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

“SALUTING OUR SEAFARERS”

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

This year began with a unique challenge of complying with IMO Global 2020 Sulphur requirements. However, of late the whole world is facing a common serious problem i.e. COVID-19. We are truly caught up in an unprecedented situation as most countries are under lockdown bringing movement of humanity to a standstill. The shipping community kept moving, ensuring no disruption of the supply chain movement with our fellow seafarers leading from the front.

These are extraordinary times in our lives and seafarers have a unique tag of sailing through the roughest of storms. An old saying “Hard work, will power and dedication – A man with these traits can make anything possible”. I can proudly say that our seafarers are a perfect blend of hard work, will power and dedication.

We are buoyant by the fact, that you are doing your utmost best and will continue to do so in the future by helping & motivating each other. This unprecedented situation has not spared anybody in the world, and we can only get through these difficult times by supporting each other and doing our very best. Despite all the odds, all our seafarers have kept their positive attitude and are marching forward with solidarity, determination and hope.

Please be rest assured that you have full support from our end, and we shall strive to ensure your safe return at the earliest.

We Thank and Salute you from the bottom of our heart. We wish you fair winds and calm seas and pray that, when the time comes, you return home safely to your families and friends.



Wishing you healthy, happy & smooth sailings.

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 Vessels). 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 1st Quarter of 2020, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed after the 3rd Qtr of 2020 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

Best Spirit Cards – 1st Quarter 2020

Case-1: On 6th Feb'20, while taking safety rounds on deck at Zhangjiagang anchorage, AB observed a floating messenger rope leading aft towards vessel's propeller area. Chief Officer was immediately informed. Subsequently, deck crew gathered at aft station and picked up the line by hook and heaved up using winch. Finally, picked up and cleared approx. 7 meters of fishing net attached with floating dunnage bamboo and big sized fishing buoy.



Mohammad Imam Uddin, AB

Case-2: While vessel was at sea, ER crew were cleaning GE L.O. Purifier heater by Chemical circulation using air pump. Heater was put inside the drum and cleaning was started without covering the drum. This was noticed by the Oiler who immediately asked to stop the pump as this could have led to chemical spray.



Zar Ni Min, Oiler

Case-3: While vessel was at Ulsan anchorage, OOW(3rd officer) observed nearby vessel dragging anchor and coming closer to own vessel. Immediately, master was called, ER and anchor party were notified. Attempts were made to attract other vessel's attention but there was no response. Port control was informed. Other vessel responded to port control, heaved up her anchor and moved away from own vessel.



MA Moonsur Bhuyan Nayon, 3rd Officer

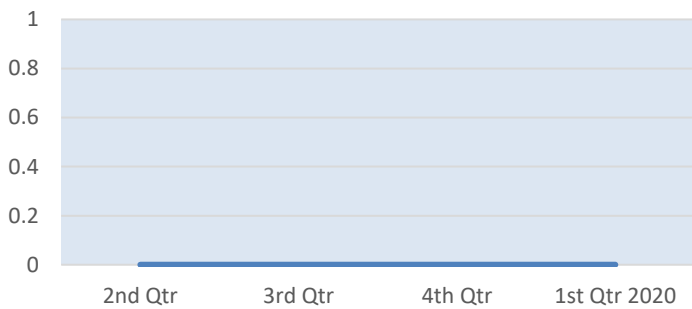
(Above texts have been modified from the original for easier reading and understanding)

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

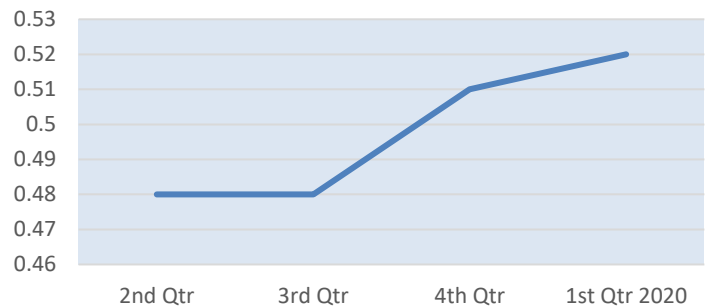
Crew Injuries / Fatalities



LTIF - Last 4 Qtrs



TRCF - Last 4 Qtrs



Nil accidents & Nil fatalities/Serious injuries were reported in this quarter.

There was no LTI reported during the First quarter of 2020. TRCF for 1st quarter was 0.52 and 0.51 for the previous quarter. For the year 2019, fleet LTIF was NIL and TRCF was 0.73. Target set for the year 2020 LTIF <0.3 & TRCF <0.95.

Injury Cases: -

Case-1: Vessel was at sea, aft mooring winch gear cover was required to be removed from place and taken to ER workshop for repairs. While carrying the winch cover, one of the crew (Oiler) slipped on the floor step due to Improper lifting and handling. His left lower chest was hit the nearby steel guard plate of the control level. He was provided first-aid on board and was sent ashore for doctor visit. Fortunately, there was no fracture and crew returned back to vessel after getting necessary treatment ashore.

Lesson learned: Jobs planned for the day along with precautions to be taken must be discussed during the toolbox meeting prior to commencement of the work. Heavy items to be handled very carefully and enough crew to be utilized for lifting heavy items in case alternative means of shifting the item is not possible.

Case-2: Ship's crew were carrying out renewal of the aft mooring winch hydraulic return line, 1E was chipping the pipe to remove the heavy rust from the flanges and 2E was assisting him. Unfortunately, 2E was hit on his right eye by flying metal object causing minor injury of his right eye. 2E was not wearing safety goggles.

Lesson learned: Injuries can be avoided by wearing appropriate PPE properly and being careful while working.

(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, RWC- Restricted Work Day Case & MTC - Medical Treatment Case)

“Work Safely – Say NO to injuries”

Crew injuries (Lessons learnt)

Synopsis of the incident:

Vessel berthed at Etajima, Japan and loaded Caustic Soda (Sodium hydroxide solution, 48% solution). Upon completion of loading operation, shore loading arm was blown and disconnected. Thereafter, deck crews were blowing the cargo lines to drain any remnants of the cargo in the line to the designated tanks in accordance with company's cargo operation procedure. During this process, Cargo mist / vapor got released due to gasket rupture at flange connection for 5C cargo loading line. At the time of incident, OS who was rushing towards 5C pump stack to open the valve got exposed to cargo vapour/mist that was released.

Immediately, First aid was provided onboard, and the crew was also sent ashore to doctor for confirmatory checkup. Crew felt slight burning sensation in the eye, for which eye wash was given and Doctor declared the crew fit for duty.



Root Causes:

1. Deteriorated flange gaskets & flange connections getting loose due to stress/vibrations.
2. Crew coordination / Supervision during line blowing was LTA (Less than adequate).

Lessons Learnt:

1. Line blowing operations to be discussed properly during the toolbox talk prior to commencement of operations. Responsible officer to closely monitor the operations and supervise the crew to prevent such incident.
2. The air hose and deck airline must be cleaned and blown through completely prior line blowing operation to avoid contamination.
3. Prior line blowing operation, to ensure all necessary valves are properly opened and operation is controlled from pump stack or manifold valve only.
4. Condition of nuts, bolts, gaskets & flanges of cargo lines must be verified prior loading operation. (cargo line integrity test prior loading).



“Work Safely – Say NO to injuries”

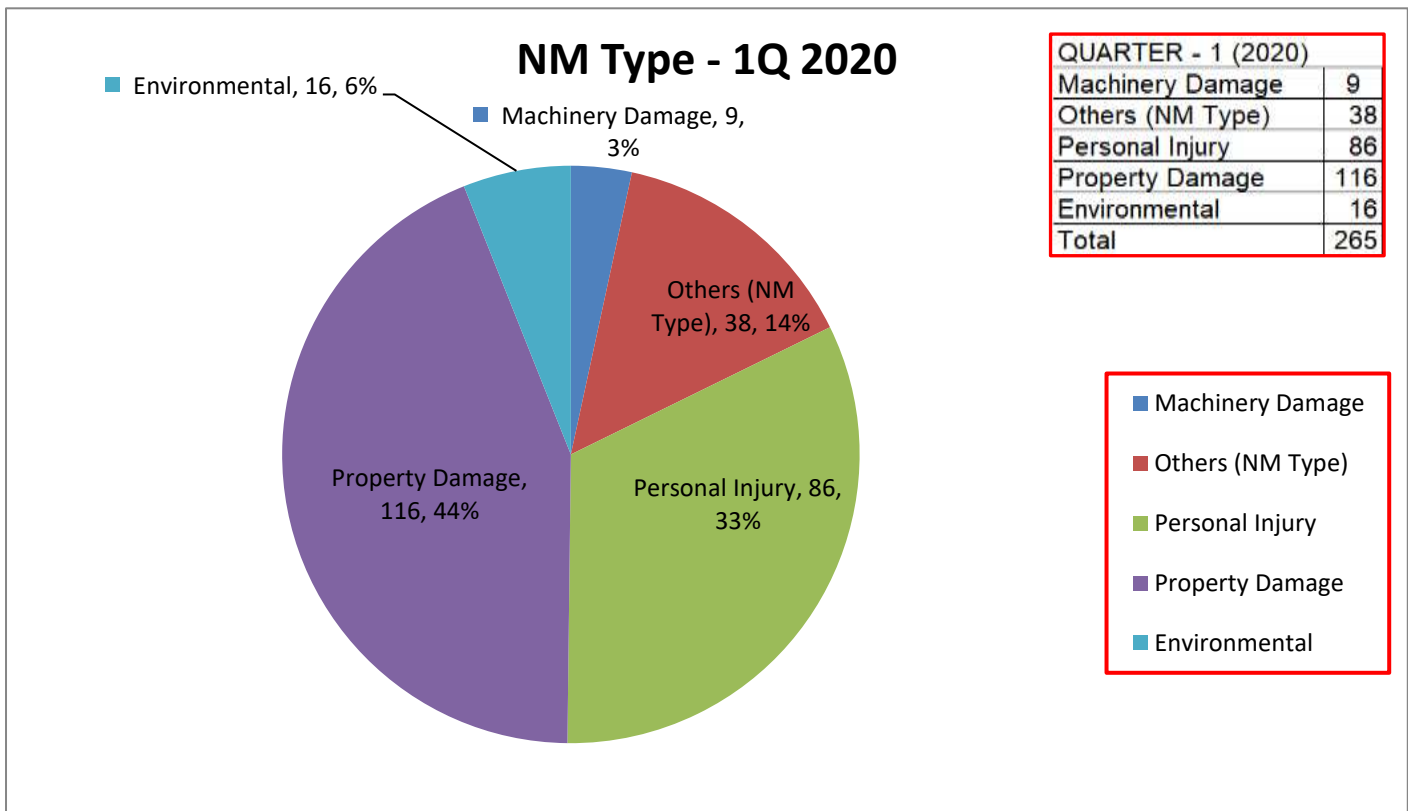
Near Miss Analysis



Near Miss:

Near miss reporting in the 1st quarter has been satisfactory. Annual target is at-least 24 near misses per vessel per year. We achieved our target with 26.04 near misses per vessel in 2019. Crew are regularly briefed & motivated for identifying & reporting near misses without any fear or favor. 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 regularly. We have also categorized the high potential near misses (Navigation, Cargo Ops, Environmental, Mooring, ER Ops & Misc.) for effective use by ship staff to avoid incidents.

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”



Fleet Updates

No new vessel was added into our fleet during the 1st Quarter of 2020.

Schedule of upcoming additions into the fleet

- **FURANO GALAXY** - Oil / Chemical tanker is scheduled to be delivered from “Kitanihon Shipbuilding Co. Ltd” around 04-Aug-2020.
- **NISEKO GALAXY** - Oil / Chemical tanker is scheduled to be delivered from “Kitanihon Shipbuilding Co. Ltd” around 17-Sep-2020.
- **PRELUDE** – Music Series Oil / Chemical tanker is scheduled to be delivered from “Shin Kurushima Dockyard Onishi” around 28-Oct-2020.



Unix 30th Anniversary

Unix Line completed its 30th Anniversary on 17th March 2020. The event could not be celebrated with all staff due to strict social distancing norms being in force due to the pandemic COVID-19. However, a very restricted cake cutting ceremony took place and Staff’s long service awards were announced.



“Where there is Safety, there is prosperity”

Enhanced MARPOL Compliance



With effect from 20-Mar-2020, Unix Line has started implementation of an Enhanced Compliance Program (ECP) for MARPOL which shall remain in force for a period of about 04 years. During this period all deep-sea vessels will be subjected to focused MARPOL audits. These audits shall be conducted by an independent third party under the supervision of US department of Justice.

Capt. Atiqullah Chowdhury has been appointed as the “Corporate Compliance Manager” (CCM) and Capt. Arvind Punj has been appointed as “Alternate CCM”. CCM shall be the point of contact for any MARPOL related issues. The ECP will be supervised & monitored by the CCM.

All staff will be required to undergo an Environmental Management System/Compliance program (EMS-CP) training prior joining vessel with annual refresher training. Staff on board the vessels will undergo the training onboard by the material provided by the company.

Please be reminded that it is the company's policy that all personnel must at all times comply with all MARPOL and environmental regulations, and that any bilge waste oil and/or sludge remaining after proper use of the vessel's equipment for the handling of such waste must be disposed of properly ashore to reception facilities.

Scrubber installation updates: -

- GINGA LYNX, GINGA CARACAL, GINGA PUMA were installed with hybrid type scrubbers in 2019.
- GINGA BOBCAT is being installed with hybrid type scrubber in the dry dock.
- KAIMON GALAXY, ZAO GALAXY, ARGENT GERBERA, ARGENT ASTER and ARGENT HIBISCUS are planned for installation of scrubbers in the year 2020.

All vessels of the fleet are provided with Enviro Manager Software, which is a good tool to monitor vessel’s live position on a map with applicable MARPOL regulations for various annexes. The map shows no discharge zones for various pollutants as per MARPOL annexes.

We request all staff to pay utmost care towards MARPOL items and ensure that very high standards of compliance towards MARPOL is maintained. Any difficulties faced in managing bilge / sludge onboard must be notified immediately to the Technical Department & CCM.

All seafarers are duly obliged to use their STOP WORK authority to prevent any MARPOL violations and report same to the CCM/ACCM by any means (Phone, email, WhatsApp OR through “Compliance Reporting” from ship’s email computer or anonymous reporting through Unix Line website).

It may please be noted that the company will take strict action against individuals for any MARPOL related non-compliances which may include dismissal from service.

“Say NO to Pollution - Company has ZERO tolerance towards any MARPOL violations”



Amendments to QSMS:

- Two Document Transmittal Notes (DTN) – 01/2020 dated 17-Jan-2020 & 02/2020 dated 31-Mar-2020 were issued in this quarter which included revisions to company policies, Navigation audit checklist, Marine inspection Report (MIRE) checklist & various revisions to SMS manuals. The revisions were necessitated basis feedback from SMS review, SIRE/CDI inspections, and office TMSA audit.
- 11-Mar-2020 - SMS Review M09, M10, M11, M12 - Company Response
- 16-Mar-2020 - Company Policies - Updated

Amendments to QHSEMS:

Nil changes were made in QHSEMS during this quarter. Last DTN (01/2019) was issued 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.

- 26-Mar-2020 - Generic Risk Assessment: Strait of Hormuz + Gulf of Oman + Arabian Gulf
- 23-Mar-2020 - Disruption of planned crew relief due to COVID-19 spreading around the world
- 09-Mar-2020 - Safety campaign on cargo operations - 2nd phase
- 06-Mar-2020 - Prohibit usage of drones / drones with camera by crew onboard
- 28-Feb-2020 – Capt. DOSCA for Weather Monitoring, Route Planning and CHARTCO (Oneocean) Subscription
- 26-Feb-2020 - Security Review by Company + SSP Review from Vessel with Company Comment (2019)
- 17-Feb-2020 - High Potential Near Miss (HPC) cases – 2019 - Categorized
- 17-Feb-2020 - Survey on bilge and sludge management
- 11-Feb-2020 - Gray water discharge in VGP regulated water - for vessels having gray water holding tank
- 04-Feb-2020 - Ship Implementation Plan - Single Use Plastics
- 03-Feb-2020 - Updated IMO List of National Operational Contact Points - 31 January 2020
- 24-Jan-2020 - Safety Campaign - Safe cargo operation - Phase 1
- 24-Jan-2020 - Monthly KPI form - 2020
- 23-Jan-2020 - SECWAR 01-2020: Annual Tabletop Security Exercise 2019
- 21-Jan-2020 - Tripartite agreement- MEPC.2 Circ 25
- 20-Jan-2020 – Annual drill schedule
- 10-Jan-2020 - Security Drill and Training Schedule for 2020
- 08-Jan-2020 - Annual onboard collective training schedule - 2020
- 08-Jan-2020 - TVRP Revision 0-2020 (for Deep sea vessels only)
- 06-Jan-2020 - Emergency communication

“Stay Updated, Stay focussed”



Regulatory Updates

- **Amendments to the Ballast Water Management Convention, Regulation D-3 - Effective from 28-Oct-2020** - Ballast water management systems installed on or after 28 October 2020 shall be approved in accordance with the BWMS Code. Ballast water management systems installed before 28 October 2020 shall be approved considering the guidelines developed by the Organization or the BWMS Code.
- **Amendments to the NOx Technical Code 2008 (Certification Requirements for SCR Systems)- Applicable for marine diesel engines to be installed onboard a ship constructed on or after 1 October 2020** - This amendment removes restrictions and indicates scheme A and scheme B of the 2017 Guidelines Addressing Additional Aspects of the NOx Technical Code 2008 with regard to Particular Requirements Related to Marine Diesel Engines Fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.291(71)), as amended, apply equally. The amendments addressed by the resolution MEPC.313(74) also require the NOx-reducing device to be included within the EIAPP certification and its presence recorded in the engine's "Technical File".
- **Amendments to MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008 - Use of electronic record books – Effective from 01-Oct-2020.** Amendments to allow use of electronic record books. (ORB Part I & II, Cargo Record Book, Garbage record book, ODS log, NOx & Sox log book.
- **ILO Maritime Labour Convention (MLC 2006) - 2018 Amendments – Expected to enter into force 26-Dec-20.** These amendments mean a Seafarer's Employment Agreement (SEA), including payment of wages, continues to have effect while a seafarer is held captive on or off the ship as a result of piracy or armed robbery against the ship, until they are repatriated or die in captivity. This is the case regardless of whether the expiry date of the SEA has passed or if notice has been given to suspend or terminate it.
- **IBC code – Effective from 01-Jan-2021.** A comprehensive set of amendments including the revised chapters 17 (Summary of minimum requirements), 18 (List of products to which the code does not apply), 19 (Index of Products Carried in Bulk) and 21 (Criteria for assigning carriage requirements for products subject to the IBC Code).



- **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.
- **Amendments to MARPOL Annex II and the associated draft amendments to Chapter 16 of the IBC Code related to the discharge of cargo residues and tank washings of high-viscosity, solidifying and persistent floating products.** The new amendment to MARPOL Annex II requires a pre-wash for cargoes of persistent floating substances with high viscosity and includes cargoes such as vegetable oils and paraffins when the vessel is in one of the defined special areas. In this regard a new special area "North Western European Water" has been included. The P&A Manual amendments shall be required to be actioned by all ships subject to MARPOL Annex II surveys, by the date of entry into force.
- **ESP code – Effective from 01-Jan-2021.** Amendments to the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), to update the Code.
- **Amendments to MARPOL Annex VI, Regulation 13 - Emission Control Area (ECA) (NOx) (including Baltic Sea and North Sea).** Ships constructed on or after 1 January 2021 if they are to visit the Baltic or the North Sea (including English Channel) will be required to have Tier III engines.



WCET Seminar (Manila)

- **PTSC WCET education seminar was held in Manila on 19th & 20th Feb 2020.**
Key items as per below: -
 - Recent and Historical issues (Marine, Technical & safety) were discussed.
 - Discussion on strict MARPOL Compliance & OWS actual operation.
 - 2019-Novel Coronavirus Alert
 - Hazard Identification + Case studies on Crew injuries.
 - IMO 2020 Compliance, VLSFO change over and reporting
 - Workshop - Navigational incidents & Situational Awareness.
 - BBS, SHELL LET (Invisible Hazards).
 - Spectrophotometer & Tank cleaning issues.
 - Seafarers Mental Health.



Due to COVID-19 restrictions, company seminars, meetings etc. had to be postponed during this period and fresh schedule will be drawn up once situation improves.

“Individually we are one drop, but together we are an Ocean”

There are things you need to know about the coronavirus outbreak to protect yourself and those around you, but you do not need to become a COVID-19 expert, nor do you need to hear about every unpleasant detail from dawn until bedtime. Instead, focus on the positives so that you have the energy and resolve needed to weather this storm. Every dark cloud has a silver lining and this is your chance to thicken that lining and take charge of your mental health so that you come out of this experience stronger. Here are few things you can do.

Limit your intake	Put away your phone, reduce social media time, stop searching all news outlets. Be aware of news that is relevant to you, but limit exposure to articles that upset you.
Increase your resilience	Research has shown that when we experience positive emotions on the back of a stressful event, we bounce back more quickly and have a faster “cardiovascular recovery” time – our heart rate lowers and our blood pressure stabilises more quickly when we are able to be positive.
Look to the past	Get hope from your past resilience. You have weathered through the high seas in stormy weather, piracy infested areas, breakdowns etc. You made it through. And you are stronger because of it. Know that you will get through this. Remind yourself of your resilience on a regular basis.
Increase your immunity	Try some daily meditation or breathing exercises to manage worry, anxiety of stress. People who had more positive emotions were more likely to fight off the symptoms. As per studies, People low on positive emotions were more likely to contract a respiratory illness.
Think clearly & positively.	The way we feel influences the way we think. Positive emotions boost our problem solving abilities as well as our judgment, decision-making, cognitive flexibility and creativity. Staying positive will help you to be better in handling the new norms of the society such as social distancing, using masks, frequent hand washing, sanitizing common areas etc.
Keep jovial mood	Creating meaningful experiences & camaraderie onboard. Create a routine that includes one fun or enjoyable thing each day. Notice one good thing each day, no matter how small. Watch funny videos or read humorous jokes etc.
Look after your colleagues / Stop spreading fake news	This is the time for us to be united. Reach out to colleagues. Stop making negative social media posts or comments. Check the authenticity of the messages being received via social media.
Practice random acts of kindness	Be kind. Accept the things you can control. Try not to worry about things outside of your control
Take a daily inventory	Close your day, every day, with a positive acknowledgement of something you accomplished, learned or are grateful for. It will help dilute some of the negativity you’ve absorbed and remind you that not everything that’s happening right now is bad or depressing. Focus on the things you do have, rather than the things you don’t have
Maintain the basic hygienes	<ol style="list-style-type: none"> 1. Respiratory hygiene – Covering mouth & nose with mask 2. Hand hygiene - Wash hands atleast 20 seconds, avoid body contacts, etc. 3. Food hygiene – Avoid consumption of raw or undercooked food products. 4. Oral hygiene - Gargling with warm salt water. 5. General hygiene - Avoid touching eyes, nose or mouth often, daily temp. checks etc.
Ref to Circular - 02-2020 dated 26-Mar-2020 regarding general guidance on COVID-19	



“Health is the only wealth – Keep this treasure safe”