News Waves

May - Aug 2019 Edition 2019-2

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

Contents

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Please recycle

Message from TEK

"This process will ensure the Incident Free Effective and Efficient Operations. IF EffEff is well engraved into our skin, our mind and our soul, calling for zero injuries, and this is the primary task for 2019. And the zero LTIs and zero LWCs year to date is a big challenge and an incentive for us to close the year with the target of absolutely zero injuries achieved."

The healthy 1st half of 2019 has left behind the prolonged in 2018 period of recession both for tanker and bulker markets. Particularly for our tankers and heading towards the 2nd half of 2019 we are sensing 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 and in view of the increased appetite of Oil Majors and traders for medium and long term time charters.

Since the late 2016, along with the Shell Partners in Safety, OCIMF and Intertanko working group on behavioral competence, we have been working on introducing the soft skills dimension of competence, particularly the principles of take care of myself (and my team) and communication for resilience.

Regular workshops ashore have been designed to elaborate on communication skills, as prerequisite for a successful leader and a successful team member.

Throughout this process we realized that the most important person on earth is each "ME", we then introduced 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 engraved into our skin, our mind and our soul, calling for zero injuries, and this is the primary task for 2019. And the zero LTIs and zero LWCs year to date is a big challenge and an incentive for us to close the year with the target of absolutely zero injuries achieved.

We will still work during 2019 on introducing the soft skills dimension of competence into our system. We are in the process to modify the soft skills domains proposed by Intertanko and OCIMF into a more effective and efficient model, the 3x3x3 Roxana soft skills model. Three workshops in Athens and during Company management reviews and three workshops in Vladivostok, in Roxana training center, will elaborate on finalizing this Roxana 3x3x3 soft skills model.

And further workshops will be conducted to facilitate engagement of all on board and ashore in the gradual revision of all our procedures to accommodate the soft skills dimension of competence.

A remarkable number of projects are running in parallel to manage all the changes necessary for our Company to achieve its short and long term objectives. Vessels are included as project team members, and even if not, the Follow Up Notification (FUN) sent out to the Fleet facilitates crew engagement to all our projects.

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

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

Crew welfare and mental health is another priority with BMI and Internet on board two of the related projects, which are now completed in the monitoring phase.

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 Chief Engineer Mayorov Alexey, Master Borisov Igor and Chief Engineer Ozerin Valeriy, 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 cover the full spectrum time zone and that we are available for our clients around the clock.

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 of wrong practices that we should refrain from.

The prompt and effective learning process facilitates the career development of our employees and ensures the smooth and effective implementation of changes in behavior and operations required due to the fast changing Industry environment.

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

Last but not least we are proud to announce that the front cover is from a foto taken by 4th officer, Mukhamadsodik Gulshanovich Azamov. Congratulations to Azamov for a job well done.

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

Enjoy the reading!

Takis E. Koutris

Managing Director

Who is Who

Mayorov Alexey

Chief Engineer Mayorov Alexey was born in Artem , Primorskiy region, Russia on 21Jan66.
He graduated from the State Maritime University in 1988.
Alexey joint Kristen Marine S.A, as 3rd Engineer on 15May02, where he rendered his services on board MV Commander.
Six years later, on 08Nov08, he was promoted to Ch. Eng. for MV Voyager.
On 02Dec10 he joined Roxana's Fleet as Chief Engineer on board MT Ocean Dignity.
He has a total service of 10.1 years with our Company.
He is married to Inna and has two children.
Alexey enjoys fishing and travelling.
For the time being he is on leave, enjoying his vacation. He is assigned to join M/T Aramon in September.

Borisov Igor

Captain Borisov Igor was born in Primorskii region on the 05th of November 1977.
He is a graduate of Far Eastern Engineering Marine Academy.
Cap. Igor joined Roxana Shipping S.A. as 2nd Officer on 24Apr07, where he rendered his services on M/T Ocean Quest. Thereafter he rendered his services on other vessels of the Company.
He received his Master's License in the beginning of 2010 and he was promoted to Master on 01Jun10, on board M/T Ocean Spirit. He has a total service of 6.5 years with our Company.
Cap. Borisov is married to Irina and has one child.
Following this continuous career with Roxana Igor decided to leave the pool. We thank him for his service and contribution to our success and we wish smooth sailing in his future career.

Ozerin Valeriy

Chief Engineer Ozerin Valeriy was born in Vladivostok on 18Jul62.
He graduated from Far Eastern Engineering Marine Academy in 1985.
Valeriy joined Kristen Marine S.A, as 2nd Engineer on 17Jul05, where he rendered his services on MV Pioneer K.
He received the Chief Engineer's License in 2007.
Since January 2008, he has been offering his service on Roxana's fleet vessels. He has a total sea service of 7.2 years with our Company.
He is married to Marina and they have one son, Artur and a little grandson.
Valeriy enjoys meeting with his friends and spending time with his family.
Currently, he is on board M/T MIRACLE and we wish him safe seas and to Return Home Healthy.

At the end of May the quarterly training of Roxana and OVM officers took place at VMC with managing director of Roxana and representatives of Olympic Vision Maritime. Relevant information can be found in separate section of this magazine.

On 21st of May at the Maritime State University Rear Admiral G.I. Nevelskoy the graduation ceremony took place for distribution of engine cadets.

Representatives of the leading shipping and crewing companies of the Primorsky Territory attended this important event:
PJSC S.C.F. - A.G. Mikhailov; PJSC "FESCO" - manager of the crewing department V.V. Frolov; PJSC Preobrazhenskaya BTF - HR Specialist L.G. Chekanova; RoKcs company - general director D.V. Verkhoturov; Fescontract-International - General Director P.G. Dryuk and Deputy Director E.Yu. Pafnutiev; Fishery collective farm "Vostok-1" - head of the ship-mechanical service K.P. Tonkova. As in previous years, applications for the need for young specialists were more than 20% of the available candidates.

The next graduation of cadets of the Vladivostok Maritime College took place on 21 June 2019 where RoKcs representatives participated as always. The festive event on this occasion was attended by teachers, college staff and administration, parents and friends of graduates and guests. A welcoming speech to all those gathered and congratulations to the young sailors on their entry into a new life was addressed by Director of the VMC Mr. Manko, the rector of the Far Eastern Institute of Communications Mrs. Gerasimova, Deputy Harbour Master of Vladivostok Evgeny Marshakov and inspector of Fescontract-International LLC Mr. Ivanushkin.

Since 1 July, Viktor Gladkikh joined the RoKcs Office as a crew-coordinator; he will replace our Zhenya who is currently on maternity leave. Details about these events are available separately in the human resources section.

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

Tanker Officers Learning Engagement Sessions 27 - 29 May 2019

Company's DMS updates and reflective LFI/LET and Resilience sessions for Tanker Officers of Roxana pool were facilitated by Roxana Managing Director Mr. Takis Koutris, with the participation of 17 senior officers.
In particular, the purpose of the tanker crew pool learning courses, which took place on the 27nd – 29th of May 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.

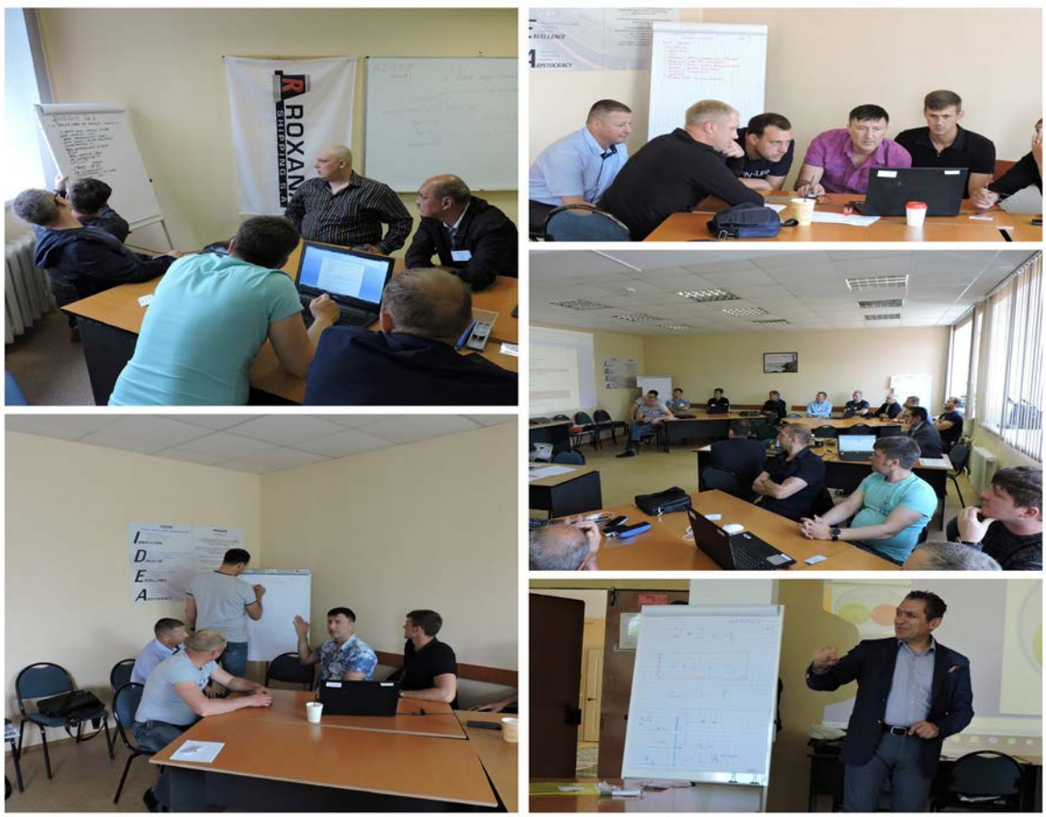
All attendees, split in 3 mixed groups, were fully engaged in the learning sessions and workshops conducted with following topics:
• Communication for Resilience
• Take care of myself and my team
•CP20 Bunkering and Oil transfer RM NR v2Bunkering operations, hazards for ordinary and non routine operations, bunkering team, responsibilities as team leader or team member
• FOM06 Cargo operations par3 RM NR v2 Cargo operations, hazards and measures for ordinary and non routine operations, cargo team, responsibilities as team leader or team member
• Multimedia training
• Anchoring management FOM03.2

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 EffEff.
• 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 IF EffEff.

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 up their 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 27 - 29 May 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
Dimov German	Master	Gr 1
Maltcev Dmitrii	Master	Gr 2
Karasev Leonid	Chief Officer	Gr 3
Sidorov Alexander	Chief Officer	Gr 1
Korotets Oleg	Chief Officer	Gr 2
Anastasiiadi Andrei	Chief Officer	Gr 3
Volobuev Alexander	Chief Officer	Gr 1

DMS/ ERTM (Bridge Team Management)

Name	Rank	Group
Vazhenin Andrey	Chief Engineer	Gr 2
Shumkov Arkadii	Chief Engineer	Gr 3
Artamonov Vladimir	Engineer 2nd	Gr 1
Arsentyev Alexander	Engineer 2nd	Gr 2
Shapran Aleksei	Engineer 2nd	Gr 3
Kolomeychuk Dmitry	El Tech Officer	Gr 1
Shtefan Aleksandr	El Tech Officer	Gr 2
Bonarev Albert	El Tech Officer	Gr 3
Ozornin Sergey	El Tech Officer	Gr 1
Prikhodko Sergei	El Tech Officer	Gr 3
Butenko Michail	El Tech Officer	Gr1

Tanker Ratings Learning Engagement Sessions 24 May 2019

Company's DMS updates, reflective learning and Resilience sessions LFI/LET for tanker ratings of Roxana pool were facilitated 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 19 ratings.
In particular, the purpose of the tanker crew pool learning courses, which took place on the 24th of May 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.
• 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 up their 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 Ratings Learning Engagement Sessions 24 May 2019

The number of participants was 4 Officers and 15 ratings in three groups, listed as follows:

Deck Ratings

Name	Rank	Group
Pushkar Sergei	Officer 2nd	Gr.1
Chusovitin Maxim	Officer 3rd	Gr.2
Kusakin Kirill	Officer 3rd	Gr.3
Koptelev Aleksandr	Engineer 4th	Gr.1
Rosseikin Viktor	Bosun	Gr.2
Grechishnikov Aleksandr	Bosun	Gr.3
Shakirov Roman	A/B	Gr.1
Astafev Evgenii	A/B	Gr.2
Traydov Roman	A/B	Gr.1
Gabisov Vladimir	A/B	Gr.2
Gutsu Gennady	A/B	Gr.2
Ivanov Evgenii	A/B	Gr.3
Nikitin Sergey	A/B	Gr.1
Parfenov Denis	A/B	Gr.2
Mamchenko Sergei	A/B	Gr.3
Musaev Pavel	A/B	Gr. 1
Palosh Valerii	A/B	Gr. 2

Engine Ratings

Name	Rank	Group
Petrenko Sergey	Oiler	Gr 2
Pabolkov Aleksandr	Oiler/Welder	Gr 3

Roxana Officers ECDIS Type Specific Learning Engagement Session 29 May & 06 June 19

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 29May and 06June 2019.

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

May 2019

Name	Rank	Group
Dimov German	Master	Gr 1
Karasev Leonid	Chief Officer	Gr 3
Sidorov Alexander	Chief Officer	Gr 1
Korotets Oleg	Chief Officer	Gr 2
Volobuev Alexander	Chief Officer	Gr 1

June 2019

Name	Rank	Group
Skribchenko Aleksandr	Officer 2nd	Gr 1
Savenko Anatoly	Officer 3rd	Gr 2
Kulbida Igor	Officer 3rd	Gr 3
Suchok Danil	Officer 3rd	Gr 1
Kurakin Vitalii	Officer 3rd	Gr 2
Matveev Sergei	Officer 3rd	Gr 3
Stepanov Viacheslav	Officer 3rd	Gr 1
Emelianov Anton	Officer 3rd	Gr 2

Particular attention was paid to:
1. Transition to AVCS, Caes & Cees database
2. FFF while ECDIS operations on board
3. 3rd Party inspections and observations
4. NO-NO project

Tanker Officers Framo, Marflex, Kongsberg Learning Engagement Sessions 29 May 2019

Reflective learning courses for Framo and Marflex DWP and Konsberg K-Chief 500 were conducted by Chief Engineer Vazhenin Andrei for tanker engineers and electro technical officers on the 29th of May 2019.

Workshop on COT heating system operation and troubleshooting was conducted.

Particular emphasis was given to sharing experiences from system operation and maintenance.
The course was conducted with participation of the following 10 Engine and electro technical Officers, who shared their experiences during the sessions:

Name	Rank	Group
Vazhenin Andrey	Chief Engineer	Gr 2
Shumkov Arkadii	Chief Engineer	Gr 3
Artamonov Vladimir	Engineer 2nd	Gr 1
Arsentyev Alexander	Engineer 2nd	Gr 2
Shapran Aleksei	Engineer 2nd	Gr 3
Kolomeychuk Dmitry	El Tech Officer	Gr 1
Shtefan Aleksandr	El Tech Officer	Gr 2
Bonarev Albert	El Tech Officer	Gr 3
Ozornin Sergey	El Tech Officer	Gr 1
Prikhodko Sergei	El Tech Officer	Gr 3

VMC Cadets Training Session June 2019

Introduction to Company's DMS , Safety on board and Environmental regulations, Training on board program for VMC cadets were conducted by RoKcs Training Officer Capt. P. Sidorkin and GD Capt. D. Verkhoturov on 06th of June 2019 with participation 11 deck and 10 engine cadets.

Participants of the reflective learning courses as follows:

Deck Cadets

Name	Rank	Group
Arestov Georgii	D/cadet	Gr. 1
Bezgolosov Matfei	D/cadet	Gr. 2
Zakharchenko Daniil	D/cadet	Gr. 3
Kalashnikov Aleksandr	D/cadet	Gr. 1
Kolomiitcev Artur	D/cadet	Gr. 2
Lesnevskii Danil	D/cadet	Gr. 3
Mishchenko Denis	D/cadet	Gr. 1
Poseriaev Evgenii	D/cadet	Gr. 2
Prokhorokhin Mksim	D/cadet	Gr. 3
Strelnikov Maksim	D/cadet	Gr. 1
Chernov Daniil	D/cadet	Gr. 2

Engine Cadets

Name	Rank	Group
Bardin Vladislav	E/cadet	Gr. 1
Garanin Maksim	E/cadet	Gr. 2
Drozd Iaroslav	E/cadet	Gr. 3
Konovalov Aleksei	E/cadet	Gr. 1
Tereshchenkov Nikita	E/cadet	Gr. 2
Titov Aleksandr	E/cadet	Gr. 3
Zhukov Ilia	E/cadet	Gr. 1
Kazantsev Aleksei	E/cadet	Gr. 2
Polishchuk Mikhail	E/cadet	Gr. 3
Savin Oleg	E/cadet	Gr. 1

Junior Officers Learning Engagment Sessions 06 June 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.

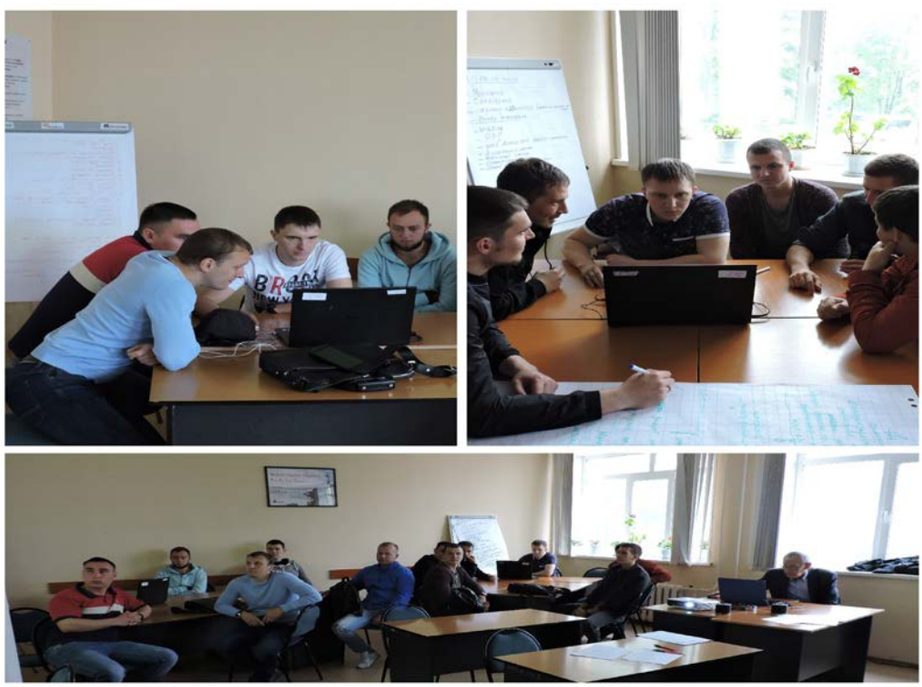
In particular, the purpose of the tanker crew pool learning courses, which took place on the 06th of June 2019, was to refresh tanker Officers' knowledge on the Company's Documented Management System (DMS), Bridge Team Management (BTM) and Engine Room Team Management (ERTM).

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 Slips, Trips and Falls
- LET Personal Injury
- Communication for Resilience module
- Take care of yourself Resilience module

The number of participants was 11 deck Officers and 11 engine Officers in three groups, listed as follows:



DMS/ BTM (Bridge Team Management)

Name	Rank	Group
Skribchenko Aleksandr	Officer 2nd	Gr. 1
Savenko Anatoly	Officer 3rd	Gr. 2
Kulbida Igor	Officer 3rd	Gr. 3
Suchok Danil	Officer 3rd	Gr. 1
Kurakin Vitalii	Officer 3rd	Gr. 2
Matveev Sergei	Officer 3rd	Gr. 3
Stepanov Viacheslav	Officer 3rd	Gr. 1
Emelianov Anton	Officer 3rd	Gr. 2
Lyseniuk Aleksandr	Officer 3rd	Gr. 3
Strom Vladislav	Jr Officer 3rd	Gr. 1
Semerov Igor	Jr Officer 3rd	Gr. 2

DMS/ ERTM (Engine Room Team Management)

Name	Rank	Group
Frolov Evgeny	Engineer 3rd	Gr. 1
Vangoven Sergei	Engineer 3rd	Gr. 2
Maksimenko Aleksandr	Engineer 3rd	Gr. 3
Shalimov Nikolai	Engineer 3rd	Gr. 1
Biriukov Aleksandr	Engineer 4th	Gr. 3
Avdeyev Konstantin	Engineer 4th	Gr. 1
Tarasenko Sergei	Engineer 4th	Gr. 2
Grachev Gennadii	Engineer 3rd	Gr. 3
Sidorenko Valerii	Engineer 4th	Gr. 1
Plakunov Dmitrii	Engineer 4th	Gr. 2
Savchuk Ivan	El Tech Officer	Gr. 3

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 Asprouda, Aligote Miracle, Magic Star, Melody, Marvel and Malbec. Altesse is currently on a time charter with BP and Athiri with DREYFUS. Miracle, Magic Star, Melody, Marvel and Malbec built in Guanghzou, China are Handy Vessels in Dirty product trade, whereas Athiri, Altesse, Aligote and Asprouda built in Busan, Korea are LR1 Vessels in Clean product trade.

Fixtures: In 2019, Q2 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 have Altesse fixed for a 1 year TC with BP in February and later on Athiri on short TC with DREYFUS. Magic Star, Melody Malbec and Magic Star have done numerous Singapore to Chittagong voyages throughout this period. 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.

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. Apart from his other diversified roles; he also plays a vital part as consultant for the Post Fixture / Claims department for the Tanker Vessels.
- Mr. Alexandros Stathopoulos; is 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)

On June 21, 2019 the graduation ceremony was held in Vladivostok Maritime College. Teachers, staff members and the administration of the college, friends and parents of the cadets attended this event. But the main protagonists of this ceremony were the fourth-year cadets who have successfully passed all state examinations and defended their degree thesis on "Navigation" and "Engineering" subjects. Numerous guests stepped up on the scene to congratulate our graduating cadets and wish them all the best and success in their chosen maritime profession. The congratulations to all who came to the ceremony and especially to the young sailors who just make the first steps into new life were spoken by the director of the college, Man'ko Vladimir, the acting rector of the of Far Eastern Institute of Communication, Gerasimova Anastasia, as well as invited guests: Marshakov Evgenii, the deputy Harbor Master of the Vladivostok Port, Verkhoturov Denis, general director of RoKcs, Sidorkin Pavel, senior crew co-ordinator of RoKcs, Ivanushkin Nikolai, the inspector of Fescontract International.

Following the tradition, there were photo and video reports about the life of the graduates. There were also touching moments. After the warm speeches from cadet parents in honor of the college, neither teachers nor the administration could hold back their tears. The parents' speech was presented by cadets' mothers. The teachers who were very close to the cadets gave a poetical speech and made a video.

After the traditional "reply" from the cadets, Borovoi Ilia, Dubachinskii Daniil and Olenev Maksim the presentation ceremony of diplomas, souvenirs, letters of commendation and grateful letters to parents was held.

This ceremony was bright, colorful, fun, yet emotional as well. The ceremony moved on to the next part with a small concert played by the DV Rythm Musical School students which was supported by IT Department of VMC. At the end of the ceremony everybody went out to launch the air balloons into the sky.

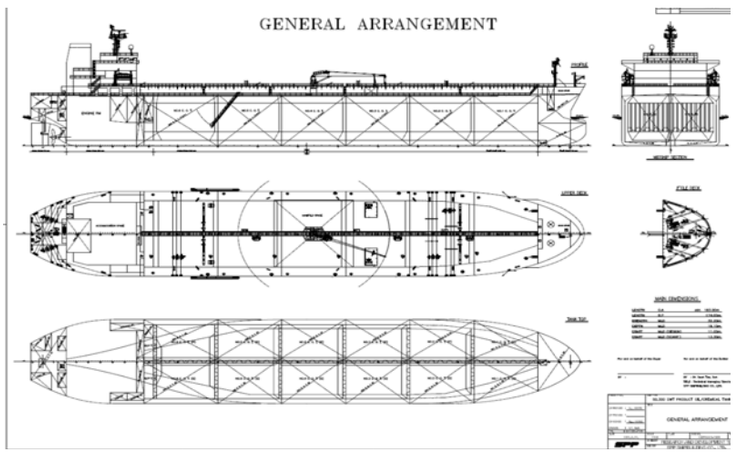
This year in VMC was very interesting and eventful. We want to congratulate our cadets and wish them the best of luck! We are proud of you!

New Ladies on the Block

Our company is planning the next generation of newbuildings and is following closely the new rules, particularly:
- LNG as propulsion fuel technology and availability network
- air emissions NOx and SOx control technologies and limits
- ECO designs and options

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 VLS/ 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.



Management Review Meeting 2019-01

The Company's first Management Review Meeting for 2019 took place in Eretria at Negroponte Resort on 06-07May19, with a broad participation of colleagues from Roxana Shipping S.A.
Present in the Management Review 2019_01 were 21 persons from Roxana, RoKcs and Pancoast- Singapore offfices, including the chairman of the BoD, Mr. Krontiras.

A lot of interesting issues were raised during this meeting.

Statistics and benchmarking were presented and discussed, Company's as well as fleet's performances were reviewed, KPIs were reviewed and compared with the target values set.

The new Rules and Regulations that are about to come in force and the existing ones that have been recently introduced, the various projects launched during the last period and the status of the ongoing projects were discussed as well and new course of actions was set.

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

The event was completed on the second day of the meeting, with the 3rd workshop on Effective & Efficient Communication, which was facilitated by managing Director Mr. Takis Koutris.

It was a very interesting session, with Roxana employees in three groups elaborating on:

- Communication and Influencing soft skills,
- Identifying hints for effective and efficient communication,
- Communication examples from our everyday life and sharing personal commitments for improving each one's communication skills.
- Fusing communication and influencing behavioural indicators to Leadership & Managerial Skills and to Team Working.

As we identified during the workshop there is always an overlap between the various behavioural indicators, since human behaviour is a complex issue not easy to distinctly classify.

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

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	V. Rubanov	E. Svistunov	G. Stratis	Flag	San Lorenzo	13Jun19	0	2
M/T Asprouda	V. Rubanov	E. Svistunov	G. Stratis	Vetting	San Lorenzo	14Jun19	3	3,5
M/T Aligote	N. Zenenko	S. Farkov	-	Vetting	San Lorenzo	10Aug19	3	3,5
M/T Aligote	N. Zenenko	A. Potyanikhin	-	Flag	Necochea	06May19	0	2
M/T Aligote	N. Zenenko	A. Potyanikhin	-	PSC	Necochea	07May19	0	0,9
M/T Aramon	E. Melnik	A. Mayorov	G. Karavias	Flag	New York	23May19	0	2
M/T Athiri	I. Koshetov	E. Trukhachev	-	Vetting	Chittagong	08Aug19	2	3,5
M/T Athiri	I. Koshetov	E. Trukhachev	-	Flag	Rosario	24Jun19	0	2
M/T Athiri	I. Koshetov	E. Trukhachev	-	PSC	Rosario	24Jun19	0	0,9
M/T Altesse	O. Khairullin	I. Dolgopolov	-	Vetting	Kaohsiung	07Jul19	3	3,5
M/T Altesse	O. Sukhodoev	I. Dolgopolov	-	PSC	Yanbu	09May19	0	0,9
M/T Malbec	A. Chernobrovkin	I. Mikhailov	-	Flag	Cochin	03Aug19	0	2
M/T Miracle	A. Grinko	L. Negreba	-	PSC	Chittagong	20May19	0	0,9
M/T Magic Star	A. Gulin	S. Kochnev	-	Vetting	Chittagong	06Aug19	2	3,5
M/T Magic Star	A. Gulin	S. Kochnev	-	Flag	Kandla	06Jul19	0	2
M/T Magic Star	A. Gulin	S. Kochnev	-	PSC	Chittagong	06Aug19	0	0,9
M/T Melody	E. Ivanov	K. Goncharov	-	Vetting	Colombo	21Aug19	4	3,5
M/T Melody	E. Ivanov	V. Valchun	-	PSC	Chittagong	22Jun19	0	0,9

Best Practices May19 - Aug19

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 adaption and transfer ashore and across the fleet through the consistent application of improved processes and procedures.

Congratulations to all for the following Best Practices, whuich have been identified and recorded in HSQE CMM for the period May19-Aug19:

- **M/T Asprouda, Capt. V. Rubanov, date May19**
  Increase time of rest by means of reduce paper and formal work.

- **M/T Malbec, Capt. E. Berillo, date May19**
  It is good to have sewing machine for repair/ production of canvas covers/furnishing.

- **M/T Miracle, Capt. A. Grinko, date May19**
  To provide Portable Air Compressor for weather deck maintenance.

- **M/T Aligote, Capt. N. Zenenko, date Jun19**
  To place Earplugs for visitors at the entrance to ER.

- **M/T Miracle, Capt. A. Grinko, date Jun19**
  Not to use double side scotch for posters on ship's wall. The posters to be fixed by magnets.

TEK in Intertanko Council meeting

Mr. T. Koutris attended the Intertanko Council meeting which was held on 22May19 at the W Sentosa Cove in Singapore.
During the meeting an update was given on:
- Intertanko-OCIMF initiative
- Fuel 2020
- Ballast Water Treatment Rules in USA
- Intertanko Financial Report

OCIMF Europe Regional Marine Forum

Our Managing Director Mr. T. Koutris attended the Europe & Regional Marine Forum by OCIMF which was held on 25Jun19 at the Royal Olympic Hotel in Athens.

During the event MEG4 and ISGOTT6 update was given and vetting challenges were discussed.

OCIMF INTERTANKO Joint Safety Initiative Steering Group 10th Meeting

Our Managing Director Mr. T. Koutris attended the OCIMF-INTERTANKO Joint Safety Initiative Steering Group 10nth meeting which took place on 26Jun19 at the Marriott Hotel in Athens.

The basic topics in the Agenda were about how the joint OCIMF-INTERTANKO safety initiative could progress.

Our Managing Director highlighted during the discussion that expanding the scope of the initiative and adopting more elements at this point in time imposes two risks.

The first risk is to transform a very important and valid principle, such as the soft skill dimension in the human competence to a paper exercise.

The second risk would be the normalisaion of the hard skills dimension, LNG as fuel, scrubbers, BWT, e-engines necessitate more training and we should not be distracted from this also.

It was decided that the focus would be to promote the work done with CAV (Behavioral Competence Assessment and Verification for Seafarers) and give the Industry time to adopt and implement the soft skill element in Company's Management System then next step would be to populate TMSA with relevant soft skill KPIs and elaborate on mental health.

BP Meeting 11Jun19

Our Managing Director, Mr. T. Koutris, accompanied Capt. Oleg Khairullin in his familiarisation tour at BP headquarters in Canary Wharf, London.

During this tour, familiarisation was concluded in time sequence by:

- Mrs. Peny Zerva, Relations Manager
- Mr. Theo Pappadakis, commercial analyst
- Capt. Moshiur Rahman, sup/nt, vetting and clearance (EMEA)
- Mr. Sufi Miah, ship operator (EMEA) clean products
- Mrs. Suzan Thomson, vetting and clearance manager

BP Meeting 12Jul19

Our Managing Director Mr. T. Koutris along with our Technical Dept. Manager Mr. N. Giampanis attended a meeting at BP headquarters in Canary Wharf, London.

Participants of the meeting from BP were:

- Mr David P. Sale, time charters manager
- Mrs. Peny Zerva, Relations Manager

Feedback for Vessel performance was received and fuel management plan in view of 2020 was discussed.

ECDIS NoNO project

1. Further to our outgoing message ID/CIR-ISM-19-1194 - ECDIS NoNO Project FUN 11Jan19, we would like to remind you that project ECDIS NoNO has been initiated since 22Apr16, in continuation of the NoNO project of Sep10 till 2013, to ensure that by the extended date of 30Jun19 Bridge team Navigational performance on board our fleet remains in the level of excellence, particularly with ECDIS Navigation maturing, i.e., incident free navigation in the ECDIS navigation environment.

2. Having 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.

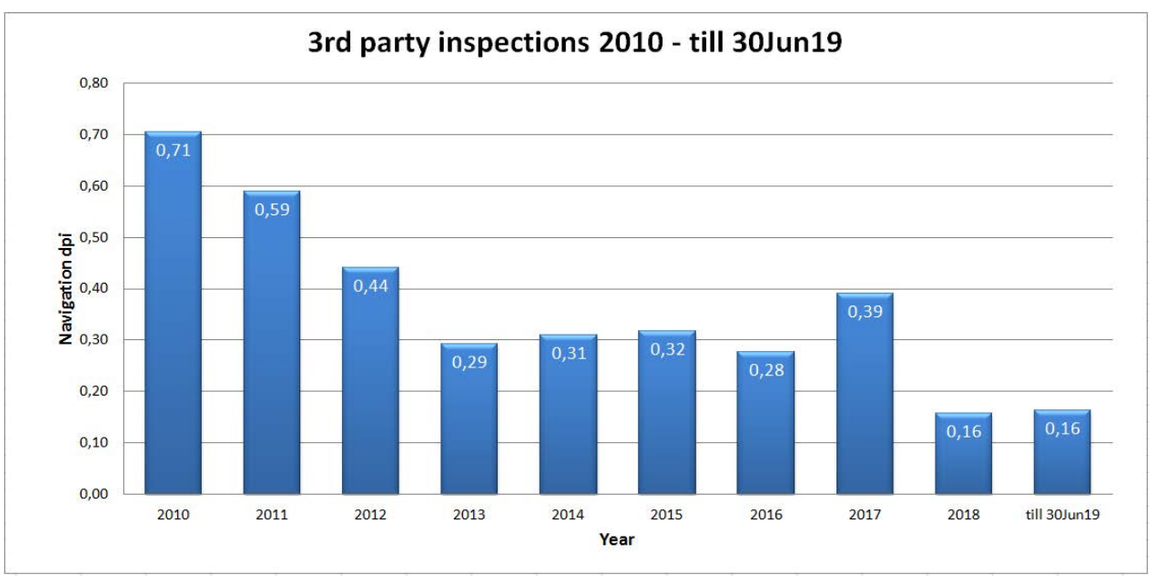
Measure of this performance remains the navigational incidents and observations during internal and 3rd party navigational audits, TIARE and 3rd party inspections.

3. 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 10Jul19. During this meeting it was reported that:

3.1. Only 6 Navigational deficiencies, out of 70 total deficiencies in 36 inspections, were raised totally by Vetting, PSC and Flag Inspectors during the peiod 01Jan-30Jun19. Thus the Navigational deficiencies per inspection were reduced below our target that was set previously 0.25 by the end of Dec17, actually 0.16%.

3.1.1. We hope that our efforts on board and ashore for meeting the expectations of this project, by 30Dec19, the Navigational deficiencies to 0.10 deficiencies/inspection.



ECDIS NoNO project (continued)

4. Considering that this project came to a successful end, on 30Jun19, we wish to thank everybody for the contributed ideas-actions for the successful completion of this project.

We wish also to thank our Masters and Officers for their good efforts to minimize the Navigational deficiencies below the Company's target. Notwithstanding, we would like to draw our Master's and Officers' attention, so that their seamless efforts to enhance the Safety of the Navigation and keep the Navigational deficiencies to zero. To this extent,

4.1. RoKcs/PS:

Pls ensure that all Deck Officers are properly certified for:

- ECDIS type specific training in VMC updated as appropriate, so that All Bridge Watch Officers are adequately familiar with All ECDIS operations.
- ECDIS Generic training is properly conducted (IMO Model course 1.27 to be stated)

4.2. Gr1/THP:

On your attendance on board, pls focus on:

- Officers' familiarization with ECDIS implementation, Officers' proper certification (Generic course to be certified IMO Model course 1.27, 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.

4.3. IT/SAK:

- Assist the Masters on Digital publications delivery on board as appropriate.
- Assist the Masters with problems that they may encounter with 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.

4.4. OPD

- To carefully check the Masters' requisitions 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.

4.6. 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

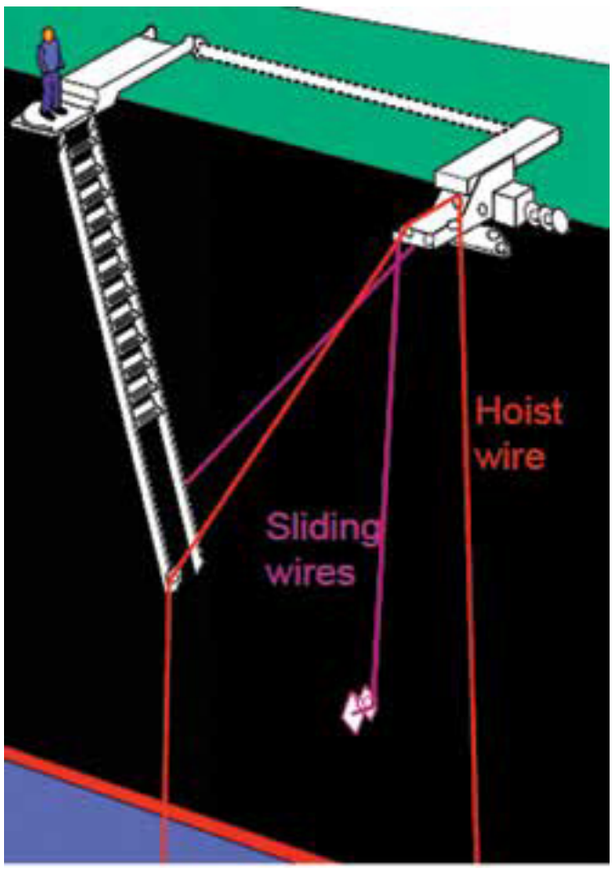
Deadly fall into water while rigging accommodation ladder

Edited from the official MAIB (UK) report Report 8/2010

An inbound container vessel had just picked up the pilot. Two crew were on the upper deck preparing the port accommodation ladder prior to mustering at their mooring stations. Although they had brought two life vests on deck with them, these loatation devices stayed on the deck as they went about their work.

The hoist winch was tested by lowering the accommodation ladder approximately 1 metre and then slightly raising it. It was then lowered approximately 3 metres to allow a crew member to walk under the davit frame. A crew member stepped on to the upper platform and proceeded to the lower end where he rigged a section of collapsible handrails. He then went to the lower platform to make the rails secure while another crew member secured the safety ropes around the upper platform.

Suddenly, a loud bang was heard followed by a whirring sound as the ladder fell rapidly towards the sea. The lower ladder broke away and fell into the water, taking the attending crew member with it. The upper section of the ladder was left hanging vertically down from its upper platform hinges with the hoist wire dangling from the davit. A crew member alerted the bridge via VHF radio and then ran aft to look for the victim over the stern. A tug was close by, but there was no sign of the victim. The vessel was in the relatively confined waters of the port and making between 5 and 6 knots through the water. One of the attending tugs and the pilot boat were assigned to look for the victim, as the vessel was constrained by the restricted water. The victim was spotted about half a metre below the surface of the water and recovered by the pilot boat crew some 10 to 15 minutes after the event, but there were no signs of life.



Collapsed accommodation ladder

The subsequent autopsy determined the cause of death to be 'drowning with blunt force injuries'. The victim had suffered blunt force injuries to his head, neck, chest, back, abdomen and legs, resulting in a broken right femur, fractured ribs, multiple bruising and abrasions. These injuries were not considered to be fatal.

Lessons learned

- Accommodation ladder failures, although rare, are certainly not unheard of and numerous lives have been lost as a result. Risks involved in rigging and securing accommodation ladders should be duly accounted for.
- As in several of the MARS reports in this issue, the attending crew did not take basic precautions such as using fall protection and donning a PFD. The lack of these precautions cannot be solely attributed to the crew. The company and vessel leadership must also bear responsibility.
- The failure in this case to release the lifebuoys and smoke floats once the victim was in the water was particularly significant. It denied the ships involved in the search a visible reference, and also potentially denied the victim the buoyancy he required to remain afloat.

Source: MARS

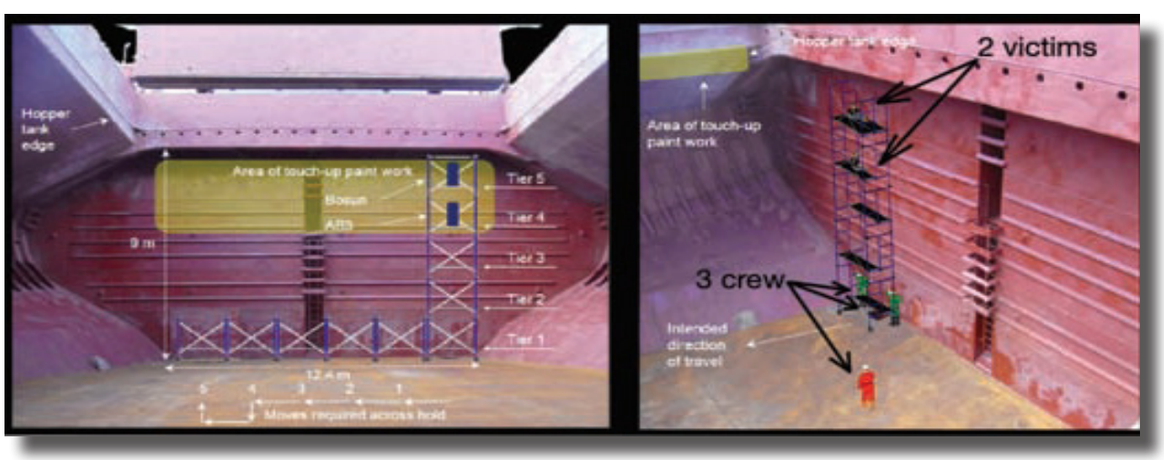
Work at height = heightened risk

Edited from official ATSB (Australia) report MO-2017-001

While the ship was at anchor, crew members were painting in holds 1 and 4. Some of them were working aloft using the ship's portable modular scaffolding. The chief mate and five other crew started work in hold no 1. Five sections of scaffolding were used to allow access to an area of the bulkhead up to about 9 metres above the tank top. The
scaffold tower was secured by two guy ropes that had been run up out of the hold and secured on deck. The chief mate oversaw the work from the tank top as the supervisor while two crew painted from the scaffold tower. Both wore safety harnesses with the safety lines leading up and secured to the main deck. The remaining three crew members assisted with paint preparation, moving equipment and handling the security and safety lines. As each area of work was completed, the scaffold tower had to be repositioned to access the next area. To do this, the safety lines of the two men aloft were released and they climbed down from the scaffold tower. The lines securing the scaffold tower were then released and the tower was repositioned and re-secured. The two men climbed back up the scaffold tower and, with their safety lines re-secured, continued the work.

This process was followed throughout the morning and painting touch-ups in Hold 1 were completed before lunch. After lunch, the same work began in Hold 4. This time, however, the chief mate was not present, because he was resting in preparation for his watch. Crucially, and in contrast with the morning's activity, neither of the two crew aloft wore safety harnesses or used the safety lines. When the scaffold tower needed to be moved again, the two men stayed on the tower. The scaffold wheel brakes were released. As the three crew below moved the structure it suddenly toppled forward to the deck, taking the two men perched on tiers four and five with it. First aid was quickly administered and port control advised. A helicopter was despatched and the two victims were evacuated to a shore hospital. Both men had suffered multiple serious injuries. They remained in the hospital for 19 days and eight days respectively before being repatriated.

Some of the contributing factors listed in the official report were:
• Contrary to established procedures, two crew members remained on the unsecured scaffold tower in preparation for repositioning, rendering it top-heavy and unstable.
The lack of formal supervision in the afternoon, plus a desire to expedite the task in difficult working conditions, probably prompted the crew members to remain unsecured on the scaffolding as it was repositioned. The report also identified several factors that increased risk, such as:
• The scaffold tower had several defects that reduced its stability.
• Guidelines for the provision, care and use of the scaffold tower were not supported by suitable onboard documentation.
• Neither crew member on the scaffold tower made use of the required safety harness and associated safety lines, which would have prevented them falling when climbing or working on the tower.



Lessons learned
• Where there is a strong safety culture, crew are likely to work safely, even when under their own supervision.
• Always wear fall-arrest protection when working aloft.
• Needing to get the work done is no excuse for skirting procedures.

Source: MARS

Settling tank overflows on deck

During routine rounds while in port, the deck watch officer noticed oil on the poop deck. The alarm was raised and cleanup activities begun, as did the search for the oil source. It was found that the contents of a fuel oil settling tank had overflowed from the vent pipe located in the funnel. The overflowing oil then spilled on to the lower decks through the drain pipes and scuppers.
The company investigation into the factors contributing to the incident discovered that the settling tank was fitted with a float-type liquid level indicator. This had, among other features, a high-level alarm and an auto-stop function to assist in the automatic transfer of fuel to the settling tank. The tank level gauge became stuck while the transfer pump was running in auto mode. This caused first the auto-stop function and then the high-level alarm to remain inactive even as the tank filled to overflowing. It was also found that a final safety barrier had been disabled by crew during the last voyage. The settling tank
overflow line to another fuel tank had been blanked off to mitigate the risk of contaminating low-sulphur fuel.
Lessons learned
• Vessels are fitted with numerous automatic systems. These are usually equipped with safety barriers that must not be disabled, otherwise negative consequences can arise.
• Notwithstanding automatic processes, crew members should conduct regular inspection rounds to maintain safety.
• Regular draining of tank level columns will help prevent clogging caused by sludge accumulation, which in this instance may have been a contributory factor in the gauge becoming stuck.

Source: MARS

Weak safety culture deals a crushing blow

As edited from official MAIB (UK) report 21/2018

A general cargo vessel was berthed and stevedores were discharging the vessel's cargo of packaged timber from the holds. Once the discharging of cargo had been completed a dockside crane was used to lift the ship's cargo slings back on board. Deck crew, including the cookdeckhand who had come forward to announce that lunch was ready, decided to stow the slings in the fo'c's'le stowage space before eating.
Two officers, an AB and the cook-deckhand began the work. The cook-deckhand walked around the starboard side of the open stowage space hatch cover and the AB then walked around the port side. Each then removed the locking pin from the hatch cover hinge closest to them. Then, as the crane hook was being lowered, the cook-deckhand climbed up the inside of the hatch cover, using the framing as hand and foot holds, and reached up to grab the lifting slings. As he did so the hatch cover fell forward, trapping him between the hatch cover and the hatch coaming.
The other attending crew tried desperately to manually lift the hatch cover to release the victim, but it was too heavy. The alarm was raised and the dockside crane driver immediately swung his crane jib back over the fo'c's'le. The hatch cover was quickly raised by the dockside crane and the victim was lifted, unconscious, on to the deck where he received first aid.
Paramedics soon arrived on board, but were unable to revive the victim and he was declared dead at the scene. After the accident, the deck crew were subject to onboard alcohol breath testing by the vessel's Master, in accordance with the company's drug and alcohol policy. The results for each crew member were negative. However, a post-mortem toxicology test identified that the victim had a blood alcohol level of 75mg/100ml.
Some of the report's analysis and findings are as follows:
• It was not appropriate to require crew to climb on to hatch coamings and squeeze into tight spaces, or to walk across uneven surfaces and climb up the inside of the hatch cover when opening and closing the fo'c's'le stowage space. Had this operation been thoroughly reviewed, alternative solutions could have been identified and put in place.
• The stowage space hatch cover fell on top of the victim because he climbed on it after its locking pins had been removed. This action was the result of inadequate procedures.
• The vessel's SMS was immature. Risk assessments had not been conducted for some routine deck operations, a safe system of work for opening and closing the stowage space cover had not been developed. Additionally, maintenance routines were not in place for lifting appliances.
• Factors that might also have influenced the victim's actions included a sense of urgency and the effects of alcohol.
• The practice of climbing up the inside of the opened stowage space hatch cover was inherently unsafe and reflected the weak safety culture that existed aboard the vessel.

Lessons Learnt

Lessons learned

• Identify hazards for work routines and either 'engineer out' those hazards or establish procedures to mitigate risks.

• A strong safety culture on board takes many forms. They include zero tolerance for alcohol and an awareness that tasks must be performed in a timely fashion but without undue haste. Poor maintenance, on the other hand, is often a symptom of a weak safety culture.

Source: MARS

Poor SMS = poor maintenance

Small slip, now unfit

A crew member was transporting a large quantity of provisions from the refrigerator room to the galley. The weight meant he had to hold the tray with both hands.

Condensation had made the metal cover of the refrigerator room door area slippery. As the crew member stepped on it, he slipped and fell. He put his right hand down to try to break the fall and severely injured his middle finger.

The next day, with his finger now swollen and sore, the crew member informed the Chief Officer about the incident. He was given first aid and assigned light duties. When he visited a shore clinic at the next port of call, his right middle finger was found to be fractured. He was classified as unfit for duty and repatriated for further treatment and recovery.

Slippery when wet!

Lessons learned

• The adage 'one hand for the ship and one for yourself' reminds us to work with care.

• If you need to use two hands to carry something, ensure that the load is well within your physical limits. If necessary, make two trips instead of one.

• Never carry a load with two hands if you have to negotiate stairs; you should keep one hand on the handrail.

• Incidents and injuries should be reported immediately after they happen, however insignificant you may think they are at the time.

• Floor areas where moisture tends to accumulate should be treated with an anti-slip coating.

Source: MARS

Stevedore fatality in enclosed hold ladder space

Edited from official SHK (Sweden) report RS 2019:01

A bulk carrier was in port. A safety and unloading meeting was held between the port production co-ordinator and the ship's crew, and the stevedores began to discharge the cargo of coal. During the meeting, the Master pointed out that the vessel had enclosed 'Australian' hold access ladders (ie with intermediate platforms at certain points), so there was a risk of oxygen deficiency in these spaces. It was stated that stevedores should access the holds via the unenclosed straight ladders, which could be accessed via booby hatches that would be opened by the crew.

Unloading proceeded all day. In the evening a new stevedore gang was brought on board. The handover between the two stevedore gangs was unstructured and the information that the stevedores were not to use the Australian ladders went unmentioned. Stevedore A was to drive the loader in hold 7. He proceeded to enter the hold through the Australian ladder access.

When the supervisor did not see stevedore A come into the hold he tried to radio him, but there was no answer. He went to the Australian ladder entrance and saw the victim laying on the first platform below the hatch. The supervisor entered the enclosed ladder space to help the victim and called on the radio for help. As he came near the victim he felt weak and dizzy; as he tried to escape he fainted. Another stevedore arrived and was able to extricate the supervisor. He then descended to try and help the first victim, but this time he too fainted. A third stevedore arrived with an emergency escape breathing device (EEBD) and, after speaking with the recovering supervisor, entered the space and extricated the second victim.

As word of the emergency spread, ship's crew arrived with breathing apparatus (BA) equipment and the first victim was extricated using a rope. CPR was administered, but he was later declared dead. Some of the official findings within the report were as follows:

- The stevedores did not use personal gas meters.
- No gas measurement was made in the cargo spaces before unloading began.
- Handovers from one stevedore gang to the next were not sufficiently structured, so some safety-critical information was not passed on.

Lessons learned

- Workers in any enclosed space should have personal gas meters with them. Those spaces should also be tested prior to entry.
- All access points to holds should be controlled by ship's crew and kept locked when their use is unauthorised.
- Never go into an enclosed space to save a victim unless you are part of a team and equipped with full BA equipment (not EEBD).

Source: MARS

Lessons Learnt

Vessel roll causes fall

The OOW was undertaking his usual duties at sea in heavy weather. At one point the vessel rolled even more than usual. The OOW was standing near the chart table, then suddenly lost his balance and fell on the deck, heavily impacting his left shoulder.

He required first aid and medication and was placed on light duties until arrival at the next port. After an examination at the local hospital it was discovered he had fractured and dislocated his left shoulder. Left shoulder impacts the deck (simulation)

Lessons learned

- In rough weather a vessel's roll pattern can be amplified from time to time. Never let your guard down.
- One hand for yourself and one for the ship' is sensible advice.

Source: MARS

Barbed wire while berthing – a prickly problem

A low-freeboard vessel arrived at port with barbed wire on the ship's side as an antipiracy precaution. While docking, the barbed wire came into contact with the dock fenders and was in close proximity to the dock surface.

This situation could be dangerous for crew or linesmen as entangled fencing may suddenly come free from the fender or break, resulting in serious injury. It could also lead to a potential claim from the port if port fenders are damaged.

Lessons learned

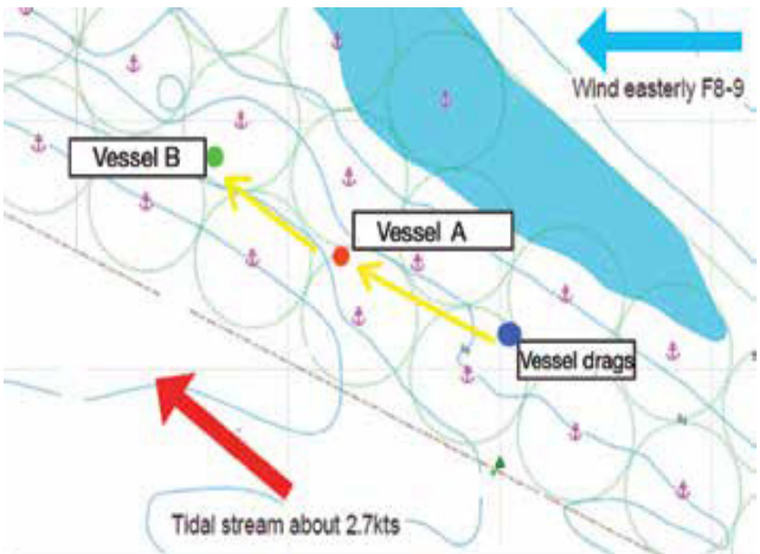
- Check with the port about the distance of the top of port fenders from water line at low tide. It may be possible to adjust the ballast so that the barbed wire remains above the fenders.
- If no solution is possible with the barbed wire in place, consider removing the wire before docking.

Source: MARS

Vessel drags anchor causing multiple collisions

Edited from official MAIB (UK) report 18/2018

A vessel was in ballast and at anchorage at night, awaiting better weather before taking fuel and continuing the voyage. Five shackles of cable had been used to anchor the vessel and the OOW had set the variable range markers on the radar display to a head of land to the east and to vessel 'A', which was anchored three cables to the northwest. The OOW remained on the bridge completing chart corrections and other tasks and fixing the vessel's position on a paper chart every 30 minutes. The helmsman was sent below to do fire and safety rounds. The vessel began to drag anchor in a north-westerly direction, but the OOW only noticed this nine minutes later, when he saw on the radar that the distance to vessel A had decreased. He called the Master and ordered the engine as well as instructing the rating on duty to go forward and check the anchor cable.



Vessel drags, hits vessel A, then drags both vessels to collide with vessel B

Soon, the ship's speed had increased to 0.9kt, dragging in the direction of vessel A. The OOW on vessel A now contacted the first vessel to ask them their intentions. Vessel A's OOW ordered main engines and also alerted the Master to the developing situation. Before any other actions could be undertaken the stern of the vessel dragging anchor collided with vessel A's bow. By the time the main engine was available, the Master was unable to manoeuvre clear because his vessel's stern was fouled on vessel A's anchor cable.

The two entangled vessels were now set by the wind and tidal stream, at over 3kt, towards vessel 'B', which was anchored two cables to the north-west. Vessel B's OOW had been monitoring the radio exchanges and had called the vessel's Master and crew. Although the Master of vessel B soon engaged astern propulsion this did not prevent contact with the oncoming vessels. All three vessels began to set to the northwest.

The official report's conclusions included, among others:

•The first vessel dragged anchor because insufficient anchor cable had been deployed for the tidal range and environmental conditions.

•The vessel's OOW did not immediately recognise the ship was dragging its anchor because the anchor position monitoring interval was not appropriate.

•The vessel was unable to manoeuvre quickly because its engines were not in immediate readiness.

Lessons learned

•Anchor watch needs your undivided attention.

• Several methods can be used to calculate the necessary scope of cable needed when anchoring including (where Wd is water depth in metres): number of shackles of cable = $1.5\sqrt{}$ (Wd), or length of cable in metres = 6 to 10 × (Wd).

•Water depth to draught ratio (Wd/D) is an important factor to consider when anchoring in strong currents. Smaller ratios will cause greater forces to act on the hull; this may cause the vessel to drag anchor at low water even though all was fine at high water.

• Factors such as the strength of the wind and tidal stream, tidal range, nature of the seabed, sea conditions, vessel loading, the extent of safe water available and duration of stay must also be considered when anchoring.

Editor's note: See MARS reports 201464, 201616 and 200921 for more anchoring mishaps and lessons learned.

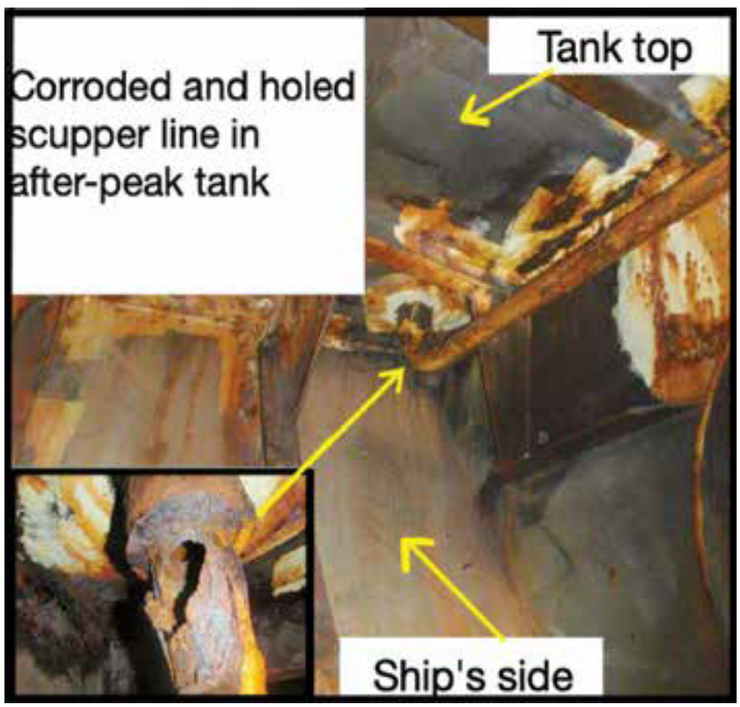
Source: MARS

Ballast exchange leads to unexpected inflow

Edited from official ATSB (Australia) report 340-MO-2018-003

A self-unloading cement carrier was underway in ballast. The OOW began a routine ballast water exchange as required under the ship's ballast water management plan, using the ballast control panel in the wheelhouse. Additional assistance was provided by the duty rating who operated manual ballast valves, sounded tanks and removed tank access covers in various locations around the ship. The OOW and the duty rating used handheld UHF radios to communicate with each other and verify the valve status. At one point, the OOW contacted the duty rating and asked that the two after peak manually operated valves be closed. This action was not carried out. The OOW did not confirm with the rating that the message had been received and actioned, so he was unaware that these valves had not been closed.

As the ballast exchange continued, an engine room alarm (aft bilge well high level) activated and the engineer of the watch (EOW) responded. He noticed water flowing over the doorstep through the open steering gear room door. This water drained to the aft engine room bilge, activating the alarm.



The EOW discovered the water was coming from a scupper pipe in the steering gear room. He noted that it was salt water but could not find an obvious source in the adjacent spaces. The ballasting operations were stopped and tanks sounded. Water levels in the after peak tank were found to be higher than normal and an investigation found both valves to this tank to be open instead of closed. Continuing investigations then found water coming up the drain in the CO2 room, a space located on the deck above and atop the starboard side of the steering flat. A tank entry and inspection of the after peak tank found a hole in the scupper line from the CO2 room on the outboard side of the pipe just below the tank top. The tank was rarely filled to a depth which covered the holed section of pipe. However, when the starboard ballast tank was full to overflowing, the open valves to the after peak tank allowed this tank to fill as well. As the tank neared full, water covered the hole in the pipe, drained into the steering gear room bilge well and overflowed. Following this incident, procedures were amended to require the OOW to keep a log of all manual valve operations. Ballasting of the after peak tank was to be conducted only during daylight hours. In addition, a status tracking board was made for the manual valves with moveable pegs showing the status of each valve.

The findings of the official report included:

- The after peak tank filled to a level sufficient for water to leak into the holed scupper line within the tank and drain into the steering gear room bilge well. This overflowed and flooded the steering gear room.
- There was no structured or formalised system to track the status of manually operated valves in the ballast system. Thus, there was no record at the ballast control panel to show the status of the valves when closure of the after peak valves was not actioned or confirmed.

Lessons learned

- Although ballast water exchange may seem a mundane, everyday task, taking in and exchanging large quantities of seawater can have serious consequences if something is not right.
- Use closed-loop communications for safer operations.

Source: MARS

Leaking fire main isolation valve

While in port the vessel was inspected by flag state authorities. They noted a deficiency related to the fire main isolation valve; the valve was leaking. A plan was made to open the valve to verify its condition and a risk assessment was conducted on that plan. The plan included blanking the line at the valve side and keeping the deck line available for firefighting while the maintenance work was underway. Once opened, scale and dirt were found within the valve. The valve stem and the disc were re-buffed and cleaned and the valve refitted in position. The valve was then pressure tested and found to be holding well. Port state authorities boarded to confirm the valve was repaired and closed the deficiency.

The company investigation found, among other things:

- The valve position is inverted at an angle for operation, which caused accumulation of scale and dirt in the bonnet of the valve.

Before maintenance

Lessons learned

- Check the functionality of the main fire isolation valve during every fire drill.

After maintenance

- After considering the design and position of the valves the company decided to change the maintenance schedule for this equipment. Opening, inspection and overhauling of all fire and foam isolation valves were revised.

Source: MARS

International: IMO Marine Engine Regulations

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, and (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, and (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 Ill 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).				

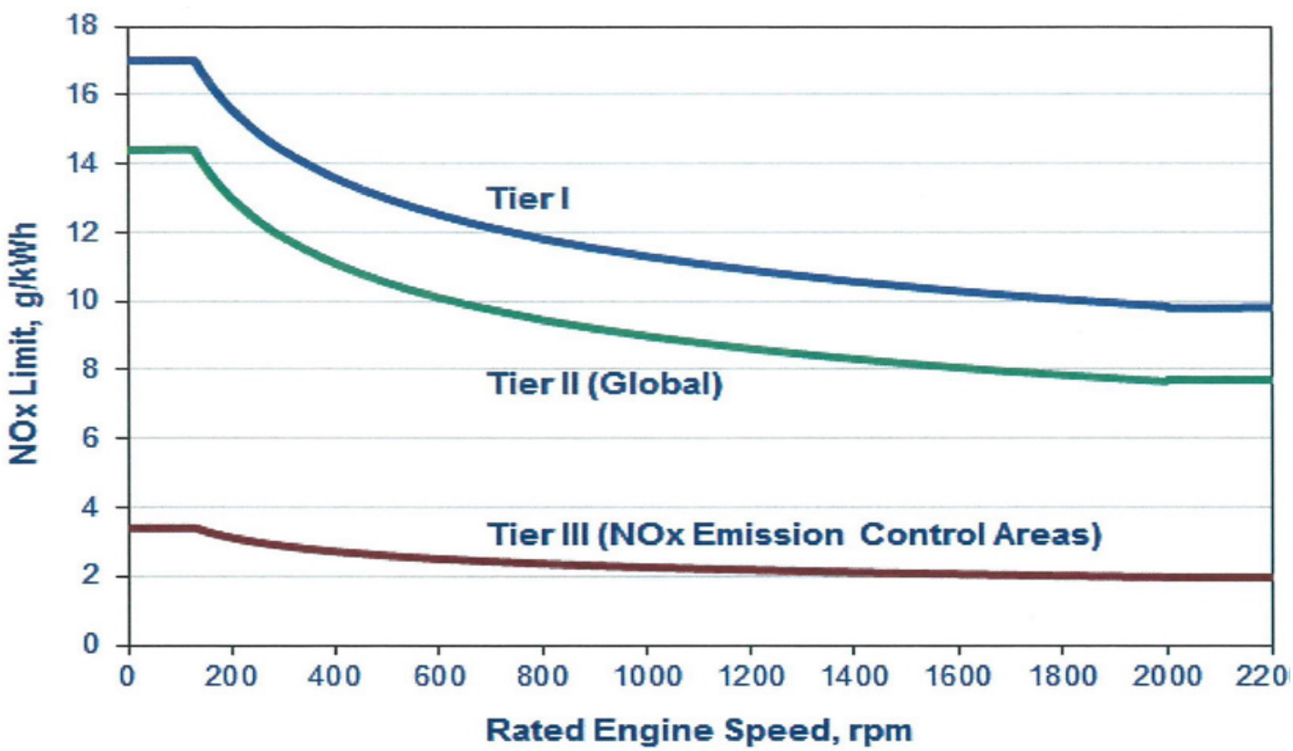


Figure 1. MARPOL Annex VI NOx emission limits

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 III 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.

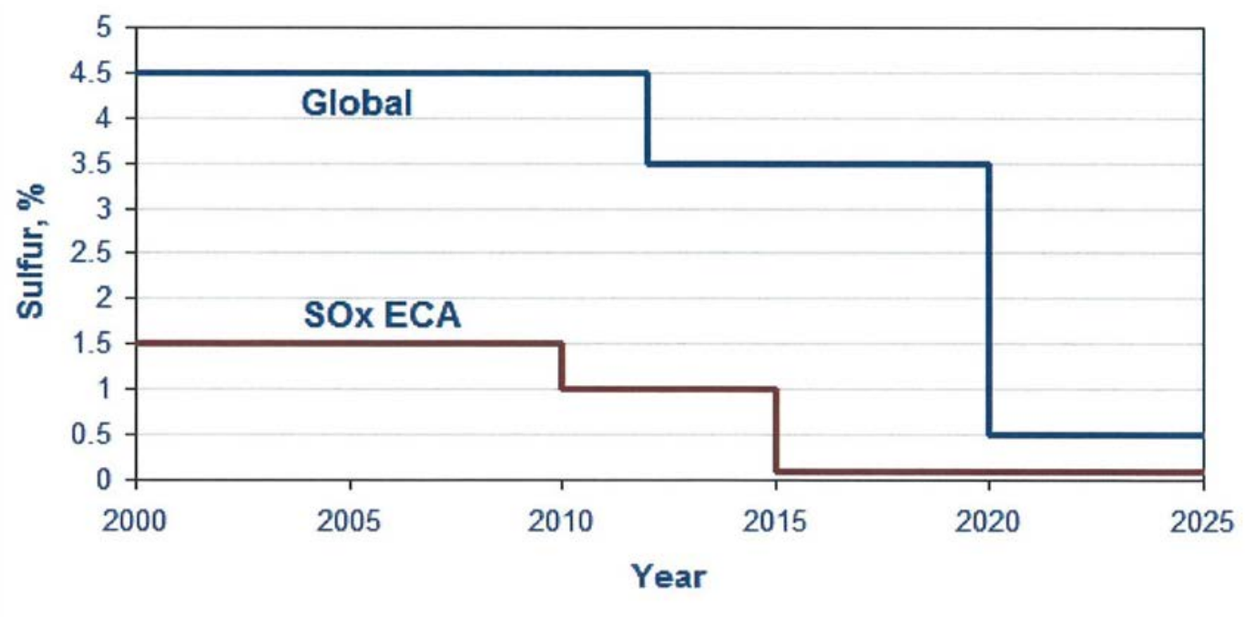
Further technical details pertaining to NOx emissions , such as emission control methods , are included in the mandatory "NOx Technical Code", which has been adopted under the cover of "Resolution 2".

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%



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 MSA supervision management ship ballast water and sediment

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.

Fuel 2020 and sampling

Please be informed that Paris MoU and Tokyo MOU announced, as per attached press release, the launch of a CIC with focus the smooth and consistent implementation of the requirement of maximum sulfur 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 sulfur 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 May - 31 Aug 19

Name	Rank	Vessel	Join Date	Photo
Okolo Kulak Alexey	Ch/Off	AGT	04/06/2019	
Salavatov Arslan	Ch/Off	ARN	08/07/2019	
Sergeichev Aleksei	Ch/Eng	ATH	05/08/2019	
Siniavskii Vasilii	Master	ARN	18/08/2019	

Promotions, Roxana Shipping - Kristen Marine 01 May - 31 Aug 19

Name	Rank	Promotion Date	Photo
Meshalkin Sergei	2nd/Off	29/06/2019	
Kulbida Igor	2nd/Off	10/07/2019	
Stepanov Viacheslav	3rd/Off	22/07/2019	
Linov Sergey	3rd/Off	19/07/2019	
Semerov Igor	Junior 3rd/Off	24/07/2019	
Sergeichev Aleksei	Ch/Eng	07/08/2019	
Kolosov Vladislav	4th/Eng	31/07/2019	
Parfenov Denis	AB	19/07/2019	
Shaiakhmetov Rinald	OS	22/07/2019	
Kovalev Aleksei	OS	19/07/2019	

Human Resources Management

Mrs. Alina Manoila's employment

We are pleased to announce that Mrs. Alina Manoila has joined Roxana and Kristen Crew dept. as of 01Aug19 in the position of crew coordinator, directly reporting to Capt. Konstantinos Annisis.

On 31Jan19 Alina undertook an internship at Roxana Shipping for a 6 month period in Crew dept.
Mrs. Manoila graduated from the Technological Educational Institute (T.E.I.) of Central Greece holding a BSc degree in Business Administration. She also studied in the New York College, acquiring a MSc degree in Global Shipping Management.

All of us will assist her to accomplish her new tasks successfully.

Alina, welcome on board!

Mr. Viktor Gladkikh's employment

We are pleased to announce that Mr. Viktor Gladkikh has joined RoKcs as of 01Jul19 in the position of crew coordinator.

In 2012 he was employed as a deck cadet in Roxana Shipping, then he graduated from the Vladivostok Maritime College acquiring 2nd Officer's degree, working as a 3rd Officer in Kristen Marine.
He has started working together with Margarita Kuramaeva under supervision of Capt. Pavel Sidorkin and Capt. Denis Verkoturov, substituting Evgeniya Khalimenko during her maternity leave.

All of us will support Viktor to succeed in his new tasks.

Viktor, welcome on board!

Evgeniya Khalimenko's Newborn Baby Girl

Our Congratulations to our crew coordinator Evgeniya Khalimenko and her spouse Vadim on their newborn baby girl! The family welcomed their little bundle of joy, Amelia, on 26Jul19.

We wish them all the best in this exciting new stage of their lives.

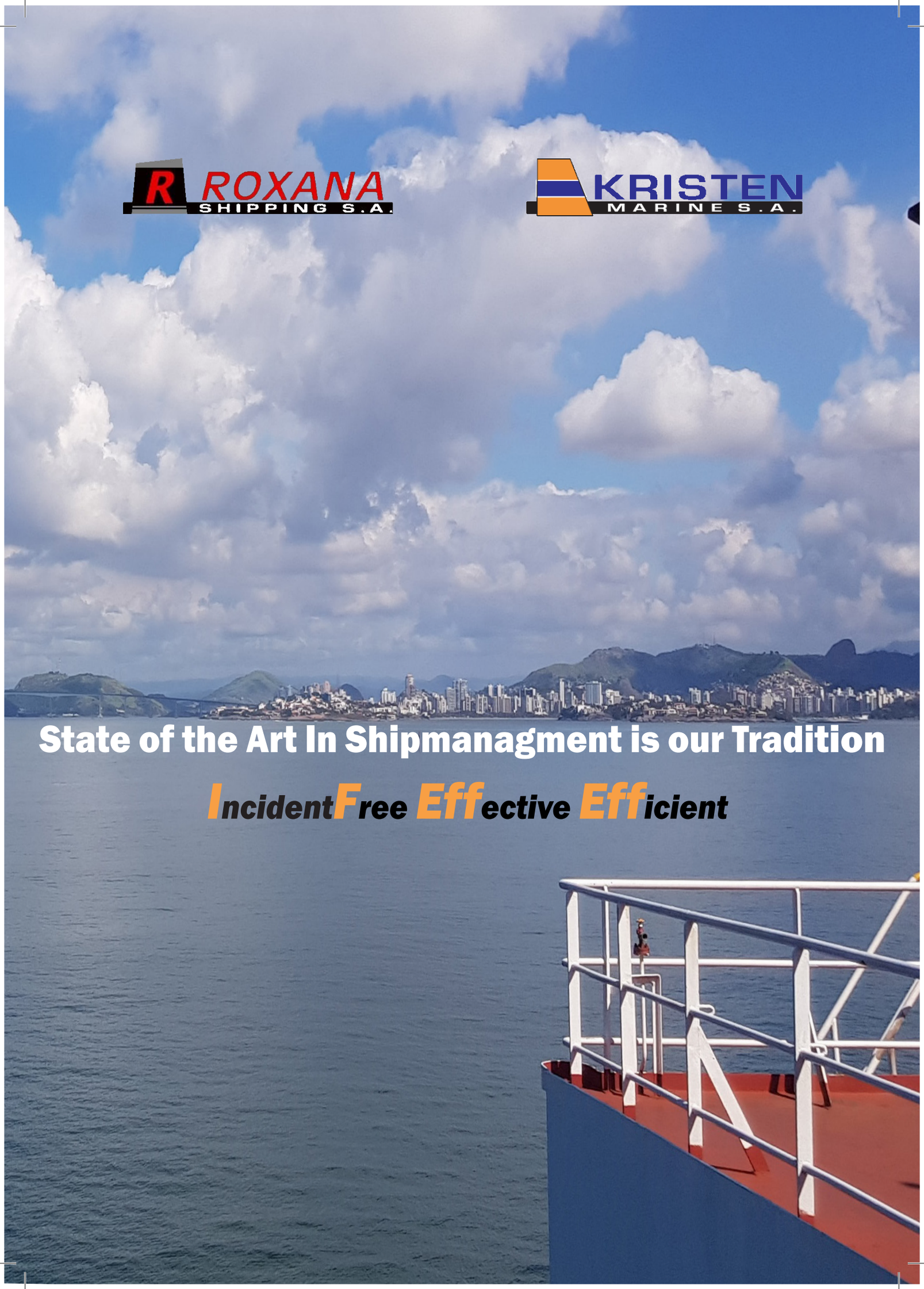
Job Opportunities

In view of the planned for 2019 Fleet expansion following new positions are announced for 2019-20:

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 office, reporting to Headoffice, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable.
Attractive benefits package.


ROXANA
SHIPPING S.A.
KRISTEN
MARINE S.A.
State of the Art In Shipmanagment is our Tradition
IncidentFree Effective Efficient