May - Aug 2018

News Waves

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

Edition 2018-2

Contents

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Please recycle

"We are now well aware that engagement is the ticket to culture, is the boosting of chronic unease versus risk normalisation. The principal order "Return Home Healthy all the times, with full basket" is well engraved into our skin, our mind and our soul."

Heading towards completion of 2018 we are sensing some positive signs for a more healthy future, following the recent long lasting recession for shipping.

However these unavoidable commercial fluctuations do not impact

our target, which is engaging our staff onboard and ashore on a steady course towards HSQE incident free operations, in an effective and efficient manner, meeting our customers' expectations.

The Who is Who section this time hosts Master Dimov German Vladimirovich and Chief engineers Valchun Valerii Vasilievich and Dolgopolov Igor Valentinovich, three sea-going colleagues, who have greatly and for long time contributed to the success of Roxana Shipping SA.

All of us have been consistently focused all these years in engagement, as catalyst to transform mere compliance to commitment and training to learning. We are now well aware that engagement is the ticket to culture, is the boosting of chronic unease versus risk normalisation.

The principal order "Return Home Healthy all the times, with full basket" is well engraved into our skin, our mind and our soul.

Some of the measures to facilitate crew engagement have been:

- Management Review Meeting ashore
- 3rd party inspections preparation, MoC actions plan and HSQE committee per role tasks oriented
- Top4 meeting for monthly inspection
- Top4 daily meeting TAB Safe and PALI
- Training ashore and onboard

by introducing reflective Learning from Incidents (LFI), Learning Engagement Tools (LET) and crew debate onboard

A remarkable number of projects are running to manage all changes

Necessary for our Company to achieve its short and long term objectives.

Vessels are included as project team members, and even if not, the Follow Up Notification (FUN) sent out to the Fleet facilitates crew engagement to all our projects.

In house developed Reflective LFI, LET and resilience modules and training videos are some of the projects boosting crew engagement.

We are ready to announce by the end of the year the first, company in house made reflective LFI on Navigation in congested waters.

Heading for Dec18 we have introduced the tree pillars (CPAR MoC and RM) and engagement, the Software-Hardware-Environment-Liveware (SHELL) model, followed by a new approach in Risk Management, redrafting the procedure CP24 with the 5x5 risk evaluation table and the focus to non routine operating scenarios.

OCIMF Mooring Equipment Guidelines 4th edition was released July 2018 and triggered our revisions of PMS and DMS.

FOM03.1 Mooring and FOM14 Cyber Security management are new procedures to be released.

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

Smooth navigation with ECDIS is addressed in the 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 most of the targets were achieved or even exceeded.

As an appreciation to our crews good efforts and their optimized performance during the vetting inspections and starting from 01Jan17 a revised vetting performance bonus is introduced, which will be in force for 2018. Furthermore

a wage scale increase is approved by the Board of Directors, effected as 01Jul18, as appreciation of the loyalty and the performance of our sea going personnel.

All above are included in the Hot Stuff section, which also contains the Best Practices for the period, and in the New Rules section, which also contains updates on SOx and NOx emissions, Chinese ECAs, Garbage categories and Record book and Ballast water record book, MEG4 and, cyber security.

Our three offices in Brazil, Athens and

Singapore are ensuring that we are covering the full spectrum of time zones and we are available for our clients at any given time.

Update on the newbuildings and new acquisitions 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.

Prompt and effective learning process facilitates career development for our employees and ensures the smooth and effective implementation of changes

in behavior and operations required due to the rapidly changing Industry environment.

In line with this policy extended shore familiarization with occasional

employment in the 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 E. Koutris

Managing Director

Valchun Valerii

Chief Engineer Valchun Valerii, was born in Ussuriisk city, Primorskiy region, Russia on 16th of October 1960.
He graduated from Vladivostok MSU on 1982. Valerii received the Chief Engineer's License on 1982.
His first service with Kristen Marine S.A., was in July 2004, as Ch. Engineer, where he rendered his services on MV ALBATROS. Thereafter he served on different dry cargo ships of Kristen Marine S.A. as Chief Engineer, until 2011.
On 29th of April 2012 he joined Roxana Shipping S.A. as 2/E on MT Altesse.
Thereafter he offered his services as Chief Engineer to the Roxana fleet.
Valerii has a total sea service of 8.5 years with our Company, as Chief Engineer.

Dimov German

Captain Dimov German was born in Angarsk city, Irkutskaya oblast , USSR on 2nd of July 1962.
He graduated from Far Eastern Marine College on 25 Dec 1982. German received the Master's License on 01st October 1997.
His first service with Roxana Shipping S.A., was in 2008, as Master on MT Handytankers Miracle.
Thereafter Capt. German rendered his services as Master on the Roxana fleet.
Cap. Dimov has a total sea service of 6.2 years with our Company, as Master.

Dolgopolov Igor

Chief Engineer Igor Dolgopolov was born in Novokuznetsk, Kemerovskii region on the 3rd of August 1968.
He graduated from Vladivostok MSU on 1992. Igor received Chief Engineer's License on 2004.
His first service with Roxana Shipping S.A. was in September 2006, as Chief Engineer, on board M/T Ocean Spirit.
Thereafter he rendered his services as Chief Engineer to the Roxana fleet.
Igor has a total sea service with our Company of 7.6 Years, as Chief Engineer.

Despite the summer season, which is usually very slow due to high temperatures, activities at RoKcs continued non stop.

On 22nd of May and 19th of July 2018 capt. Alexander Suponin and capt. Denis Verkhoturov participated in engineer and navigator graduation ceremonies at MSU.

Totally 4 navigators and 6 engineer graduates were hired by RoKcs.

On the 27th of July capt. Denis Verkhoturov and capt. Alexander Suponin participated in Graduation Ceremony of Navigation cadets at MSUN. Awaiting new Juniors for our Pool.

We regret to announce that Capt. Alex Suponin decided to leave RoKcs to embark on a new venture. We thank him for his contribution to RoKc's growth and we wish him health and success in his future endeavors.

RoKcs is in negotiations with 3 English Civil Training Centers for seafarers.

Also RoKcs is in the process of signing agreements with two medical centers in Vladivostok – DVOMC and MSUN. Agreements will give to seafarers medical examinations reliable and special prices, which will definitely enhance the effectiveness and the efficiency of the medical examinations for our seamen.

Important step for RoKcs daily operations is the adoption of fully computerized process with the Flag State for our seamen's documents endorsement. As a result the hardcopies exchange of documents with Flag states while preparing documents for seafarers is no longer required. For the time being for all our customers-shipowners we are implementing online applications for MI endorsements and SIRBs.

"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 28 - 29 June 2018

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 25th of June to 5th of July 2018, in order to conduct a manning office external audit and regular learning courses to Roxana pool of seafarers. In particular, the purpose of the tanker crew pool learning courses, which took place on 28th till 29nd of June 2018, 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 the Company's Vision, Mission 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 cyber security and ISPS, 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 3 mixed groups, were fully engaged in the learning sessions and workshops conducted with following topics:

- Workshop CP24 and CP24-01 revision
- Workshop non routine scenarios MoC and RM TMSA3
- Workshop Collective Normalisation
- Reflective LFI Removing the hazard

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

Particular attention was paid to the crew engagement as ticket to culture and to the Reflective LFI session on risk normalisation and crew debate on board as further engagement tools. The aim of these learning sessions was not to just to watch a video, but to think and talk about the conditions leading to risk normalisation as a group. Both individually and as a group, the participants had an opportunity to elaborate on how to keep the chronic unease on board in the future.

The outcome of the Group actions will be considered by Company in an effort to revise procedures and practices, which is in process in view of TMSA3.

The number of participants was 7 tanker deck Officers and 14 tanker engine Officers (including 5 Electrotech Officers), listed as follows:

DMS/ BTM (Bridge Team Management)

Ivanov Eduard	Master
Gorbachev Vladimir	Chief Officer
Kirpichenko Pavel	Chief Officer
Boltov Sergey	Chief Officer
Niukhin Sergei	2nd Officer > Chief Officer
Lozovoi Pavel	2nd Officer > Chief Officer
Pushkar Sergei	2nd Officer

DMS/ ERTM (Bridge Team Management)

Polkovnikov Alexey	Chief Engineer
Vazhenin Andrey	Chief Engineer
Kril Oleg	Chief Engineer
Mayorov Alexey	Chief Engineer
Bushtruk Alexander	Chief Engineer
Karabin Sergei	2nd Engineer
Sharagovich Aleksandr	2nd Engineer
Arkhipov Anton	3rd Engineer>2nd Engineer
Shumkov Anton	3rd Engineer
Serous Igor	El Tech Officer
Moseiko Valerii	El Tech Officer
Ratnyuk Igor	El Tech Officer
Chimishliu Vladislav	El Tech Officer
Degtiarev Aleksandr	El Tech Officer

Tanker Ratings Training 02 July 2018

Reflective learning courses on Company's DMS along with Mooring LFI engagement course for Deck and Engine Ratings of Roxana fleet were conducted by Capt. A. Suponin on 2nd July 2018, under the supervision of Roxana Managing Director Mr. Takis Koutris.

Deck Ratings

Shatoba Oleg	Bosun
Vekhov Dmitrii	Bosun
Goriunov Viktor	Bosun
Proskurin Andrey	Bosun
Elizarov Stanislav	Bosun
Kiriliuk Vitalii	A/B
Kokovin Alexey	A/B
Gizhko Konstantin	A/B
Tikovenko Alexey	A/B
Timofeev Valery	A/B
Yudin Ilya	A/B
Poshtovyi Artem	A/B
Shepilov Evgenii	A/B
Popov Andrey	A/B

Engine Ratings

Tsyrulnikov Oleg	Oiler/Welder
Voronkin Dmitrii	Oiler/Welder
Rudenko Leonid	Oiler/Welder
Chichenkov Nikita	Oiler/Welder
Volkov Roman	Oiler/Welder
Trushin Viktor	Oiler/Welder
Pabolkov Aleksandr	Oiler/Welder

RoKcs Training Center

Roxana Officers ECDIS Type Specific Training 19 June 2018

ECDIS type specific reflective learning courses on Furuno installation FEA 2107 and Konsberg K-Bridge software and operation for senior and junior officers of Tanker Fleet were successfully facilitated by VMC instructors Capt. A. Pilyugin and Mr. Talgat Kenetbaev on 1st and 29th June 2018 respectively.

The trainings were held with participation of the following 14 Deck Officers, who shared their experiences during the sessions:

1st June 2018

Kuznetsov Vladimir	2nd Officer
Kolomietc Andrei	2nd Officer
Prakht Aleksei	3rd Officer
Kusakin Kirill	3rd Officer
Kulbida Igor	3rd Officer
Matveev Sergei	Jr 3rd Officer
Stepanov Viacheslav	Jr 3rd Officer

29th June 2018

Ivanov Eduard	Master
Gorbachev Vladimir	Chief Officer
Kirpichenko Pavel	Chief Officer
Boltov Sergey	Chief Officer
Niukhin Sergei	2nd Officer > Chief Officer
Lozovoi Pavel	2nd Officer > Chief Officer
Pushkar Sergei	2nd Officer

Marflex DWP and Konsberg K-Chief 500 Training 29 June 2018

Reflective learning courses for Marflex DWP and Konsberg K-Chief 500 were facilitated by RX Chief Engineer Vazhenin Andrei for Roxana engineers on the 29th of June.

Particular emphasis was given to sharing experiences from system operation and maintenance.
The course was conducted with participation of the following Engine Officers, who shared their experiences during the sessions.

Participants of the reflective learning courses as follows:

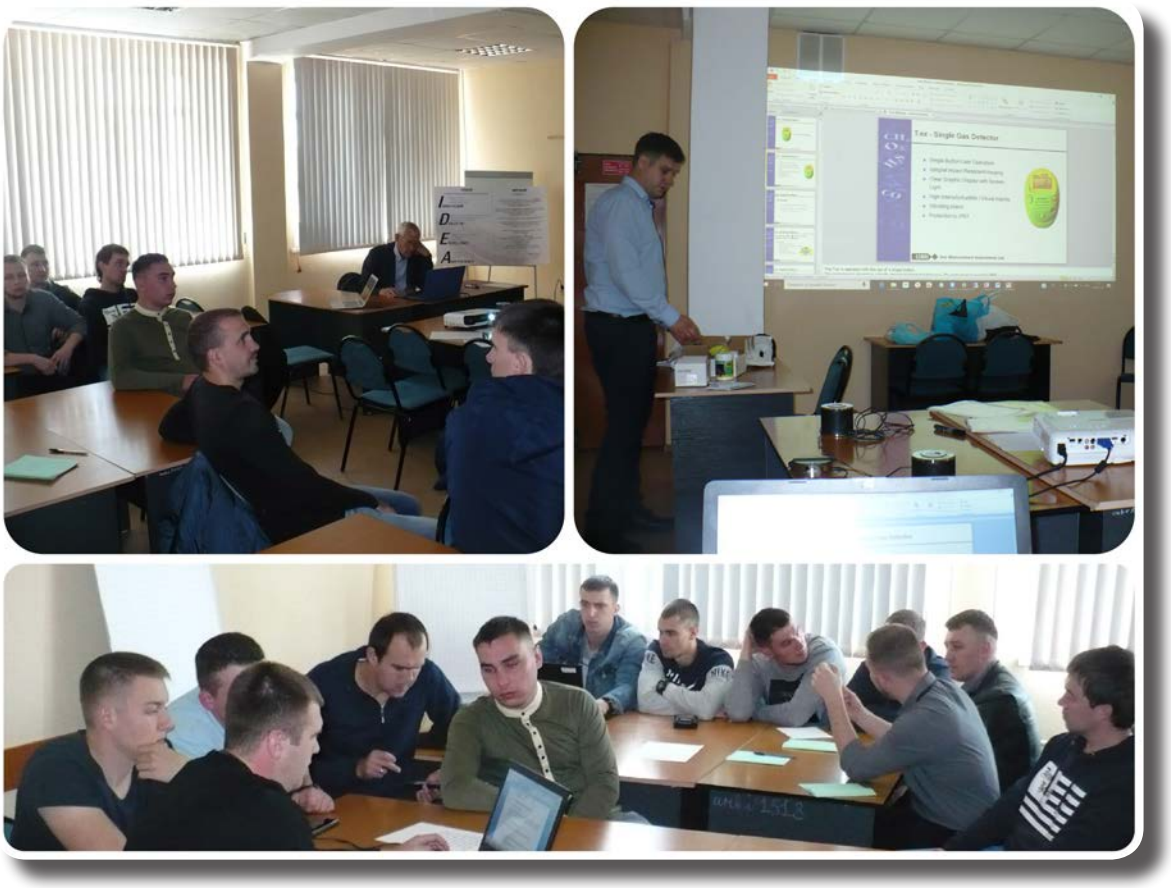
Polkovnikov Alexey	Ch/Engineer
Vazhenin Andrey	Ch/Engineer
Kril Oleg	Ch/Engineer
Mayorov Alexey	Ch/Engineer
Bushtruk Alexander	Ch/Engineer
Karabin Sergei	2/Engineer
Zashchitnikov Alexander	2/Engineer
Sharagovich Aleksandr	2/Engineer
Arkhipov Anton	3/Engineer>2/Engineer
Serous Igor	El Tech Officer
Moseiko Valerii	El Tech Officer
Ratnyuk Igor	El Tech Officer
Chimishliu Vladislav	El Tech Officer
Degtiarev Aleksandr	El Tech Officer

RoKcs Training Center

Junior Officers learning engagment 31 May 2018

Reflective learning courses on Company's DMS for Junior Officers and Engineers of Roxana fleet were conducted by RoKcs Training Officer Capt. P. Sidorkin and Capt. A. Suponin.

Company's Documented Management System (DMS) and Bridge Team Management (BTM) / Engine Room Team Management (ERTM) and Reflective LFI / LET sessions were conducted with participation of 10 deck / 11 engine shipboard personnel respectively on 31st May 2018, as follows:



DMS/ BTM (Bridge Team Management)

Krdzhatsyan Romik	**Officer 2nd**
Kuznetsov Vladimir	**Officer 2nd**
Kolomietc Andrei	**Officer 2nd**
Prakht Aleksei	**Officer 3rd**
Tsys Ilya	**Officer 3rd**
Kusakin Kirill	**Officer 3rd**
Kulbida Igor	**Officer 3rd**
Matveev Sergei	**Junior Officer 3rd**
Emelianov Anton	**Junior Officer 3rd**
Stepanov Viacheslav	**Junior Officer 3rd**

DMS/ ERTM (Engine Room Team Management)

Frolov Evgeny	Engineer 3rd
Baykov Alexander	Engineer 3rd
Shalimov Nikolai	Engineer 3rd
Mikhaylov Ilya	Engineer 3rd
Sikulin Alexey	Engineer 4th
Zhuravlev Alexander	Engineer 4th
Avdeyev Konstantin	Engineer 4th
Biriukov Aleksandr	Engineer 4th
Voevodin Evgeny	Engineer 4th
Kalenchenko Aleksandr	Engineer 4th
Ushakov Vitalii	El Tech Officer

Pancoast Singapore

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

Pancoast's tanker activities has successfully completed more than 04 years in tankers activities having a vital market presence in this region; Roxana Tanker Pool is now a brand name well known in the tanker segment. The Singapore Office will continue to have a very dynamic and challenging period ahead with a number of the spot vessels in East.

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

Alice I – Handy tanker built 2007, is on a 3 year time charter with Pancoast Singapore from April 2016 and presently is trading in the East. This vessel is operated by the Pancoast Singapore office.

Fixtures: In 2017 Pancoast office under commercial operational responsibility of Capt. Karthik; Vessels were spot chartered for 67 fixtures with 25 different Charterers which includes most of the Oil Majors.; the office handled for Roxana Tanker pool more than 60% of the spot fixtures in the Far East region. The commercial activities of the office have an increasing activity from 2014 when it started the tanker desk, and a slight growth is expected for 2018.

Singapore still remains the main port in the East where almost all the ships call for various repairs, surveys and bunkering ops for which our department have assisted in their preparation and planning and giving logistics support to various departments.

Activities in Singapore: Capt. Karthik, (Operations / Chartering Manager in East) attended a series of meetings with clients (Charterers/Brokers/Agents) strengthening our existing relationships and also creating new commercial opportunities.

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 Pancoast office and is also in charge of the Commercial / operational activities in East 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.
- Mr. Alexandros Stathopoulos; is on his 3rd year as Tanker Operator; and plays vital role in day to day operational issues and co-ordination with other departments.

VMC (Vladivostok Maritime College)

On June 18, 2018 the twenty-second graduation ceremony was held in Vladivostok Maritime College. Teachers, staff members and the administration of the college, friends and parents of the cadets attended the event.
But the main heroes of this ceremony were the fourth-year cadets, who have successfully passed all state examinations and defended their degree works on "Navigation" and "Engineering" subjects.

Numerous guests stepped up on the scene to congratulate VMC graduating cadets and wish them all the best and success in their chosen maritime profession.
The congratulations to all who came to the ceremony, and especially to the young sailors making their first steps into new life, were spoken by the director of the college, Man'ko Vladimir, the chairman of board of founders of VMC and principal of Far Eastern Institute of Communication, Yuminov Aleksandr, as well as invited guests: Pechekazov Mikhail, deputy director of Marine Port Authority of Primorsky krai and Eastern Arctic, Mamontov Yurii, chief of FESCO crewing department, Driuk Petr, director general of «Fescontract International», Verkhoturov Denis, general director of RoKcs and Capt. Suponin Aleksandr – RoKcs training officer.

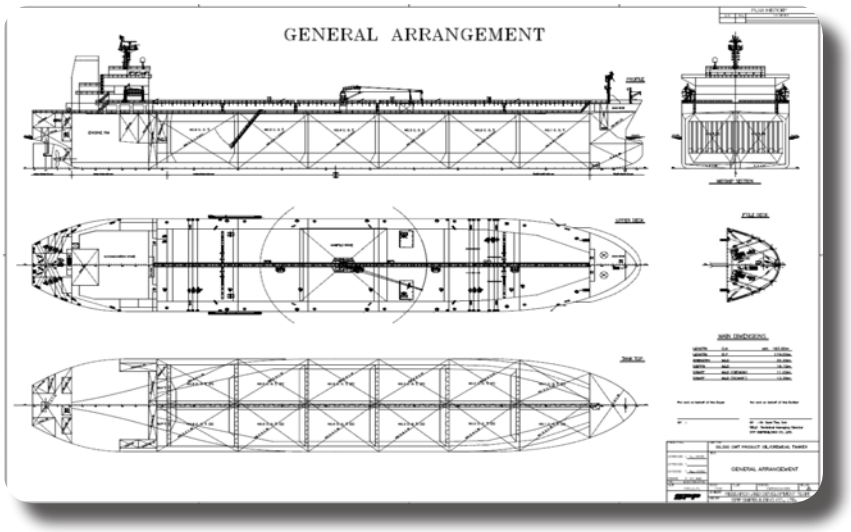
Following the tradition, there were photo and video reports about the life of 4 year cadets. There were also emotional and touching moments. After the warm speeches from cadet parents for honor of the college, teachers and administration, nobody could hold back their tears. The parents' speech was presented by Shikhova. Equally emotional speech was given by Prasolova Olesia - the group 241 curator. After the traditional "reply" from the cadets Zubov Anton (group 141) and Gridasov Aleksei (241 group), presentation ceremony of diplomas, souvenirs, letters of commendation and grateful letters to parents ensued.
The following alumni of 2018 became the best: Zubov Anton from the 141 study group and Osvmanov Marat from the 241 study group.

This ceremony was bright, colorful, emotional, yet fun as well. For instance, the nominations included "The Elusive ", "Year Breakthrough", "The Passion to Win", and "The Distance Breaker".
The ceremony moved on to the next part with a small concert. At the end of the ceremony everybody went out to launch the air balloons into the sky.

This year in VMC was very interesting and eventful. We want to congratulate VMC cadets on graduating and wish them good luck! We are proud of you!

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

- distillate MGO availability vs the scrubbers option
- LNG as propulsion fuel technology and availability network
- air emissions NOx and SOx control technologies and limits
- ECO designs and options
- BWE vs BWT



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.

Furthermore re-activation of Kristen Marine, bulkers and containers management, is already completed, with the short term plan for further review, inspection and evaluation of many second hand candidates to increase the bulkers and containers fleet of Kristen Marine.

OCIMF Europe & Africa Regional Marine Forum 19Jun18

Our Managing Director Mr. T. Koutris attended the Europe & Africa Regional Marine Forum by OCIMF which was held on 19Jun18 at the Parco dei Principi Grand Hotel in Rome.

The Forum had a diversified agenda for ships, terminals, off-shore operations, focusing to between others to:
- mooring incidents and particularly the M/V Zarga case
- the introduction of MEG4
- Ship Operator views of Vetting and SIRE
- How to change safety culture within global organizations

The event was found to be very engaging and interesting, attended by about 40 delegates from OCIMF and 20 ship operators.

NTUA Naval Architects' Graduation Ceremony of 2017

Our Managing Director Mr. T. Koutris took part, as a speaker representing Martecma, in the Naval Architects' Graduation Ceremony of 2017, which was held in Athens on 14Jun18 at the National Technical University of Athens (NTUA).

About 200 hundred attendees, students, NTUA professors and administration staff, parents and relatives participated in the ceremony.

During his speech, Mr. T. Koutris highlighted the role of Martecma in consolidating and harmonizing knowledge and experience in technical management.

He also presented Roxana and Kristen activities and the opportunities of Naval Architects and Marine Engineers in the ship management sector.

The message passed by Mr. T. Koutris to the graduates was the wish for them to reach where they cannot (a quote from Kazantzakis) and the prompt to harmonise the opposites and adapt to change and continuous fight (quotes from Herakleitos).

Efkranti Prizes Ceremony 2017

Our Managing Director Mr. T. Koutris attended the Efkranti Prizes Ceremony organized by Naftika Chronika Shipping Journal, which took place on 09May18 at the Aikaterini Laskaridis Foundation in Piraeus.

The protagonists and friends of Greek shipping were gathered for one more year at the Historic Library of the Foundation, in order to honor the winners of the awards, who as in previous years were selected by the awards committee.

The prize for the International Promotion of Greek Shipping was awarded to the Intertanko's Hellenic Mediterranean Panel, which Mr. Koutris served as vice-chairman from 2014 to 2018 representing Roxana Shipping, being a member since 2010.

7th Tanker Operator Conference

Our Managing Director Mr. T. Koutris took part in the 7th Tanker Operator Conference which was held on 09May18 at the New Hotel in Athens.
The basic principle of the conference was about good tanker ship management, creating an environment where people, procedures and ships/equipment are integrated properly and where the people have space to make use of their knowledge and experience.

Managment Review Meeting 2018-01

The Company's first Management Review Meeting for 2018 took place in Eretria at Negroponte Resort on 07-08May18, with a broad participation of colleagues from Roxana Shipping S.A.

Present in the Management Review 2018_01 were 19 persons from Roxana, RoKcs and Pancoast-Singapore workforce, including the chairman of the BoD, Mr. Krontiras.

A lot of interesting issues were raised during this meeting.
Statistics and benchmarking were presented and discussed, Company's as well as fleet's performances were reviewed, KPIs were reviewed and compared with the target values set .
The new Rules and Regulations that are about to come in force and the existing ones that have been recently introduced, the various projects launched during the last period and the status of the ongoing projects were discussed as well and new course of actions was set.

Company's Vision, Mission and Policies were once again reviewed and discussed versus the values we want to stand for as an organization.

The event was completed on the second day of the meeting, with the workshop on Effective & Efficient Communication, which was facilitated by managing Director Mr. Takis Koutris.
It was a very interesting session, with Roxana employees in three groups elaborating on the Communication and Influencing soft skill, identifying hints for effective and efficient communication, elaborating on communication examples from our everyday life and sharing personal commitments for improving each one's communication skills.

Company focus on engagement as ticket to culture and then to resilience and soft skill competence was evident throughout the event.

Crew wage scale increase as of 01Jul18

We are pleased to announce a 3% increase in the wage scale for all seamen in Roxana pool, effective as of 01Jul18.

This is a unique move in a long lasting depressed market, with low and late paid freights by charterers, whereby the company is unfortunately forced to the recently sporadic allotment delays.
This increase should be considered as evidence of Company's appreciation for the loyalty and the performance or our seamen.

Although the increase is certainly covering the cost of any allotment delays, we repeat, it should not be considered as a sort of compensation.

We can assure you that these delays are a temporary disruption that will be overcome sooner than later, and the smooth and timely payments of allotments will be without any exception.

Boiler suits and safety shoes

At the recent de-briefing sessions and during the training and reflective learning our seafarers claimed repeated instances with boiler suits and safety shoes of unacceptable quality standard.

The boiler suits and safety work shoes are purchased through local ISSA/IMPA approved ship suppliers worldwide, according to universally accepted standards and ISSA/IMPA codes.

The boiler suits are made of 100% cotton, suitable for use by engineers, inspectors, painters and others in all work areas and can be laundered and reused for at least 2 months.

The safety work shoes are provided with steel-toe protection, steel midsole, oil and petrol/chemical resistant and anti-slip rubber tread.
The safety work shoes supplied ex-Piraeus are made mainly in Italy by well known firm, while the shoes supplied at various other ports are made by well known makers too, active in production of safety approved items.

To address any future problems with the boiler suits and safety work shoes or any other items delivered o/b, our Masters and crew on board are encouraged to strictly apply procedure CP17 Purchasing par 4.10.1 Delivery – Acceptance Onboard General and par4.11 Handling of unverified or non-conforming products, for the cases that unverified or non conforming products or services have been accepted as a result of an urgent need and there was no time for checking.
In addition, particularly for safety items delivered in big numbers, like boiler suits and safety shoes, a spot check is recommended during the delivery and not after, when supplier is gone.

Furthermore instead of reporting such issues during de-briefing a few months after the incident, it is advisable for the crew
• to discuss same during the HSQE meetings o/b and
• comments and/or complaints should be addressed immediately to the attending sup/dent, if applicable, and always to the office Technical dept, cc Puschasing dept and SQM dept
Such immediate notification will facilitate Head office in handling the claim.

Tankers Best practices 18May-18Nov

Following the review of HSQE meetings for the period May till August 2018 the Best practices which have been identified for further consideration and implementation are listed below:

ATS	N. Zenenko	Jul	Refer to ID/ALL-TEC-18-1045 // MS outlook filing system, in order to safe e-mail traffic, the status of TA Forms to be changed from non-flow to flow.	Best practice for Reduce Email Overload, will be considered with future Ulysses release along with adoption of smart forms or equal. Your suggestion will be considered and responded after next MR18-02
ADA	I. Koshetov	Jul	Insurance Coverage of crew & his family during vacation.	Best practice for crew welfare management. Your suggestion will be considered and responded after next MR18-02

Risk Management TMSA3 Project

1 A project was launched on 05May17 to identify per Company procedure all probable situations of non routine conditions and propose countermeasures for incident free operations under all conditions. Risk management approach is used to identify the high risk non routine conditions related to each procedure, with the objective to draft an RM, and a MoC as appropriate, for Vessels' reference. Deadline for effecting the changes was set for 30Dec17, but now changed to 30Dec18.

2 All our DMS procedures cover shipboard and office operations, whereby sea-going and shore personnel interact between themselves, with procedures, with software and hardware/machines, always under "usual conditions" (humans, equipment/software and environment), as anticipated when drafting a procedure. In reality these conditions are not always "usual", therefore quite frequently sea-going and office personnel are called to operate under "not usual" conditions. Consequently all personnel should be prepared to cope with operating under even "not usual conditions", and all relevant procedures should be revised to ensure the "0" incident operations under all conditions. Emergency Preparedness CP07 and Shipboard Emergency Situations FOM05 partly cover this requirement, however in a deterministic manner. This project will facilitate applying risk management per company procedure.

3 Project team leader is TEK and project team members are captTheodorosPapatheodorou (THP), capt. Nikos Kassiteropoulos (NDK), and Mr Stavros Kavouris (STK).
Last meeting was conducted 05Jun18 in the presence of THP, STK and capt Foivos Kousouris(FDK).
Out of this meeting following is reported:

3.1 All actions from last meeting are completed or transferred for completion in the current meeting report.
Non routine scenarios for bunkering, mooring and anchoring, navigation, tank cleaning, ballasting, inerting, M/E, D/G, Boiler, Cargo tanks ullaging, Temperature/oxygen content monitoring, Cargo care during transit, ODME, Sewage, BWS, Incinerator are in the process of consolidation.

3.2 Deadline was prolonged to 30Dec18, so that ample time is given for introducing and testing the new procedure, and then revise all procedures with the updated repository of non regular operations

3.3 Basic changes introduced is the first draft of the revised procedure for Risk Management CP24 and form CP24-01, reflecting the ISO 31010:2010, the per procedure repository of RMs for non routine operations and the introduction of one single 5x5 table for risk evaluation.

3.4 Updated MoC plan for the project can be found in K:\POOL\MR 2018-02\Projects\Risk Management TMSA3.

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 30Jul18 please:

4.1 Gr1/Vessels/THP:
- 4.1.1 Participate in identifying possible scenarios for MoC/RMs per selected procedure
- 4.1.2 Participate in populating the identified MoC/RMs per selected procedure

4.2 Gr1:
- 4.2.1 Following up vessel relevant activities during attendance on board

4.3 THP:
- 4.3.1 Follow up vessels and workshops contribution to the revision, by consolidating comments.
- 4.3.2 Ensure proper DMS revision, relevant notifications for MR and Ulysses doc manager updates.

4.4 TEK/RoKcs:
- 4.4.1 in liaison with RoKcs organise workshops during officers learning sessions ashore for identifying possible scenarios for MoC/RMs per selected procedure and populating the identified MoC/RMs per procedure

4.5 TEK:
- 4.5.1 Distribute to all stakeholders for comments the first draft revision of Risk Management procedure CP24 and form CP24-01.

E-certificates project

1. The e-certificates project has been launched on 26Oct17 to facilitate the smooth transfer to the e-certificates, with deadline for implementation deferred to 31Dec18, so that ample experience is gathered by the Industry, the coastal and Flag states and 3rd parties.

2. Digitally signed electronic documents are easier to manage, more secure and are becoming common in shipping. In particular, with the use of electronic certificates:

- Owners & other stakeholders can save time & money because of a reduced administrative burden,
- Paper handling is eliminated (printing, scanning, archiving),
- Vessels in an emergency can download certificates
- Certificates can be easily shared with stakeholders using access codes,
- The current certificates are always made available online,
- There is no risk of losing or misplacing a certificate.

Establishing a recognized set of features for using electronic certificates should help alleviate problems inherent in reliance on paper. The digital signature displayed at the certificate will certify that the certificate is protected from edits, modifications or revisions. Electronic certificates shall have a Unique Tracking Number (Tracking ID), QR Code and Printable and Visible symbol that will confirm the source of issuance.

3.Project team leader is LPK and project team members are VK, CSV.
Last meeting was conducted on 22Jun18.
Out of this meeting following is reported:

3.1 A first contact with Major Classification Societies and has been carried out regarding the use of e-certificates. None reported any negative feedback from PSCs and Port Authorities so far.

3.2 DNV GL vessels have been already furnished with e-certificates since their renewal surveys' completion. Since then, no implication with any 3rd party has occurred.

3.3 ClassNK and ABS have provided the option of using e-certificates instead of hard copies and it is under consideration.

3.4 LRS Class has not yet launched the Electronic Statutory Certificates project and will be contacted again for any further update.

Updated MoC plan for the project can be found in K:\POOL\MR 2018-02\Projects\E-certificates

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. LPK:
- 4.1.1 Contact Class LRS, NKK, DNV, ABS and Flag IRI for:
  - 4.1.1.1 getting further information, status, web address, registration requirements
  - 4.1.1.2 references and feedback from the references
  - 4.1.1.3 experience and feedback
  - 4.1.1.4 procedure proposed and troubleshooting in case of implications at 3rd party acceptance of e-certificates
  - 4.1.1.5 quick start guide and training available for sea and shore personnel
- 4.1.2 Prepare implementation plan with deadlines, all steps and all workstations.

4.2. THP:
- 4.2.1 Involve crew on board vessels & during training ashore in how to handle the e- certificates.
- 4.2.2 DMS revision to be effected
- 4.2.3 Training plan revision to be accommodated

4.3. CSV:
- 4.3.1 Define the scope on board for e-certificates, through Internet or TechAnywhere
- 4.3.2 Liaise with classes for:
  - 4.3.2.1 the integration to Tech Anywhere
  - 4.3.2.2 Company web site update

4.4. DV:
- 4.4.1 Accommodate e-certificates pre-joining familiarization

4.5. TEK:
- 4.5.1 Accommodate e-certificates training in the officers learning sessions ashore

5. Next project team meeting is planned by 30Nov18.

ISO 2015 Update project

1. With reference to the project initiated on 03Nov15 to ensure that all the necessary changes need to be drafted for final evaluation prior to the scheduled for 30Jun18 DMS update and necessary transition to ISO 9001-2015 and 14001-2015.
2. Compliance due date is set for 30Aug18 for certification purposes with completion of DMS revision as previously set for 31Dec17 and extended till 30Jun18.
3. Project team leader is THP and project team members are TEK, NG, KNA, NDK, SAK, CSP.

The last project meeting was conducted on 23Jul18 and following were reported:

3.1 Differences between the previous version with the revised ISO clearly defined and listed for reference during the DMS revision process.

3.2 A number of new or subject for revision procedures were finalized following a detailed Team members review and DMS holders.

Updated MoC plan for the project can be found in K:\POOL\MR 2018-01\Projects\ISO 2015 Update\MoC plan CP13-02 Actions Plan ISO 9001 14001 2015.

3.3 Proposed revisions was officially presented to the Lloyd's auditor and accepted as efficiently cover the ISO elements.

4. All are prompted to review the DMS revisions for familiarization purposes in order to be ready to respond during the scheduled transition audit by LRS on 29Aug18. To this extent at this phase and with deadline next meeting date please:

4.1 NG, SAK, KA, NDK, CSP: Review the amendments and revert with your comments if any latest by 20Aug18

4.2 THP: Review the DMS changes and coordinate for the transition audit latest by 30Aug18

5. Next project team meeting is planned by 30Nov18.

M/T Aramon Search and Rescue Operation

Our M/T Aramon, IMO: 9440485, flying the MI Flag, properly manned by 21 Seafarers, all of Russian Nationality, has effectively concluded the rescue of three fishermen of a fishing boat, that sank in position Lat: 10.10,4N & Long: 064.47,5 W at Puerto Jose, Venezuela, on 07Apr18.

The vessel had arrived at Puerto Jose, Venezuela since 15Mar18, waiting her turn to discharge her cargo.

On 08Apr18, the following message from the Master of the subject vessel was received:

QT

On 07Apr18 at 21:24 hrs local time, (UTC-4 hrs) the ABS on watch, during his patrol on main deck, heard human voice, cry like, coming from vessel's port quarter, sea side. As soon as he was on the poop deck, he noticed a capsized boat at a distance of about seven meters from the ship's port quarter and three men at sea near the boat.

The ABS informed immediately the Officer of the Watch on Bridge who sounded the MOB emergency signal and commenced the rescue of the survivors.

Three life buoys with heaving lines were thrown overboard towards fishermen.

At 21:32 hrs lt pilot's ladder was rigged and crew commenced picking up fishermen from sea.

At 21:44 hrs lt fishermen embarked on board and all of them were healthy.

The ship's Agency NAVIERA MARITIMA was called and informed of the incident by VHF.

At 23:28 hrs the ship's aforementioned Agency informed the Master that the three fishermen would be picked up by a service boat on 08Apr18 early morning.

Finally the three fishermen called another fishing boat, which approached the vessel and disembarked at 23:36 hrs. The agents were informed immediately of their disembarkation.

UNQT

Congratulations to ABS on watch Mr. Artem Poshtovyi for the effective patrolling, to the rescue team Mr. Rarov Valentin - Ch. Officer, Mr. Kobelev Maksim - 3rd Officer, Mr. Filippov Andrey - 3rd Engineer, Mr. Zairniuk Evgenii - ABS, Mr. Baraka Oleg - ABS, Mr. Volkov Roman - Oiler and to the Master Capt. Oleg Sukhodoev for the effective response as per Man Overboard & Recovery of Persons from Water, checklist FOM05-18.

Once again we wish to congratulate Capt. Oleg Sukhodoev, his Officers and the Crew for the outstanding seamanship demonstrated on 07Apr18 during a successful rescue operation.

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 2017 is 0 detentions and then 0.9 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 Asprouda	G. Dimov	E. Svistunov	-	Flag	Bayonne	14/05/2018	0	2
M/T Asprouda	G. Dimov	E. Svistunov	-	Vetting	Bayonne	13/05/2018	3	3,5
M/T Aligote	A. Vashchenko	A. Potyanikhin	F. Kousouris	Vetting	Rotterdam	04/05/2018	2	3,5
M/T Aramon	O. Sukhodoev	N. Polushkin	-	Flag	Houston	16/05/2018	0	2
M/T Aramon	O. Khairullin	N. Polushkin	-	Vetting	Puerto Jose	08/06/2018	3	3,5
M/T Aramon	O. Sukhodoev	N. Polushkin	-	PSC	Houston	16/05/2018	0	0,9
M/T Athiri	V. Rubanov	V. Ozerin	-	Flag	Sikka	29/05/2018	0	2
M/T Athiri	V. Rubanov	V. Ozerin	G. Kouloulias	Flag	New York	02/07/2018	0	2
M/T Athiri	V. Rubanov	V. Ozerin	G. Kouloulias	PSC	New York	02/07/2018	0	0,9
M/T Altesse	N. Zenenko	I. Mikhailov	-	PSC	Tuban	30/06/2018	0	0,9
M/T Altesse	N. Zenenko	I. Mikhailov	-	Vetting	Bayonne	27/08/2018	1	3,5
M/T Malbec	A. Gulin	I. Dolgopolov	-	PSC	Lome	13/07/2018	0	0,9
M/T Malbec	A. Chernobrovkin	I. Dolgopolov	-	Vetting	Campana	14/08/2018	1	3,5
M/T Magic Star	O. Mikhalev	B. Selifontov	-	Vetting	Chittagong	08/08/2018	2	3,5

Floor plate clamp tripping hazard

Two engine room crew were assigned the job of dismantling and repositioning a pipe approximately 2m long and 6cm in diameter while the vessel was at sea. The pipe was located at the bottom platform of the engine room.
While shifting the dismantled pipe, one of the crew caught his foot on an unsecured, protruding floor grating clamp. He stumbled and his fingers got caught between the pipe flange and the corner plate securing the floor grating. Even though he was wearing gloves, the incident resulted in a fracture of the middle finger and a deep cut on the index finger.

Lessons learned

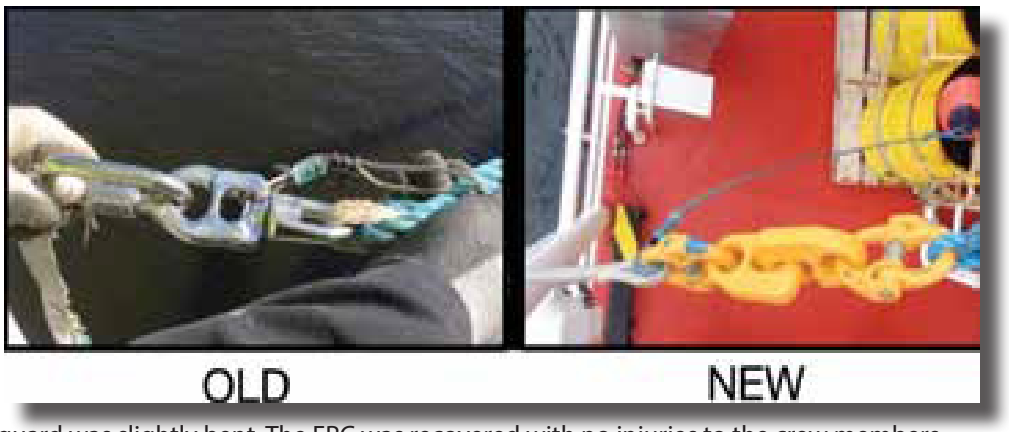
• Even the most mundane task can pose unsuspected risks if basic precautions are not taken. Tripping hazards should always be
attended to in a timely fashion.

• Make a special effort to go over and around your vessel with fresh eyes; try to spot and eliminate tripping hazards.

Source: MARS

Spring-acting FRC painter clip fails

As edited from Marine Safety Forum Safety Alert 17-07



Three crew members were in the fast rescue craft (FRC). During recovery the forward painter quick release parted just as the craft was lifted from the water. The FRC then swung to starboard, causing the stern to come into contact with the ship. The jet guard struck the side of the ship and then rode up into the ship's rescue zone, allowing the jet itself to strike the side of the ship. The FRC bucket was cracked, as was the jet inside the bucket and the jet guard was slightly bent. The FRC was recovered with no injuries to the crew members. The painter quick release mechanism had been in use for the past two years. A previous near miss had occurred where the clip had parted, but subsequent visual inspections of the outside of the quick release did not discern problems inside the clip where the spring mechanism is housed.

Lessons learned

• Mechanisms containing moving parts that are hidden from view but exposed to the elements are hard to maintain and verify. Whenever possible, they should be replaced with more reliable substitutes. In this case, the clips were replaced with a G-link type clip without a spring mechanism.

Source: MARS

Mooring line accident: watch where you are standing

A pure car carrier was departing port. After turning clear at the breakwater, the order to let go the aft tug line was given. The officer aft was holding the rope stopper and a crewman was holding the messenger line around the bollard to avoid excessive slacking off when letting go the tug line. Two other crew members removed the eye of the tug line from the bollard, and then the rope stopper was slowly released. Suddenly, the tug line came under tension and shifted the mooring line, hitting the legs of the officer and sending him to the deck. He injured his back and required an emergency medical evacuation.

Lessons learned

• Treat mooring lines with respect; always keep in mind that they can come under extreme tension at a moment's notice.

• Even though this was a bad accident, it could have been much worse. Fatalities due to mooring lines are, unfortunately, significant in the marine industry. Past statistics have quantified mooring accidents as the seventh most frequent cause of personal injuries but the third most expensive per claim (UK P&I Club LP News, January 2009).

• The crew member overseeing the mooring operation should not be involved in manipulating lines, stoppers or winches. Their job is to oversee the operation, keeping a watch for dangerous developing situations.

Man overboard hazard goes unnoticed

Source: MARS

Man overboard hazard goes unnoticed until deadly accident

Edited from official report RS2017:01e, Swedish Accident Investigation Authority

A small container vessel was underway in a coastal area at about 16 knots. At mid-morning an engine room crew member informed the other duty crew that he was going to open the steam line to the aft fuel oil bunker tank. This was done in a compartment between cargo holds no 2 and 3 on the main deck, which was accessed via a ladder from a coaming catwalk. A little while later another engine crew member went out on deck to check on the first man. He found the hatch open and the steam valve manoeuvred, but no trace of the crew member. Once back in the control room he called the bridge and asked for a PA system announcement to call for the crew member. The man's cabin was also visited but found to be empty.

With the crew member apparently missing a ship search was initiated but he was still not found. The ship was turned around and a search pattern initiated some 90 minutes after the man was last seen. A VHF radio PAN PAN call was made and local SAR authorities contacted.

The water was +2˚; at this temperature a person who is not protected by a survival suit will suffer hypothermia and become unconscious within about 20 minutes. Extensive searching by several vessels and helicopters failed to find the missing man, who is presumed dead.

Lessons learned

- The 'falling overboard' hazard existed for some time without raising any red flags. It took this accident for people to realise the danger.
- Extra bars were installed in the opening to provide better protection from falling overboard if someone were to lose their grip on the ladder while ascending or descending.
- Hazards exist on every ship but often are not recognised as such. People tend to accept their environment as it is, without thinking critically about potential hazards.
- As with the tripping hazard in MARS 201828 above, make a special effort to go over and around your vessel with fresh eyes; try to spot and eliminate 'falling overboard' hazards.

Source: MARS

Grounding while overtaking

As edited from official US NTSB marine accident brief 17/25

A loaded inland bulk carrier was making way and preparing to pass a tug and tow. The bridge teams on the two vessels agreed that the tug and tow would keep to the starboard side of the channel and the bulk carrier would overtake on its port side.

As the overtaking manoeuvre was taking shape, in daylight and good visibility, the bulk carrier's port side came outside the channel and very close to a charted reef. The OOW was looking out of the windows to navigate, and had not glanced at the electronic chart nor positioned the vessel on the paper chart. Without having moderated the engine, the vessel began to slow down. Its heading then quickly shifted about eight degrees to port. The vessel continued to move forward, dragging the hull an additional ship's length over the rocky bottom until it came to rest.

Immediately following the accident, the crew sounded the tanks. Multiple punctures and large fractures to the hull had been sustained.

There was significant deflection of the steel deck in the forward end of the port side cargo belt tunnel and the cargo belt pulley system was misaligned. Damage cost in the order of USD 4.5 million and took over two months to repair.

Lessons learned

- Use all available means at your disposal to navigate the vessel. In this case the electronic chart would have clearly shown the vessel was in danger of grounding.
- The bulk carrier's OOW must have felt some pressure to complete the overtaking manoeuvre as previously agreed, and therefore did not moderate the vessel's speed; a sharp port course alteration was coming up very near to where the overtaking would have been completed. Don't be afraid to change your plans, and when in doubt, slow down.

Source: MARS

Collision averted by 100m

As edited from the Swedish Accident Investigation Authority report RS 2017:04e

IIn darkness and early morning hours, a container vessel departed port with a pilot on board. The Master and the OOW were also on the bridge. At that same time, a tanker was inbound in ballast. The cargo tanks were not gas-freed and there was no inert gas system on board. Both vessels were due to arrive in the area where the compulsory pilotage limit is located at around the same time. The plan was to have the pilot on the outbound container vessel change to the inbound tanker near that location.

Once the container vessel arrived at the compulsory pilotage line, the Master, on the advice of the pilot, began reducing speed prior to the pilot's disembarkation. The pilot called up the inbound tanker to inform them of this.

Before disembarking, the pilot instructed the Master "…Nine knots it should be, and you change course to 156°. I will go down. All the best, bye bye." The pilot then left the bridge with the OOW, going down to where the able seaman (the lookout) had rigged the pilot ladder. The Master was alone on the bridge, steering using autopilot. He went on to the port bridge wing to monitor the pilot's disembarkation.

Later, the Master of the container ship stated that he understood the tanker was to wait at the pilot boarding point just over 1nm to the south; his understanding was that there would be no problem in meeting the inbound tanker port to port.

Meanwhile on the tanker, the Master was also alone on the bridge, as both the OOW and the lookout were down by the pilot ladder preparing to receive the pilot. He kept the vessel somewhat to starboard in the fairway and altered speed so that the pilot would be able to board outside the compulsory pilotage line, but after having passed the pilot boarding point. He saw that the container vessel was reducing speed and turning to port. The Master felt that both the situation and the distance were normal at this stage.

By the time the pilot had boarded the pilot boat, the container vessel was heading 150°. The distance between the vessels was now 0.5nm. The inbound tanker's Master called the pilot boat:

Tanker Master: 'As soon as I am clear of the container vessel I will come a little to port in order to get on the leeward side.'

Pilot: 'Yes, that's fine.'

Tanker Master: 'He has not come back to his heading yet. We have to wait a little.'

The pilot, still on the pilot boat, then called the Master of the container ship.

Pilot: 'Do you come back to southerly course now?'

Container ship Master: 'Yes, I will go back, but I am very close here to the other vessel. I will just turn around.'

Pilot: 'Yes, that's my point; you are getting very close so you should go starboard now.'

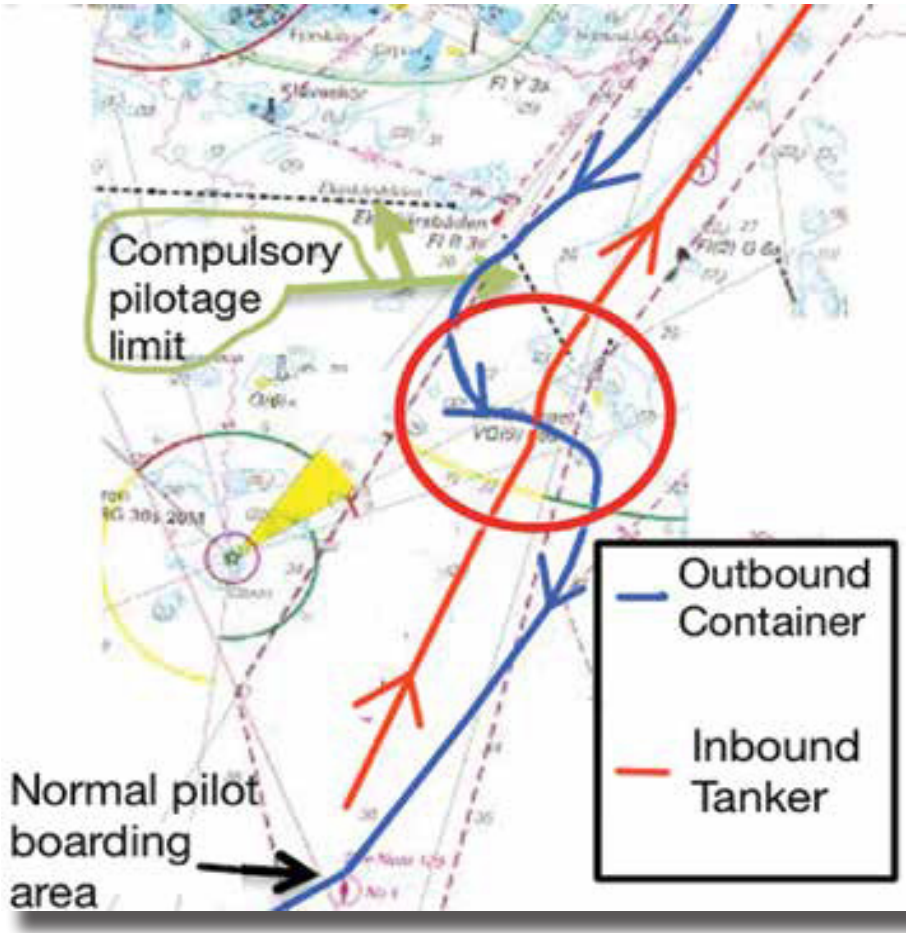
There was silence from the Master for about five seconds.

Container ship Master: 'Yes, I will do that. One moment, I will just go ahead a little bit and then I turn to the south.'

Pilot: 'Yes, but you plan to go astern of the tanker, astern of tanker, correct?'

Container ship Master: 'That's correct.' [This is not heard on the VHF channel, but is heard on container vessel's VDR.]

Radar recordings show that container vessel initially turned a little to starboard after the pilot had disembarked. According to the Master, he perceived the proximity situation with tanker as critical and decided to turn to port instead, increasing speed at the same time, choosing a starboard to starboard meeting instead of port to port because, in his opinion, the situation now called for this action.



The Master on the tanker, who also was alone on the bridge, noticed that the container ship was turning to port, which he had not been expecting. The speed (7.4kt) had been set for pilot embarkation. He switched over to manual steering, set the engine to full astern and the bow thruster to full port in order to counteract the vessel's natural turn to starboard due to the propellers' turning moment.
Meanwhile on the container vessel, the OOW arrived back on the bridge and the Master told him to take the helm. The tanker continued running its engine full astern and the bow propeller full to port while the container vessel increased speed and passed just ahead of the tanker, at about 100m.

Lessons learned
• If you change the agreed plan, make sure you tell the other party. In this case the Master of the container vessel changed the plan without notice and only the vigilance and actions of the tanker Master averted disaster.
• Under-manning may leave the bridge with insufficient persons at critical times.

Editor's note: Had this incident resulted in a collision there would almost certainly have been a major explosion as the tanker was empty but not gas-freed or under inert atmosphere. The tanker had no inert gas system due to its size and year of build. It is beyond comprehension that smaller tankers (less than 20,000dwt, or newbuilds as of 1 Jan 2016 of less than 8,000dwt) are still exempt from the SOLAS requirement to have an inert gas system. To quote OCIMF, '…the principle of basing inert gas requirements on vessel DWT does not adequately recognise the risks posed by flammable oil cargoes or the proven safety benefits of carrying such cargoes under inert conditions.'

Source: MARS

Keep your eye on the eye

A vessel was leaving berth and deck crew were retrieving the lines. An officer and two ABs were on duty at the aft mooring station. After letting go the mooring ropes the ropes were taken on board using the winch.
One of the lines already on board was being attended to by an AB who was trying to remove the chafing guard. The officer came towards the AB with the intention of helping him, but he unintentionally crossed one of the mooring lines that was being heaved in. His foot got caught in the eye of the rope and before the winch could be stopped he had sustained an injury. An examination found his ankle was badly sprained.

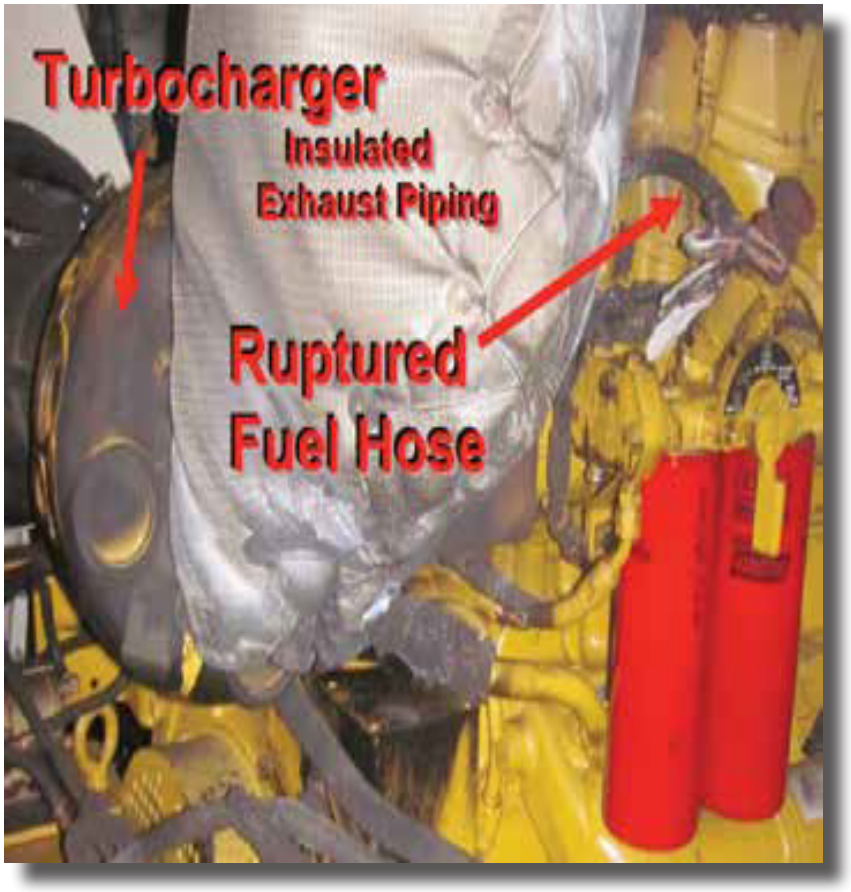
Lessons learned
• A supervisor must maintain an overview of the work area to ensure a team's safety, conserving his/her situational awareness.
•There is no need for an officer to get involved in the work process unless there is an emergency.
• Never step into a bight or the eye of a mooring line.

Source: MARS

Fuel spray on hot surface = fire

Edited from USCG Marine Safety Alert 06-17

While underway a main engine low fuel pressure alarm sounded on the bridge. The crew member on watch entered the unmanned engine room and identified a high-pressure fuel leak spraying on the port engine's turbocharger. There was also a large quantity of diesel fuel in the bilge. The Master arrived on scene just as the fuel ignited and began a fire. He attempted to extinguish the fire using a portable fire extinguisher, but without success. He activated the general alarm, secured the hatches, had crew members secure the ventilation dampers and closed the remote fuel shut-off valves to the engine room. The fire then quickly self-extinguished. The investigation identified the source of the fuel leak as a rupture on a flexible fuel hose connected to the fuel filter assembly. The fuel filter assembly and its components were installed relatively close to the turbocharger on the inboard side of the engine. The heat radiating from the turbocharger components was very high and probably led to the degradation of the rubberised hoses nearby. However, the installation was in accordance with the manufacturer's marine engine manual.



Lessons learned

• Closely inspect fuel and lubricating systems, from source tanks to system end points. Think about system vulnerabilities such as loose or missing pipe clamps and securing devices, wear or chafing from vibration that is affecting hoses, and pipes or tubes that may be poorly secured. Make sure that plastic piping is not close to hot spots.

• Ensure all insulation, blankets and lagging are maintained and kept tight. Look for areas where released fluids may make contact. Where spray shielding is used, check that it is kept in place; if it is not used, consider adding shielding.

• Minimise the use of non-metallic flexible hoses in systems carrying flammable liquids, particularly around engine areas where leakage or spray may reach hot spots capable of igniting the fluids. Consult with engine representatives if modifications are needed.

Source: MARS

Waxy deposits in low-sulphur MGOs

MAIB Safety Bulletin SB1/2017 and Japan Transport Safety Board Report MA2017-12

A container vessel had been operating in the North Sea Sulphur Emission Control Area (SECA) for several days. The auxiliary boiler fuel supply had been switched from heavy fuel oil (HFO) to marine gas oil (MGO) to comply with emission regulations in the area. The boiler had cut out several times due to flame or ignition failures. On each occasion, the fault was investigated and the boiler reset by the second engineer.

The second engineer and the oiler were trying to restart the boiler burner unit when an explosion occurred. The force of the explosion blew the boiler burner unit door open and propelled the air diffuser into the engine room, killing the oiler who was standing directly in front of the burner unit. The second engineer was close by and sustained nonlife-threatening injuries.

Examination of the boiler fuel system identified a build-up of waxy deposits in the supply filter, sufficient to restrict the fuel flow. Samples of the MGO being burnt at the time of the accident were sent to a laboratory for analysis. The tests found that the fuel had a cold filter plugging point (CFPP) of 14°C and a pour point (PP) of less than -9°C; it therefore required a minimum fuel operating temperature of 15°C. The ambient air temperature at the accident location was about 4°C, low enough for wax to form.

Safety issue

Since the more stringent sulphur emissions limit was introduced, there has been an increased incidence of boiler and marine diesel engine problems in colder waters, industry reports suggest. This has been attributed to the increased paraffin content found in some low-sulphur MGOs, which leads to the formation of waxy deposits or crystals as the fuel temperature falls. Restricted fuel flow due to wax deposits in filters and pipework can cause intermittent and incomplete combustion to the point of flame failure. This could have unintended consequences, as in this case.

The paraffin content of MGOs varies globally due to disparate regional crude oil composition and refinery processes. Prior to March 2017, the often-used ISO 8217 standard focused on pour point. But this specification does not provide any indication of the temperature at which filtration issues may occur.

Lessons learned

- When purchasing low-sulphur MGO bunkers, give careful consideration to the ambient air and sea temperatures likely to be experienced during the voyage. The required cold flow characteristics of the fuel being supplied using cloud point (CP) and CFPP must be appropriate.
- If necessary, the CP and CFPP of the fuels carried on board can be tested through sample testing. When operating in cold climates, the risk of waxy residue developing in the vessel's fuel lines can be controlled by:
- Closely monitoring the visual appearance of low-sulphur MGO bunkers for signs of wax precipitation
- Conducting regular fuel filter inspections and close monitoring of fuel system pressures.
- Maintaining the temperature of the low-sulphur MGO in the vessel's tanks and pipework above the CP and CFPP temperatures to avoid the possibility of filter blocking.

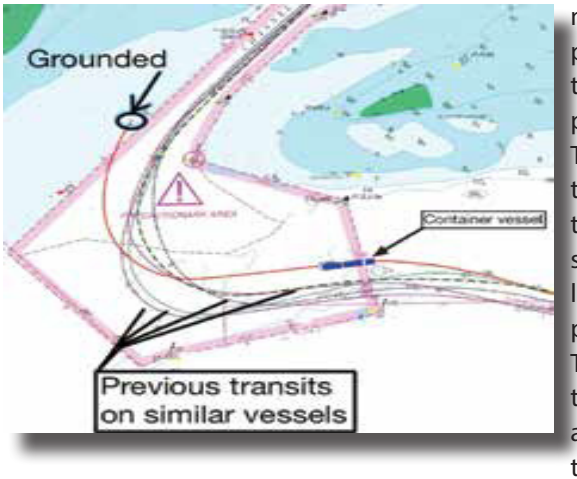
The addition of cold-flow improver chemicals to the low-sulphur MGO in the vessel's storage tanks should only be considered as a last resort, and then only under the strict guidance of an additive supplier.

Source: MARS

Weak planning and BRM breakdown leads to grounding

As edited from official UK Marine Accident Investigation Branch (MAIB) report 23/2017

An ultra-large container vessel (399m LOA) was inbound in arestricted channel under pilotage, in darkness and on a rising tide.The bridge team included two pilots, an OOW and helmsman as well as the Master and a lookout. The lead pilot was using a portable pilot unit (PPU) to con the vessel while the Master exchanged information with the assistant pilot. The assistant pilot used a partly completed port passage plan form and the port's generic passage plan guidance leaflets to help explain the pilotage and berthing plans. At one point the lead pilot received a call to his mobile telephone from the pilot on an outbound vessel to discuss how and where they would execute the meeting manoeuvre between the two vessels. Both pilots agreed to a conventional port to port meeting, with the speed of the container ship being adjusted to ensure the meeting took place to the east of the precautionary area, a place in the channel where a large turn to starboard was required.



The container vessel was now making 12kt and the lead pilot informed the Master of his planned manoeuvre into the precautionary area in order to make a turn first to port to allow for more sea room and then to large starboard. To combat the strong flood tide and prevailing headwind, the lead pilot stated that he intended to navigate the vessel 'deep' into the precautionary area before beginning the starboard turn.

The lead pilot gave the helmsman a series of courses to steer that, over the next four minutes, brought the vessel on to a heading of 260°. Shortly afterwards, the lead pilot ordered the starboard turn and the engine set to full ahead. Soon, he expressed concern to the assistant pilot about the turn. At the same time, the Master expressed similar concern to the OOW in his native language, Romanian. Soon after, the container vessel grounded with the engine at full Soon after, the container vessel grounded with the engine at full ahead. The Master implemented the vessel's emergency

procedures. The crew's initial inspections and tank soundings indicated that the vessel's hull had not been breached. Tugs quickly freed the vessel on the rising tide.

Some of the report's findings include:

• The intended route through the precautionary area was not charted, and key decision points, wheelover points and abort options were not identified. I The absence of a charted pilotage plan meant that the Master, his bridge team and the assistant pilot were unable to monitor the lead pilot's actions and the vessel's progress during the execution of the turn in the precautionary area.

• The lack of a shared understanding of the pilot's intentions prevented the bridge team from providing the support to challenge or seek to clarify the pilot's actions.

• The bridge team became disengaged from the pilotage process and allowed the lead pilot to become an isolated decision-maker and a single point of failure.

Lessons learned

• If you have concerns about the conduct of the vessel, discuss them with the entire bridge team.

• For critical turns or other manoeuvres, have key decision points established in advance. In this case, when compared with past trips, the vessel was obviously too far north as it entered the precautionary area and prior to making the starboard turn. This should have triggered an abort decision.

Editor's note: The report also states: 'It is accepted that detailed plans for complex pilotages cannot always be produced by navigating officers and ports prior to a vessel's arrival at a pilotage station, and that vessels often need to deviate from planned tracks in busy and congested waters. However, realistic intended tracks need to be plotted and key decision points identified.'

This basic premise has been identified by other investigative agencies. In Canada, for example, the Transportation Safety Board

published a recommendation with similar ideals in 1994. and ports prior to a vessel's arrival at a pilotage station, and that vessels often need to deviate from planned tracks in busy and congested waters. However, realistic intended tracks need to be plotted and key decision points identified.'

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Source: MARS

Serious leg injury while un-mooring

In UK P&I Club's latest loss prevention publication, Captain David Nichol described a case of a serious leg injury of an AB during un-mooring operations, highlighting that crew familiarization and training are vital for awareness of potential dangers associated with ropes and wires and, subsequently, avoidance of such incidents.

The incident

Whilst the vessel was alongside, the wind increased to BF 8, resulting in the suspension of cargo discharge operations. The vessel's master was then directed by the harbour master to vacate the berth and anchor off the port until weather conditions abated. By the time the pilot was on board for un-berthing, the vessel was ranging forward and aft alongside the berth under the influence of the strong wind and a swell entering the port, causing the mooring ropes alternately to slacken and then come

under high tension loading. With tugs made fast, the crew commenced singling up the mooring ropes under the direction of the master and pilot. During this operation, an AB working aft stood astride a slackened spring rope which suddenly came under tension, striking his leg with considerable force. After being landed ashore, the AB was hospitalised with a broken thigh bone (femur), requiring a period of rehabilitation of almost one year.

Analysis

Despite modern advances in technology, ships continue to rely on fibre and wire mooring ropes to remain safely alongside a berth and for towing operations as they have done for millennia. The combination of increased ship size and decreasing manning levels means that mooring operations can be one of the most challenging and potentially dangerous tasks required of seafarers today.

Under normal, controlled circumstances, a well trained and experienced crew can expect to perform these operations efficiently and safely. However, in conditions of high wind and swell, difficulties in controlling the movement of a vessel alongside can result in mooring ropes coming under excessive strain very suddenly. Such shock loading may damage or part ropes and can expose crew on mooring decks to serious danger due to a whip lash effect or limbs becoming trapped between tensioned ropes, between ropes and adjacent structures or in bights.

Lessons Learned

- Crew must be fully familiarised with the vessel mooring arrangements and to be aware of the potential dangers associated with ropes and wires coming under excessive strain.
- In advance of forecast bad weather or where berths are exposed to swell, the master should consider actions to avoid a dangerous situation developing, including vacating a berth in good time if necessary.
- Crew should be trained to stand well clear of ropes which may come under heavy loading and to observe the golden rule of never standing in the bight of a rope during operations.

Source: IMC Group

OCIMF Mooring Equipment Guidelines 4th edition

The OCIMF Mooring Equipment Guidelines 4th edition (MEG4) was published in June 2018.
The Mooring Equipment Guidelines establish recommended minimum requirements to help ship designers, terminal designers, ship operators and mooring line manufacturers improve the design, performance and safety of mooring systems. In line with the requirements of MEG4 all ships need to be equipped with a Mooring Systems Management Plan and a Line Management Plan. Scope of the plan is to assist operators to ensure that the mooring system is inspected, operated and maintained in accordance with the original design basis. Approval by the Administration or a Recognised Organisation (RO) on behalf of the Administration is NOT mandatory.
We are planning to revise, with DMS revisions Dec18,

- our PMS to incorporate the lines management plan and
- FOM03 mooring operations to address the mooring management plan and lines management plan requirements.

Garbage Management Plan (GMP) and Records

A remote spot audit-review of Garbage record book was held in August and September 2018. Extract of the recap circular as follows:
QT
As per outgoing message 09Aug2018, subject ID/ALL-ISM-18-1054 Garbage Management Plan and Record Book, we are pleased to confirm that records audited are proper in general, however we like to draw your attention to the following :

1. The incineration of Plastic (Cat A) together with other categories should be avoided in order to minimize the produced ash, which should be treated as Plastic generated and stored in a separated container, clearly marked as Ash fm Plastic, as referenced in Appendix1 of GMP and poster 17 GMP flowchart.
2. The cooking oil annual supply is abt 850ltr per vessel, and the estimated annual disposed quantity of cooking oil should be roughly between abt 200 ltr to 300 lts. The Cooking oil (Cat D) should be incinerated together with Operational wastes (Cat F) e.g Oil rags, incinerating cooking oil alone is not efficient and is not recommended.
3. The Garbage quantity incinerated should be in line with incinerator's capacity
   - For the MAXI T50 SL WS Incinerator when material with high heat value, max 8kg/charge is allowed to be fed into the the incinerator.
   - For the TeamTec incinerator when burning solid waste the combustion chamber should be loaded Max. 2/3 height with garbage.
4. Food wastes are incinerated ONLY if requested by port state for controlling human, plant and animal diseases that may be carried by foreign food wastes and materials that have been associated with them (e.g. food packing and disposable eating utensils, etc.),(MEPC 71/17/Add.1 par. 2.4.7)
5. incineration is prohibited for the following substances:
- MARPOL Annex I, II and III cargo residues and related contaminated packing materials.
- Plastics with Polychlorinated biphenyls (PCBs).
- Garbage, as defined in Marpol Annex V, containing more than traces of heavy metals and
- Refined petroleum products containing halogen compounds.
6. Avoid using incinerator in ECA and special areas.
UQT

Masters were requested discuss all above at the HSQE Committee meeting and to arrange Refresh Crew training on the proper Garbage storage / disposal and record keeping.

Global Fuel Sulphur Cup 0.5% in 2020

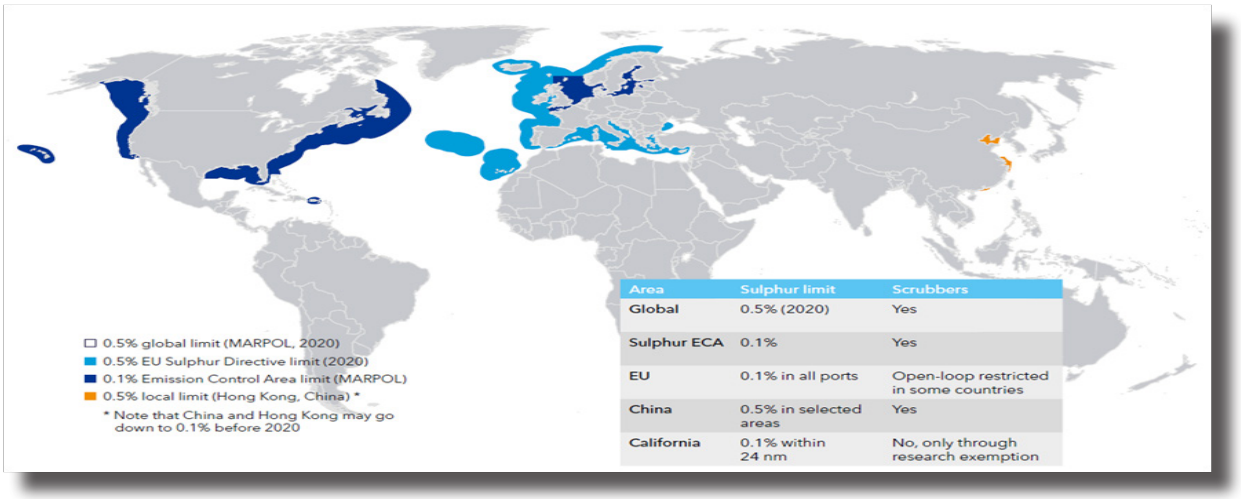
After a review of the outlook of the availability of compliant low sulphur fuel oil in 2020, the IMO has decided that the global fuel sulphur limit of 0.5% should enter into force in 2020. This requirement is in addition to the 0.1% sulphur limit in the North American, US Caribbean, North Sea and Baltic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

Ballast Water Record Book Entries Guidelines

Further to the introduction of the Ballast Water Record Book (BWRB) in company's vessels since Oct2017, further guidelines for correct BWRB entries, to be always attached to BWRB, were released as follows:

1. No records of ballast operations in Bridge or engine Log book, from now on
2. Fill in the cover page as requested.
3. In the first page please make a sketch with the arrangement of the ballast tanks. Please refer to the attached sample and copy same in your Ballast Record Book. The tank identification and capacities should be exactly as described in the ship's Ballast Water Management Plan and relevant certificates; No changes, up or down, are allowed.
4. All Ballast Record Book Entries should be in line with the ballast water reporting form.
5. The operational letter code and item number shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically in the blank spaces (record of operations). Operations should be recorded in chronological order as they have been executed onboard.
6. Where date is required to be inserted (3.1.1., 3.2.1, 3.3.1, 3.4.1, 3.4.2, 3.5.1), this date must be recorded in both the first column and in the record of operation column. Dates should be entered in ddmonthyyyy format, e.g. 20MAR2018, in order to avoid any misunderstandings
7. The time has to be both in LT in 24Hrs format (i.e.15:30LT)
8. Each completed operation shall be signed by the Chief Officer.
9. Each completed page shall be countersigned and numbered by the Master of the ship.
10. In case that a wrong entry has been recorded, it should be struck through with a single line in such a way that the wrong entry is still legible. The wrong entry should be signed and dated, with the new correct entry following.
11. Do not leave any full lines empty between successive entries.
12. Where the time and coordinates are requested, then the time and the coordinates of the completion of the operation should be recorded.
13. Quantities should be recorded in cubic meters.
14. For the sequential method no further record apart from total volume is required
15. Under the code 3.2 should be made entries for ballast water treatment onboard (D-2 standard) or entries for ballast circulation. As of today 20Feb2018 none of the vessels in the fleet are fitted with ballast water treatment plant.
16. Code 3.3 is to be used for the sequential method, which generally is the method when the ballast tanks are emptied and re-filled with new ballast.
17. For the sequential method an entry for EACH tank is required.
18. For your easier reference please refer to the below examples of the flow through & sequential methods:

18.1 Flow through method example, as applied in IBWM certificate.

DATE	ITEM	RECORD OF OPERATION/SIGNATURE OF OFFICERS IN CHARGE
06DEC18	3.1.1	06DEC18, 1200LT, FUJAIRAH ANCHORAGE "C", OR (IF OUTSIDE PORT) LAT 40 38.2' N LONG 036 42'E, DEPTH 100MTR
	3.1.2	14000M3
	3.1.3	CH. OFFICER'S NAME AND SIGNATURE
08DEC18	3.3.1	12DEC18, 1600LT, JUBAL OIL TERMINAL OR LAT 40 38.2' N LONG 036 42'E
	3.3.2	14000 M3, REMAIN 0 M3
	3.3.3	YES
	3.3.4	CH. OFFICER'S NAME AND SIGNATURE

18.2 Sequential method example, as applied in IBWM certificate. (Should be recorded the emptying and refilling of all individual Ballast tank):

DATE	ITEM	RECORD OF OPERATION/SIGNATURE OF OFFICERS IN CHARGE
06DEC18	3.1.1	06DEC18, 1200LT, FUJAIRAH ANCHORAGE "C", OR (IF OUTSIDE PORT) LAT 40 38.2' N LONG 036 42'E, DEPTH 100MTR
	3.1.2	30165.611 M3
	3.1.3	CH. OFFICER'S NAME AND SIGNATURE
08DEC18	3.3.1	08DEC18, 1300LT, LAT 40 28' N LONG 036 42'E, DEPTH 200M
	3.3.2	2098.615 M3, REMAIN 28066.996 M3
	3.3.3	YES
	3.3.4	CH. OFFICER'S NAME AND SIGNATURE
08DEC18	3.3.1	08DEC18, 1300LT, LAT 40 28' N LONG 036 42'E, DEPTH 200M
	3.3.2	2100.534 M3, REMAIN 25966.462 M3
	3.3.3	YES
	3.3.4	CH. OFFICER'S NAME AND SIGNATURE
08DEC18	3.1.1	08DEC18, 1700LT, LAT 41 35.2' N LONG 037 32'E, DEPTH 200MTR
	3.1.2	2098.615 M3
	3.1.3	CH. OFFICER'S NAME AND SIGNATURE
08DEC18	3.1.1	08DEC18, 1700LT, LAT 41 35.2' N LONG 037 32'E, DEPTH 200MTR
	3.1.2	2100.534 M3
	3.1.3	CH. OFFICER'S NAME AND SIGNATURE
08DEC18	3.3.1	08DEC18, 1900LT, LAT 41 28' N LONG 038 42'E, DEPTH 200M
	3.3.2	2100.534 M3, REMAIN 25966.462 M3
	3.3.3	YES
	3.3.4	CH. OFFICER'S NAME AND SIGNATURE
08DEC18	3.1.1	08DEC18, 1900LT, LAT 41 28' N LONG 038 42'E, DEPTH 200M
	3.1.2	2281.506 M3
	3.1.3	CH. OFFICER'S NAME AND SIGNATURE
09DEC18	3.1.1	09DEC18, 0100LT, LAT 42 34.2' N LONG 037 42'E, DEPTH 180MTR
	3.1.2	2100.534 M3
	3.1.3	CH. OFFICER'S NAME AND SIGNATURE
09DEC18	3.1.1	09DEC18, 0100LT, LAT 42 34.2' N LONG 037 42'E, DEPTH 180MTR
	3.1.2	2281.506 M3
	3.1.3	CH. OFFICER'S NAME AND SIGNATURE

Domestic Emission Control Areas in the Pearl River Delta, the Yangtze River Delta and Bohai Rim

I. Objectives

The Domestic Emission Control Areas (hereinafter referred to as DECAs) are designated to control the emissions of SOx, NOx and particulate matter from vessels and to improve the air quality of coastal areas and regions along the rivers, and in particular, of port cities in China.

II. Principles

The DECAs are designated following the principles of:

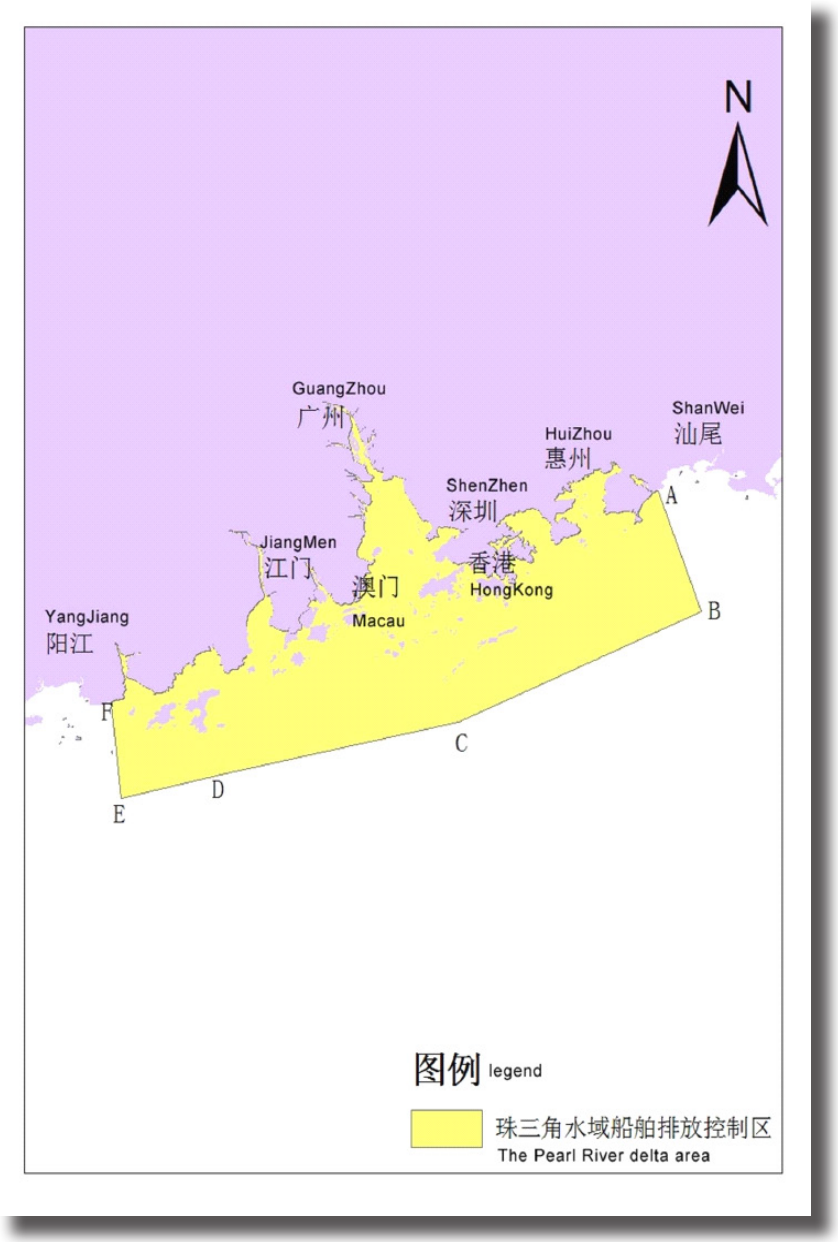
(I) Focusing on key areas for joint control of air pollution;

(II) Maintaining fair competition among the ports in the areas, and encouraging earlier implementation of DECAs by major ports;

(III) Taking into account ship traffic density and economic development level; and

(IV) Complying with international and domestic laws

Figure 1: Pearl River Delta DECA



III. Applicable vessels

The Plan applies to vessels navigating, anchoring or operating in the DECAs, excluding military vessels, sport vessels and fishing boats.

IV. Geographic Scope of DECAs

(I) Pearl River Delta DECA

The Pearl River Delta DECA includes:

(a) the seas enclosed by geodesic line connecting the 6 points of A, B, C, D, E, F (excluding waters under the jurisdiction of Hongkong and waters administered by Macao)

A) The joining point of coastlines of Huizhou and Shanwei

B) The point where the seaward extension of 12 nautical miles from Zhentouyan terminates

C) The point where the seaward extension of 12 nautical miles from Jiapengliedao terminates

D) The point where the seaward extension of 12 nautical miles from Weijiadao terminates

E) The point where the seaward extension of 12 nautical miles from Dafanshi terminates

F) The joining point of coastlines of Jiangmen and Yangjiang

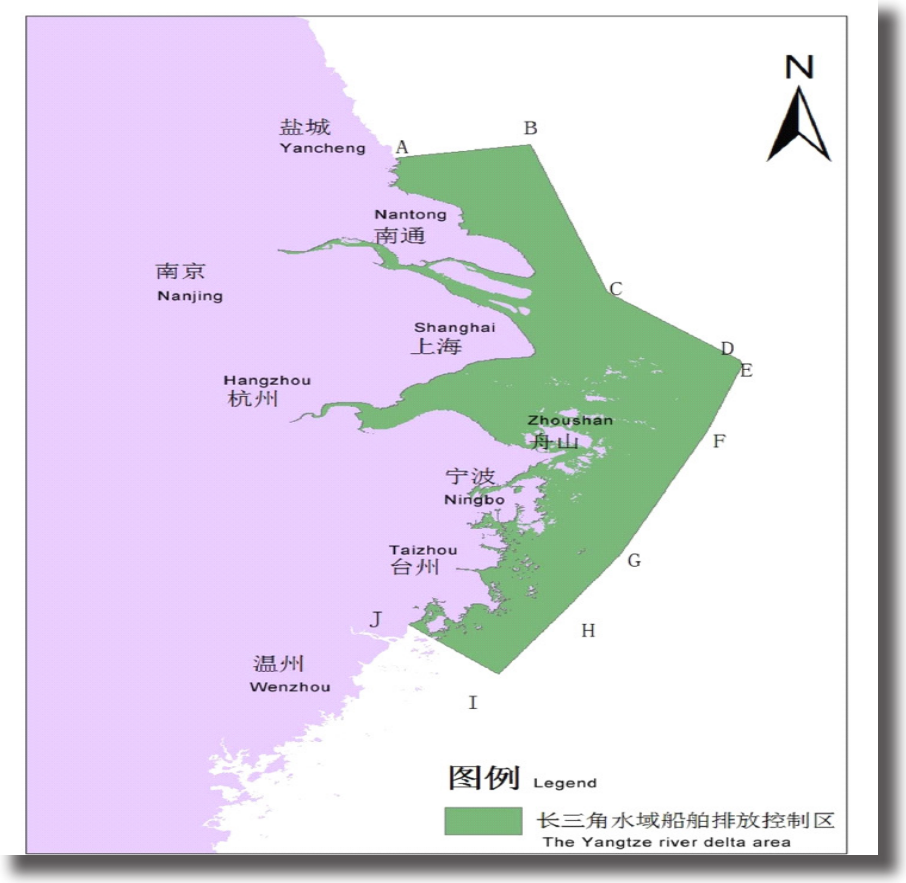
(b) navigable waters of the rivers under the jurisdiction of 9 cities including Guangzhou, Dongguan, Huizhou, Shenzhen, Zhuhai, Zhongshan, Foshan, Jiangmen, and Zhaoqing.

The core ports within this DECA are Shenzhen, Guangzhou and Zhuhai.

(II). Yangtze River Delta
The Yangtze River Delta DECA includes:

(a) the waters enclosed by geodesic line connecting the 10 points of A, B, C, D, E, F, G, H, I and J;
A) The joining point of coastlines of Nantong and Yancheng
B) The point where the seaward extension of 12 nautical miles from Waikejiao terminates
C) The point where the seaward extension of 12 nautical miles from Sheshandao terminates
D) The point where the seaward extension of 12 nautical miles from Haijiao terminates
E) The point where the seaward extension of 12 nautical miles from Dongnanjiao terminates
F)The point where the seaward extension of 12 nautical miles from Liangxiongdiyu terminates
G) The point where the seaward extension of 12 nautical miles from Yushanliedao terminates
H) The point where the seaward extension of 12 nautical miles from Taizhouliedao (2) terminates
I) The point where the seaward extension of 12 nautical miles from the joining point of coastlines of Taizhou and Wenzhou terminates
J) The joining point of coastlines of Taizhou and Wenzhou

Figure 2:Yangtze River Delta DECA



(b) navigable waters of the rivers under the jurisdiction of 16 cities including Nanjing, Zhenjiang, Yangzhou, Taizhou, Nantong, Changzhou, Wuxi, Suzhou, Shanghai, Jiaxing, Huzhou, Hangzhou, Shaoxing, Ningbo, Zhoushan and Taizhou.
The core ports within this DECA are Shanghai, Ningbo-Zhoushan, Suzhou and Nantong.

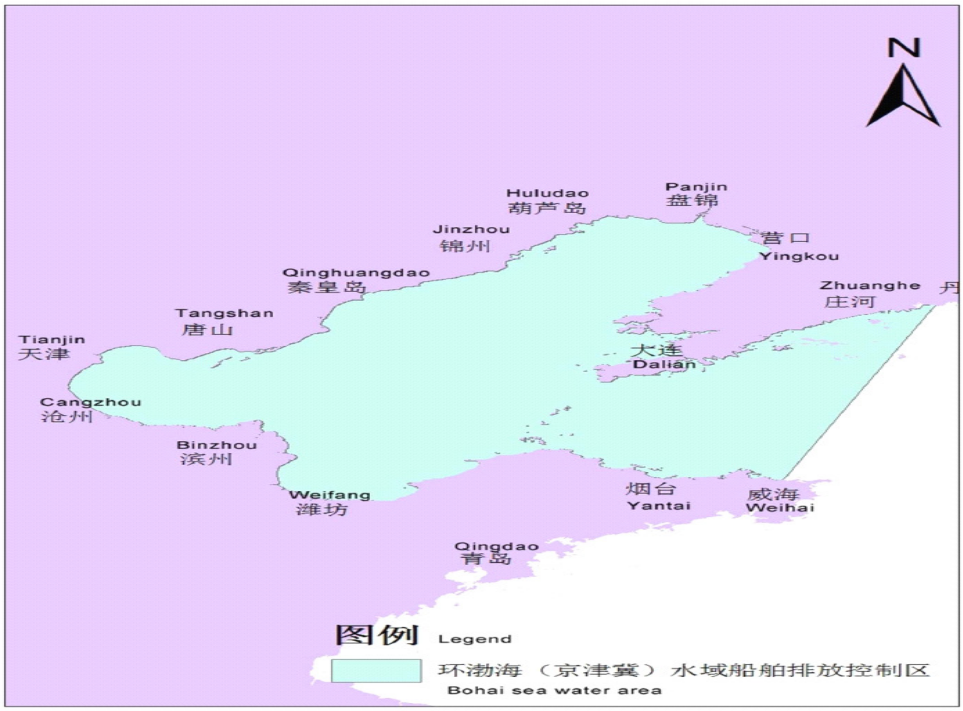


Figure 3:Bohai Rim (Beijing, Tianjin, Hebei) DECA

(III). Bohai Rim (Beijing, Tianjin, Hebei) DECA
The Bohai Rim (Beijing, Tianjin, Hebei) DECA includes:
(a) the waters within the line connecting the joining point of coastlines of Dalian and Dandong and the joining point of coastlines of Yantai and Weihai; and (b) navigational waters of the rivers under the jurisdiction of 13 cities including Dalian, Yingkou, Panjin, Jinzhou, Huludao, Qinhuangdao, Tangshan, Tianjin, Cangzhou, Binzhou, Dongying, Weifang and Yantai.
The core ports within this DECA are Tianjin, Qinhuangdao, Tangshan and Huanghua.

V. Implementation Arrangements
(I) All vessels shall meet the requirements of international conventions and domestic laws and regulations of China on emission control of SOx, NOx and particulate matter on and after 1 January 2016. Where appropriate, the ports within the DECAs may
impose higher requirements including requiring vessels to use fuel of not more than 0.5% m/m sulphur content while berthing.
(II) The sulphur content of any fuel oil used on board vessels berthing at the core ports in the DECAs (excluding the first hour after arrival and the last hour before departure) shall not exceed 0.5% m/m on and after 1 January 2017.
(III) The sulphur content of any fuel oil used on board vessels berthing at all ports in the DECAs shall not exceed 0.5% m/m on and after 1 January 2018.
(IV) The sulphur content of any fuel oil used on board vessels entering the DECAs shall not exceed 0.5% m/m on and after 1 January 2019.
(V) An assessment on the effect of the aforementioned control measures will be conducted before 31 December 2019 to decide whether:
1. to introduce the requirement of 0.1% m/m sulphur content in the DECAs.
2. to extend the geographical scope of DECAs.
3. to introduce other control measures.
(VI) Vessels can take alternative measures equivalent to the aforementioned control measures, such as, using shore power and clean energy, and treatment of exhaust gas.

Cyber security in ISM

IMO has given shipowners and managers until 2021 to incorporate cyber risk management into ship safety, giving the industry another issue to deal with.
Owners risk having ships detained if they have not included cyber security in the ISM Code safety management on ships by 1 January 2021.
Delegates discussed the ramifications of this at Riviera Maritime Media's European Maritime Cyber Risk Management Summit, which is being held in association with Norton Rose Fulbright in London.
Danish Maritime Authority special adviser Erik Tvedt told the seminar that the decision IMO made on Friday 16 June should drive shipowners and managers to incorporate cyber risk management and security into their safety management systems.
"Owners need to do this by 1 January 2021 or ships can be detained," Mr Tvedt said. He added that port state control would need to enforce this requirement in a standard way.
A morning panel, which included MOL LNG Transport IT manager Pete Adsett and representatives from Lloyd's Register and Moore Stephens, highlighted how this would be difficult to implement.
Mr Adsett explained how his organisation prevents cyber issues and protects ships from malware. He said his ships had malware on board in the past, but these were cleaned off.
There were discussions from the summit floor as to what the IMO decision meant to shipowners and how this would impact shipmanagers. One conclusion is that port state control officers will need to be advised on what to look for.
Changes to the ISM Code are required because an increasing number of vessels are found to have malware on board, which could affect ship operations and navigation safety.
At the summit, DNV GL maritime cyber security manager Patrick Rossi listed many of the issues found on board container ships and tankers that make these vessels more vulnerable to cyber attack.
Delegates heard about the mitigation methods for preventing and dealing with a cyber attack from John Boles a former assistant director of US Federal Bureau of Intelligence's international operations. He is now director of global legal technology solutions at Navigant.
Mr Boles said controlled networks should be separated from unsecure ones, software should be patched and crew trained to prevent unintentional malware infections. He said shipping companies should have layered defences to isolate protected data from the internet, implement multi-factor authentication and retain outside security experts to help plan for a cyber attack.

Familiarization, Roxana Shipping - Kristen Marine 01 May - 31 Aug 18

Name	Rank	Vessel	Join Date	Photo
Farkov Sergey	Ch/eng	ARN	24/07/2018	
Chernobrovkin Andrey	Master	MBC	26/07/2018	
Gavris Alexander	Master	DSR	19/08/2018	

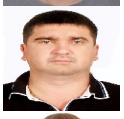
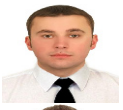
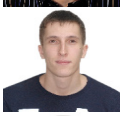
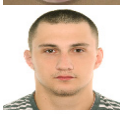
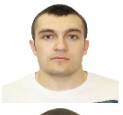
Promotions, Roxana Shipping - Kristen Marine 01 May - 31 Aug 18

Name	Rank	Promotion Date	Photo
Gladkikh Viktor	3rd/Off	21/07/2018	
Volgin Denis	3rd/Eng	18/05/2018	
Titov Denis	3rd/Eng	21/05/2018	
Kozhukhov Andrei	4th/Eng	24/05/2018	
Kotik Oleg	ETO	25/07/2018	
Vasilenko Roman	Wiper	15/05/2018	
Fedotov Dmitrii	Chief Cook	21/06/2018	

Promotions, Roxana Shipping - Kristen Marine 01 May - 31 Aug 18

Name	Rank	Promotion Date	Photo
Gladkikh Viktor	3rd/Off	21/07/2018	
Volgin Denis	3rd/Eng	18/05/2018	
Titov Denis	3rd/Eng	21/05/2018	
Kozhukhov Andrei	4th/Eng	24/05/2018	
Kotik Oleg	ETO	25/07/2018	
Vasilenko Roman	Wiper	15/05/2018	
Fedotov Dmitrii	Chief Cook	21/06/2018	

Promotions, Roxana Shipping - Kristen Marine 01 May - 31 Aug 18

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

Mr. Nikos Giampanis our new Technical dept. manager

We are pleased to advise you that Mr. Nikos Giampanis, has joined Roxana and Kristen Technical dept. as of 01Sep17 in the position of Technical Manager, directly reporting to the Managing Director.

Mr. Giampanis graduated from the National Technical University of Athens holding a Msc in Mechanical Engineering.
Since July 1998 he has been employed in various Shipping Companies in the positions of Superintendent Engineer, Fleet Manager and New Buildings Site Manager.
He also worked as a Fleet Superintendent and Senior Fleet Superintendent in Kristen Marine from January 2003 till November 2010.
The professional experience and skills of Nikos will definitely add value in our team and will help us meet the short and long term objectives set out by the company.

Nikos, welcome back on board!

Capt. Alexander Suponin's resignation

Capt. Suponin Alexander Yurievich has left RoKcs team as of 31Jul18 embarking on a new venture.
Capt. Alexander has been working for RoKcs agency as training officer and senior crew coordinator since 01Dec2017.

He proved to be a hardworking and good colleague, sharing his professional experience and skills with all officers, therefore we appreciate his active participation and engagement in all aspects of Rokcs agency activities.
We wish Capt. Alex health, good luck and success in his endeavors and we trust that our paths will cross again in the future.

Job Opportunities

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

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

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

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