Open-loop restricted in some countries
China	0.5% in selected areas	Yes
California	0.1% within 24 nm	No, only through research exemption

Chinese ECA's as of 2017

Further to our previous circulars regarding the Chinese ECAs, i.e. ALL-ISM-16-316, ALL-ISM-15-248, ID/CIR-ISM-16-569 - China ECAs Update, dated 11May16, ID/CIR-ISM-16-651 - Emission Control areas in China updates dated 19Aug16, we would like to inform you that:

1. From 01Jan17 onwards the requirement to use fuel Oil with a Sulfur content not exceeding 0.5%MM when at berth, has been extended to the ports of Tianjin, Qinhuangdao, Tangshan, Huangshan, Huanghua, Guangzhou and Zhuhai.
So, together with Shenzhen port, which was added to ECA, as of 01Oct16, this brings the number of the Key ports in the Chinese ECA to eleven.
2. The time table for implementing the low Sulfur fuel in Chinese ECAs, is as follows:

Time	Sulfur content requirement	Applicable Area	Time period
From 01.04.2016	≤0.5%m/m	Key ports in Yangtze Delta ECA, including Shanghai, Ningbo, Zhoushan, Suzhou, Nantong;	Berthing period excluding one hour after berthing and one hour before departure;
From 01.10.2016	≤0.5%m/m	Shenzhen Port	Berthing period excluding one hour after berthing and one hour before departure;
From 01.01.2017	≤0.5%m/m	All Key ports with three ECAs, including Tianjin, Qinhuangdao, Tangshan, Huanghua, Shenzhen, Guangzhou, Zhuhai, Shanghai, Ningbo-Zhoushan, Suzhou and Nantong	Berthing period excluding one hour after berthing and one hour before departure;
From 01.01.2018	≤0.5%m/m	All ports within ECAs	Whole berthing period
From 01.01.2019	≤0.5%m/m	Whole area of ECAs	Whole period when the ship is in the ECAs

Please also note that:
1. Fuel switching in port will be carried out in accordance with the poster 82 and FOM02 para 4.8.11 and 4.8.13.
2. M/E and D/G's and Boiler on emtering port and for one hour aftre last line fast may run on HFO 3.5pctSulphur but considering that there is not clear information as to whether the ULSFO consumption is required when the vessel is at anchor and even during her shifting from anchorage to Berth, we strongly recommend that, regional recommendations to be examined / evaluated in advance and prior vessel's arrival in the area, through ship's local agents and/or port authorities.
Prior calling above mentioned China waters and during the voyage planning stage, Master and etOpd should liaise with Agent to verify the applicable rules at the earliest possible, in order
to prepare and agree for a bunkering plan and quantities of LSFO need to be supplied.
Considering that the Local Authorities may inspect the vessel for verifying compliance with the regulations, records must be always available for change over procedures' timing in Bridge and E/R
Log books and fuel samples must be kept on board as appropriate in order to avoid delays and penalties imposition.

Kindly discuss the here in mentioned with your Crew, and keep the records in HSQE Committee Meeting, for CP06-10 section 10 various.
We will keep you closely updated in case of any further amendment.

BWT Systems Installation - Implementation status

The BWM Convention was ratified by a sufficient number of states on 8 September 2016, bringing the total gross tonnage to over 35% from the signatory states.
This means the convention will enter into force 12 months later, on 8 September 2017.
The overall purpose of the BWM Convention is to prevent the transport of invasive species from port/area A to port/area B and thus prevent the destruction of marine habitats.
The BWMC requires each relevant vessel to carry an International BWM Certificate, issued by the flag state or its recognized organisation.
The vessel shall have this certificate on board by 8 September 2017 at the latest.
The BWM Convention includes a transitional period during which ballast water can be "exchanged" in deep seas during voyages between ports A and B. The BWM Plan shall describe how this is done.
Furthermore by 8 September 2017, all ships will be required to:
▪ have an approved ballast water management plan on board,
▪ maintain a ballast water record book,
▪ manage their ballast water on every voyage by performing ballast water exchange (or by treating it using an approved ballast water treatment system), and
▪ undertake an initial survey and be issued with an International Ballast Water Management Certificate (for ships of 400 gross tonnage and above to which the Convention applies, excluding floating platforms, FSUs and FPSOs).
The following are prerequisites for issuing an International BWM Certificate:
▪ Approved BWM Plan (exchange, treatment or both)
▪ Approved technical documentation for a BWTS installation (if treatment system is installed)
▪ BWTS Operation Manual (if BWTS is installed)
▪ Initial survey for exchange and/or treatment

BWM.2/Circ.40 also address the matter of Ballast Water Management Plans approved in accordance with old resolution A.868(20) (November 1997).
According to the above circular, whilst the Guidelines adopted by MEPC.127(53) in 2005 and referenced in the BWM Convention have effectively superseded the Guidelines adopted by resolution A.868(20), for practical reasons the Ballast Water Management Plans approved in accordance with resolution A.868(20) will remain valid until the ship is required to install a ballast water treatment system.
In light of the lack of a clear decision on a single implementation scheme for complying with the D-2 biological standard following entry into force of the Convention for ships constructed prior to 08Sep17, two proposed schemes will be considered at MEPC 71 in May 2017:
1. Compliance with D-2 at the first IOPP renewal survey after September 8, 2017.
2. Compliance with D-2 at the first IOPP renewal survey completed after September 8, 2017, unless that survey is completed prior to September 8, 2019, in which case compliance is at the first IOPP renewal survey completed after September 8, 2019.
Under the provisions for amending the BW Management Convention, MEPC 71 will then need to approve and circulate for adoption at MEPC 72, in March 2018, the agreed revised implementation scheme.
Unfortunately, the lack of a decision on a single D-2 implementation scheme leaves industry in a predicament in that there is no agreed implementation scheme at this point in time to be applied upon entry into force of the Convention on September 8, 2017.
Implementation of scheme 1, above, will result in an earlier D-2 compliance date.
Our company will closely follow developments for the proper planning of implementation.

Revised Type Approval Guidelines (G8)
The Committee approved a set of substantial revisions to the G8 Guidelines that were prepared by an Intersessional Working Group, which met the week before MEPC 70. The Committee also agreed that the G8 Guidelines are to be reviewed and revised into a mandatory Code at a subsequent session of the Committee.
This revision of the G8 Guidelines recommends that BWT systems "installed* on board ships:
▪ on or after 28 October 2020 should be approved taking into account the revised Guidelines (G8); and
▪ prior to 28 October 2020 should be approved taking into account either resolution MEPC.174(58), or preferably the revised Guidelines (G8) approved at MEPC 70.

BWT Systems Installation - Implementation Status (Continued)

* "installed" means the contractual date of delivery of the BWT system to the ship or, in the absence of such a date, the actual date of delivery of the BWT system to the ship. The revision also provides greater robustness and transparency to the Type Approval process, which should be applied when approving ballast water management systems as soon as possible, but not later than 28 October 2018

Ballast Water Management Systems (BWMS) Approvals

Basic approval was granted for the ClearBal BWMS, submitted by Denmark (MEPC 70/4). This system employs a solution of two Active Substances, which are injected by a dosing pump and a control unit that adjusts the amount of the biocide injected into the ballast system suction pipeline based on the flow rate measurement recorded by a flow meter. Treatment requires a minimum 24-hour holding time in ballast tanks. The treated water is detoxified by a system that is comprised of a unit for dosing activated charcoal to the ballast pipe, a mixing unit and a separation unit to retrieve residual ClearBal substances and activated charcoal from the ballast water.

Final approval was granted for the ECS-HYCHLOR™ System, submitted by Republic of Korea (MEPC 70/4/1). The system filters ballast water to remove organisms and suspended matter larger than 75 µm. The filter unit is bypassed during deballasting. Additional treatment occurs when a side-stream electrochlorination unit injects total residual oxidants (TRO) into the ballast water at a concentration of not more than 9.5 mg/L as Cl2 during treatment. Prior to discharge, the treated water is neutralized with sodium thiosulfate so that the concentration is not more than 0.1 mg/L as Cl2.

The Committee noted that four additional BWMS have been granted Type Approval in accordance with the G8 Guidelines for approval of ballast water management systems. This brings the current number of Type Approved BWMS to 69.

New Rules

Revised Regulation For Sludge Tanks Connections

Amendments to regulation 12 of MARPOL Annex I shall enter into force 1 January 2017

As of the 01Jan17, this regulation applies to every ship of 400 gross tonnage and above except that paragraph 3.5 of this regulation need only be applied as far as is reasonable and practicable to ships delivered on or before 31Dec79, as defined in regulation 1.28.1.
Ships constructed before 01Jan17 shall be arranged to comply with paragraph 3.3 of this regulation not later than the first renewal survey carried out on or after 01Jan17

According to the revised regulation sludge tanks shall have no discharge connections to the bilge system, oily bilge water holding tank(s), top tank or oily water separators, except that:
a. the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge discharge piping system and
b. the sludge tank discharge piping and bilge-water piping may be connected to a common piping leading to the standard discharge connection referred to in regulation 13, the connection of both systems to the possible common piping leading to the standard discharge connection referred to in regulation 13 shall not allow for the transfer of sludge to the bilge system.

Our Company has launched a project to manage this change timely and effectively.

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.

Engine Room - Fuel Oil Sampling Points

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)

Engine Room - Fuel Oil Sampling Points (Continued)

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.

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

Maritime Domain Awareness For Trade – Gulf Of Guinea (MDAT-GoG)
Marshall Islands Ship Security Advisory No. #6-16

The Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") would like to draw attention to the following announcement by Oil Companies International Marine Forum (OCIMF) regarding the evolution of the Maritime Trade Information Sharing Centre – Gulf of Guinea (MTISC-GoG) into the Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG). The Administrator fully supports MDAT-GoG and highly encourages reporting by all vessels transiting the Gulf of Guinea region.

"MTISC-GoG will close following the successful conclusion of the Pilot Project and France (FR) and the United Kingdom (UK) will commence a new virtual reporting centre, allowing the mission established by the MTISC to continue.

Over the past months, together with key stakeholders, OCIMF has carefully reviewed the outcomes of the MTISC-GoG Pilot Project, with the aim of establishing a sustainable reporting programme. The French and UK authorities, taking into account both their own experience and the role of MTISC-GoG in the region, have decided to offer a new contribution to the maritime information network in the Gulf of Guinea through a virtual reporting centre.

New FR/UK Centre – MDAT-GoG
The new FR/UK Centre, called Marine Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG), will commence operations at 0800 GMT on 20th June 2016. MDAT-GoG will be operated by the Navies of France and the United Kingdom from centres in Brest, France, and in Portsmouth, England.

MDAT-GoG contact details:
Email:watchkeepers@mdat-gog.org
Telephone: +33985228888
(Calls to this number will be answered either in Brest or in Portsmouth)

Maritime Security Chart
A new maritime security chart will be made available on the UK Hydrographic Office (UKHO) website and a number of shipping industry organisations websites.

MTISC-GoG website
The MTISC-GoG website will be taken down at 0800 GMT on 20th June and replaced with a holding page providing the contact details for the new FR/UK structure.

MTISC-GoG Maritime Security Guidance (MSG)
MSG will no longer be supported or updated after 20th June and will be withdrawn from the OCIMF and MTISC-GoG websites.

Emails to MTISC-GoG to be forwarded to the new FR/UK Centre
To help with the transition of reporting to the new FR/UK reporting structure, MTISC-GoG began forwarding copies of reporting emails from vessels to the new FR/UK structure at 0800GMT on 14th June. Companies/vessels were requested to advise if they did not want to have their emails forwarded.

If Companies do not give permission for their emails to be forwarded they are requested to advise MTISC-GoG as soon as possible otherwise no action is required.
FR/UK authorities have confirmed that all emails forwarded to FR/UK centre during this period will not be forwarded to any third party and will be deleted by 17th July.

Data Security
MTISC-GoG can confirm all data provided to the centre during its course of operation will be deleted.
MTISC-GoG would like to thank all those who have reported to the Centre for their support over the last two years."

Reporting to the MDAT-GoG is encouraged by all RMI flagged vessels transiting the revised West Africa VRA/HRA from the 20th June 2016. Until this date vessels should continue to report to MTISC-GoG.
A revised Maritime Security chart published by UKHO and Service Hydrographique et Océanographique de la Marine (SHOM) will be available in English and French in late June. A Draft PDF of the revised chart can be found at this link.

Please direct any questions or concerns to shipsecurity@register-iri.com.

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.

Human Resources Management

Familiarization, Roxana Shipping 01 Sep - 31 Dec 16

Name	Rank	Vessel	Join Date	Photo
Sheludko Viacheslav	Master	M/T Melody	03/09/2016	
Vashchenko Alexander	Master	M/T Aligote	03/09/2016	
Okolo-Kulak Alexey	Ch/Off	M/T Aramon	12/11/2016	
Berezkin Viktor	Ch/Off	M/T Magic Star	05/12/2016	
Tereshchenko Alexey	Master	M/T O.Dignity	11/12/2016	

Promotions, Roxana Shipping 01 Sep - 31 Dec 16

Name	Rank	Promotion Date	Photo
Vashchenko Alexander	Master	20/09/2016	
Novitckii Aleksandr	3rd/Off	25/11/2016	
Kusakin Kirill	3rd/Off	11/11/2016	
Kalganov Aleksandr	3rd/Off	15/09/2016	
Samankov Viacheslav	4th/Eng	08/11/2016	
Biriukov Aleksandr	4th/Eng	16/10/2016	

George Alafouzos Employment

We are pleased to advise you that Mr. George Alafouzos, has joined Roxana Technical dept as of 12Sep16.
Mr. Alafouzos has graduated from the Technical Occupational Lyceum of Argyroupoli in 1987, as Mechanical Engineer.
Since October 1994 Mr. Alafouzos has been sailing mainly in tankers of three major Hellenic Shipping Companies and holds the Chief Engineer's degree as of 2011.
The professional experience and skills of Mr. Alafouzos will definitely add value in our team and will help us meet the short and long term objectives set out by the company.

George, welcome on board!

Liana Kapsali employment

We are pleased to advise you that Mrs. Liana Kapsali, has joined Roxana on 19Oct16 as Technical dept. and SQM dept. co-ordinator.
Mrs. Kapsali graduated in 2016 from the National Technical University of Athens with BSc in Naval Architecture and Marine Engineering and worked as technical assistant at a Hellenic Ship Design & Technical Marine Consulting Company.
All of us will support Liana to succeed in her new tasks.

Liana, welcome on board!

Job Opportunities

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

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

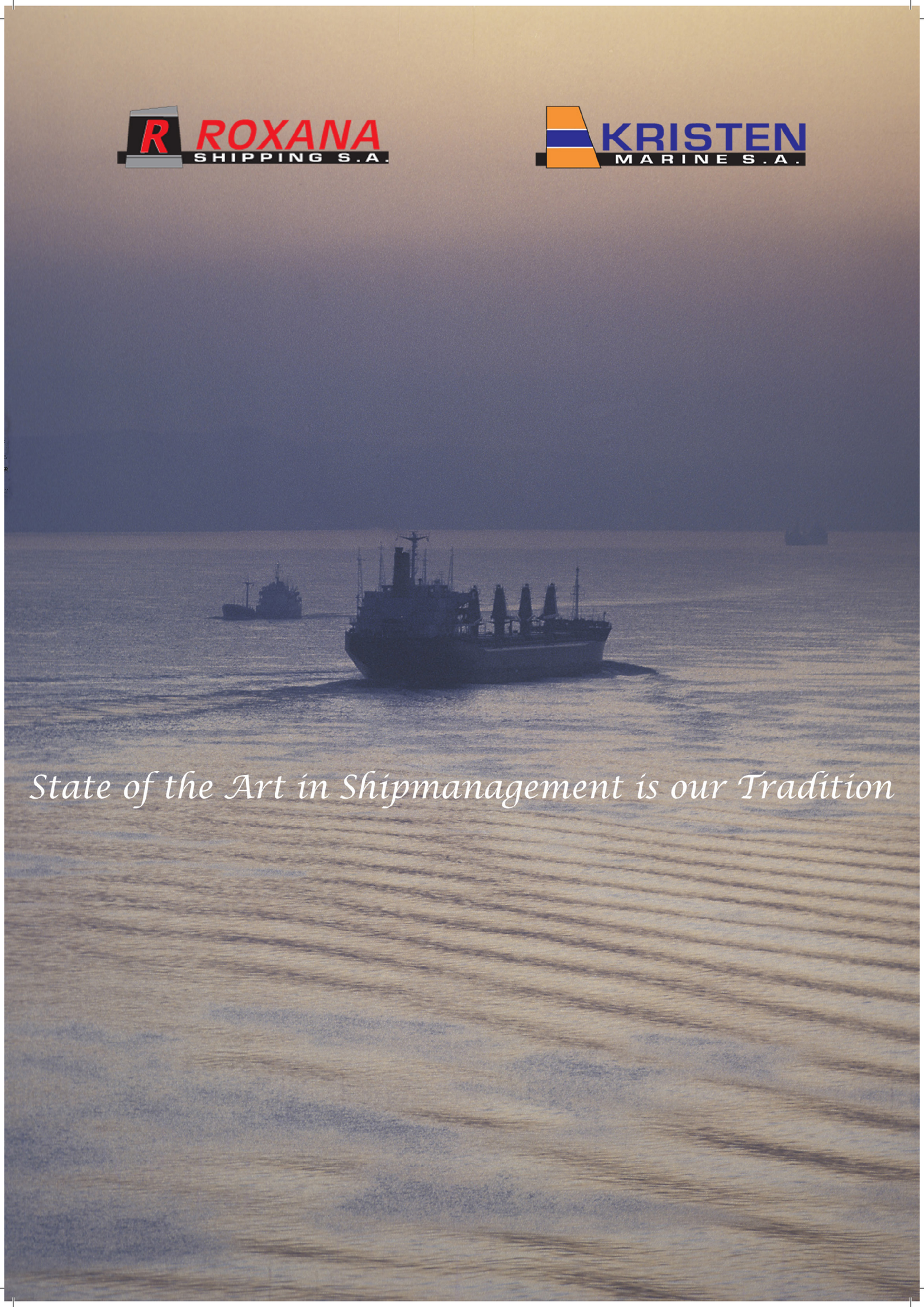
Fleet superintendent, ex Chief Engineer
He will be based in RoKcs office, Vladivostok and/or Singapore, belonging to a Fleet Group, reporting to Head office, responsibilities as per CP01, fluency in English and computers desirable, Ex Chief Engineer in Kristen/Roxana Fleet will be also desirable. Attractive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