

From the MD's desk

 PG. 2

Behavior Based Safety (BBS) – Best SPIRIT cards

 PG. 3

New Additions to the Fleet

 PG. 8

Crew injuries / Fatalities

 PG. 5

Near Miss Analysis

 PG. 7

Enhanced MARPOL compliance

 PG. 10

Regulatory Updates

 PG. 11

Health Section

 PG. 12



“Our commitment – Safety of people, vessels, cargo and the Environment”

“Your Safety is our Priority”

From the MD's desk - Capt. Amit Jain – Managing Director

I would like to take this opportunity to thank you all for taking up all the challenges at sea in running the ships safely, smoothly and efficiently.

I would like to reiterate that “Your safety is our priority” and you have my full support to stop any unsafe acts on board. Safety takes precedence over everything.

Safe and reliable operation is what we focus on as a Company. It is business critical and we want to ensure that every employee onboard and ashore are always safe. Safety is not all about following procedures, using personnel protection equipment and conducting risk assessment, etc. Safety is also a state of mind and our attitude towards safety is equally important.

Good safety performance is a key to good operational performance. Very often in the rush to get a job done, corners are cut and that is when an accident can happen resulting in serious consequences. Incident and accidents can have a negative effect on individuals and on the company.

It gives us great pleasure to see all our crew return home safely after completing their tenures in a good & healthy condition. Safe and secure ships can be guaranteed only if all our crew work safely in compliance with our procedures. “Compliance” is a vital key to Safety.

Let's all work together maintaining high standards of safety and strive for our long term goal of 3 Zeros' Zero Fatality, Zero spill and Zero serious incident.

Wishing you all smooth sailings and Bon Voyage!



“Work Safely – Your family is waiting you”

BBS – Best Spirit Cards



The BBS system has replaced the previous Crew Commendation Award system. We deeply value the good reports submitted by the entire fleet (including TMS Vessel). These reports are an important motivation tool to foster the sense of pride into what we are doing and creating a sense of belongingness to the organization. Amongst the various reports submitted in the 2nd quarter of 2019, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed after the 4th Qtr of 2019 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

Weapon boxes of Armed Security guards were kept on bridge in open condition. The boxes being black in color were difficult to sight during night time and posed a trip hazard. AB (Zaw Myo Maung) realized this hazard and marked the boxes using retro-reflective tape for ease of identification during dark hours.



(Zaw Myo Maung, AB)

During unberthing at IZMIT (Turkey), aft tug was made fast through aft center lead. After unberthing I was instructed to cast off the tug by bridge while vessel was using her engines. The tug’s rope was a wire rope without any messenger connected and was about 20 meters from the stern. It was obvious that the tug’s line might get entangled with the propeller. Despite Tug’s crew persuasion and pilot’s order I restricted the crew from releasing the tug line and explained the situation with risks involved to

bridge on walkie-talkie. Acknowledging our request, engines were stopped as per Pilot’s order and we released the tug’s line in a controlled and safe manner.



(Md. Rafsanul Hasan, 2nd Officer)

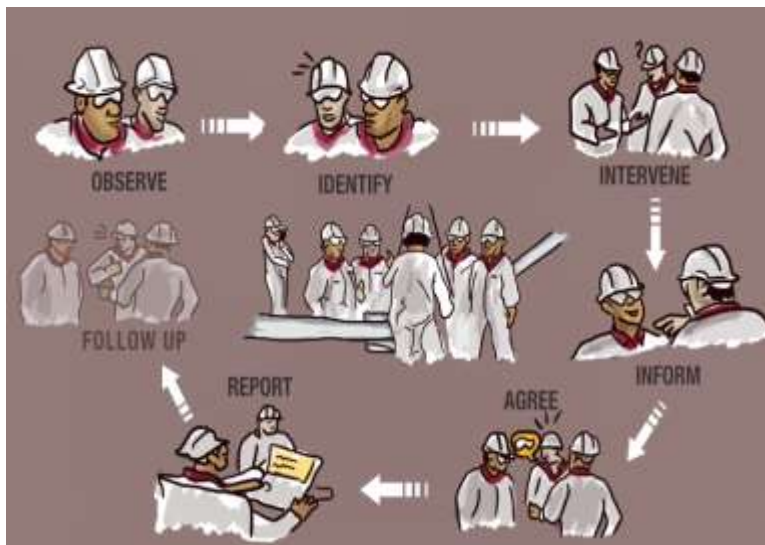
“SPIRIT - Safety Performance Improvement by Respectful Intervention and Training”

During sailing from Singapore to Le havre, we were required to operate the N2 Generator to fill up 99.9% Nitrogen into the cargo tank. Crew were about to start the operation without carrying out gas checks and without wearing any personal gas meter. Myself, stopped the crew and advised them to bring portable & personal gas detectors. Gas checks were carried out and crew wore personal gas meter during N2 operation. Crew were explained about the importance of gas checks and wearing of personal gas meter during N2 operation. Hazards of Nitrogen were also explained.



*(Dong Wang Kang,
3rd Engineer)*

(The text of the above acts of safety has been modified from the original for easier reading and understanding)



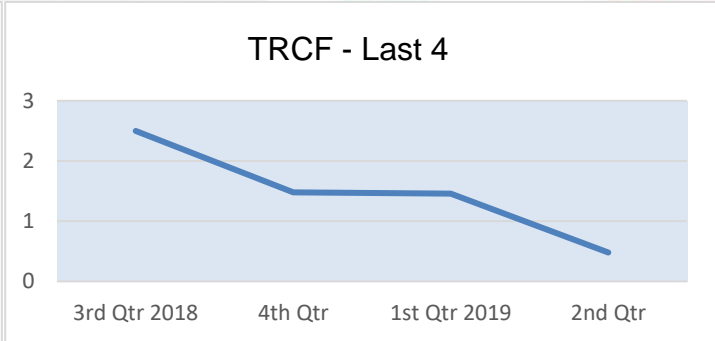
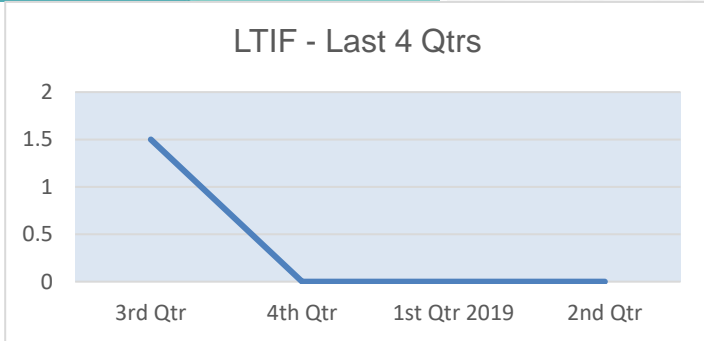
STOP WORK AUTHORITY *(Extract from M-04 sec 41)*

It is the duty and right of every personnel employed and engaged by the Company to exercise a “Stop Work” intervention whenever any employee, vessel or shore property, or local environment are at risk, or when there is a perceived risk to the life, health or safety of the individual(s) within the work environment. The top management of the Company is fully supportive of the decision of an employee which is taken as per guidance provided in Company “Behaviour Based Policy” (BBS). Company utilizes its BBS program to guide and implement the ‘Stop Work’ Authority.

All staffs to be regularly motivated & briefed that they are fully empowered to use their “STOP WORK” authority in order to prevent any unsafe acts.

“SPIRIT - Safety Performance Improvement by Respectful Intervention and Training”

Crew Injuries / Fatalities



There was no LTIF reported during the second quarter of 2019. TRCF for 2nd quarter was 0.48 as compared to 1.46 during the previous quarter. For the year 2018, fleet LTIF was 0.38 and TRCF was 1.01. The target for the year 2019 is an average of previous 3 yrs. Hence LTIF of 0.4 & TRCF of 1.2 is targeted.

2/E's right-hand middle finger injured & fractured while overhauling overboard valve of main engine cooling seawater pump No. 3, in engine room. While hammering for removal of rust from nuts/bolts, the hammer head slipped and struck at corner of the valve body which resulted in crushing of 2/E's righthand middle finger between corner of the valve body and edge of the floor plate. He was administered First-aid on board and sent to doctor for medical treatment ashore.



The lesson learned from this incident is to be Watchful while at work and use of proper tools to hold instead of hand while hammering.

“SPIRIT - Safety Performance Improvement by Respectful Intervention and Training”

AB's right arm got mild burns while opening pressurized cargo drain line valve (cargo: Ethylene Diamine). He was administered First-aid on board and was sent to doctor ashore at next port of call for confirmatory visit.



*Lesson learned from this incident is to exercise caution while opening any line drain, wearing proper PPE and avoiding **THE LINE OF FIRE**.*

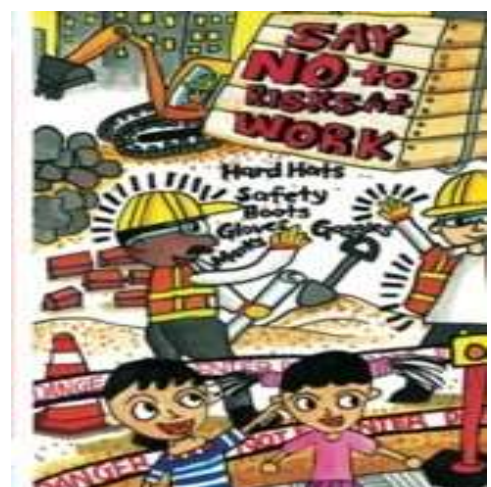
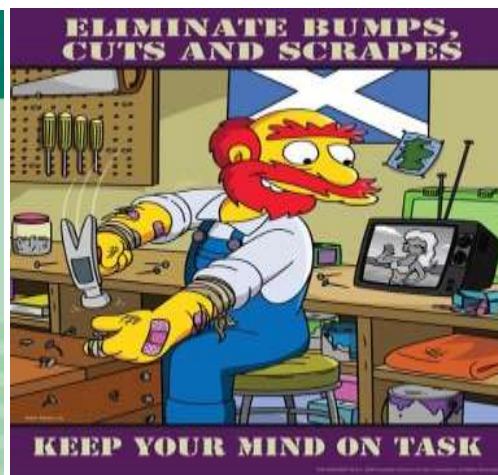
While operating provision crane, Bosun misunderstood the signal given by OS for lowering the hook and instead heaved up the hook. During this activity, OS's left-hand middle finger got stuck between the sling and the crane hook, resulted injury to finger nail. He recovered well with treatment onboard and sent to doctor at next port for confirmatory visit.



Lesson learned from this incident is that the crane operator shall stay in line of sight of the signaler and good co-ordination among the parties involved in lifting operation.

(LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTI includes injuries resulting in lost time, fatalities, severe injuries resulting in ability to work ashore/onboard. TRCF = Total Recordable Case Frequency as per OCIMF. This is also number of such injuries per 1million exposure hours in the fleet. It includes LTIF injuries as above and RWC- Restricted Work Day Case & MTC - Medical Treatment Case)

Learning from Incidents: There were no major incidents during this quarter.



“Work Safely – Say NO to injuries”

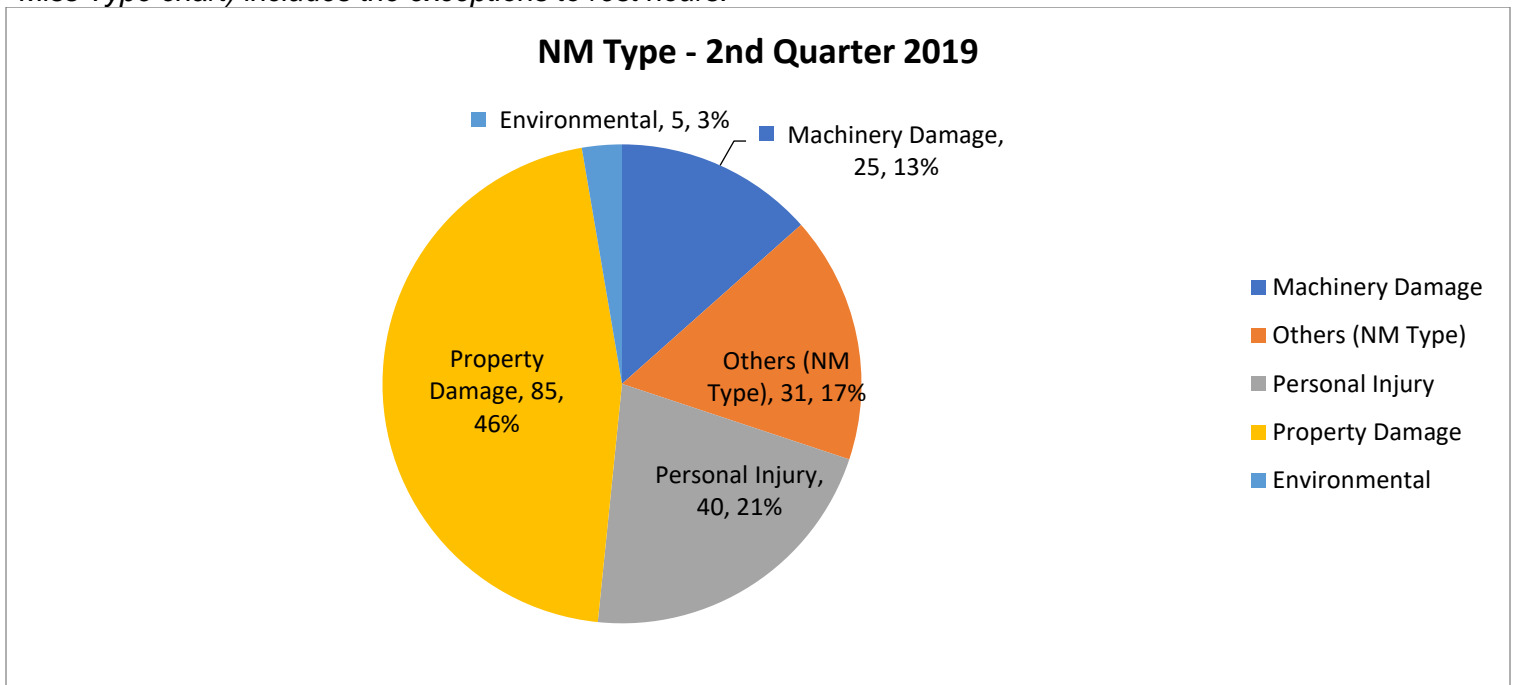
Near Miss Analysis



Near Miss:

Near miss reporting in the 2nd quarter has been satisfactory. Annual target is at-least 24 near misses per vessel per year. Crew are regularly briefed & motivated for identifying & reporting near misses without any fear or favor. Only few vessels were required to be reminded for near miss reporting. To further enhance the near miss reporting system and learning process, Near misses categorized as HPC (High Potential Consequence) are analyzed and key learnings are sent to all vessels every month.

The following pie chart indicates the analysis of the near miss in this quarter. It may be noted that Others (In Near Miss Type chart) includes the exceptions to rest hours.



“We follow Just culture – Identify & raise near misses without any fear”



Additions to the Fleet

By the end of 2nd Quarter of 2019, 03 new built vessels were taken over into our management.

GALLOP

Ship Type	Oil/Chemical Tanker
Built	Kitanihon shipbuilding Co. Ltd., Japan
DWT	37,250 tonnes
Engine	Makita-Mitsui MAN B&W
Serv Speed	14.00 Knots
Date of Delivery	15-Jan-2019



HARMONICS

Ship Type	Oil/Chemical Tanker
Built	Kitanihon shipbuilding Co. Ltd., Japan
DWT	37,258 tonnes
Engine	Makita-Mitsui MAN B&W
Serv Speed	14.00 Knots
Date of Delivery	20-Mar-2019

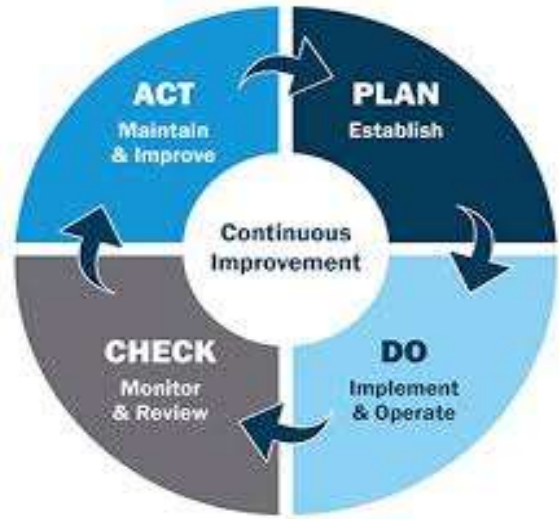


MENUETT

Ship Type	Oil/Chemical Tanker
Built	Shin Kurushima Dockyard Co. Ltd., Japan
DWT	34,987 tonnes
Engine	Makita-Mitsui MAN B&W
Serv Speed	14.00 Knots
Date of Delivery	27-Jun-2019



“Where there is Safety, there is prosperity”



Amendments to QSMS:

One DTN (01/2019) was issued in this quarter on 17-May-2019 which had various revisions to M-02, M-03, M-04, M-05, M-06, M-07 & M-08.

Amendments to QHSEMS:

One DTN (01/2019) was issued in this quarter on 28-Jun-2019 which had various revisions to QHSEMS manual.

Other Information to the fleet:

In addition to the circulars, general warnings, navigation warning, technical information & technical warning, following information was disseminated to the fleet in this quarter which is of prime importance.

- 01st Apr: Reduction of Indian Ocean HRA w.e.f. 01-May-2019.
- 02nd Apr: 1ST Quarter-2019 Shell LET (Learning Engagement Tool)- Confined Space Entry.
- 03rd Apr: UTC time derived from GPS devices – Advisory by MI flag.
- 11th Apr: New Risk Assessment library.
- 17th Apr: ECM Client Alert 26-2018 NVMC Releases New NOAD Workbook Ver. 7.6
- 08th May: Warning Notice for Video Recording.
- 15th May: Security Risk Assessment forms - updated copies.
- 27th Jun: Security Warning 02/2019: Immediate Measures for Navigating in Persian Gulf and Gulf of Oman.

“Stay Updated – Stay focussed”

Enhanced MARPOL Compliance



In a bid to reinforce commitment towards MARPOL Compliance, company took a voluntary initiative of carrying out detailed MARPOL compliance audits on board all our vessels. An experienced team of Chief Engineers were selected from our fleet, and they conducted focused MARPOL audits. All vessels completed the MARPOL audits during this quarter.

Key learnings and action items were discussed during shore management meetings. These shall be disseminated to all our vessels for improvement.

IMO 2020 compliance: Company has planned to install hybrid type scrubbers on board its vessels in a phased manner for complying with low Sulphur regulations for selected vessels. Alternatively, vessels will be using compliant fuel.

Our vessel GINGA LYNX is the first vessel in the fleet which is being fitted with scrubber.



“Company has ZERO tolerance towards any MARPOL violations”



Regulatory Updates

➤ **EUMRV:** First reporting period (From 01-Jan-2018 to 31-Dec-2018) was completed on 30-Apr-2019. This emission data has been published on the EUMRV website for all ships.

➤ **MARPOL & IBC - New tankers** constructed after 1 Jan 2016 require approved instrument with applicable intact and damage stability requirements. Existing tankers – 1st survey after Jan 2016 but in any case, before 1 Jan 2021.



➤ **MARPOL Annex VI (Chapters 1 - 3) - SOx control:** The global sulphur limit will reduce to 0.50% on 1 January 2020. All new and existing ships will need to comply with the new global sulphur limit from 1 January 2020.

➤ **SOLAS Chapter II-2/10.5** for the fire protection of domestic boilers. Ships fitted with boilers that are protected by a water-based local application fire-extinguishing system, are no longer required to provide the approved foam-type extinguisher of 135l capacity. Applicable from 1 January 2020 for all ships.

➤ **Amendments to the Ballast Water Management Convention, Section E - Survey and certification requirements for ballast water management.** IMO agreed that endorsement for “additional survey” on the certificate is not required. It was also noted that the terminology “Intermediate survey” is omitted from regulation E-5.8. Entering Into force from 13 October 2019 for approval of ballast water management systems.

➤ **Amendments to MARPOL Annex I Regulation 12 - Tanks for oil residues (sludge) – Clarification on other means of disposal via approved methods (incinerator, auxiliary boiler suitable for burning oil residue etc.)** The amendment also addresses common piping arrangements. Applicable to all ships of 400 GT and above. Ships constructed before 1 January 2017 shall be required to comply not later than the first renewal survey carried out on or after 1 January 2017.

➤ **Amendments to MARPOL Annex VI - Fuel oil used or carried for use on board a ship shall not exceed a sulphur limit of 0,50% m/m.** The IAPP certificate supplement is amended accordingly. This carriage prohibition will enter into force for all ships on 01st Mar 2020.

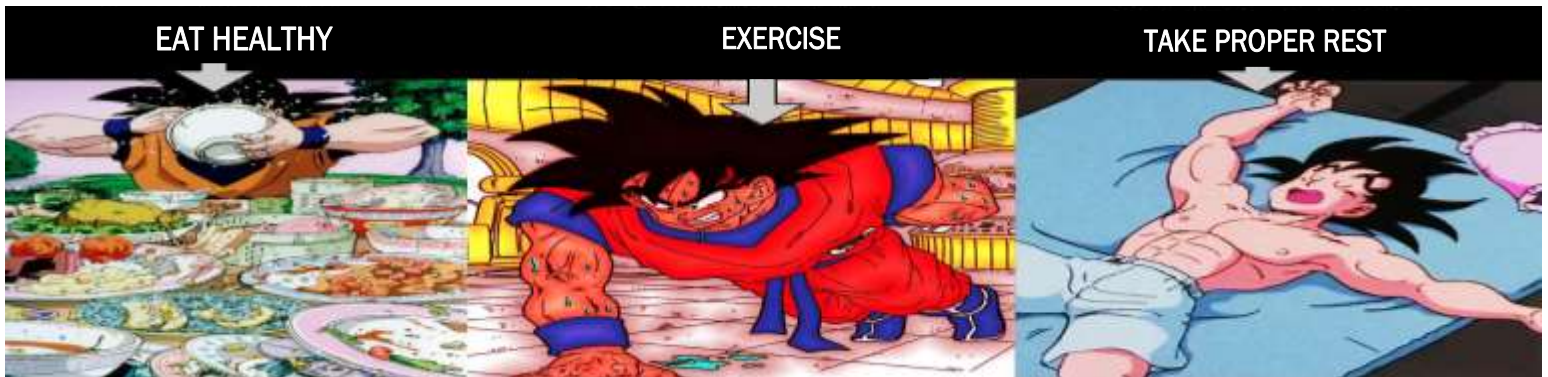
➤ **CDI-Marine 9th Edition Ship Inspection Report (SIR)** is released and shall be effective from 02nd Sept 2019.



“Compliance is the vital key to Safety”



Believe in yourself	When you believe in yourself, you are showing great self-worth and care. Believe that you will achieve your goals and you are one step closer to doing so.
Practice Positive Affirmations	Positive affirmations are statements you repeat to yourself every day that make you feel good. When you keep repeating these affirmations you are reminding yourself of these positive statements and can start to believe in them more and more.
Make Peace with The Past	Try and let go of the past and focus on the present. You cannot change anything that has happened or anything that could happen, so it can really help you to try and focus on present.
Use the Mirror Technique	Stand in front of a mirror, look at yourself and start saying what you like about yourself. Give yourself confidence, praise yourself and tell yourself how great you are.
Take deep breaths	Take some long deep breaths for a little while, whilst clearing your head. This can help you to think rationally and become more positive even if you are in a stressful situation.
Fill your mind with positive thoughts	Be easy on yourself, forgive yourself for any failures and understand that you can learn from your mistakes. Try and find things in your life to be positive about.
Express Gratitude	Find things from your day that you were thankful for, such as a sunset, no traffic or a having a great day at work and write these down at the end of the day.
Create Realistic Goals	Try and set achievable and realistic goals for yourself, a step at a time, so that it is a little bit easier for you and you will be more motivated and excited to get started on your goals.
Read an Inspiring Book	It's always a good idea to read an inspiring book and you can start to feel much more optimistic and motivated after reading about someone else's successes.
Remind Yourself of Your Blessings	These types of things could be your family, friends or even smaller things such as having a roof over your head.
Use Positive Words When Talking	Try and stick to using positive words, and refrain from any negative words. Try and stop using words such as 'no', 'can't', 'won't' and 'don't', and replace them with more positive words.
Stop Making Excuses	To be more positive, you should try and stop putting up barriers over new challenges. Try and say yes a little bit more and dim the voice in the head telling you that you cannot do it.



“Continuous improvement is better than delayed perfection”