News Waves

Jan - Apr 2019 Edition 2019-1

ROXANA SHIPPING S.A. KRISTEN MARINE S.A.

Contents

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Please recycle

Message from TEK

"Through this process we have understood that the most important person on earth is each "ME", introducing the principal order "Return Home Healthy all the times, with full basket", leading to take care of myself and as a prerequisite take care of my team. This process will ensure the Incident Free Effective and Efficient operations. IF EffEff is well imprinted in our mind and soul, calling for zero injuries, and this is the primary task for 2019. "

The outset of 2018 marked another period of recession both for tanker and bulker markets. Heading towards the 1st half of 2019 we are sensing some positive signs for a more healthy future, particularly in view of the fuel 2020 major change in fuel supply worldwide, with MGO .5pct and .1pct Sulfur coming into the scene.

All our KPIs for 2018 were more or less met, particularly for injuries and 3rd party inspections. Particularly for the 0.99 LTI for 2018 we exceeded slightly the 0.9 target, but we have been far from the ultimate target of 0 injuries and far from the 2017 achievement of zero LTIs. Relevant statistics with the top performers for 2018 are included in the Hot Stuff section.

Throughout 2018 we have been working introducing the soft skills dimention of competence, particularly take care of myself and my team and communication for resilience.

Through this process we have understood that the most important person on earth is each "ME", introducing the principal order "Return Home Healthy all the times, with full basket", leading to take care of myself and as a prerequisite to take care of my team. This process will ensure the Incident Free Effective and Efficient operations. IF EffEff is well imprinted in our mind and soul, calling for zero injuries, and this is the primary task for 2019.

We will still work during 2019 on introducing the soft skills dimension in competence in our system.

And we will elaborate on workshops to facilitate engagement, as catalyst to transform mere compliance to commitment, as catalyst to transform training into learning.

Management Review Meeting ashore, 3rd party inspections preparation checklist and MoC actions plan per role tasks oriented, top4 meeting for monthly inspection report, top4 daily meeting for TAB Safe and PALI, training ashore and onboard by introducing reflective Learning From Incidents (LFI) and Learning Engagement Tools (LET), crew debate onboard, HSQE committee are some of the measures to facilitate crew engagement.

A remarkable number of projects are running to manage all changes necessary for our Company to achieve the 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 into all our projects.

In house developed Reflective LFI, LET and resilience modules and training videos are some of the projects boosting crew engagement, the first, company in house made reflective LFI on Navigation in congested waters is released with DMS revisions Dec18.

In DMS revision Dec18 we have introduced the tree pillars (CPAR MoC and RM) and engagement, the 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-regular operating scenarios.

OCIMF Mooring Equipment Guidelines 4th edition triggered our revisions of PMS and DMS.

FOM03.1 Mooring and CP25/FOM14 Cyber Security management ashore and on board are new procedures released with DMS revision Dec18.

And we are in the process to 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, even exceeded.

Extract of all above is 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 and fuel 2020 update.

The Who is Who section this time hosts Master Berillo Evgenii Alekseyevich, Chief Engineer Goncharov Konstantin Anatoliyevich and Chief Officer to be promoted Kozlov Alexander Vladimirovich, who serve our fleet for more than 11 years and who have greatly contributed to

the success of Roxana Shipping SA.

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

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 for adaptation to the fast changing Industry environment.

In line with this policy extended shore familiarization with occasional employment in Head Office is offered to selected officers. Details on the above, along with the records of promotions throughout the fleet, are addressed in the Human Resources section.

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

Enjoy the reading!

Takis E. Koutris

Managing Director

Who is Who

Berillo Evgenii

Captain Berillo Evgenii Alekseyevich was born on 15Feb81 in Kholmsk, Sakhalin Island (USSR).
He is a graduate of M.S.U., Vladivostok in 2004.
Evgenii joined Roxana Shipping S.A. as Jr. 3/O on the 11Oct08, where he rendered his services on Ocean Dignity. Thereafter he rendered his services on different Company's vessels.
He received Master's License on Jul15 and he was promoted to Master on 01Jul16, on M/T Malbec. Evgenii has a total service with our Company of 10.6 years.
He is married to Berillo Anna and he has one children Maria. Evgenii enjoys tennis and diving.
For the time being he is assigned to M/T Malbec and we wish him safe seas and Return Home Healthy.

Goncharov Konstantin

Chief Engineer Goncharov Konstantin Anatoliyevich was born in Dalnegorsk, Primorsky kray on 28Feb67.
He graduated from Far Easten Highest Engineering Marine School in 1991.
He joined Kristen Marin S.A, as 2/E on 19Jun04, where he rendered his services on Tasman Independence.
Konstantin Anatoliyevich received the C/E's license on 30Oct09. On 31Oct09, he was promoted to C/E on MV Adventurer.
On 17Dec10, he joined Roxana's Fleet as 2/E. On 28Sep11, he joined MAGIG.
Konstantin has a total service with our Company of 13.9 years.
He is married to Natalia and he has two children. Konstantin enjoys fishing.

Kozlov Alexander

Chief Officer Kozlov Alexander Vladimirovich was born in Odessa, Ukraine on 10Dec73.
He is a graduate of Far Eastern State Technical Fisheries University.
Alexander Vladimirovich joined Roxana Shipping S.A as 3rd Officer on 30Apr07, where he rendered his services on Ocean Spirit.
He received the Master's License on 20May20.
Since 08Jun11, Alexander is offering his service on Roxana's Fleet vessels.
He has a total sea service of 12.2 years with our Company and he is to be promoted to Master shortly.
He is married to Elena Kozlova. He has 3 children (2 sons and a daughter).
Alexander is keen on sports, visiting theaters, museums, exhibitions and collecting old coins.

For the 1st quarter of the 2019 the pool of RoKcs seafarers consists of almost 500 seamen with approximate ration of 50/50 on Roxana Shipping tankers and on our Customer's dry fleet.

In order to expand activities of RoKcs in all possible directions of related crewing industry there are on-going negotiations with Vladivostok Fishering College regarding catering staff education and training for RoKcs pool exclusively.

The same time Uniform Project for Roxana and Kristen catering staff was completed and all join Cooks and Messmen will have on boarding uniform sets with Company Logos.

Traditionally in May and June RoKcs will visit MSUN for cadets graduates selection and VMC for cadets graduation ceremony.

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

RoKcs Training Center

Tanker Officers Learning Engagement Sessions 11 – 13 March 2019

Company's DMS updates and reflective learning and Resilience sessions LFI/LET for Tanker Officers of Roxana pool were provided by Roxana Managing Director Mr. Takis Koutris, with the participation of 22 senior officers.

In particular, the purpose of the tanker crew pool learning courses, which took place on the 11nd – 13th of March 2019, was to refresh tanker Officers' knowledge on the Company's Documented Management System (DMS), Bridge Team Management (BTM) and Engine Room Team Management (ERTM).

Topics like Company 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, 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:

- Take care of myself and my team
- Communication for Resilience
- Bunkering operations, hazards for ordinary and non routine operations, bunkering team, responsibilities as team leader or team member
- Cargo operations, hazards and measures for ordinary and non routine operations, cargo team, responsibilities as team leader or team member
- Maintenance, hazards for ordinary and non routine operations, maintenance teams, responsibilities as team leader or team member
- Mooring, hazards and measures for non routine operations

Particular attention was paid to

- Return Home Healthy and therefore Care about myself and my team

to achieve HSQE incident free, effective and efficient operations.

- The three pillars (Incidents report investigation, MoC, RM) and engagement
- 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 responsibilities of each individual member as leader or member of a team or for keeping a watch throughout any operation.
- The function of teams to accomplish HSQE incident free operations, effectively and efficiently.

The aim of these learning sessions was 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 and how to improve their communication skills.

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

The outcome of the Group actions will be considered by Company in an effort to revise procedures and improve practices, to achieve our targets for HSQE incident free, effective and efficient operations.

Tanker Officers Learning Engagement Sessions 11 – 13 March 2019

The number of participants was 10 deck Officers and 12 engine Officers in three groups, listed as follows:

DMS/BTM (Bridge Team Management)

Name	Rank	Group
Grin'ko Alexander	Master	Gr 1
Verkhovskii Andrei	Master	Gr 2
Karelov Alexander	Master	Gr 3
Melnik Evgeny	Master	Gr 1
Mikhalev Oleg	Master	Gr 2
Khairullin Oleg	Master	Gr 3
Panasyuk Sergey	Officer 2nd	Gr 1
Shtyrba Dmitrii	Chief Officer	Gr 2
Berezkin Viktor	Chief Officer	Gr 3
Belkin Roman	Chief Officer	Gr 2

DMS/ERTM (Engine Room Team Management)

Name	Rank	Group
Kochnev Sergey	Chief Engineer	Gr 1
Negreba Leonid	Chief Engineer	Gr 2
Evgrafov Konstantin	Chief Engineer	Gr 3
Trukhachev Evgeny	Chief Engineer	Gr 3
Kuznetsov Sergey	2nd Engineer	Gr 2
Orevskiy Sergey	2nd Engineer	Gr 3
Goncharuk Aleksandr	2nd Engineer	Gr 1
Senotrusov Evgeny	2nd Engineer	Gr 2
Brinko Sergei	2nd Engineer	Gr 3
Besshtannov Boris	El Tech Officer	Gr 1
Sharagovich Aleksandr	2nd Engineer	Gr 2
Pakhomenko Georgii	El Tech Officer	Gr 1

RoKcs Training Center

Tanker Ratings Learning Engagement Sessions 7 March 2019

Company's DMS updates and reflective learning and Resilience sessions LFI/LET for Tanker Officers of Roxana pool were provided by Roxana Managing Director Mr. Takis Koutris, assisted by RoKcs Training officer and senior crew co-ordinator capt. Pavel Sidorkin and 3rd officers Brezgin Alexander, Kulbida Igor and Novitckii Aleksandr, with the participation of 9 ratings.

In particular, the purpose of the tanker crew pool learning courses, which took place on the 7th of March 2019, was to refresh tanker ratings' knowledge on the Company's Documented Management System.

Topics like Company 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, 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 facilitated by the 3rd officers, were fully engaged in the learning sessions and workshops conducted with following topics:

- Take care of myself and my team
- Communication for Resilience

Particular attention was paid to :

- Return Home Healthy and therefore Care about myself and my team to achieve HSQE incident free, effective and efficient operations (IF Eff Eff).
- The three pillars (Incidents report investigation, MoC, RM) and engagement
- 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 responsibilities of each individual member as leader or member of a team or for keeping a watch throughout any operation
- The function of teams to accomplish HSQE incident free operations, effectively and efficiently.

The aim of these learning sessions was 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 and how to improve their communication skills. All proposals were discussed and noted in Training Suggestions Log for further actions. The outcome of the Group actions will be considered by Company in an effort to revise procedures and improve practices, to achieve our targets for HSQE incident free, effective and efficient operations.

The number of participants was three 3rd Officers and nine ratings in three groups, listed as follows:

Deck Ratings

Name	Rank	Group
Novitckii Aleksandr	Officer 3rd	Gr 1
Kulbida Igor	Officer 3rd	Gr 2
Brezgin Alexander	Officer 3rd	Gr 3
Kadanin Valeriy	Bosun	Gr 1
Anitsoi Iurii	A/B	Gr 1
Radchenko Sergei	A/B	Gr 3
Shnaider Artur	A/B	Gr 2
Te Denis	A/B	Gr 3
Lisenkov Oleg	A/B	Gr 1
Azamov Mukhammadsodik	Jun 3/Off	Gr 3

Engine Ratings

Name	Rank	Group
Kilin Konstantin	Oiler/Welder	Gr 1
Fadeev Vladimir	Oiler/Welder	Gr 2

Tanker / Bulker Catering Staff Learning Engagement Sessions 21 February 2019

Cooks and messboys reflective learning courses on Company's DMS , Food and Catering, LFI/LET/Resilience training were conducted by Capt. Pavel Sidorkin on 21st February 2019 with participating Tankers and Bulkers 5 Cooks and 9 messboys .

Topics like Company Vision, Mission and policies, Hygiene and cleanliness , Garbage Management, BMI issues, Safe Working Practice, Galley staff Uniform, 3rd party inspection, Crew complaints were discussed.

All attendees, split in 3 mixed groups, were fully engaged in the learning sessions sharing their experience, and workshops conducted with following topics: Provisions order for 1 month.

Cooks

Name	Rank	Group
Fedotov Dmitrii	Chief Cook	Gr 1
Lednev Viktor	Chief Cook	Gr 2
Oshcherin Yury	Chief Cook	Gr 3
Selin Egor	Chief Cook	Gr 1
Besedin Dmitrii	Cook	Gr 3

Messboys

Name	Rank	Group
Kiriuta Nikolai	Messboy	Gr 1
Minenko Nikolai	Messboy	Gr 2
Shevelev Mikhail	Messboy	Gr 3
Shkliar Vladislav	Messboy	Gr 1
Popov Semen	Messboy	Gr 3
Denisov Viktor	Messboy	Gr 2
Nazarov Aleksandr	Messboy	Gr 3
Baryshev Vladimir	Messboy	Gr 1
Goriunov Aleksei	Messboy	Gr 2

RoKcs Training Center

Junior Officers Learning Engagement Sessions 24 January 2019

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

In particular, the purpose of the tanker crew pool learning courses, which took place on the 24th of January 2019, was to refresh tanker Officers' knowledge on the Company's Documented Management System (DMS), Bridge Team Management (BTM) and Engine Room Team Management (ERTM).

Topics like Company Vision, Mission and policies, Health and Safety aspects and management, Environmental aspects and management, Quality management, DMS reporting and document control, Career development and appraisals, Incident reporting investigation and CPARs, Garbage Management, Cyber security and ISPS, last Management Review and KPIs, New Rules, Log Book entries, observations from 3rd party inspections.

All attendees, split in 3 mixed groups, were fully engaged in the learning sessions and workshops conducted with following topics:

- LET Engine failure
- LET Personal transfer
- LET STS Operations

The number of participants was 7 deck Officers and 10 engine Officers in three groups, listed as follows:

DMS/ BTM (Bridge Team Management)

Name	Rank	Group
Popov Artem	Officer 2nd	Gr 1
Orekhov Sergei	Officer 2nd	Gr 2
Durnov Egor	Officer 2nd	Gr 3
Novitckii Aleksandr	Officer 3rd	Gr 1
Meshalkin Sergei	Officer 3rd	Gr 2
Zubov Anton	Officer 3rd	Gr 2
Fauzer Victor	Officer 3rd	Gr 1

DMS/ ERTM (Engine Room Team Management)

Name	Rank	Group
Barabanov Andrei	Engineer 3rd	Gr 1
Bacharnikov Sergei	Engineer 3rd	Gr 2
Titov Denis	Engineer 3rd	Gr 3
Yugay Stanislav	Engineer 3rd	Gr 1
Samankov Viacheslav	Engineer 4th	Gr 3
Kozhukhov Andrei	Engineer 4th	Gr 1
Rudikov Pavel	Junior 4/Eng	Gr 2
Shevchenko Nikita	Junior 4/Eng	Gr 3
Kolosov Vladislav	Junior 4/Eng	Gr 1
Khlebus Ivan	El Tech Officer	Gr 2

Roxana Officers ECDIS Type Specific Learning Engagement Session 13 March 2019

ECDIS type specific reflective learning courses on Furuno installation FEA 2107, Furuno FMD 3X00 series for senior and junior officers of Tanker Fleet were conducted by VMC teacher Mr. Talgat Kenetbaev on 13Mar2019:

The courses were held with participation of the following 9 Deck Officers, who shared their experiences during the sessions:

Name	Rank	Group
Grin'ko Alexander	Master	Gr 1
Verkhovskii Andrei	Master	Gr 2
Karelov Alexander	Master	Gr 3
Melnik Evgeny	Master	Gr 1
Mikhalev Oleg	Master	Gr 2
Khairullin Oleg	Master	Gr 3
Panasyuk Sergey	Officer 2nd	Gr 1
Shtyrba Dmitrii	Chief Officer	Gr 2
Belkin Roman	Chief Officer	Gr 2

Particular attention was paid to:

- Transition to Caes & Cees database
- FFF while ECDIS operations on board
- 3rd Party inspections and observations
- NO-NO project

RoKcs Training Center

VMC Cadets Training Session January 2019

Introduction to Company's DMS , Safety on board and Environmental regulations, Training on board program for VMC cadets were conducted by out RoKcs Training Officer Capt. Pavel Sidorkin on 24th of Jan 2019 with participation 9 deck and 8 engine cadets.

Deck Cadets

Name	Rank
Vasilev Viacheslav	D/cadet
Guliaev Nikita	D/cadet
Erokhin Zakhar	D/cadet
Zagoderchuk Denis	D/cadet
Zakharov Egor	D/cadet
Katkov Danila	D/cadet
Pas'ko Anton	D/cadet
Sofronov Kirill	D/cadet
Skliaruk Kirill	D/cadet

Engine Cadets

Name	Rank
Karas Roman	E/cadet
Kolos Ilya	E/cadet
Kuzhim Aleksei	E/cadet
Kuzenkov Aleksei	E/cadet
Sinyakov Roman	E/cadet
Khaleev Dmitrii	E/cadet
Shevchenko Egor	E/cadet
Shevchuk Dmitrii	E/cadet

Tanker Officers Framo, Marflex, Kongsberg Learning Engagement 13 March 2019

Reflective learning courses for Framo and Marflex DWP and Konsberg K-Chief 500 were conducted by Chief Engineer Konstantin Evgrafov for tanker engineers and electro technical officers on the 13th of March 2019.

Particular emphasis was given to sharing experiences from system operation and maintenance.
The course was conducted with participation of the following 12 Engine and electro technical Officers, who shared their experiences during the sessions:

Name	Rank	Group
Kochnev Sergey	Chief Engineer	Gr 1
Negreba Leonid	Chief Engineer	Gr 2
Evgrafov Konstantin	Chief Engineer	Gr 3
Trukhachev Evgeny	Chief Engineer	Gr 3
Kuznetsov Sergey	2nd Engineer	Gr 2
Orevskiy Sergey	2nd Engineer	Gr 3
Goncharuk Aleksandr	2nd Engineer	Gr 1
Senotrusov Evgeny	2nd Engineer	Gr 2
Brinko Sergei	2nd Engineer	Gr 3
Besshtannov Boris	El Tech Officer	Gr 1
Sharagovich Aleksandr	2nd Engineer	Gr 2
Pakhomenko Georgii	El Tech Officer	Gr. 1

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 4 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 most of the spot vessels in East.

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

Fixtures: In 2019, Q1 Pancoast office under commercial operational responsibility of Capt. Karthik; Vessels were spot chartered with different Charterers which includes most of the Oil Majors. Moreover we had Altesse fixed for a 1 year TC with BP in February and later on Athiri and Aramon on short TCs with TRAFIGURA and ST SHIPPING respectively. Magic Star was under a short TC with NEWTON in Suez. Our office handled for Roxana Tanker pool approximately 50% 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.

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.

Management Activities in Singapore: Company Owner, Mr Krontiras, CFO Gabriel Rezzan and Chartering Manager Andrea Vaccari visited Singapore in January having meetings along with Capt. Karthik with prestigious existing and potential clients deepening our relationships with them.

Weekly Meetings: Roxana / Pancoast Tanker department weekly meetings are carried out every Wednesday 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 and supervising the Post Fixture / Claims department for the Tanker Vessels.
- Mr. Alexandros Stathopoulos; is entering his 4th year as Tanker Operator; and plays vital role in day to day operational issues and co-ordination with other departments.

VMC (Vladivostok Maritime College)

A Defender's Day intellective trivia took place in VMC on February 14 2019.
10 teams of year 1, 2 and 4 cadets gathered in the VMC hall with equal odds despite the age ine-quality.

The trivia on piece of mind and expertise took place in the college for the first time and included 7 steps with the same questions being asked to each of the teams. The questions were either text or multimedia. After a discussion minute imposed by the lead, the teams put their answers to the counting board. Obviously, each team did their best to answer correctly.

Questions covered a wide range of topics from child riddles to Greek mythology. The only thing to unite these questions was that the answer required knowledge yet, more importantly, piece of mind and logic.

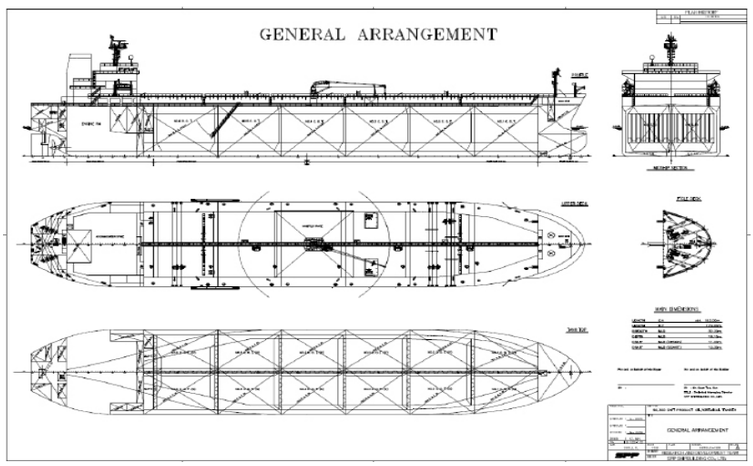
As in any competition, there are winners and loosers. But, despite the results, all the partici-pants enjoyed the interaction. Moreover, the prizes were granted to all the members, not just the winners.

New Ladies on the Block

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.

Best Practices Jan19 - Apr19

Best Practices are considered the high performance ways of achieving objectives, which solve problems, create opportunities, and lead to "safety and environmental excellence".

Best practices are considered for adoption ashore and across the fleet through the consistent application of improved processes and procedures.

Congratulations to all for the following Best Practices, which have been identified and recorded in HSQE CMM for the period Jan19-Apr19:

- **M/T Marvel, Capt. A. Okolo-Kulak, date Mar19**

For Health & Fit maintenance it was offered to ping-pong competition between crew members. Reason of this to try Involve more crew members for active life. Crew have been again advised to pay more attention to Health, Hygiene and own fitness as well as to SAFETY PRECAUTIONS, SAFETY Policy requirements and good marine practice.

- **M/T Malbec, Capt. E. Berillo, date Apr19**

Organisation of tournaments, i.e. tennis, pull-up, chess etc. with or without minor prizes.

Intercargo Executive Committee Meeting

Mr. T. Koutris participated in the Intercargo Executive Committee Meeting which was conducted on 05Mar19 at the Conrad Hotel in Hong Kong.

Report from Intercargo Technical Committee was endorsed and particularly the intention for Intercargo to cosponsor papers for MEPC74, related to GHG reduction short term measures and measures for exhaust gas scrubbers failures.

The BMSA as self assessment tool for bulk carriers was discussed along with Rightship initiative to develop similar platform. Intercargo will explore with OCIMF, the TMSA platform owner, ways to cooperate for developing the BMSA one.

Intercargo Technical Committee Meeting 40

Mr. T. Koutris attended the Intercargo Technical Committee Meeting 40, which took place on 04Mar19 at the Conrad Hotel in Hong Kong.

Air emissions, measures in case of scrubber failures and relevant papers for MEPC74 on short term measures to reduce GHG emissions were the main topics raised.

BMSA similar to TMSA, as self-assessment tool for bulker companies was discussed and the Committee was very positive to this initiative.

Classification of cargoes and hazardous cargoes was one of the numerous agenda items.

Between oceans and archipelagos: Synergies and opportunities for the maritime leaders of Europe" Maritime Conference

Mr. T. Koutris attended, as a panelist, the Maritime Conference "Between oceans and archipelagos: Synergies and opportunities for the maritime leaders of Europe" organized by Naftika Chronika in association with the Royal Norwegian Embassy in Athens, which took place on 26Mar19 at the Aikaterini Laskaridis Foundation in Piraeus.

The technological advances in the maritime industry and the career opportunities offered in shipping have historically been among the areas of mutual interest for Greece and Norway.

In this era of change and advancement, in which technological break-through, new regulations and geopolitical developments are expected to re-shape the shipping industry, the Greek and Norwegian maritime clusters as shipping and maritime world leaders should share experiences and exchange views.

In this respect, the Royal Norwegian Embassy in Athens and Naftika Chronika magazine organized a two-day conference on Tuesday, 26 March and Wednesday, 27 March 2019.

The main aim of the event was to offer a common ground for mutually beneficial discussions between Greek and Norwegian maritime stakeholders mainly focusing on:

- **Day 1:** Analyzing trends in marine technology, business models and strategies for the future (attendants were executives from the shipping industry)
- **Day 2:** Exploring educational and career opportunities in the north and south of Europe (attendants were students and young professionals from the shipping industry)

ABS and SDARI Technology Trends for Future Bulk Carriers

Mr. T. Koutris and Mr. N. Giampanis attended the Technology Trends for Future Bulk Carriers Seminar by ABS and SDARI, which was held on 16Apr19 at the Athens Marriott Hotel.

The highlight of the seminar was bulker design developments in terms of fuel efficiency and fuel 2020.

ABS Europe Technical Committee

Mr. T. Koutris attended the ABS Europe Technical Committee which was held on 21Feb19 at the Divani Apollon Palace Hotel in Vouliagmeni.

Following topics of the meeting were discussed:
- Key Proposed Rule Changes Overview
- Vessel Emission Reporting
- Sulphur Limit 2020
- Vessel Smart Functionalities-Near Term Reality
- Additive Manufacturing (3D-Printing)
- 3D Model Based Class

CCS Technical Advisory Committee Annual Meeting 2019

Mr. T. Koutris attended the China Classification Society (CCS) Technical Advisory Committee Annual Meeting 2019, which was held on 09Apr19 at the Margi Hotel in Vouliagmeni.

Three issues were brought up by Mr. Koutris.

The first was related to the Chinese MSA requirement for BWE outside 200 Nm and in more than 200 m dept, with the exception of 50 m when vessel comes from certain countries.
CCS confirmed that there is a tripartite meeting between China, Korea and Japan and will report on the outcome as it comes.

The second was about procedure for DCS in Chinese ports, for which a circular is already distributed to our fleet.

The third was the CCS position on issuing Rules for ER with MGO.
CCS were committed for a response in due course.

Intertanko Hellenic Mediterranean Panel

Mr. T. Koutris participated in the Intertanko Hellenic Mediterranean Panel Meeting, which took place on 11Apr19 at the Stavros Niarchos Foundation Cultural Center in Athens.

During the event below highlights were discussed:

- Green House Emissions
- Market's Trend

RINA Hellenic Technical Committee

Mr. T. Koutris attended the RINA Hellenic Technical Committee Meeting, which was held on 27Mar19 at Yacht Club of Greece in Piraeus.

Mr. S. Zolotas, RINA Marine Greece & Black Sea Area Director, welcomed the members and thanked them for their continuous support.

The main presentations during the event included:
- Rules and Regulations Update
- Bunker quality deterioration - Presence of chemical wastes
- Owner experience in EGC scrubber installation and operation
- BWTS - Installation/Operation difficulties
- Marine Digital Services - RINACube Optimum,
- Remote Surveys
- Global Marine Training

Hot Stuff

Roxana ESI envrironmental award

The objective of the environment Ship Index (ESI) is to promote clean maritime navigation practices with the aim of improving air quality and contributing to the preservation of the environment.

Port Reunion has decided, starting 2018, to reward the shipping companies who operate the most environmentally friendly vessels transporting goods or passengers. Under the terms and conditions established by GPMDLR, from January 1st, 2018 the most efficient vessels in terms of reducing their atmospheric emissions, will be offered the possibility to obtain an "environmental reward" representing up to 10% of port fees.

For Roxana Shipping SA two eligible stop for the year 2018 were selected, based on which an environmental reward of 1 666,67 USD was awarded.

Port Reunion organized on Tuesday, March 12th 2019 a reward ceremony for shipping companies who have adhered to the approach in 2018, to which Roxana was cordially invited to accept the award.

Roxana Shipping SA was represented by the Agent, who on behalf of Roxana Shipping SA thanked the organisers again and reconfirmed Roxana Shipping SA commitment to the environmental protection and the Environmental Ship Index (ESI) initiative.

ECDIS and ENCs project

ECDIS ENC project has been initiated since 22Apr16, in continuation of the NoNo project of Sep10 till Dec13.
Introduction of ECDIS as primary means has drastically changed the mode of operation for the Bridge team in terms of navigation.
This ECDIS and ENCs project focused in hardware, in conjunction with ECDIS and NoNo project focused in software, is launched to ensure that navigational performance of the Bridge team in the ECDIS environment will meet the level of excellence set by our Company, i.e., will ensure incident free Navigation.
Measure of this performance remains the navigational incidents and the Navigational observations during navigational audits, internal and 3rd party, TIARE and 3rd party inspections.

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

Project team leader is Cpt. K. Anissis (KNA) and project team members are C. Partsinevelos (CSP), S. Kontozoglou (SAK), Cpt. I. Koloniotis (IK) and Cpt. N. Kassiteropoulos (NDK).

The last project meeting was conducted 11Jan19. During this meeting it was reported that:
- Current Fleet certification is completed, as per ECDIS ENCs status.xls.
- ATH: Certified with ECDIS as primary means of Navigation with AVCS by Global Navigation Solution, (GNS).
- ATS and ADA reported malfunction of ECDIS consoles. Due to age of the equipment, a plan is in place for replacing the present equipment by FURUNO FMD-3000 series one.
- Further to quotation that was obtained through the ENCs Providers, GNS, was selected for providing the AVCS on board our vessels.

Due to change of ENCs Provider and forthcoming vessels enrollment with this Provider, the duration of the Project is now extended till 30Jun19.

Updated MoC plan for the project can be found in K:\POOL\MR 2019-01\Projects\ECDIS and ENCs

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 30Jun19 please:

KNA:
- Follow up of contract renewal with C-MAP, so that vessels presently enrolled with C-MAP to be enrolled with GNS:
- Liaise with GNS, upon ROXANA ECDIS software's upgrade, so that GNS license to be issued for AVCS installation and further personnel's training.

CSP:
- Liaise with FURUNO Technician and SAK, for ROXANA ECDIS hard disk's software upgrade to latest IHO presentation Library 4.0.

IT/SAK:
- Assist the Masters on FFF faced at times related to Hardware.
- Assist Roxana/RoKcs Offices on FFF faced at times related to Hardware.

RoKcs/PS:
- liaise with CSP and SAK and KNA for FFF faced in VMC ECDIS.

Next project team meeting is planned by 30Jun19.

ECDIS NoNO project

ECDIS NoNO project has been initiated since 22Apr16, in continuation of the NoNO project of Sep10 till 2013, to ensure that by the extended date of 30Dec17 Bridge team Navigational performance on board our fleet remains in the level of excellence, particularly with ECDIS Navigation maturing, i.e., incident free navigation in the ECDIS navigation environment.

Having introduced the NoNO project in Sep10 till Dec13 we managed to enhance the Navigational performance and consequently reduce the navigational observations. Introduction of ECDIS as primary means has drastically changed the mode of operation for the Bridge team in terms of navigation.

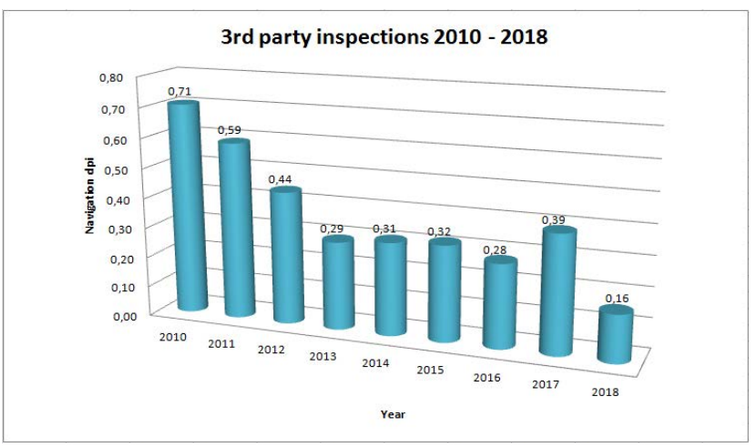
We are in the era where electronics overwhelm automation and control on board. At the same time electronics technology is developing in a fast and uncontrolled manner.

This fact in combination with the recent introduction of ECDIS and ENCs as primary or secondary means of navigation is a challenge for us to ensure the excellence in performance of the Bridge team.

Measure of this performance remains the navigational incidents and observations during internal and 3rd party navigational audits, TIARE and 3rd party inspections.

Project team Leader is Capt K. Anissis and project team members are Capt T. Papatheodorou, Capt. N. Kassiteropoulos, C. Partsinevelos and S. Kontozoglou.

The last project meeting was conducted on 11Jan19. During this meeting it was reported that:



- Only 11 Navigational deficiencies, out of 144 total deficiencies in 70 inspections, were raised totally by Vetting, PSC and Flag Inspectors during the period 01Jan-30Dec18. The Navigational deficiencies per inspection were reduced below our target that was set previously 0.25 by the end of Dec17.
- We intensify our efforts on board and ashore for meeting the expectations of this project, by 30Jun19, deadline, to reduce the deficiencies to 0.10 deficiencies/inspection.
- Although there was a good downgraded trend, our project will be kept till 30Jun19, for a further monitoring of the trend.
- Roxana ECDIS Software to be upgraded to Presentation Library 4.0
- Global Navigation Solutions, GNS, was selected for Providing AVCS, eNPs, ADPs , IMO Publications, on board of our vessels
- Training
  - Once Roxana's ECDIS software is upgraded, the GNS AVCS License to be to intsalled for AVCS display and C-MAp's Ocean View to be terminated.
  - RoKcs ECDIS License to be replaced by the one of GNS, so that AVCS to be installed for training of the Officers.

Updated MoC plan for the project can be found in K:\POOL\MR 2019-01\Projects\ECDIS NoNO.

All are prompted to review the plan and contribute with ideas-actions for the successful completion of the project.
To this extent and at this phase and with deadline 30Jun19 pls:

- RoKcs/PS:
  ensure that all Deck Officers are properly certified for:
  - ECDIS type specific training in VMC updated as appropriate.
  - ECDIS Generic training is properly conducted (IMO Model course 1.27 to be stated)
- SQM/THP/DAK/LPK:
  - The Navigational observations detected through the 3rd party inspectors and TIARE to be collated and statistics to be issued on quarterly basis

ECDIS NoNO project (continued)

• Gr1/THP:
On your attendance on board, pls focus on:
- Officers' familiarization with ECDIS implementation, Officers' proper certification (Generic course to be certified IMO Model course 1.27, type specific on board with trainer's certificate), ECDIS smooth operation and proper certification.
- Digital publications' smooth implementation. Check ADPs and eNPs last week update and ensure they are installed in Communication's and Master's computers or in a Bridge computer if available.

• IT/SAK:
- Assist the Masters on Digital publications delivery on board as appropriate.
- Assist the Masters with problems in the Usage of the software for (ENC,ADP,eNP, eBooks etc)
- Install GNS Voyager software program in Office ERT Computer
- Familiarize IK , KAK, on the use of Novaco NB+ , for enabling them to check the Master's ENCs' and digital publications' requisitions via web browser.

• CD/KNA:
- Liaise with PUR and IT Dep't for upgrading our Head Office ECDIS software.
- Liaise with TD/NDK for updating ECDIS Navigational observations consolidated table and re-submit same to Masters and RoKcs, for Officers' training on board and ashore.
- Liaise with the GNS Provider, upon Voyager software program's intallation in Roxana's ERT Computer, for Office personnel training on AVCS, ADPs, eNPs and IMO Publications, selection, ordering and installation.

• OPD
- To carefully check the Masters' requsitions and properly arrange for providing on board the required AVCS, eNPs and ADPs, in liaison with the Provider, so unnecessary AVCS and digital publications to be deterred.
• Vessels' Masters to ensure that:
- All new On-s Officers are properly familiarized on board for the ECDIS Operation, basis on Officers' Familiarization on board checklist, form CP06-03 and FOM01-12.
- Whenever an ECDIS type specific training certificate is issued on board to new Trainees, the trainees certificate must have appended the trainer's type specific training
- All deck officers hold ECDIS generic training certificate, concretely mentioning compliance with IMO model course 1.27
- Officers are properly trained on board according to training videos and Consolidated table of ECDIS Navigational observation by the Industry and Roxana, TIARE and 3rd party inspections
- ECDIS layout and computers for ADPs\eNPs and IMO Publications as instructed above para

Next project team meeting is planned by 30Jun19.

Hot Stuff

BP time charter project

The BP time charter project has been launched on 04Feb19 to ensure HSQE incident free operation with BP and enhance the business relations with this distinguished customer of our Company.

ATS is fixed on Time Charter with BP for 1+1 year, subject to successful TMSA audit to be conducted by BP vetting 14-15Feb19. BP is considered by the BoD a valuable partner as one of the Major customers with specific requirements to operate, not always aligned with the spot market practice.

Our operating routines, what is now documented in our DMS, is in principle covering the BP requirements, however specific issues should be properly addressed and CP22 and FOM06 and FOM03 reporting routines, CP07 and Vessel contacts and other docs should be revisited to ensure the HSQE incident free, effective and efficient co-operation with BP.

Project team leader is captKK and project team members are TEK, NG, captTHP and captKNA. Updated MoC plan for the project can be found in K:\POOL\MR 2019-01\Projects\BP Timecharter.

All are prompted to review the MOC plan and contribute with ideas-actions for the successful implementation of the project.

Non routine operations project

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 was used to identify the high risk non routine conditions related to each procedure, with the objective to draft hints for RM, and a MoC as appropriate, for Vessels' reference. Deadline for effecting the changes was set for 30Dec17. Meantime the need to refresh Risk Management CP24, align it with ISO 31000:2009 and 31010:2010 and simplify Record of Risk Management process, form CP24-01 arose, consequently the deadline for the project was extended till 30Dec18. A further extension till 30Dec19 was given to accommodate the introduction of FOM03.2 anchoring procedure and the revisions of FOM02 Engine Room operations, FOM06 cargo operations, FOM10 maintenance, CP20 Bunkering and Oil Transfer.

During 2017 and 2018 we concentrated in defining and identifying non routine scenarios for critical operations. Next step will be the incorporation of these non routine scenarios into each individual procedure. This project will facilitate the inclusion into each procedure of the non routine scenarios along with the three pillars for the incident free, efficient and effective HSQE operations.

Project team leader is TEK and project team members are capt Theodoros Papatheodorou (THP), capt. Nikos Kassiteropoulos (NDK), and Mr Stavros Kavouris (STK).
Last meeting was conducted 19Feb19 in the presence of captTHPapatheodorou, captNDKassiteropoulos and STKavouris, while captFDKousouris, VKokkineas, GAKaravias, LPKapsali and NGiampanis attended as well.

Non routine operations project (continued)

Out of this meeting following is reported:

•All actions from last meeting are completed.

•The project will be prolonged till 31Dec19 to accommodate the introduction of FOM03.2 anchoring procedure and the revisions of FOM02 Engine Room operations, FOM06 cargo operations, FOM10 maintenance, CP20 Bunkering and Oil Transfer.

•Next step will be

-Revise the procedures format CMSM3.8.3

○ section 3 Responsibilities, whenever applicable and practical, tasks to be also classified as leader, as team member and as watch keeper

○ to make reference to specific paragraphs 4.XX for risk management (to be populated with hazards and measures for the ordinary operation), management of change, incident reporting, root cause analysis and corrective actions, reflective learning and training, non routine operations

-for each critical procedure

○ apply 3.3.31 and 3.3.3.2 above

○ populate the non routine operating scenarios, as identified in the consolidated non routine operations document, with hazards, existing and additional measures.

Updated MoC plan for the project can be found in K:\POOL\MR 2019-01\Projects\Risk Management TMSA3.

All are prompted to review the plan and contribute with ideas-actions for the successful completion of the project. To this extent at this phase and with deadline as per MoC plan please:

•FDK

for FOM03.1 mooring management:

-populate the non routine operating scenarios, as identified in the consolidated non routine operations document, with hazards, existing and additional measures.

-in liaison with LPK identify and update all RM from Ulysses repository and append them to the procedure

-for FOM03.2: the new anchoring procedure to be drafted, as per FOM03.1.

•NG for FOM02 revise

-section 3 Responsibilities, whenever applicable and practical, tasks to be also classified as leader, as team member and as watch keeper

-section 4 to make reference to specific paragraphs 4.XX for risk management (to be populated with hazards and measures for the ordinary operation), management of change, incident reporting, root cause analysis and corrective actions, reflective learning and training, non routine operations

-populate the non routine operating scenarios, as identified in the consolidated non routine operations document, with hazards, existing and additional measures.

-in liaison with VK identify and update all RM from Ulysses repository and append them to the procedure

•GAK for CP20 as per 4.2

•NDK for FOM06 as per 4.2 and also enhance the ordinary operations with chemical cargoes.

•VK for FOM10 as per 4.2

•Masters feedback as requested to assist 4.1 till 4.5 above

Next project team meeting is planned by 30Jun19.

Hot Stuff

Best vessel performers 2018

It was in the Management Review of 2012-02 that the issue of monitoring the individual performance of Vessels and Officers serving in Roxana Fleet was raised.

At that time, KPIs were considered to be LTIF/TRCF, 3rd party Inspection performance and spares ordered vs budget.

The in-house developed software (TechAnywhere) can now monitor the performance for vetting and PSC inspections per Vessel and per individual crew member.

The 2018 statistics for PSC Inspections have indicated:
1st: Malbec: 7 inspections - 0 dpi
2nd: Melody: 2 inspections - 0 dpi
3rd: Aramon: 5 inspections - 0.2 dpi

Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:
Malbec: 16Sep17-18Mar18 Berillo Evgenii, 15Mar18-27Jul18 Gulin Alexey, 23Jul18-17Feb19 Chernobrovkin Andrey 12Nov17-20Apr18 Mayorov Alexey, 19Apr18-05Oct18 Dolgopolov Igor, 27Sep18-24Mar19 Shumkov Arkadii
Melody: 20Oct17-22Mar18 Ivanov Eduard, 17Mar18-24Jul18 Sheludko Viacheslav, 20Jul18-15Dec18 Melnik Evgeny, 06Dec18-06May19 Borisov Igor
30Sep17-27Feb18 Valchun Valerii, 26Feb18-26Jun18 Goncharov Konstantin, 24Jun18-08Nov18 Valchun Valerii, 03Nov18-11Apr19 Goncharov Konstantin
Aramon: 12Dec17-05Jun18 Sukhodoev Oleg, 30May-30Nov Khairullin Oleg, 27Nov18-23Apr19 Siniavskii Vasilii 24Oct17-20Mar18 Farkov Sergey, 15Mar18-24Jul18 Polushkin Nikolay, 10Jul18-29Jan19 Farkov Sergey

The 2018 statistics for Vetting Inspections have indicated:
1st: Altesse: 3 vetting inspections – 2.33 dpi
2nd: Magic Star: 3 vetting inspections - 2.67 dpi
3rd: Aligote: 3 vetting inspections – 3 dpi

Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:
Altesse: 15Sep17-15Feb18 Koshetov Igor, 06Feb18-28Apr18 Usovich Vladislav, 25Apr18-27Sep18 Zenenko Nikolay, 24Sep18-13Jan19 Verkhovskii Andrei
06Dec17-06Jun18 Polkovnikov Alexey, 04Jun18-04Nov18 Mikhailov Iurii, 01Nov18-03Mar19 Polkovnikov Alexey
Magic Star: 24Oct17-20Mar18 Grinko Alexander, 12Mar18-18Jul18 Maltcev Dmitrii, 15Jul18-27Nov18 Mikhalev Oleg, 25Nov18-05Apr19 Maltcev Dmitrii
13Nov17-19Apr18 Kochnev Sergey, 16Apr18-17Sep18 Selifontov Boris, 14Sep18-26Jan19 Kochnev Sergey
Aligote: 26Sep17-21Feb18 Kutsykov Sergey, 19Feb18-28Jul18 Vashchenko Alexander, 25Jul18-04Dec18 Grinko Alexander, 26Nov18-26Apr19 Vashchenko Alexander
17Dec17-19Apr18 Kril Oleg, 17Apr18-30Aug18 Potyanikhin Andrey, 26Aug18-18Nov18 Kril Oleg, 16Nov18-25Mar19 Ozerin Valeriy

Best vessel performers 2018 (continued)

The 2018 statistics for LTIF/TRCF have indicated:
Miracle, Marvel, Magic Star, Aramon, Altesse, Asprouda, Athiri with zero accidents and incidents.

Congratulations for a job well done to the Masters, Chief Engineers and crew on board of:

Miracle: 14Dec17-07Apr18 Karelov Alexander, 05Apr18-05Aug18 Simonov Sergey, 02Aug18-24Dec18 Ivanov Eduard, 22Dec18-28Apr19 Simonov Sergey
07Nov17-15Mar18 Negreba Leonid, 05Mar18-09Jul18 Slinko Evgeny, 08Jul18-21Nov18 Negreba Leonid, 18Nov18-03Apr19 Polushkin Nikolai

Marvel: 28Sep17-22Feb18 Melnik Evgeny, 18Feb18-26May18 Borisov Igor, 23May18-15Sep18 Pilgun Anatoly, 02Sep18-06Jan19 Usovich Viadislav, 17Dec18- Okolo-Kulak Andrey
02Nov17-16Mar18 Evgrafov Konstantin, 13Mar18-28Jun18 Shevchik Alexander, 26Jun18-15Dec18 Evgrafov Konstantin, 06Dec18-11May19 Bushtruk Alexander

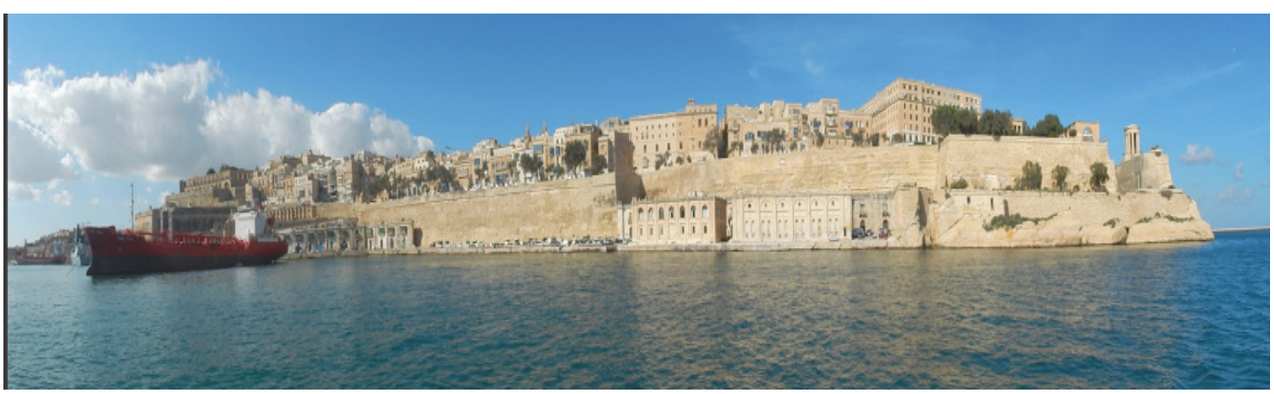
Magic Star: 24Oct17-20Mar18 Grinko Alexander, 12Mar18-18Jul18 Maltcev Dmitrii, 15Jul18-27Nov18 Mikhalev Oleg, 25Nov18-05Apr19 Maltcev Dmitrii
13Nov17-19Apr18 Kochnev Sergey, 16Apr18-17Sep18 Selifontov Boris, 14Sep18-26Jan19 Kochnev Sergey

Aramon: 12Dec17-05Jun18 Sukhodoev Oleg, 30May-30Nov Khairullin Oleg, 27Nov18-23Apr19 Siniavskii Vasilii
24Oct17-20Mar18 Farkov Sergey, 15Mar18-24Jul18 Polushkin Nikolay, 10Jul18-29Jan19 Farkov Sergey

Altesse: 15Sep17-15Feb18 Koshetov Igor, 06Feb18-28Apr18 Usovich Vladislav, 25Apr18-27Sep18 Zenenko Nikolay, 24Sep18-13Jan19 Verkhovskii Andrei
06Dec17-06Jun18 Polkovnikov Alexey, 04Jun18-04Nov18 Mikhailov Iurii, 01Nov18-03Mar19 Polkovnikov Alexey

Asprouda: 29Sep17-16Feb18 Zenenko Nikolay, 14Feb18-17Jun18 Dimov German, 15Jun18-13Nov18 Koshetov Igor, 11Nov18-22Apr19 Dimov German
29Nov17-24Apr18 Vazhenin Andrey, 22Apr18-27Sep18 Svistunov Evgenii, 25Sep18-02Mar19 Vazhenin Andrey

Athiri: 16Dec17-01May18 Verkhovskii Andrei, 29Apr18-08Sep18 Rubanov Valerii, 06Sep18-23Jan19 Karelov Alexander
28Nov17-26Mar18 Trukhachev Evgeny, 24Mar18-25Jul18 Ozerin Valeriy, 22Jul18-15Nov18 Trukhachev Evgeny, 13Nov18-20Apr19 Slinko Evgeny



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 2019 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.

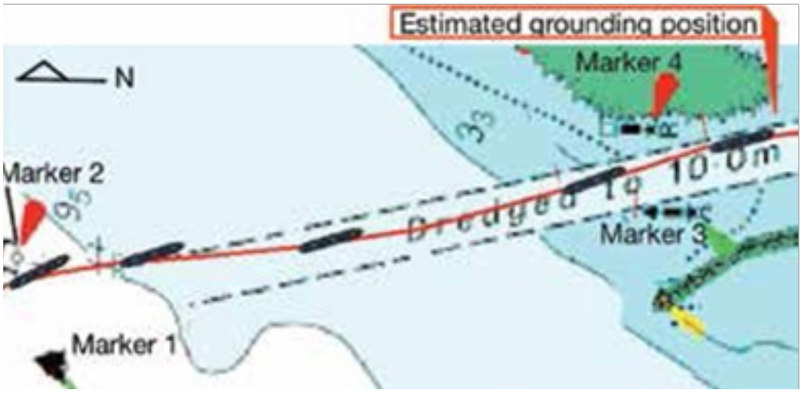
For the Vetting inspections the absolute target for 2019 is 100% successful inspections, ie inspections without rejection, and then 3.5 deficiencies per inspection.

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	A. Vazhenin	S. Kavouris	Vetting	Aratu	20Jan19	3	3,5
M/T Asprouda	G. Dimov	E. Svistunov	-	PSC	Necochea	03Mar19	0	0,9
M/T Aligote	A. Vashchenko	V. Ozerin	-	Vetting	Lome	17Feb19	4 (2 VIQ7)	3,5
M/T Aramon	V. Siniavskii	S. Farkov	-	Vetting	Lagos	17Jan19	5 (2 VIQ7)	3,5
M/T Athiri	V. Sheludko	E. Slinko	N. Kassiteropoulos	Vetting	Hamriyah	15Apr19	2	3,5
M/T Altesse	A. Verkhovskii	A. Polkovnikov	F. Kousouris	Vetting	Daesan	13Jan19	3	3,5
M/T Altesse	O. Sukhodoev	A. Polkovnikov	-	PSC	Tanjung Uban	04Feb19	0	0,9
M/V Discoverer	D. Podsadnikov	A. Ponomarev	-	PSC	Nikolaev	20Feb19	0	0,9
M/T Malbec	E. Berillo	A.Shumkov	-	Vetting	Ulsan	23Mar19	4	3,5
M/T Malbec	E. Berillo	I. Mikhailov	-	PSC	Chittagong	25Apr19	0	0,9
M/T Malbec	A. Chernobrovkin	A.Shumkov	-	PSC	Holyrood	19Jan19	0	0,9
M/T Miracle	S. Simonov	L. Negreba	-	PSC	Bataan	22Apr19	0	0,9
M/T Melody	I. Borisov	K. Goncharov	-	Vetting	Cartagena	17Feb19	3 (2 VIQ7)	3,5
M/T Melody	I. Borisov	K. Goncharov	-	PSC	Port Gentil	13Mar19	0	0,9
M/T Marvel	A. Okolo-Kulak	A. Bushtruk	-	PSC	Holyrood	07Feb19	0	0,9
M/T Marvel	A. Okolo-Kulak	A. Bushtruk	-	Vetting	Freeport	22Feb19	4 (2 VIQ7)	3,5

Grounding in narrow channel

As edited from official MAIB report 8/2018



A bulk carrier weighed anchor and, with two pilots on the bridge, proceeded towards the port approach channel at a speed of about 3kt. Due to the westerly set across the channel entrance, the vessel's

heading was adjusted to keep to east of centre of the dredged channel. This was well intentioned given that the vessel had experienced a minor bottom touching at the western side of the entrance on the first, unsuccessful, attempt to enter the port the day before.

While the Master oversaw the operation the OOW operated the engine telegraph and monitored the vessel's position using radar parallel indices. The helmsman remained at the steering stand.

As the vessel passed between No. 3 and No. 4 lateral markers on a heading of 163˚ at nearly 5kt there was an exchange between the two pilots about an alteration of heading to starboard. During the exchange, the pilots gave different starboard helm orders, which prompted the helmsman to seek clarification from the Master. The Master told the helmsman to follow only his orders. Seconds later shuddering and heavy vibration was felt on board and the vessel's speed reduced for a few seconds to less than 3kt.

Although the bulk carrier was thereafter safely berthed, a dive inspection identified a series of splits, deep indentations and buckling of the shell plating on the port side that required drydock repairs.

Some of the report's findings include:

In view of the tidal set experienced the previous day, it was logical to keep the vessel towards the eastern side of the dredged channel.

The embarked pilots, although experienced elsewhere, were not fully familiar with this particular port and its approaches and had completed only two previous pilotage acts in the port.

The narrowness of the dredged channel and the potential for squat limited the action that could be taken on board larger vessels to counter the effects of a tidal set and to remain within the dredged channel.

The lateral markers indicating the dredged channel were potentially misleading as they were sited up to 50m outside the channel. This fact was not clear from the chart due to its scale.

Editor's note:

As the diagram above right (to scale) illustrates, given this vessel's dimensions there was very little margin for error in the narrow dredged channel. Had a proper risk assessment been performed before the entry it may have become evident that one or more assisting tugs would have made the entry much safer, even assuming slack water.

Source: MARS

Grounding while inbound

Edited from official report MO-2016-204 of the TAIC (New Zealand)

A large loaded bulk carrier was inbound. The Master and pilot were conducting an exchange of information including the harbour passage plan produced by the harbour authority. During the entry the vessel's speed was reduced and a line was secured to a tug aft. The tug then followed behind the bulk carrier with no weight on the line.

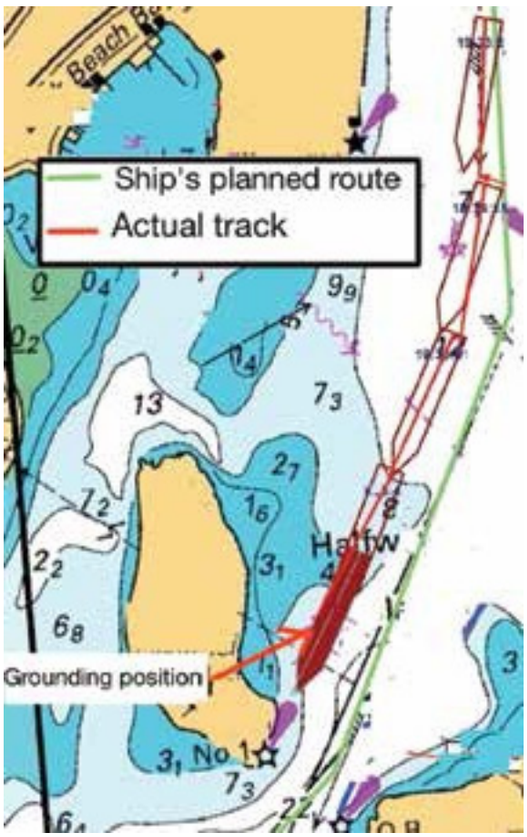
The leading marks showed that the vessel was to starboard of the intended track, which the pilot was aware of. The pilot made a succession of helm orders for 5°, 10° and then 15° of port helm and then ordered the helm to amidships in anticipation of the change in direction of the tidal set. Noticing that the vessel was still to starboard of the line of the leading beacons,

he ordered 5° then 10° of port helm and then ordered the helm to amidships.

The members of the bridge team, including the pilot, then felt a bump. Initially, they thought it was the aft tug bumping the stern of the vessel. The pilot saw that the speed

was reducing and he noted that the vessel's head was swinging to starboard despite the 10° of port helm being applied. Both the Master and the pilot realised the vessel had grounded, and ordered stop engines, half astern and full astern in quick succession.

With the help of the stern tug the vessel was quickly refloated and the vessel was berthed without further incident.



Some of the findings of the official report were:

The grounding occurred because the bridge team, including the pilot, lost situational awareness. Although the pilot was aware that the vessel had deviated starboard of the intended track, the extent of that deviation was not known because the vessel's progress was not being monitored effectively and by all available means.

The vessel's ECDIS was not correctly configured for navigation in a narrow channel. As a result, crew members were not adequately monitoring the progress of the vessel in support of the pilot, who was navigating mainly by visual references.

Lessons learned

In restricted waters, even 30 seconds delay or hastiness in helm orders could mean the difference between afloat and aground. Support the pilot by giving your input and voicing any concerns promptly.

Maintain your situational awareness by keeping an eye on your (properly adjusted) ECDIS.

The published port passage plan was not entered into the vessel's ECDIS, so this valuable information was of no practical benefit.

Source: MARS

Enclosed space entry aborted

A tanker was in port to undergo a class survey. Cargo and ballast tanks had been opened and cleared for entry and inspection. A class surveyor, a crew member and an ultrasonic measurement technician entered Ballast Tank No 4 Port. Inspection work was in progress when water started to enter the tank from the opened deck manhole.

The persons inside the tank tried to call the attendant officer, but without success. Accordingly, inspection of the water ballast tank was aborted and the three persons exited the tank without any injury.

The company investigation found that the enclosed space attending officer had been called to the cargo control room. While he was away from his assigned post, ballast water overflowing from the air vent of another tank had spilled along the deck and then drained down the open manhole of Ballast Tank No 4 Port.

Lessons learned

Never leave the entrance to an enclosed space unattended if there are people inside.

Simultaneous operations such as ballasting and deballasting while also inspecting ballast tanks can introduce unnecessary risks to the operation.

Grinding accident – check your RPMs

A loaded tanker was at anchor awaiting berthing instructions. During the course of the day, routine work was planned in the engine room.

One job involved cutting and grinding a dismantled galvanised 1in pipe in the workshop. A toolbox meeting was held and the angle grinders were prepared, one for cutting and one for grinding.

Once the pipe was cut, the fitter positioned the pipe in a vice to grind the cut end. Shortly after he began to work the grinding disc shattered into fragments. Although the guard was fitted, some of the fragments hit the fitter's left hand, which was protected only by a thin glove. He sustained a deep open cut.

First aid was applied immediately and the victim was later sent ashore for treatment.

The company investigation found, among other things:

The grinding disc was designed for a maximum of 6,650rpm, but the grinder was designed to rotate at 8,500rpm, nearly 22% faster than the permitted speed of the grinding disc.

Before starting the job, information on the angle grinder's design speed and the manufacturer's instructions were not checked to verify correct use of the equipment.

Although the grinder's protection guard was in place, it was not at the correct angle to afford proper protection.

Lessons learned

Angle grinders should be marked with their design specifications to help crew check them easily against the discs in use.

The RPM rating of the disc or blade must be equal to or higher than that of the angle grinder.

Guards should be adjusted to deflect flying particles away from operator. The guard between the operator and the wheel should be at an angle of 180°.

Hand protection is essential when grinding. Only robust leather gloves are acceptable.

Cutting wheels or discs should not be used for grinding jobs, nor should grinding wheels be used for cutting jobs.

Wheels should be used solely for the specific material and purpose for which they are designed, and always according to the manufacturer's recommendations.

The British Abrasives Federation recommends using abrasive discs that comply with standard EN 12413:2007+A1. The standard

stipulates that discs must be marked with a date of expiry that is no more than three years after the date of manufacture.

Wheels worn small through use should be discarded and never used on smaller machines.

Editor's note: Grinding presents several risks of severe injury to the hands, body and eyes. Some past MARS reports of grinder injuries include 201772, 201725, 201624, 201243, 200882, 200831.

Source: MARS

Lessons Learnt

Complacency serves up a steam burn

An engine rating and an engineer were tasked with renewing the discharge pressure gauge on a circulating pump. After isolating the steam lines and releasing the line pressure, the gauge was changed and the associated connections were reinstalled. The steam line was then partially opened to check the operation of the pressure gauge.

The pressure gauge was found to be operating satisfactorily at low pressure. As everything appeared to be in order, the steam line was then opened fully.

As the rating was securing the tools near the work site, the steam inlet pipe to the pressure gauge gave way and hot water and steam splashed over the victim's left arm. He sustained second degree steam burns

on his left hand and was sent to a shore hospital for further medical attention.

Among other things, the company investigation found:

The engineer in charge did not check the tightness of the fitting (ferrule with pressure gauge) prior to opening the steam valves.

The newly renewed pressure gauge and its associated components were not tested for a sufficient time at normal working pressure.

Lessons learned

Testing of newly renewed pressure components should be carried out at working pressure and for a sufficient time interval to assure the integrity of the job.

The area near the components should be cleared of personnel during the test.

Source: MARS

Finger squeezed

Preparations for the gas freeing of a cargo tank were taking place on a tanker. The pumpman was opening the aft butterworth pocket of the tank, assisted by a deck cadet. The pumpman initially used a manual spanner to open up the nuts, but these were very seized and

the attempt was unsuccessful. It was decided that a pneumatic impact wrench would be used to un-torque the nuts, while the manual spanner was to be used to hold the nut at the bottom.

When the impact wrench was started, the locking spanner holding the nut at the bottom slipped from the pumpman's grip and his finger was caught between the butterworth pocket body and the spanner's closed head. The victim sustained an injury to his right-hand index finger.

Lessons learned

There are no spare parts for the human body. Even seemingly

routine tasks need to be evaluated beforehand and care taken in their execution.

When using impact wrenches, and power tools in general, it should be understood that the amount of energy generated is high and the tool will not stop immediately when de-energised.

The job should be thoroughly discussed and understood by all involved, including the limitations of the equipment and the space constraints.

Source: MARS

Lessons Learnt

Shocking end to a crewman's contract

An engine room crew member was investigating problems with the fuel oil circulating pump at the circuit breaker board. The pump's breaker was opened and he proceeded to check the isolation status of the breaker terminals with a multimeter. As soon as he touched the terminals with multimeter leads, a huge spark emanated from the breaker/multimeter, with a loud explosive sound and black smoke.

The victim sustained burns on his face, neck and hands due to radiant heat. He was given first aid and signed off from the vessel for further medical attention ashore. The investigation found that he had attempted to check the voltage across breaker terminals with the multimeter selector knob at the Resistance (1 Ohm) setting instead of the Voltage (1000VAC) setting. The electric charge found its shortest path (through the multimeter), which then exploded. It was also found that the victim had failed to use insulating gloves which would have decreased the severity of the injury.

Lessons learned

Approved insulated gloves should be used while working on electrical components.

It is always a good idea to cross-verify your tool and workplace before starting the job;

Is the guard in place?

Is the setting correct?

Is the electrical supply safe?

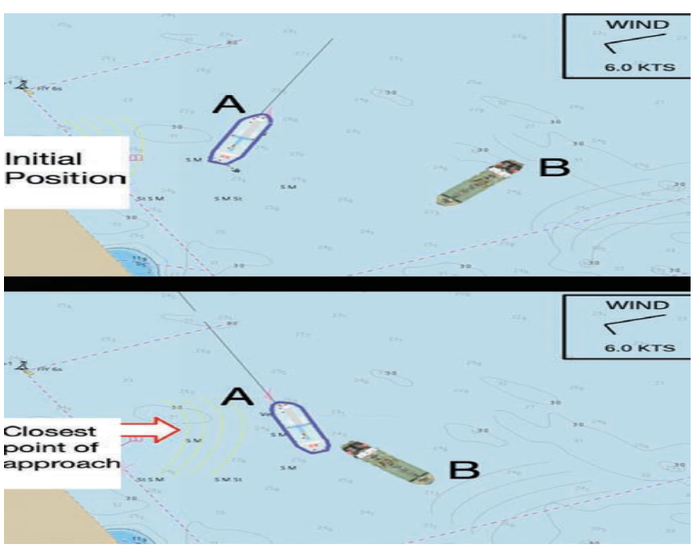
Is the lighting adequate?

Source: MARS

Swinging at anchor – close call

A large oil carrier was anchored in an area reserved for these vessels when another large tanker anchored about 0.3nm away at the same anchorage. Some time later, the vessels began to swing about their respective anchors due to the shifting tidal stream, but the effects on each ship were slightly different. The vessel's sterns began to approach one another. Concerned about a possible collision, the OOW on vessel A repeatedly attempted to communicate with vessel B but received no response.

The Master was called to the bridge. With the vessel still receiving no response on VHF from vessel B, the anchor party was made ready and the main engine brought on line for manoeuvring.



Only 25 minutes had transpired since the vessels began to swing from their initial positions, but they were now less than 0.15nm apart. Dead slow ahead was ordered and the anchor was heaved up simultaneously, increasing the distance between the vessels.

Lessons learned

When going to anchor, place your vessel in a position that allows for a 360° swing on the anchor chain and still provides a safety margin with other anchored vessels that may also swing 360°.

At anchor, just as when underway, it is important to maintain close monitoring of your position and of those vessels around you.

If you have concerns about traffic, weather etc while at anchorage, keep your main engine available at short notice to help prevent any risk of collision.

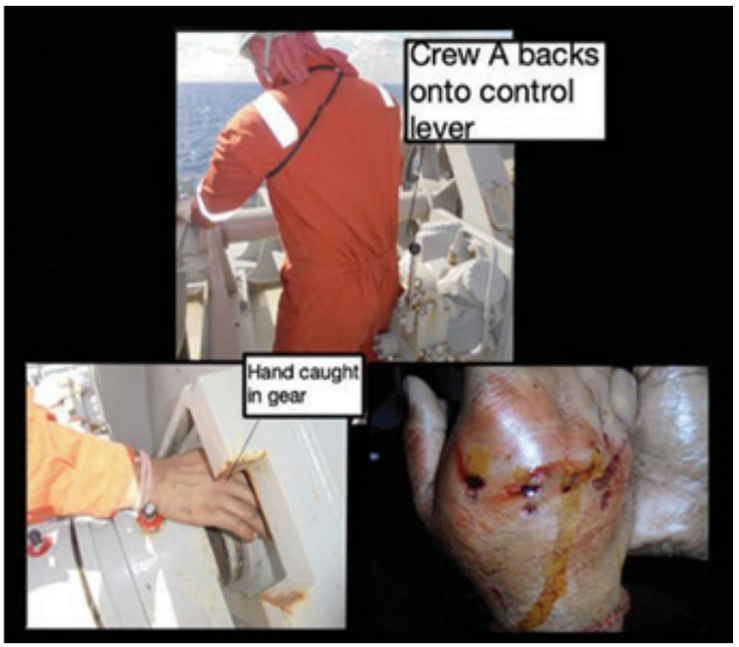
Source: MARS

Missing out on the LOTO ticket

While at sea in good weather conditions, two crew members were detailed to grease the mooring winches, a job they had done in the past. Before starting the work, a tool box meeting was carried out and a job plan agreed. The greasing was to be carried out with the winch in slow running mode. After greasing, the winch control lever was put to neutral and they began to wipe away the excess grease.

Although crew member A had started the job with gloves on, the gloves became soiled while cleaning the excess grease and were difficult to work with so he removed them. He continued cleaning the excess grease without gloves.

The winch lever safety locking mechanism had not been engaged and at one point, crew member A accidentally touched the winch control lever with his back, which caused the winch to move in the heave-up direction. His hand got stuck in the winch gear engaging assembly and he shouted for help. Crew member B immediately stopped the winch and, after checking with crew member A, slowly moved the winch in the opposite direction to clear his hand from winch.



Lessons learned

Tool box meetings are serious affairs and should account for all known risks and reiterate PPE use. In this accident it is hard to imagine that the tool box meeting accomplished this end.

If machinery is running, as in the greasing phase, at no time should parts of your body be close to the moving parts of the machinery.

If body parts are to be close to machinery that can potentially move, as in the excess grease cleaning phase of this report, lock out – tag out (LOTO) procedures should be employed. In this case, the power supply to the winch should have been locked out before the grease clearing began.

Source: MARS

New Rules

International: IMO Marine Engine Regulations

Background

International Maritime Organization (IMO) is an agency of the United Nations which has been formed to promote maritime safety. It was formally established by an international conference in Geneva in 1948, and became active in 1958 when the IMO Convention entered into force (the original name was the Inter-Governmental Maritime Consultative Organization, or IMCO, but the name was changed in 1982 to IMO). IMO currently groups 167 Member States and 3 Associate Members.

IMO ship pollution rules are contained in the "International Convention on the Prevention of Pollution from Ships", known as MARPOL 73/78 . On 27 September 1997, the MARPOL Convention has been amended by the " 1997 Protocol";, which includes Annex VI titled

"Regulations for the Prevention of Air Pollution from Ships". MARPOL Annex VI sets limits on NOx and SOx emissions from ship exhausts , and prohibits deliberate emissions of ozone depleting substances .

The IMO emission standards are commonly referred to as Tier 1...111 standards. The Tier I standards were defined in the 1997 version of Annex VI, while the Tier 11/111 standards were introduced by Annex VI amendments adopted in 2008, as follows:

• 1997 Protocol (Tier 1)-The " 1997 Protocol" to MARPOL, which includes Annex VI, becomes effective 12 months after being accepted by 15 States with not less than 50% of world merchant shipping tonnage . On 18 May 2004, Samoa deposited its ratification as the 15th State Uoining Bahamas, Bangladesh, Barbados, Denmark, Germany , Greece, Liberia, Marshal Islands, Norway, Panama, Singapore , Spain, Sweden, and Vanuatu) . At that date, Annex VI was ratified by States with 54.57% of world merchant shipping tonnage .

Accordingly, Annex VI entered into force on 19 May 2005 . It applies retroactively to new engines greater than 130 kW installed on vessels constructed on or after January 1, 2000, or which undergo a major conversion after that date . The regulation also applies to fixed and floating rigs and to drilling platforms (except for emissions associated directly with exploration and/or handling of sea-bed minerals). In anticipation of the Annex VI ratification, most marine engine manufacturers have been building engines compliant with the above standards since 2000 .

• 2008 Amendments (Tier 11/111)-Annex VI amendments adopted in October 2008 introduced

(1) new fuel quality requirements beginning from July 2010 ,

(2) Tier II and Ill NOx emission standards for new engines

(3) Tier I NOx requirements for existing pre-2000 engines.

The revised Annex VI entered into force on 1 July 2010 . By October 2008, Annex VI was ratified by 53 countries (including the Unites States), representing 81.88% of tonnage .

Emission Control Areas. Two sets of emission and fuel quality requirements are defined by Annex VI:

(1) global requirements

(2) more stringent requirements applicable to ships in Emission Control Areas (ECA).

An Emission Control Area can be designated for SOx and PM, or NOx, or all three types of emissions from ships, subject to a proposal from a Party to Annex VI.

Existing Emission Control Areas include:

• Baltic Sea (SOx: adopted 1997 I entered into force 2005; NOx: 2016/2021)
• North Sea (SOx: 2005/2006 ; NOx: 2016/2021)
• North American ECA, including most of US and Canadian coast (NOx & SOx: 2010/2012).
• US Caribbean ECA, including Puerto Rico and the US Virgin Islands (NOx & SOx: 2011/2014).

Greenhouse Gas Emissions. 2011 Amendments to MARPOL Annex VI introduced mandatory measures to reduce emissions of greenhouse gases (GHG). The Amendments added a new Chapter 4 to Annex VI on "Regulations on energy efficiency for ships" .

NOx Emission Standards

NOx emission limits are set for diesel engines depending on the engine maximum operating speed (n, rpm), as shown in Table 1 and presented graphically in Figure 1. Tier I and Tier II limits are global, while the Tier III standards apply only in NOx Emission Control Areas .

Table 1. MARPOL Annex VI NOx emission limits

Tier	Date	NOx Limit, g/kWh		
		n < 130	130 ≤ n < 2000	n ≥ 2000
Tier I	2000	17.0	$45 \cdot n^{-0.2}$	9.8
Tier II	2011	14.4	$44 \cdot n^{-0.23}$	7.7
Tier III	2016†	3.4	$9 \cdot n^{-0.2}$	1.96
† In NOx Emission Control Areas (Tier II standards apply outside ECAs).				

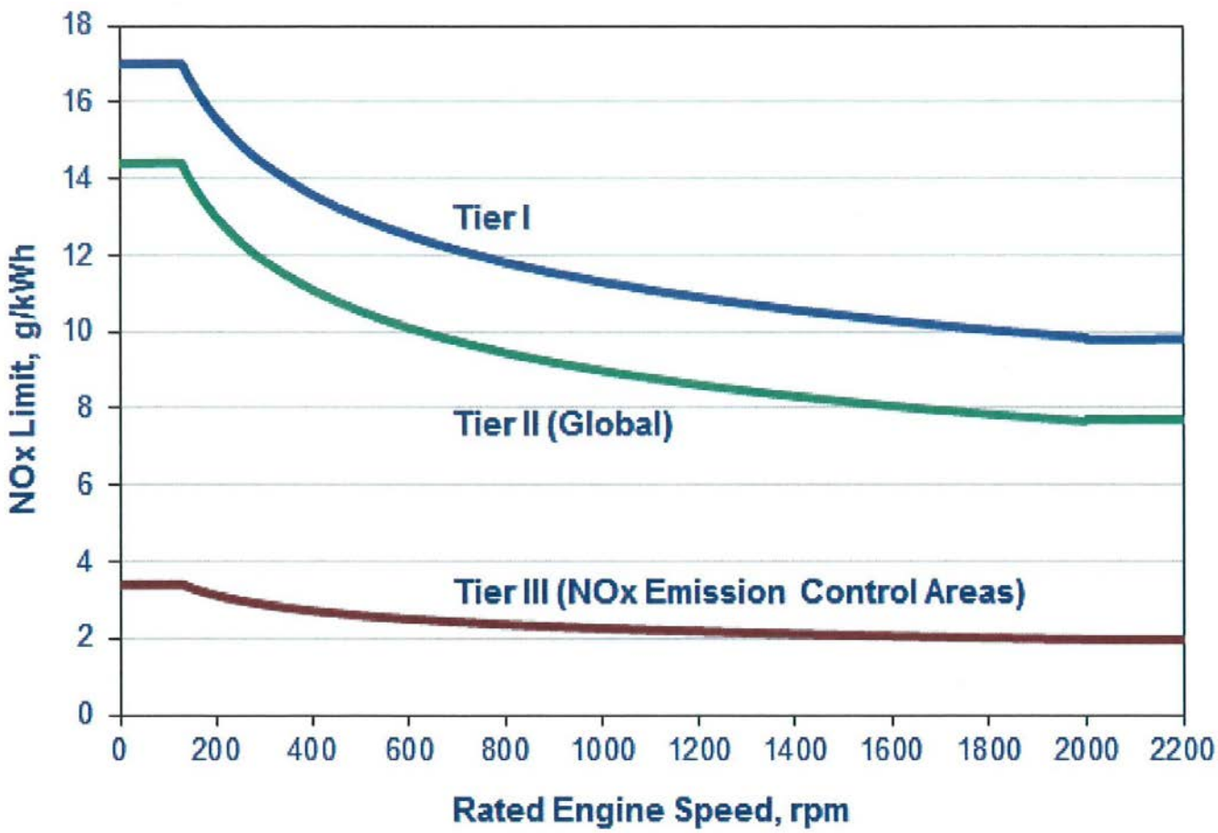


Figure 1. MARPOL Annex VI NOx emission limits

Tier II standards are expected to be met by combustion process optimization. The parameters examined by engine manufacturers include fuel injection timing, pressure, and rate (rate shaping), fuel nozzle flow area, exhaust valve timing, and cylinder compression volume .

Tier Ill standards are expected to require dedicated NOx emission control technologies such as various forms of water induction into the combustion process (with fuel, scavenging air, or in
cylinder), exhaust gas recirculation, or selective catalytic reduction.

Pre-2000 Engines. Under the 2008 Annex VI amendments, Tier I standards become applicable to existing engines installed on ships built between 1st January 1990 to 31st December 1999, with a displacement ;::: 90 liters per cylinder and rated output ;::: 5000 kW, subject to availability of approved engine upgrade kit.

Testing. Engine emissions are tested on various ISO 8178 cycles (E2, E3 cycles for various types of propulsion engines, 02 for constant speed auxiliary engines , C1 for variable speed and load auxiliary engines) .

Addition of not-to-exceed (NTE) testing requirements to the Tier Ill standards is being debated. NTE limits with a multiplier of 1.5 would be applicable to NOx emissions at any individual load point in the E2/E3 cycle.

Engines are tested using distillate diesel fuels, even though residual fuels are usually used in real life operation.

Further technical details pertaining to NOx emissions , such as emission control methods , are included in the mandatory "NOx Technical Code", which has been adopted under the cover of "Resolution 2".

Sulfur Content of Fuel

Annex VI regulations include caps on sulfur content of fuel oil as a measure to control SOx emissions and, indirectly , PM emissions (there are no explicit PM emission limits) . Special fuel quality provisions exist for SOx Emission Control Areas (SOx ECA or SECA). The sulfur limits and implementation dates are listed in Table 2 and illustrated in Figure 2 .

Table 2. MARPOL Annex VI fuel sulfur limits

Date	Sulfur Limit in Fuel (% m/m)	
	SOx ECA	Global
2000	1.5%	4.5%
2010.07	1.0%	
2012		3.5%
2015	0.1%	
2020		0.5%

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.

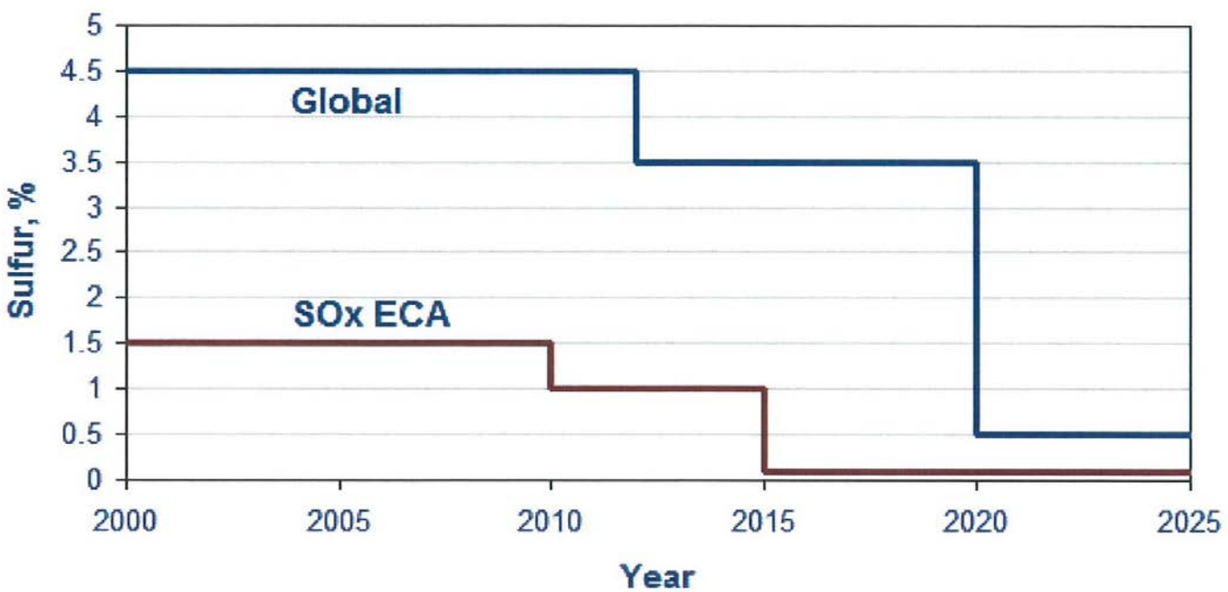


Figure 2. MARPOL Annex VI fuel sulfur limits

Heavy fuel oil (HFO) js allowed provided it meets the applicable sulfur limit (i.e., there is no mandate to use distillate fuels).

Alternative measures are also allowed (in the SOx ECAs and globally) to reduce sulfur emissions , such as through the use of scrubbers . For example, in lieu of using the 1.5% S fuel in SOx ECAs, ships can fit an exhaust gas cleaning system or use any other technological method to limit SOx emissions to :::; 6 g/kWh (as S02).

Greenhouse Gas Emissions

MARPOL Annex VI, Chapter 4 introduces two mandatory mechanisms intended to ensure an energy efficiency standard for ships: (1) the Energy Efficiency Design Index (EEDI) , for new ships, and (2) the Ship Energy Efficiency Management Plan (SEEMP) for all ships.

- The EEDI is a performance-based mechanism that requires a certain minimum energy efficiency in new ships. Ship designers and builders are free to choose the technologies to satisfy the EEDI requirements in a specific ship design.
- The SEEMP establishes a mechanism for operators to improve the energy efficiency of ships .

The regulations apply to all ships of and above 400 gross tonnage and enter into force from 1 January 2013. Flexibilities exist in the initial period of up to six and a half years after the entry into force , when the IMO may waive the requirement to comply with the EEDI for certain new ships, such as those that are already under construction .

In April 2018 , the IMO adopted an Initial Strategy on the reduction of GHG emissions from ships. The strategy calls for strenghtening the EEDI requirements and a number of other measures to
reduce emissions, such as operational efficiency measures, further speed reductions, measures to address CH4 and voe emissions, alternative low-carbon and zero carbon fuels , as well as market-based measures (MBM).

Other Provisions

Ozone Depleting Substances. Annex VI prohibits deliberate emissions of ozone depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations containing ozone-depleting substances are prohibited on all ships. But new installations containing hydro chlorofluorocarbons (HCFCs) are permitted until 1 January 2020.

Annex VI also prohibits the incineration on board ships of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

Compliance. Compliance with the provisions of Annex VI is determined by periodic inspections and surveys . Upon passing the surveys, the ship is issued an "International Air Pollution Prevention Certificate", which is valid for up to 5 years. Under the "NOx Technical Code", the ship operator (not the engine manufacturer) is responsible for in-use compliance.

This article based in part on information provided by Michael F. Pedersen of MAN Diesel NS .

China Measures for Supervision and Management of Ship Ballast Water and Sediment

Dear Captain,
Please be advised that, measures for supervision and management of ship ballast water and sediment has been published by China MSA to implement the ballast water convention, which has already come into force from 22Jan19, in order to prevent harmful aquatic organisms and pathogens introduced by ships' ballast water and sediments from causing pollution and damage to the ecological environment, human health, resources and property of Chinese waters.

These Measures apply to ocean-going vessels which are sailing, berthing and operating in waters under Chinese jurisdiction and therefore, vessels shall be provided with following certificate documents:
1. International Ballast Water Management Certificate issued by the competent authority or its authorized ship inspection institution.
2. Ballast Water Management Plan, which shall conform to the actual operation of the ship and be issued by the competent authority or its authorized ship inspection institution.
3. The Ballast Water Record Book , which shall include at least the time, latitude and longitude of the operation of ballast water and the types of operation of ballast water.
4. Vessels installed ballast water management systems shall also hold copies of the Ballast Water Management System Type Accreditation Certificate.
5. Other relevant documents/certificates

Vessels requiring replacement of ballast water in accordance with the requirements of the Convention shall carry out replacement of ballast water in waters at least 200 nautical miles from the nearest land and at least 200 metres in water depth.

If the voyage is less than 200 nautical miles, replacement may be carried out in waters at least 50 nautical miles from the nearest land and at least 200 metres in water depth, unless China authorities has alternative agreement with the relevant neighboring country.

The contents of surviving aquatic organisms in ballast water discharged from vessels requiring treatment of ballast water in accordance with the requirements of the Convention, where applicable, shall meet the following requirements:

1. There are less than 10 living aquatic organisms with a minimum size greater than or equal to 50 microns per cubic meter of water.
2. There are less than 10 living aquatic organisms with a minimum size of less than 50 microns per milliliter of water and larger than or equal to 10 microns.
3. Vibrio cholerae is less than one colony-forming unit per 100 ml, Escherichia coli is less than 250 colony-forming units per 100 ml and Enterococcus is less than 100 colony-forming units per 100 ml.

The senior crew responsible for ballast water and sediment management shall complete the records and sign them in the Ballast Water Record book, and the captain shall sign each page after completion. Records in the Ballast Water Record book shall be filled out in English language.

The ship shall keep the used Ballast Water Record book on board for two years, and then for three years in the company to which it belongs.

Vessels which discharge ballast water shall report to the local MSA 12 hours in advance.

After berthing, the vessel or its agent shall submit the Ballast Water Report Form to the local MSA when handling the declaration of the import port of an international voyage vessel.

The report form may be submitted in writing or in the form of electronic data upload as required by MSA

Where ballast water and sediments are discharged without treatment or are not up to the standard, vessels shall submit them to units with receiving and processing capacity for receiving and processing.

The receiving and processing unit shall issue a ballast water or sediment receiving document to the ship. After the completion of the receiving operation, vessels shall keep the receiving documents together with the Ballast Water Record Book.

Receiving and treating ballast water and sediments shall not cause secondary pollution to the ecological environment of the waters.

As far as we are concerned, local MSA in each Chinese port will supervise and inspect the management of ballast water and sediments of ships entering the waters under its jurisdiction since 22Jan19 including certificate documents, crew's familiarity with ballast water management operations, the operation of ballast water management systems, where applicable, and the reception and disposal of ballast water/sediments.

Measures for supervision and management of ship ballast water and sediment is the general guidance published by China MSA, while local MSA may have local ballast water regulation guidelines as well as

sampling/testing procedures, so that we should check with local agents in due time to obtain the latest update on local requirements prior to enter a Chinese port.

Kindly discuss the above during your next HSQE committee meeting and record same to HSQE CMM form, CP06-10 of Feb19.

In case that further revisions of this regulations is released you will be promptly advised.

Best Regards
SQM / Capt.THP

New Rules

China Regulatory Update

Air Emission Regulations Entered into Force on Jan 1, 2019
- China Domestic Emission Control Area
- Ship's Energy Consumption Data Reporting

As published by ABS on Jan 18, 2019

Introduction

China's Ministry of Transport released two regulations in the 4th quarter of 2018, which entered into force on Jan 1, 2019.

- Implementation Plan for Marine Air Pollutant Emission Control Areas – This plan is an upgraded version of the previous plan released in 2015, which specifically requires all ships operating within ECAs to comply with the fuel sulfur limit.
- Regulation on Data Collection of Energy Consumption for Ships – This is a new regulation for ships having a gross tonnage of 400 and above or powered by propulsion machinery of 750 kW propulsion power and above calling for China ports to report fuel consumption and transport work details to China MSA.

The above regulations apply to the majority of merchant ships (regardless of flag operating domestically and/or internationally) navigating, operating and berthing in China waters. ABS is aware that a number of questions have been raised, especially for shipowners/operators operating non-Chinese flagged vessels calling to China ports.

1. China Domestic ECA Plan 2018

The Scope of China Domestic ECA

The Chinese government announced in late 2015 their three-year plan to reduce SOx emissions starting on January 1, 2016, with the issuance of Implementation Plan for Marine Air Pollutant Emission Control Areas for Pearl River Delta, Yangtze River Delta, and Bohai Rim Area. The three emission control areas are indicated in Figure 1. It's known as the China Domestic ECA 2015.

Three years later, an upgraded Plan was released on 30 November 2018 by the Ministry of Transport of P.R.C. named as "Implementation Plan for Marine Air Pollutant Emission Control Areas". The three specific ECAs have literally been removed from the title, which reflects the change to the scope of China Domestic ECA 2015.

According to the officially published document, the emission control areas are categorized as:

- Coastal Emission Control Area
- Inland Water Emission Control Area

Figure 1. China Domestic ECA - 2015

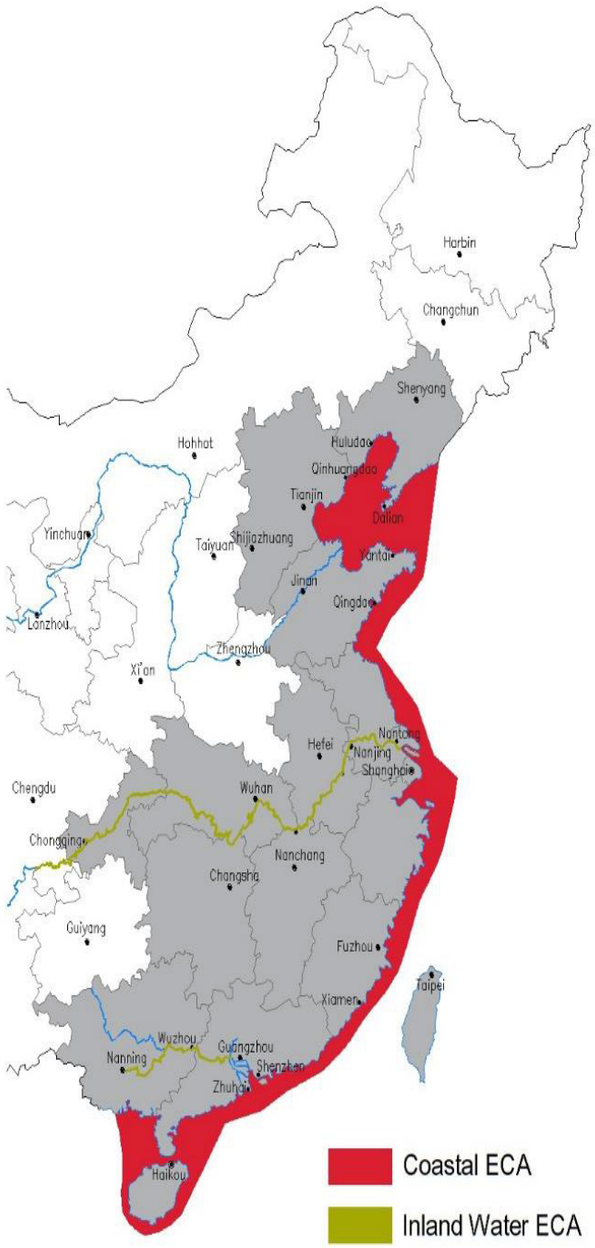


Figure 2. China ECA - 2018

The scope of Coastal Emission Control Area has been extended to cover all China coastal territorial waters (12 nautical miles from the coastal line1), excluding the territorial waters from the coastline of Hong Kong, Macao and Taiwan. Hainan Island territorial coastal waters are within China ECA and are specifically defined. The Inland Water Emission Control Area includes the navigable waters of Yangtze River and Xi-Jiang River.

The previous ECAs are naturally included in the upgraded China Domestic ECA 2018. The new China ECA extension is illustrated in Figure 2.

Emission Control Requirements

The latest China ECA plan requires ships to comply with the SOx emission and particulate matter control requirements:

- Beginning January 1, 2019, ships entering the new China ECAs must use fuel with ≤0.5% sulfur content.
- Starting January 1, 2020, ships entering the Inland Water ECA must use fuel with ≤0.1% sulfur content.
- Beginning March 1, 2020, ships, not equipped with an EGCS, entering China's ECAs must carry the required sulfur content fuel (≤0.5% sulfur content for the Coastal ECA and ≤0.1% sulfur content for the Inland Water ECA).
- Starting January 1, 2022, ships entering the regulated waters of Hainan Island must use fuel with ≤0.10% sulfur content.

An exhaust gas cleaning system (EGCS) is currently accepted as an equivalent measure for complying with the above requirements. The possibility of implementing 0.1% Sulphur cap in all China ECAs from 2025 is expected to be considered at a later date.
In addition to SOx emission control, there are also requirements regarding NOx control and use of shore power (cold ironing). Currently, the NOx emission control requirements only apply to Chinese-flagged vessels, so the following only summarizes the requirements for use of shore power:

- Starting July 1, 2019, ships (except tankers) equipped with shore power capability shall connect to shore power while berthing for more than 3 hours in Coastal ECA ports with available shore power supply or berthing more than 2 hours within the Inland Water ECA with available shore power supply.
- Starting January 1, 2022, cruise ships shall connect to shore power while berthing more than 3 hours at China ECA ports with available shore power supply.
- Use of clean energy, new energy and onboard battery can be treated as equivalent alternative measures to comply with the above two requirements.

Does China Ban Open-loop SOx Scrubbers?

Following the release of the 2018 China ECA plan, the China MSA published a notice regarding supervision of the implementation of the updated ECA plan. For those who have ships with installed open-loop SOx scrubbers, the following points should be considered:

- The discharge and treatment of water pollutant generated by EGCS shall comply with the relevant requirements.
- Discharge of open-loop scrubber washwater is prohibited in most portions of the new ECAs, including the Inland Water ECA, Bohai Rim waters and ports within the Coastal Water ECA.
- The prohibition of discharging washwater from open-loop scrubbers in the rest of the Coastal Water ECA is still being considered.

Currently, China does not ban open-loop scrubbers in all China domestic ECAs. However, restrictions on washwater discharge from open-loop scrubbers exists for inland waters, port waters within coastal ECAs, and the Bohai rim waters.

What are the Changes?

The broader ECA and stricter sulfur control requirements may result in higher fuel costs while operating in China waters. The 2018 China ECA plan is an earlier implementation of the IMO Global Sulfur Cap, stakeholders should take actions in advance to avoid non-compliance issues and disruptions.

A comparison table of requirements between the old and new ECA plan is as follows:

2. Ship's Energy Consumption Data Reporting

	China ECA Plan 2015	New ECA Plan 2018
ECA Scope	Pearl River Delta, the Yangtze River Delta and Bohai Rim	All coastal territorial waters[1] and navigable waters of Yangtze River and Xi-Jiang River
0.5% Sulfur from Jan 1, 2019	All ECAs	All ECAs, wider extension
0.1% Sulfur from Jan 1, 2020	Not required	Within inland water control areas
0.1% Sulfur from Jan 1, 2022	Not required	Territorial coastal waters of Hainan Island
Use of shore power	Not required	Connect to shore power if available

[1] excluding the territorial waters from the coastline of Hong Kong, Macao and Taiwan

Table 1. Summary of China ECA Plans

The China MSA released the Regulation on Data Collection of Energy Consumption for Ships in November 2018. This regulation requires ships calling on China ports to report fuel consumption and transport work details directly to the China MSA.

This regulation includes the requirements for both Chinese-flagged vessels (domestic and international) and other non-Chinese flagged international navigating vessels. This document mainly focuses on the key requirements which are applicable to non-Chinese flagged operating internationally.

What Ships are Applicable?

- All non-Chinese flag ships not less than 400 GT or with propulsion power 750 kW and above, which
- Call on China ports (excluding ports in Hong Kong, Macao and Taiwan)

What to Do?

The vessel's owner/master/operator shall report the energy consumption data to China MSA for voyages calling at a China port.This means that only the last voyage before arriving at a China port should be reported. The outbound voyage once departing a China port does not need to be reported.

When to Do?

The reporting will be done when preparing the documents for departing a China port. So, the data should be reported each time a vessel departs from a China port.

Who to Do?

The ship's owner/master/operator and the authorized agent can conduct the reporting task.

How to Do?

The required data items to be reported are contained in the standard forms provided by the China MSA. The forms include three parts:

- Ship specific information
- Transport work details, including cargo amount, distance traveled, time underway and in operation
- Energy consumption, including fuel type, quantity and data collecting measures, shore power consumption, whether use an EGCS, etc. Once the fuel oil consumption data is collected, then it is to be reported via the Maritime Information Platform maintained by China MSA. The reporting entity should register an account to the portal in advance via the link http://csp.msa.gov.cn/ . The data can be filled into the web-based forms. If the web-based platform is not working, it is recommended that the paper form be filled out and submitted to the local China MSA prior to the vessel leaving port.

What are the Differences?

The China's energy consumption data collection regulation has similar methodology with IMO Data Collecting System (DCS) and EU Monitoring, Reporting, Verification (MRV).
The following table summarizes the key differences among the three regulations:

	China's Energy Consumption Data Collection	IMO DCS	EU MRV
Applicable to	Ships to/from China ports: - 400 GT and above or - 750kW ME and above	Ships engaged on international voyages with 5,000 GT and above	Ships to/from and between EU ports with 5,000 GT and above
Monitoring start	Jan 1, 2019	Jan 1, 2019	Jan 1, 2018
Reported voyage	Voyages to China ports	All voyages	Voyages to/from and between EU ports
Reported data	- fuel consumption - transport work - hours underway - distance travelled - operational hours [1]	- fuel consumption - transport work - hours underway - distance travelled	- cargo carried - hours underway - distance travelled - emissions at berth - total transport work - average energy efficiency
Reporting period	Each voyage calling to a China port	A calendar year	A calendar year
Reporting time	While departing a China port for each voyage	By May 31 of each year	By April 30 of each year
Data verification	No specified requirement	Flag administration/RO	Accredited verifier
Report to	China MSA	Flag administration	European Commission
Documents Preparation	Data Report for the Energy Consumption of Ships provide by China MSA	Updated SEEMP part B	Monitoring plan
Report route	Maritime Information Platform maintained by China MSA	IMO standardized reporting form	THETIS MRV

[1] The operational time includes the time underway, time at berth and other working time.

Table 2. Summary of Data Collection Regulations

New Rules

This table summarizes only the major requirements among the IMO DCS, EU MRV and the newly released Regulation on Data Collection for Energy Consumption of Ships by China MSA. The column "China's Energy Consumption Data Collection" is only applicable to non-Chinese flagged ships. The purpose of this table is to show the most common differences among the three regulations, so for the details please refer to each regulation respectively.

Fuel 2020 and sampling

Please be informed that Paris MoU and Tokyo MOU announced, as per attached pres release, the launch of a CIC with focus the smooth and consistent implementation of the requirement of maximum sulphur content of 0.50% m/m for marine fuel oil (Regulations 14 and 18 of MARPOL Annex VI), which will enter into force on 1 January 2020.

Period:
From 1 January 2019 to 31 December 2019

A letter of warning will be issued to ships found not yet ready for compliance with the relevant requirements. Please refer to the attached "Letter of Warning MARPOL Annex VI Sulphur Oxides (SOx) and Particulate Matter (Regulation 14)".

If such an inspection takes place you should should explain to the PSC officers that Company's System already complies with the regulations coming in force on 01Jan2020 as below:
- FOM02 para 4.8.16 where the Global Sulphur Limit after 01Jan2020 is clearly defined at 0.5%
- Fuel Oil Consumption Registration CP20-01 which ensures the consumption of the appropriate sulphur content bunkers
- FOM02 para 4.3 Bunkers & Bunkering (including Bunkers sampling and analysis of all the bunkers)
- FOM02 para 4.8.17 Engine Room Fuel Oil spot sampling
- Poster 82 (Entering & Exiting ECAs)

From your side you must avoid by all means such letter of warning being issued as -although technically not a deficiency- it may lead to the vessel being targeted in future ports, it may lead to the vessel being targeted for MARPOL Annex VI compliance after 01Jan2020, not to mention that it may spoil the ship's records in the PSC databases.

Taking this opportunity, please also ensure that the below are applied correctly:
- LOP Marpol Annev VI Non-Compliance CP20-03
- Poster 82 (Entering & Exiting ECAs)

Familiarization, Roxana Shipping - Kristen Marine 01 Jan - 30 Apr 19

Name	Rank	Vessel	Join Date	Photo
IBerillo Evgenii	Master	MBC	11/01/2019	
Tsayukov Ivan	Ch/Off	MCL	13/01/2019	
Podsadnikov Dmitry	Master	DSR	30/01/2019	

Promotions, Roxana Shipping - Kristen Marine 01 Jan - 30 Apr 19

Name	Rank	Promotion Date	Photo
Tsayukov Ivan	Ch/Off	13/01/2019	
Lozovoi Dmitrii	3rd/Off	12/02/2019	
Karipbaev Sergei	3rd/Off	23/02/2019	
Danin Nikolai	Junior 3rd/Off	13/01/2019	
Kazakov Aleksandr	4th/Eng	12/01/2019	
Derdiuk Artur	4th/Eng	12/02/2019	
Semenik Vladimir	AB	15/03/2019	
Zolotykh Aleksei	OS	13/01/2019	
Solovev Ilia	OS	25/01/2019	

Human Resources Management

Mr. George Chondropoulos recruitment

We are pleased to announce that Mr. George Chondropoulos has joined Roxana and Kristen IT Team in the position of IT Administrator as of 1st January 2019.

George graduated from 2nd Institute of Vocational Training of Piraeus as IT Technician in 2007.
Since March of 2010 he has been employed in a traditional Greek Shipping Company, catering to their Office IT and Fleet of Vessels .

He is well versed in office IT requirements and has good experience of IT on board vessels and systems installation and as such will be a valuable asset for the Group going forward.
The professional experience and skills of George will definitely add value in our team and will help us meet the short and long term objectives set out by the company.

George, welcome on board!

Mr. Hercules Katsaganis shift to Roxana Shipping Operations Dept.

We are pleased to advise you that Mr. Hercules Katsaganis will shift to Roxana Shipping Operations Dept., directly reporting to Capt. IK and KAK, as of 08Apr19.

In 2009 Hercules graduated from the University of Piraeus holding his B.Sc. degree in Maritime Studies, also acquiring his M.Sc. in Shipping Management in 2011.

On 01Jan14 he joined Roxana Shipping where he worked as crew coordinator till today.
The transfer of Hercules to Roxana Operations dept. is in line with Company policy for employees career development and CP04 par. 4.16 Position transfer and par. 4.1, 4.2, 4.3, 4.12.

All of us know the skills, devotion and loyalty of Hercules, who will definitely add value in our team and will help us meet the short and long term objectives set out by the Company.
And of course all of us will assist him to accomplish with success his new tasks.

Hercules welcome again on board, as Roxana Shipping Operator!

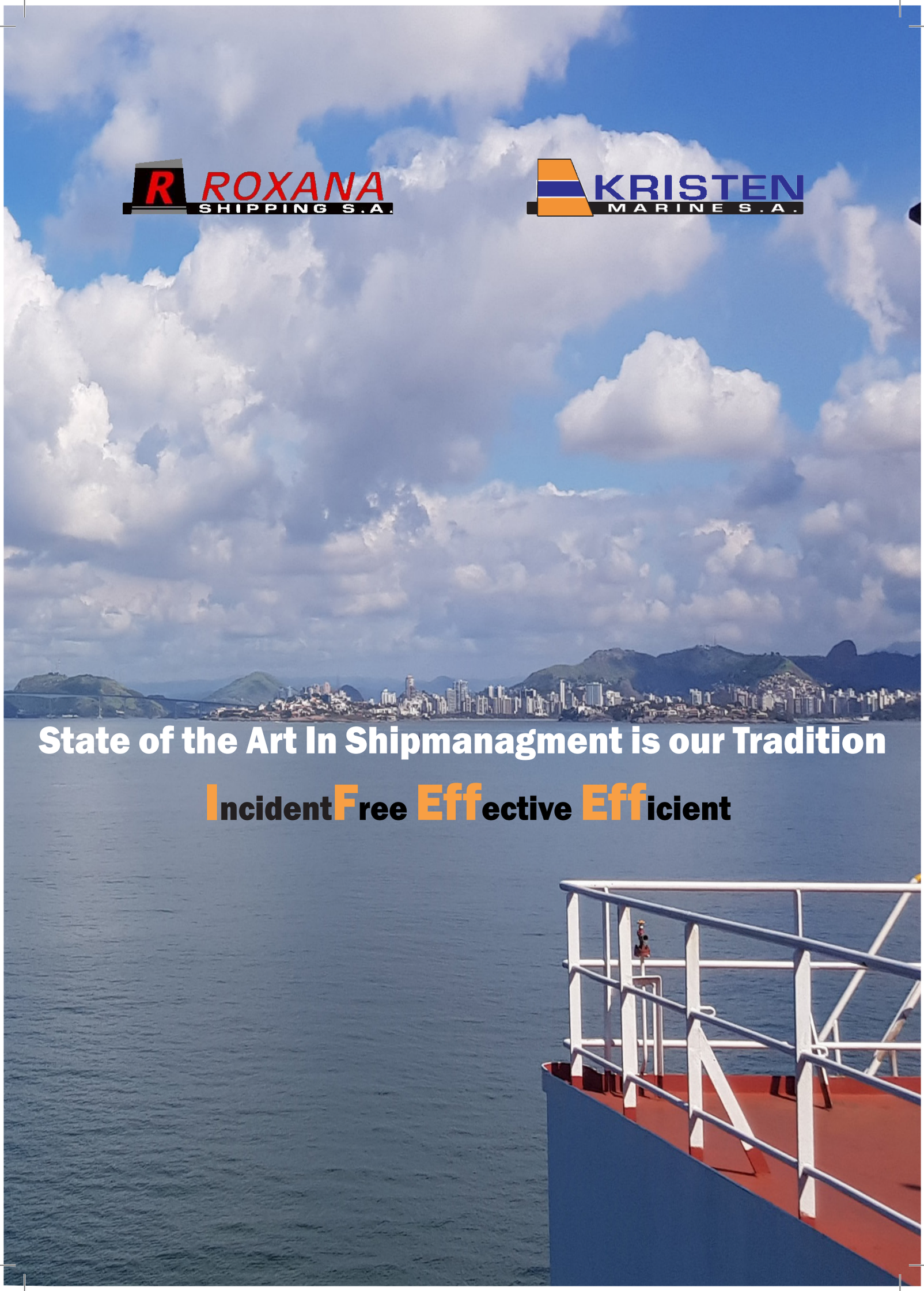
Job Opportunities

In view of the planned for 2019 Fleet expansion following new positions are announced for 2019-2020:

Fleet superintendent, ex Chief Engineer
He will be based in Athens 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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MARINE S.A.
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IncidentFree Effective Efficient