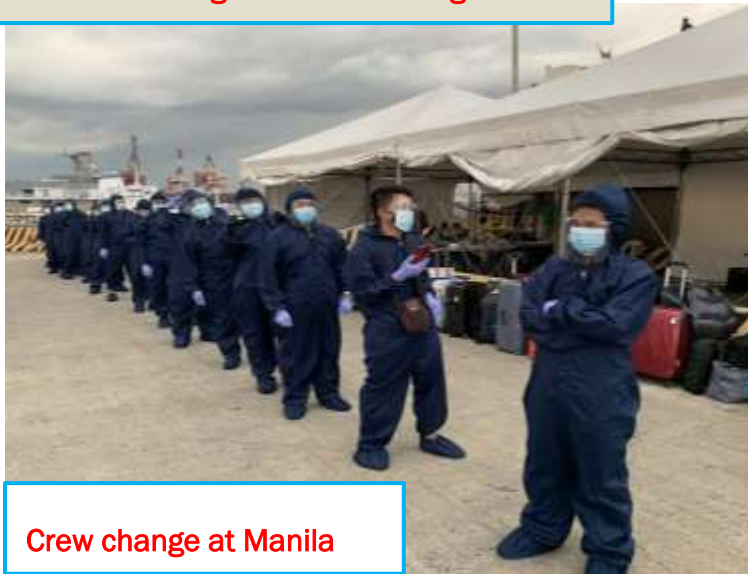




Crew change initiatives – Page no. 12



Crew change at Manila



Crew change at Singapore

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- Crew injuries / Fatalities – Page no.4
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“Our commitment – Safety of people, vessels, cargo and protection of the Environment”

“Heading towards a new normal”

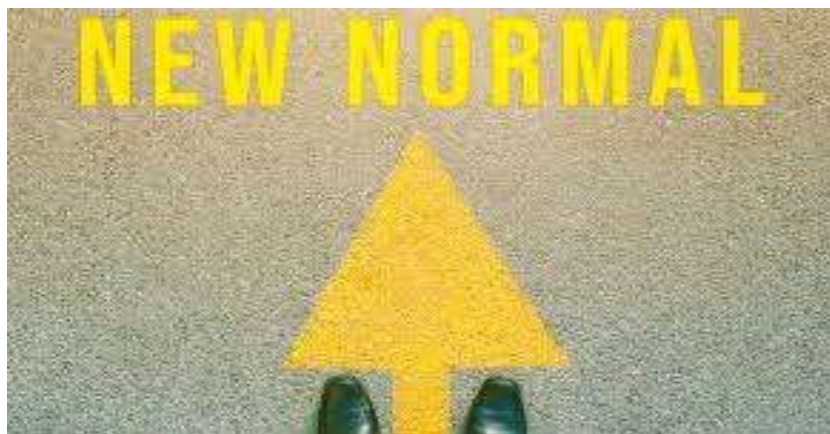
From the MD’s desk - Capt. Amit Jain – Managing Director

Worldwide trade, distribution of goods, food and energy will still be keys to growth, prosperity and human well-being. The sense of crisis and forces of disruption have put great demands on the maritime sector. We are heading into a state of ‘New Normal’, which comes with some state of uncertainty and unpredictability. The maritime industry will remain of paramount importance to all of us. Despite challenges and shadows, the future will therefore also continue to present new opportunities. As the vital link in the global supply chain, the maritime industry sits at the epicenter, and is now beginning to cautiously move from crisis mode to a “new normal”. In the maritime sector, internet has digitized and automated countless systems and processes, including ship audits, inspections, repair and maintenance, and reduced our reliance on people alone. Recently, this has helped to safeguard countless industry workers the world over with efficient technology stepping up as people have had to step down due to the constraints of lockdown, border closures, and self-isolation regulations. Remote operations using connected technologies have in many cases saved the day. However, COVID19 has thrown every organization, large or small, into a completely new tailwind that will force a radical overhaul of even the most digitized of businesses. ‘New Normal’ has come up with its own challenges but is also opening doors for new opportunities.

We feel very proud to state that our seafarers have adapted very well with these changing times without any issues and have also strengthened our bonding.

We remain fully committed to complete all crew changes onboard as per the contract as best as possible. We greatly appreciate the patience and consideration displayed by our crew during this period. We shall continue to utilize all our means to ensure that seafarers are relieved on time.

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 awaiting your safe return”



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 3rd 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 – 3Q 2020

Case-1: During last week of Sep'20, he observed plenty of SPAM/MALWARE emails received in the ship's email. The sender using and name of UNIX & MOLCT staff. Subject line of these emails was also same as per some of the vessel's recent emails. He immediately informed Master & other officers not to open any attachments with the SPAM emails. Matter was reported by master to UNIX IT dept to remove such emails from the vessel's domain and block the sender.



TUN TUN LWIN
Add. Ch. Officer

Case-2: On 01-Sep-2020 at Mumbai, Bosun was carrying out sampling along with cargo surveyor and noticed that our ship was slowly closing onto the nearby anchored vessel. He immediately reported to OOW on the bridge. OOW confirmed vessel was dragging anchor. OOW immediately informed Master, ER and called for anchor stations. Vessel heaved up anchor and re-anchored safely.



MARIO MAGTULOY
BOSN

Case-3: On 22nd Sep'20 vessel was sailing to Yiezheng, 3AE was taking sample of LSMGO from the GE LSMGO filter line and found the sample to be blackish in color. He also took sample from LSMGO tank and compared both samples. It was found that LSMGO is contaminated with HSFO. This was immediately informed to CE and all Engineers were briefed to be very careful while changing over fuel.



MD ZAHIRUL ISLAM
3AE

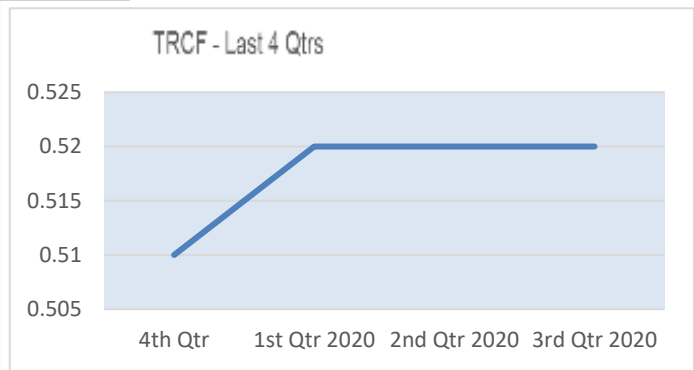
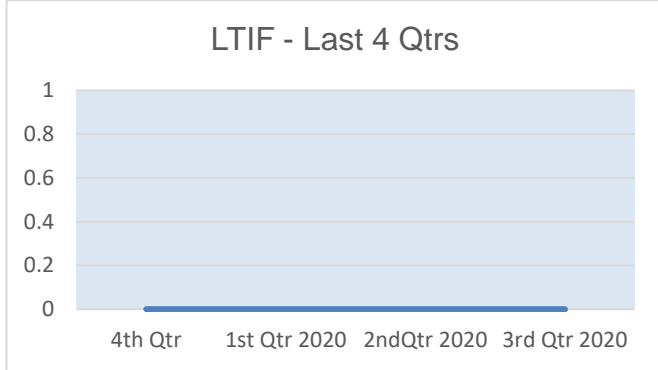
(Above texts have been modified from the original for easier reading and understanding)

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

Crew Injuries / Fatalities



**START SAFE
WORK SAFE
FINISH SAFE**



There were Nil accidents & Nil fatalities/Serious injuries were reported in this quarter.
There was no LTI reported during the 3rd Quarter of 2020. TRCF for last three quarters is 0.52. 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 Case (MTC): -

Case-1: On 25-Aug-2020, during routine Fuel oil transfer operation with C/E, 2/E and Engine Cadet, CE and Engine Cadet went forward for visual check on Fuel transfer pump cofferdam for any leakage. C/E opened the skylight by his right hand and his left hand was holding on to the edge of the manhole and he put the locking pin without ensuring that the pin was put properly. He resumed to check with torch light inside the cofferdam and suddenly the skylight cover closed which resulted in CE sustaining a deep cut on his left palm. He was given first-aid and subsequently shore doctor attended the vessel to carry out stitching of the wound.



Securing pin not put properly

Lesson learned:

1. Ensure proper securing of cofferdam access cover using the design arrangement
2. The securing arrangement should be checked properly during routine inspections and should be kept in well maintained condition.
3. Ensure to keep hands well clear from the edges of the access cover.
4. Proper PPE to be used.

(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 Workday Case & MTC - Medical Treatment Case)

Work Safely – Say NO to injuries



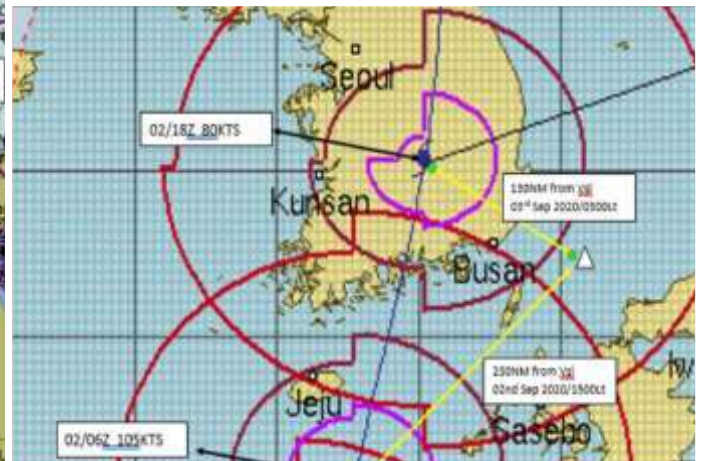
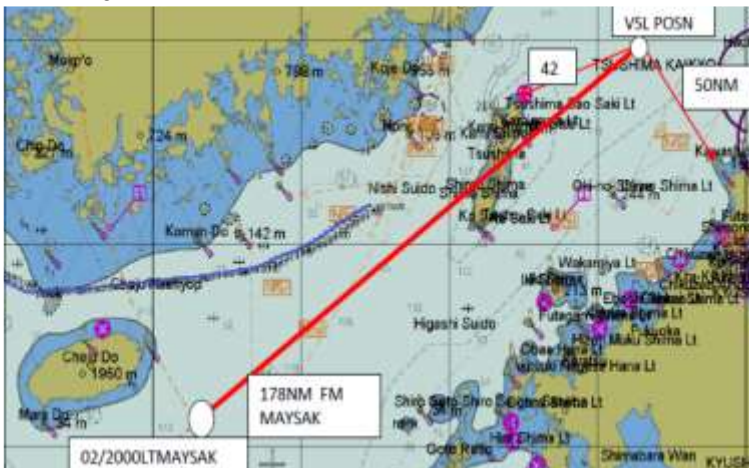
Learning from Incidents

The vessel was sheltering at sea, with more than 50 miles east of Ulsan to keep clear from the Typhoon Maysak's path. During sheltering, vessel suffered heavy weather damage to her deck fittings and some tank cleaning chemicals that were stored on raised deck platform at manifold area. There was no injury or pollution resulted due to this occurrence. Vessel was in ballast condition when faced gale force weather. The ballast condition resulted in having more impact on vessel by the rough weather.

The vessel had taken heavy weather precautions as per the company's heavy weather checklist. The weather was closely monitored by reviewing reports / weather warnings through DOSCA software, EGC, and Navtex messages on the movement of the typhoon. The vessel maintained its position 100 – 130 miles away from the storm's path throughout during sheltering from its impact.

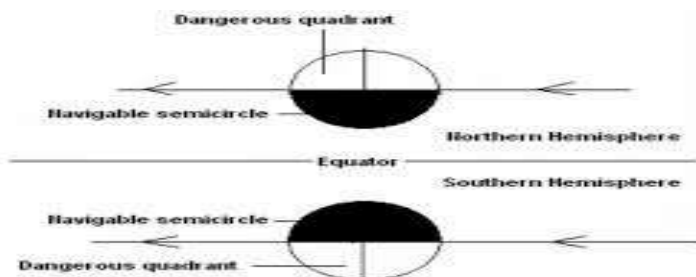
Causal Factors

- Distance off from the storm's path was not adequate considering she was in ballast condition and strength of Typhoon Maysak. Master did not anticipate that the impact will be so severe in ballast condition.
- Advice from AWT(applied weather technology) was LTA (less than adequate) – Advised vessel to proceed SE (bring vessel closer to Japan territorial waters) instead of NE (further into the Japan sea) to increase distance off.



Lessons Learnt –

1. Company procedure (M03 Section 15.10) requires vessel to Analyze the wind & wave height charts and weather reports in deciding the safest distance to pass from the tropical revolving storms (TRS) or middle latitude depression and mentions further reference to relevant chapter of “The Mariner’s Handbook”. Extract from Mariner’s Handbook in avoiding TRS (Tropical revolving storms) states to avoid passing within 80 miles but preferable to keep 250 miles away if possible.
2. Importance should be given in maintaining safe distance off from TRS (Typhoon) considering vessel’s condition.
3. Vessel’s safety takes precedence over all commercial requirements.
4. Vessel to seek guidance from company when in doubt and be well prepared prior the onset of heavy weather or upon receipt of any storm warning.
5. It should be borne in mind that AWT advice are mere recommendations and not mandatory. Masters should utilize their professional & prudent judgement to make final decisions basis on scene conditions and not to be swayed by weather routing advice.



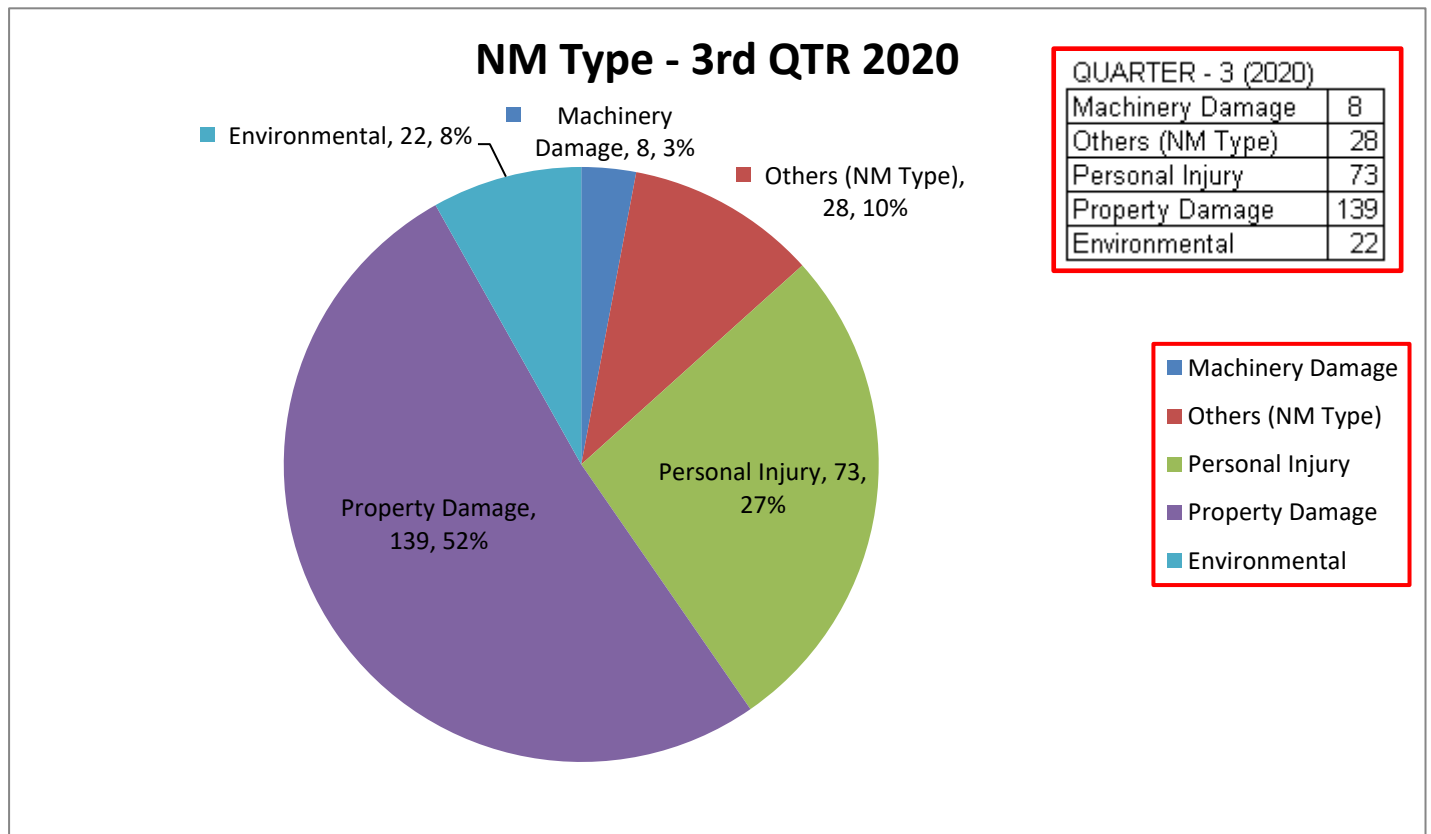
Near Miss Analysis



Near Miss:

Near miss reporting in the 3rd 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. 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 further 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

During the 3rd Quarter of 2020, 02 new vessels were taken into our management as per below details.

- **FURANO GALAXY** - Oil / Chemical tanker was delivered from “Kitanihon Shipbuilding Co. Ltd” on 04-Aug-2020.

DWT	25,357 MT
Engine	Makita-Mitsui-MAN B&W 6S46ME-B8.5
Serv Speed	15.10 Knots
Flag	Marshall Islands



- **NISEKO GALAXY** - Oil / Chemical tanker was delivered from “Kitanihon Shipbuilding Co. Ltd” on 17-Sep-2020.

DWT	25,289 MT
Engine	Makita-Mitsui-MAN B&W 6S46ME-B8.5
Serv Speed	15.10 Knots
Flag	Marshall Islands



Vessels planned to be taken over into the management

- **PRELUDE** - Music Series Oil / Chemical tanker is scheduled to be delivered from “Shin Kurushima Dockyard Onishi” around 28-Oct-2020.
- **HAKUBA GALAXY** – 25K Oil/Chemical tanker is scheduled to be delivered from “Kitanihon Shipbuilding” around 25-Feb-2021.
- **NORDIC MARI** – 2010 built, Oil/Chemical tanker, DWT 19355 MT is scheduled to be taken into our management tentatively in March-2021.

“Where there is Safety, there is prosperity”



Environmental Compliance program (ECP) - Updates

- EMS/CP manual was revised on 31-Aug-2020. 03 sets of hard copies are supplied to all vessels for keeping in Bridge, ECR & Crew mess room. Bridge copy shall be the Master copy.
- EMS/CP circular 03-2020 sent to all vessels on 02-Sep-2020 regarding summary of revisions to EMS/CP manual, filing system to be maintained, filling & filing guidance on all appendices, 02 new posters (Warning & Compliance reporting) to be displayed on board, Gangway briefing placard for non-crew members, Revised guidance on portable pumps & hoses(Deck & Engine) storage and usage, Revised Monthly MARPOL report.
- EMS/CP circular 04/2020 was sent to all vessels on 07-Sep-2020 regarding the company's feedback to the survey on bilge & sludge management along with few best management practices.
- Sharps container & Bio waste bags are being supplied to all the vessels of the fleet. These are to be used for handling syringes, glass, needles or other medical wastes for subsequent shore disposal.
- Refrigerant recovery kits are being supplied to all vessels. Staff to be familiarized with its use and instructions to be pasted near the unit.
- We have also received reports for the Environmental self-audit done by CE. These are under review and common findings shall be shared with all vessels.
- During the 3rd Quarter, 05 vessels were audited by our Independent Consultant (IC). Findings & suggestions for improvement will be shared through common circular.

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.



Scrubber installation updates: -

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

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



Environmental Near Misses / Feedback on Compliance reports

We have summarized few Environmental near misses received during this quarter along with lessons learnt. Additionally, near misses with High Potential Consequences (HPC) are shared every quarter vide common email and are not repeated here.

S.No	Vessel	Details of Near Miss	Lessons Learned
1	Ginga Bobcat	On 24th June 2020, vessel was at PKI terminal ,JASAAN, loading various parcels of chemicals . After completion of loading PCL-02; FA-12, line blowing from shore to ship was carried out. During line blowing it was observed that one shore personnel attempted to disconnect the cargo hose. Immediately he was stopped from doing so. The nuts-bolts were checked for proper tightness.	Any connection/disconnection of manifold to be carried out only after mutual agreement between ship & shore.
2	Arpeggio	After completion of Loading (Caustic Soda) at Mailiao, No.3 common manifold was closed as per terminal request. Surveyor informed terminal for line blowing but the terminal started blowing without notifying vessel while deck crews were still preparing for line blowing. Duty officer found minor leakage from connection between ship's 10"X12" reducer & loading arm. Immediately, terminal was asked to stop line blowing. Ship's manifold valve was opened to release the pressure. Leak test was again carried out and subsequently terminal was requested to resume line blowing.	Line blowing operations to commence only after positive confirmation of line up & preparations between ship and shore. Ship staff to be remain highly vigilant to have complete situational awareness.
3	Ginga Ocelot	During bunkering at Cristobal on 05-Jul-2020, oil leakage was observed on barge deck. Immediately 1E shouted & alerted the barge crew to stop bunkering. Bunkering was stopped, oil spill on barge deck was contained and cleaned up by barge crew. Own ship's crew were also standby with all SMPEP gear in readiness. Luckily, no oil went overboard due to timely alert raised by own vessel.	Alertness, good situational awareness and timely actions prevented a potential oil spill.
4	Harmonics	On 15-Jul-2020 Vessel was carrying out simultaneous discharging to shore and barge at Rotterdam (Botlek Tank Terminal). Duty officer observed barge side cargo hose becoming tight and under strain. This was immediately informed to Chief Officer and barge master. Cargo discharging into barge was stopped and cargo hose was adjusted. Ship's crew on deck duty missed out to check the barge side due to simultaneous operations.	Simultaneous operations are very critical and should be undertaken only after careful risk assessment. Sufficient crew to be deployed on deck to monitor ship as well as barge side operations. Staff should NOT hesitate to STOP work or stagger the operations whenever necessary.
5	Hodaka Galaxy	Vessel was discharging RM 50142 at Chevron Sakara berth in Singapore. 04 Nos SMPEP drums kept near manifold were full of rainwater. Crew did not consider to transfer the rainwater into weather drain tank and keep the empty drums standby near manifold during cargo operations.	Use & purpose of weather drain tank to be explained to all crew. SMPEP gear including the empty drums should be kept ready for handling contingencies.
6	Diva	During routine rounds whilst vessel at sea, duty engineer found oily vapor from air vent of B.S.O.T spread out in B.S.O.T spill box on upper deck and also spread out outside of spill box. Duty engineer immediately informed crew to clean up the area & the spill box to prevent any oil spill.	To maintain minimum heating temperature for transferring sludge from B.S.O.T to waste oil tank in order to prevent spread out of oily vapor and to check upper deck spill boxes and area around the spill boxes regularly.
7	Kaimon Galaxy	On 31-Aug-2020 while receiving caustic soda at Jiangyin, leakage observed from the delivery hose connection of Wilden pump on the barge. The barge crew immediately stopped pumping. Barge crew rectified the delivery hose connection and resumed pumping. Fortunately, there was no chemical spill into the river and no barge crew members were injured.	Ship staff to seek positive confirmation from barge regarding the hose connection & condition of hose. To keep all SMPEP gear in readiness and remain in close contact with the barge to render immediate assistance whenever required to prevent any oil or chemical spill.
8	Hodaka Galaxy	While vessel was departing Vancouver BC under pilotage in Victoria traffic, one of the deck crew opened the deck scupper to drain rainwater. He was immediately stopped and advised to drain the water into the weather drain tank while vessel is inside the port limits.	Crew to be briefed about the proper procedure of draining rainwater on deck. Use & importance of weather drain tank to be explained to all crew.

Feedback on Compliance Reports: - There were various compliance reports received through our compliance reporting system. Most of the reports were not related to EMS/CP and were mere crew complaints which were handled by our crewing team/manning offices. Only 01 report was related to EMS/CP as per below and was dealt accordingly.

Vessel: ARGENT IRIS	Brief details: 3E sought clarification regarding disposal of sewage and had various other personal grievances.	Action Taken: - Clarification on sewage disposal revision was sent to all vessel vide email on 11-Sep-20. Marine director attended the vessel and resolved the crew grievance.
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Amendments to QSMS:

- Document Transmittal note (DTN) no.3/2020 (sent on 01-Aug-2020) & no.4/2020(Sent on 02-Sep-2020) were issued during this quarter which had various revisions for all QSMS manuals.
- EMS/CP manual was revised on 31-Aug-2020 and shared with all vessels through dialog on 01-Sep-2020
- Minor revision to M06 Section 8.4 was sent to all vessels on 11-Sep-2020

Amendments to QHSEMS:

QHSEMS manual was rewritten & updated on 16-Mar-2020 to incorporate ISO 45001 requirements. Hard copy of the updated manual has been dispatched to all vessels. No DTN was issued during this quarter for QHSEMS,

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.

- 14-Sep-2020 - Shipmate Circular 01/2020 – Risk Assessment from QSMS Library
- 14-Sep-2020 - Shipmate Circular 02/2020 – Updating of Running Hours
- 11-Sep-2020 - M06 - Section 8.4 - revised text
- 08-Sep-2020 - Vessel's target for 2020 were reshared.
- 07-Sep-2020 - EMS-CP Circular 04-2020, Company response to fleet survey on bilge and sludge management
- 03-Sep-2020 - IRTA 31 August 2020 + IRTB 020
- 02-Sep-2020 - EMS/CP - Circular 03-2020 - Revision to EMS/CP manual and implementation
- 01-Sep-2020 - EMS/CP Manual - Aug 2020
- 13-Aug-2020 - QHSEMS Management Review for Year 2019
- 11-Aug-2020 - BASF safety alert - HOSE CONNECTION ERROR – CROSS CONTAMINATION
- 11-Aug-2020 - US Ballast Water Management Regulations New NBIC BWM Reporting Form
- 07-Aug-2020 - HSSE Bulletin - 2Q 2020
- 06-Aug-2020 - CDI Cross Reference Index to Company Manuals (Updated 06 August 2020)
- 03-Aug-2020 - Updated IMO List of National Operational Contact Points - 31 Jul 2020
- 28-Jul-2020 - Safety campaign on cargo operations - Company comments to vessel feedback
- 24-Jul-2020 - Photographs from vessels for MCT Group LinkedIn/Facebook account.
- 20-Jul-2020 - High Potential Near Miss (HPC) cases – 2nd Quarter 2020
- 09-Jul-2020 - MOLCT // Piracy & Robbery Information for June 2020 + IRTA 15 June 2020
- 06-Jul-2020 - UNIX - EMS/CP Manual - Jun 2020

“Stay Updated, Stay focussed”



Regulatory Updates

- **Resolution MEPC.300(72): Ballast water management system (BWMS) - Effective 28-Oct-20.** Ballast Water Management systems installed on or after 28 October 2020 must be approved in accordance with the IMO Code for Approval of Ballast Water Management Systems (BWMS Code), whereas systems installed before 28 October 2020 must be approved either in accordance with BWMS Code or the 2016 G8 guidelines adopted by MEPC.279(70) or the G8 guidelines adopted by MEPC.174(58).
- **ILO Maritime Labour Convention (MLC 2006) - 2018 Amendments – Effective from 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.
- **EU legislation on ship recycling (SRR): Inventory of hazardous materials (IHM) – Effective from 31-Dec-20** - All non-EU and existing EU vessels calling at a port or anchorage of an EU member state must have an IHM. EU registered vessels must have an inventory certificate (IC) or a ready for recycling certificate, whereas for non-EU vessels initial control is limited to a statement of compliance (SOC). EU legislation has some additional requirements for the Inventory compared with the IMO's Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC).
- **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.



- **MARPOL amendments - Cargo residues and tank washings of persistent floating noxious liquid substances - Effective from 01-Jan-2021** - Amendments to MARPOL Annex II to strengthen, in specified sea areas, discharge requirements for cargo residues and tank washings containing persistent floating products with a high-viscosity and/or a high melting point that can solidify under certain conditions (e.g. certain vegetable oils and paraffin-like cargoes), following concerns about the environmental impact of permissible discharges. The amendments add new paragraphs to MARPOL Annex II Regulation 13 – Control of discharges of residues of noxious liquid substances, to require prewash and discharge of residue/water mixture generated during the prewash to a reception facility, for specific products, in specified areas (North West European waters, Baltic Sea area, Western European waters and Norwegian Sea).
- **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.
- **Maritime Cyber Risk Management in Safety Management Systems - MSC 428(98).** Administrations are encouraged to ensure that cyber risks are appropriately addressed in safety management systems no later than the first annual verification of the company's DOC after 01- Jan-21, **however this is NOT mandatory.**

Crew Change Initiatives

During this pandemic period, with most of the countries under strict lock down, crew changes were severely affected. We are very proud to state that our dedicated seafarers understood the situation and co-operated very well with the company without any disruptions.

With Conscientious effort of Unix and MOLCT, we managed to sign off smoothly about 645 crew and were subsequently repatriated to their respective hometowns. Our management did not hesitate to divert the vessels to Kawthaung, Manila, Fawley, and Japan ports in order to facilitate these crew changes.

The company diligently continues in its efforts to ensure that crew changeover is being conducted wherever possible in a safe and efficient manner. We have plans for at least 02 more vessels to divert to Kawthaung for crew change in end Oct and Nov 2020



“Happy Seafarers – Our Strength ”

Health Section – Inflammation fighting foods

Inflammation is a healthy response of the body's white blood cells to foreign substances like bacteria and viruses. However, there are serious effects when inflammation gets out of control. Today more than ever, chronic, low-grade inflammation plagues many people in our society. Research has shown various conditions and diseases that are linked with low-grade, chronic inflammation. Chronic inflammation is responsible for many conditions including arthritis, allergies, asthma, autoimmune diseases, eczema, inflammatory bowel syndrome, Crohn's disease, and much more. Even hay fever OR the common cold is caused by inflammation. The reason so many people suffer from inflammation is due to their diets. Certain foods cause inflammation in the body, while others reduce inflammation. Foods which are processed, refined, and contain sugar or artificial sweeteners cause inflammation. Below foods will help you start the path to an anti-inflammatory diet.

Dark, leafy greens	Vegetables like spinach, kale, collard greens, and swiss chard, are among the healthiest and most nutritious foods in the world. They are packed with antioxidant and anti-inflammatory agents like chlorophyll, carotenoids, and essential vitamins and minerals. These nutrients help the body in fighting off free radicals and reducing oxidative stress, thereby reducing the risk of developing cancer or inflammatory disease. The recommended servings of leafy greens are 2-3 servings per day, but the more, the better.
Broccoli	Broccoli contains a unique anti-cancer and anti-inflammatory compound called sulforaphane which has incredible health benefits and cancer-blasting powers. It is an excellent source of fiber and is considered an 'anti-aging' food due to its high vitamin C, beta-carotene, vitamin B, and vitamin E content
Beets	This vegetable has incredibly high levels of cancer-fighting, inflammation-reducing compounds. They are a source of phytonutrients called betalains including betanin and vulgaxanthin which, research shows, are antioxidant, anti-inflammatory, and provide detoxification support. Beets are an excellent source of the very important vitamin folate (folic acid). They also contain important minerals like potassium and manganese.
Turmeric	One of the most potent anti-inflammatory compounds, curcumin, is found in turmeric. This is because curcumin has been shown to inhibit the activity and synthesis of cyclooxygenase-2 (COX2) and 5-lipoxygenase (5-LOX)—2 enzymes involved in inflammation. Curcumin has shown to have chemopreventative effects—meaning that it prevents and treats cancer. Curcumin is also effective in treating and preventing dementia and Alzheimer's disease. Curcumin is very more effective in reducing inflammation and stopping tumor growth without any side effects.
Garlic	Garlic possesses powerful anti-inflammatory, antioxidant, antiviral, antibacterial, and antimicrobial properties. It is widely accepted to be a blood purifier because it cleans out the blood of toxins, and prevents plaque buildup in the blood vessels. A certain compound, allicin, releases when crushing, chopping, or chewing garlic. This compound kills off unwanted viruses and bacteria in the body. Research has shown that garlic is important to cardiovascular health, brain health, cancer treatment, allergy treatment, and prevention of neurodegenerative diseases. Eat 2-3 cloves of garlic each day to benefit from its powerful medicinal properties.
Ginger	An anti-inflammatory spice, can reduce inflammation all over the body caused by an overactive immune response. It is especially effective in treating inflammation in allergic and asthmatic disorders. Ginger contains a compound called gingerol, which studies show, has anti-inflammatory and antibacterial properties. It also boosts circulation, enhancing oxygen and nutrient delivery throughout the body, aiding in any healing processes. Crushed, grated, powdered, or enjoyed in a cup of tea, ginger can treat a variety of health conditions related to inflammation or poor circulation
Nuts	Almonds, cashews, and walnuts are among the most nutrient-dense and healthiest nuts. Almonds contain healthy fats, protein, fiber, and vitamin E. They have many proven health benefits including lowering inflammation all over the body. Walnuts are also a perfect anti-inflammatory food because they contain very high levels of omega-3 fatty acids. They are well-known as a 'brain food.' Walnuts lower oxidative stress in the brain. And they may have a beneficial effect in reducing the risk of Alzheimer's disease.
Seeds	Chia seeds, flax seeds, hemp seeds, and pumpkin seeds are among the healthiest and most nutritious foods. And they're the most effective for lowering inflammation. Chia seeds have antioxidant and anti-inflammatory effects, and they can regulate blood flow and reduce stress. They contain healthy omega-3 fatty acids and many essential vitamins and minerals including vitamins A, B, E, and D. Flax seeds are an excellent source of fiber, omega-3s, and phytonutrients. They are also a powerful inflammation-reducing food, best-eaten ground up.



GET PROPER REST AND SLEEP



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