



DIVA Transiting Bosphorus strait

Ginga Lion – Celebrating Master's and Chief Cook's birthday



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

“Time to stay alert & resilient”

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

Pandemic fatigue is an expected and natural response to a prolonged public health crisis. The severity and scale of the COVID-19 pandemic have called for the implementation of invasive measures with unprecedented impacts on the daily lives of everyone, including those who have not been directly affected by the virus itself. A natural sense of burnout can happen since we had to stick to these public health measures for such a prolonged period of time. Biggest danger of pandemic fatigue is that people tend to drop their guard against the virus. The COVID-19 restrictions were a "drastic change" to people's daily routine and way of life. Everyone was required to adapt in a short amount of time and people were accepting these restrictions as they thought it was a short-term measure to deal with the virus. The rise of new strains of Covid-19, pandemic fatigue, slow pace of global vaccinations (barring few countries) and the call by businesses to reopen battered economies are among some reasons for the rebound of the virus in many countries. As the weather gets warmer, it appears that many people neglecting the precautions and letting their guard down which contributes to the spread of the virus.

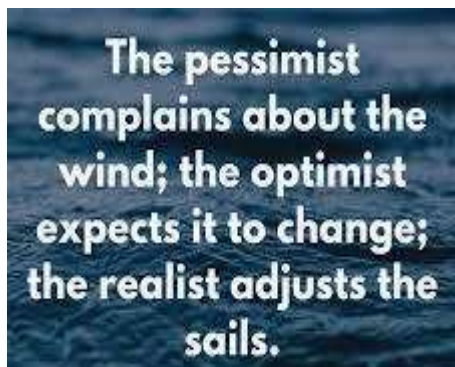
While it is normal to feel weary in response to the pandemic, it is important to remember that we are not alone in our struggles. It is important to remind ourselves that we are doing the best we can in an unprecedented situation that we are all experiencing for the first time in our lives. Seafarers are not only dealing with normal cargo operations but are also coping very well with the precautions, sanitizations, and overcoming the fear of infection. There were few cases where our staff onboard the vessels got infected and were very well managed onboard with good support from shore side.

This is a time when we cannot afford to let our guard down. Please be rest assured that you all have our full support at all times and do not feel demotivated during this difficult phase of life.

Remember - A sailor is not defined by how many seas he has sailed through but is better known for how many storms he has overcome. And this pandemic is yet another storm which we need to overcome with our sheer determination. These are the times to stay alert & resilient.

Together, we shall surely overcome this tough phase of life.

Wishing you healthy, happy & smooth sailings. Bon Voyage !



“Work Safely – You family is awaiting your safe return”



BBS – BEST SPIRIT CARDS – 1Q 2021



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 2021, 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 2021 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

Best Spirit Cards – 1Q 2021

Case-1: At Singapore anchorage, Duty Engineer planned to replace faulty pressure gauge of F.O. backwash strainer by just closing the needle valve inlet & outlet of pressure gauge. Duty Oiler suggested to change over the running generator and stop the F.O. supply and circulating pump to rule out the possibility of any F.O. leak. Duty Engineer accepted this good suggestion and applauded the Oiler's respectful intervention.



Mr. TORBISO, BRICKS CABAYLES, OILER

Case-2: Vessel was at Mailiao, one of the deck crew was washing his hands in Stbd side Emergency eyewash basin. The steam valve for the eye wash line was left open and water inside the pipeline was hot. AB observed steam coming out which could possibly have resulted in hot water splash onto the other crew. AB immediately closed the eye wash valve & steam valve and reported the incident to the duty officer.



Mr. SHIMUL KRISHNA DASH, AB

Case-3: Vessel was at Stolthaven terminal in Singapore and discharging 5 grades of chemicals with some of them under flammable category. AB observed that paint drums (30 Nos each 20 L) were stored beneath the manifold drip tray which was hazardous and was also blocking the passage & posing tripping hazard as well. AB immediately informed duty officer and transferred the paint drums to the paint locker.

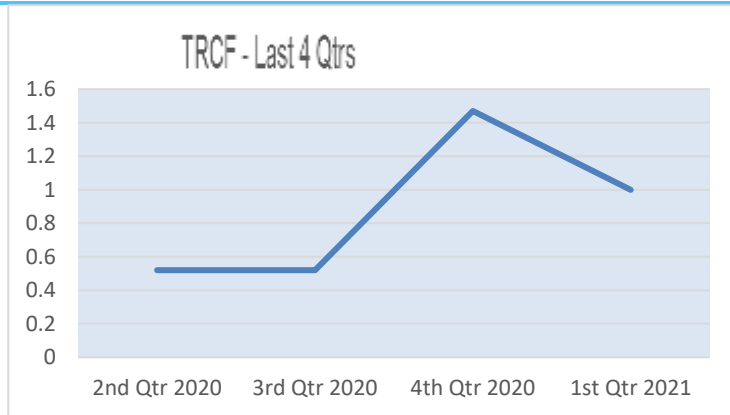
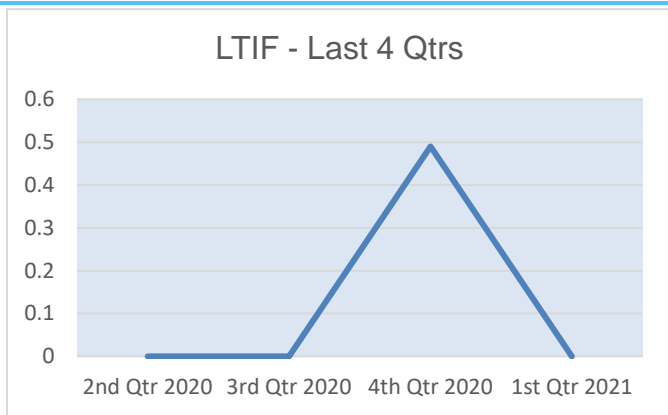


Mr. MD IMRAN HOSSAIN, AB

(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



There was NIL LTI & 02 MTC's reported during this quarter.

LTIF for 1Q2021 was Nil and 0.49 in the previous Quarter. TRCF for 1Q2021 was 1.00 & 1.47 for the previous quarter. Target set for 2021 is LTIF <0.25 & TRCF <0.75.

Injury Case-1 (MTC): -

On 29-Jan-2021, Vessel was loading at Houston and obtained permission from terminal representative for replacement of Main Engine No.2 & 3 units exhaust valves during the port stay. Whilst maintenance work was in progress, CE sustained injury to his left-hand palm and fingers during cleaning-up of spare Exhaust Valve housing. He was given first aid on board and was sent to doctor ashore for further check-up & treatment. He was given stiches for this wound and was sent back to the vessel with medications.



Lesson learned:

- All crew should wear proper PPE & be very careful while working.
- Crew should maintain good co-ordination with the fellow workers while carrying out the job.
- Crew should not hesitate to respectfully intervene to address any unsafe act/condition for averting any incident.

Injury Case-2 (MTC): -

OS sustained a cut on his left eye lid when he came in contact with the protruding edge of the light cover in the starboard side midship store. The incident occurred when a flexible gas free duct was being pushed in the shelf underneath the light for securing. The ducting touched and suspended the fluorescent light base up, subsequently dislodging the light from its housing. The dislodged light fell down on one end and in turn hit the OS at his eye lid.



Lesson learned:

- All possible hazards associated with the jobs planned for the day must be discussed during the toolbox meeting.
- Senior officers / Duty officers to ensure that crew wear proper PPE and are carrying out the job in a safe manner.
- Safety officer to carefully check & identify possible hazards and initiate corrective measures timely.

(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 1 million exposure hours in the fleet. It includes LTIF injuries, RWC- Restricted Workday Case & MTC - Medical Treatment Case)

Work Safely – Say NO to injuries

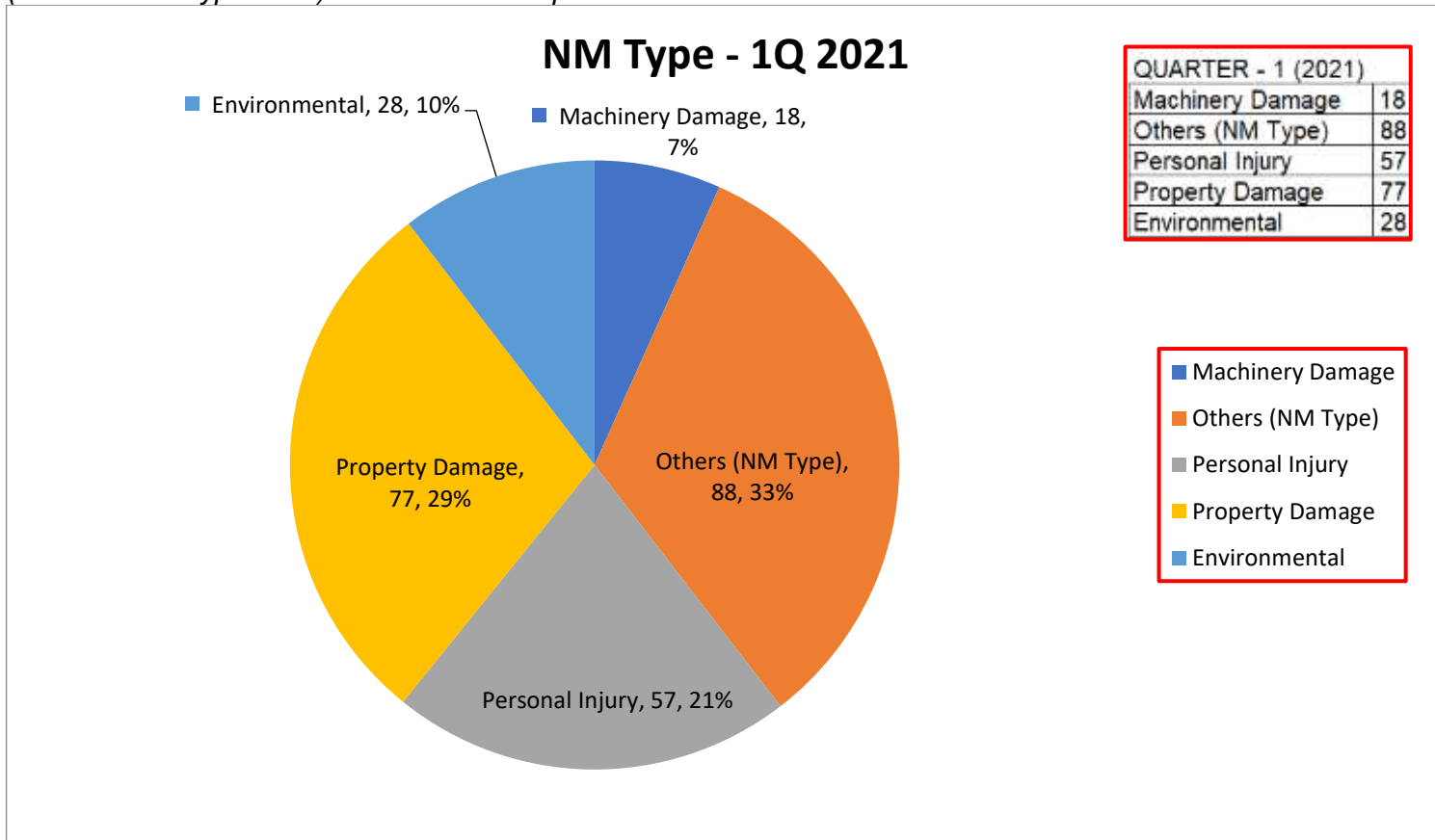
Near Miss Analysis



Near Miss:

Near miss reporting in the 1st quarter has been satisfactory. Annual target is at-least 24 near misses per vessel per year. 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 or hesitation”



Fleet Updates

During the 1st Quarter of 2021, 01 new vessel was taken into our management as per below details.

- **HAKUBA GALAXY** – 25K Oil/Chemical tanker delivered from “Kitanihon Shipbuilding” on 25-Feb-2021.

DWT	25,300 mt
Engine	Makita-Mitsui-MAN B&W
Serv Speed	14.0 Knots
Flag	Marshall Islands



- **NORDIC MARI** – 2010 built, Oil/Chemical tanker, DWT 19355 MT is scheduled to be taken into our management tentatively between Aug & Sep’21.
- **NORDIC MAYA** – 2005 built, Oil/Chemical tanker, DWT 19728 is scheduled to be taken into our management tentatively between Nov & Dec’21.

“Where there is Safety, there is prosperity”



Environmental Compliance program (ECP) - Updates

- During the 1st Quarter of 2021, 01 vessel was audited by our Independent Consultant (IC). Total 09 vessels were audited in the first year of probation (20-Mar-2020 to 20-Mar-2021). All Findings & suggestions for improvement were shared with all vessels through the D&V (Deficiency and Verification) platform on 11-Feb-2021.
- EMS/CP circular 01/2021 was shared with all vessels on 12-Feb-2021 highlighting Common errors observed in ORB-1 entries and Sounding logs.
- EMS/CP onboard training Matrix was shared was initially shared with all vessels on 06-Jan-2021 and a revised matrix was shared on 25-Jan-2021.
- IOPPC supplements were standardized and reissued.
- Trials are in place for the use of Electronic Oil record books onboard 04 vessels of the fleet.
- Annual report from IC applauded our good progress with the ECP and appreciated the good positive & proactive approach by our seafarers. We must continue to maintain these high standards.
- Chief Engineers onboard each vessel carried out the annual independent verification of training.
- Progress of ECP was discussed with senior officers during the recently concluded webinar on 03-Mar-2021.
- EMS/CP revised manual shall be released to all vessels for implementation from 01-May-2021.

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, ARGENT ASTER were installed with hybrid type scrubber in 2020.
- As of now, there are no plans to install scrubbers in the year 2021.

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



Environmental Near Misses

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

S.No	Details of Near Miss	Lessons Learned
1	Vessel was at OdfJell #2, Houston for Cargo loading 'Acrylonitrile'. Prior hose connection, duty crew tried to open the blind flange, and very small amount of cargo drained out into the spill box. There was an additional valve fitted at the end of the cargo hose which was not fully closed. Fortunately, there was no injury to any crew. The additional valve was closed immediately by ship's crew & hose was connected.	Vessel should work closely with shore side to ensure that the cargo hose provided is free from any previous cargo residues. Prior to opening the blind flange of the cargo hose, crew to ensure that the valve provided just before the blind flange is fully closed.
2	After commencement of cargo discharging, it was observed that opposite side of manifold pressure gauge was having a minor leakage. Immediately pressure gauge valve was closed, cargo line up was checked. Pressure gauge was removed and fitted back properly after wrapping with seal tape.	Crew should be diligent while carrying out the pre-operation line up & checks followed by thorough cross-checking by a responsible person to rule out the possibility of one-man error.
3	Vessel was engaged in loading operation at JSTT#2, Ulsan. During routine round on deck C/O observed cargo was leaking drop by drop from the drain valve of 4S manifold. Close inspection revealed that the valve is shut, and cap is fully tightened but cargo leaking through the gland. The gland was tightened, and the minor leak was stopped.	Watchkeeping crew must stay vigilant to detect even minor leaks and attend it promptly.
4	During LSMGO Bunkering at Houston, vessel given signal to bunker barge to hoist the bunker hose slightly up, but barge crew misunderstood and started to open the manifold valve for starting pumping while vessel was not ready to receive bunkers. C/E noticed same & immediately shouted for shutting the valve.	Timely action by CE prevented an incident. Vigilant watch-keeping and ensuring good two-way communication is always helpful in preventing serious incidents.
5	Vessel was at City Dock #2 Houston for loading operation. Terminal agreed for loading by gravity during ship / shore pretransfer conference. However, while collecting manifold sample the manifold pressure increased to 7 bar almost instantly with manifold drain valve in open position. The pressure reduced once C/O informed terminal. The loading master later apologized, as they have started pump instead of gravity loading first.	Responsible officer shall remind loading master to start loading by gravity while asking shore to start loading although it has been agreed during pretransfer conference to prevent any slip of mind by the other party



Feedback on compliance reports received / Compliance Reporting System

There was total 06 reports received during this quarter through the "Compliance Reporting System". Some of the reports were mere crew complaints/duplicated reports, except 01 report which was related to EMS/CP as listed below: -

Vessel	Brief details of the report	Action taken by company
Ensemble	Crew sought clarification regarding comparison of OCM time & entry in ORB-1 during OWS testing/operation	The entire process of testing and subsequent discharging of bilge water through OWS should be recorded in the ORB and should match with the time log of OCM. Clarification was sent to the concerned staff & was asked to share the feedback with all Engineers. Marine Manager also spoke with vessel to motivate staff to feel free to approach Senior Officers for any clarifications, as in this case the concerned staff was hesitant to seek clarification onboard.

Compliance reporting system: - There are various ways the officers, crew members, employees and shore side personnel can raise a non-compliance report to company. Compliance reporting poster is pasted in each crew cabin on board as well as in all common places as a ready reference. Regular training on the use & purpose of compliance reporting system to be carried out for all staff.



STOP WORK authority & Compliance Reporting – Vital tools for Safety & pollution prevention



Amendments to QSMS - There was NO DTN (Document Transmittal note) issued during this quarter. Last DTN 05/2020 was shared with all vessels vide email on 30-Dec-2020 which had various revisions for QSMS manuals.

Amendments to QHSEMS - 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 important.

- 02-Jan-2021 - Security Drill and Training Schedule for 2021
- 04-Jan-2021 - Vessel's annual drill schedule – 2021
- 04-Jan-2021 - Important Changes as per DTN 05-2020
- 06-Jan-2021 - Onboard training matrix for 2021 including EMS/CP onboard training matrix
- 09-Jan-2021 - CDI Cross Reference (Updated January 2021).
- 12-Jan-2021 - TVRP Revision 0-2021 (Deep sea vessels only)
- 12-Jan-2021 - ADP & e NP certificate from Main and Back up computer
- 12-Jan-2021 - USCG Inspection for Cyber Risk Management System
- 12-Jan-2021 - KPI form for year 2021.
- 14-Jan-2021 - High Potential Near Miss (HPC) cases - 4th Quarter 2020
- 19-Jan-2021 - D&V - SIRE/CDI/PSC/ISM - 4Q 2020 // Oct 2020 to Dec 2020
- 25-Jan-2021 - Revised onboard training matrix including EMS/CP training matrix – 2021.
- 27-Jan-2021 - Security Review by Company + SSP Review from Vessels with Company Comments (2020)
- 28-Jan-2021 - SMS Review of M06, M07, M08 - Company Response
- 01-Feb-2021 - MOL / MOLCT Circulars forwarded for onboard discussion (Feb 2021)
- 05-Feb-2021 - Updated IMO List of National Operational Contact Points - 31 Jan 2021
- 10-Feb-2021 - HSSE Bulletin - 4Q 2020
- 10-Feb-2021 - MISPP annual vessel reporting form- Online submission WEF 01 January 2021.
- 16-Feb-2021 - Risk Assessment - WWT by Methanol
- 18-Feb-2021 - Crew Circular - Confidentiality of Personal Data Records and Social Media
- 24-Feb-2021 - IMSC: Bridge Cards + Brochure
- 28-Feb-2021 - MOL / MOLCT Circulars forwarded for onboard discussion (Mar 2021)
- 28-Feb-2021 - ECDIS Educational Video and Training Material from MOL / MOLCT and OCIMF
- 02-Mar-2021 - New NOAD Workbook version 7.7 (Ref. ECM Client Alert 3-2021)
- 02-Mar-2021 - Vessel Crew List (IMO) and Officer's Matrix
- 03-Mar-2021 - Unix vessels BWM Plan review 2020
- 04-Mar-2021 - Amendment to Unix BWM plan-25.02.2021
- 04-Mar-2021 - Master's Review of M09, M10, M11, M12 and Other Manuals - Company Response
- 16-Mar-2021 - SECWAR 01-2021: LRIT Non- Reporting
- 17-Mar-2021 - Additional Precautions Against COVID-19 on board the Vessel
- 17-Mar-2021 - File Recently Uploaded to Dualog Drive: IG P & I Clubs Safety Animation
- 18-Mar-2021 - Unix - US trading vessels - QI list
- 22-Mar-2021 - Covid-19 Outbreak Management Plan + Editable Forms
- 29-Mar-2021 - SHELL LET // Q1-2021 Human Performance-2
- 30-Mar-2021 - Additional Precautions Against COVID-19 on board the Vessel// Feedback from Management

“Stay Updated, Stay focussed”



Regulatory Updates

- **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.
Singapore, Panama, Marshall Islands & Denmark flag states require mandatory compliance.
- **MARPOL Annex VI – Amendments to Regulation 2, 14, and Appendix VI regarding Onboard sampling points. Entering into force on 01-Apr-2022.**
Following changes to be done: -
 - MARPOL Annex VI regulation 2; a new definition in regulation 2 on low flashpoint fuel, for which sampling points will be exempted.
 - MARPOL Annex VI regulation 14; Requirements on sampling points. This applies to both new ships (constructed after entry into force) existing ships (first renewal survey 12 months or later, after entry into force).
 - IAPP certificate supplement; New checkboxes for indicating the presence of sampling points are to be added.
- **MARPOL Annex VI – Amendments with regards to analysis of Sulphur content – Entering into force on 01-Apr-2022.**
Following changes to be done: -
 - Draft new paragraphs 8 and 9 are added for 'In-use and onboard fuel oil sampling and testing'.
 - The verification procedure part 2 is to be followed in the new Verification procedures of Appendix VI of MARPOL Annex VI.
 - For the test results, 95% confidence will be allowed (limit $X + 0.59R$) and the acceptable sulphur limits are extended to 0.11% and 0.53% for 0.10% and 0.50% respectively.
 - The laboratory is to be accredited to ISO17025:2017.
- **Amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) – Effective from 01-Jun-2022 - Concerning commissioning testing of ballast water management systems and the form of the International Ballast Water Management Certificate.**



- **Amendments to The INTERNATIONAL MARITIME DANGEROUS GOODS CODE (IMDG code). Entering into force on 01-Jun-2022.**
Following amendments to be done: -
 - Amendments to the IMDG Code (amendment 40-20) related to segregation requirements for alcoholates.
 - Segregation in relation to liquid organic substances.
 - Classification and transport of carbon, following incidents involving the spontaneous ignition of charcoal.
 - Classification of UN portable tanks for multimodal transport; and provisions for labels.
- **Amendment to the AFS Convention – Entering into force on 01-Oct-2022.** Following amendments in the current convention: -
 - AFS containing cybutryne shall not be applied or reapplied to ships on or after 01-Jan-2023 (assuming entry into force is delayed from 03-Apr-2022 to 30-Oct-2022)
 - AFS containing cybutryne shall be removed or covered with a sealer coat no later than 01-Jan-2028.
 - Administrations will expect to apply for a survey for the issuances of an International AFS Certificate no later than 01-Jan-2025 (assuming entry into force is delayed from 03-April-2022 to 30-Oct-2022)



“Compliance is the vital key to Safe Ships, Safe Crews & clean seas”



Due to the ongoing pandemic situation, when crew seminars were not possible, our management decided to host a webinar in lieu, which was attended remotely.

Senior officers webinar was held on 03-Mar-2021. Following topics were discussed during this webinar.

- Onboard Management of Sign on & Sign off crew during Pandemic and maintain crew mental health.
- TC operation with spectrophotometer.
- Changing trading pattern
- PSC Detention due to Emergency Fire Pump
- Power failure from ESB (emergency switch board)
- Frequent Finger Injury in Engine Room
- ECP updates
- Incident reporting / management
- Inspection related – Recurring issues
- Industry expectation for SMS and security matters



Various questions raised during the webinar were answered and feedback was collected at the end. The webinar proved to be a very useful & helping medium of interaction with our staff and provided an opportunity to address some key focus areas.

- **Unix line celebrated its 31st Anniversary on 17-Mar-2021. Due to COVID-19 measures in place, the function was held using Microsoft Teams. Staff's Long Service Award presentation was also held during this event. The event commenced and concluded with a motivational speech by our honourable MD (Capt. Amit Jain).**



“Happy Seafarers – Our Strength ”

Health Section – Avoiding Junk foods

Junk food is unhealthy food that is high in calories from sugar or fat, with little dietary fiber, protein, vitamins, minerals, or other important forms of nutrients.



- Easily identifiable examples of junk food include chips, doughnuts, candy, sports drinks or breakfast bars etc. as they're high in sugar and calories, yet low in nutrients.

ADVERSE HEALTH EFFECTS OF JUNK FOOD

- ▶ Insulin resistance and metabolic syndrome.
- ▶ Increase in bad cholesterol (LDL) levels.
- ▶ Narrowing and clogging of blood vessels and increased risk of heart attack or stroke.
- ▶ Risk of cancer.
- ▶ Dental caries and tooth decay.
- ▶ Excessive acidity, gastric reflux, constipation, irritable bowel syndrome.
- ▶ Liver dysfunction.

- Alone, sugar and fat aren't known to have addictive qualities, however when mixed together, they can stimulate your brain to increase cravings for junk food.
- Junk food consumption is associated with excess body fat, high blood pressure, and low HDL cholesterol – all of which increase your risk of type 2 diabetes
- Junk food, especially sugar-sweetened beverages are significantly associated with weight gain.
- Regularly eating fast food has also been found to increase triglycerides and reduce HDL (good) cholesterol and increase the risk of heart diseases.

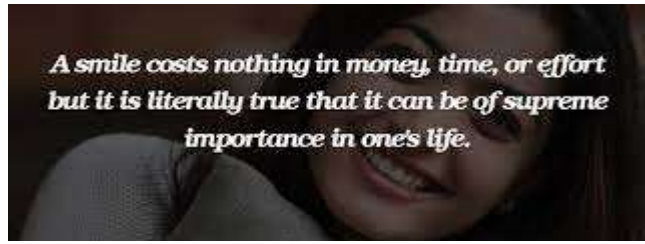
You can reduce your consumption of junk food by leaving it on the shelf, practicing portion control, and adding more healthy foods to your diet. Some healthy foods are listed below:-

Fruits	Apples, bananas, oranges, and berries
Vegetables	Leafy greens, peppers, broccoli, and cauliflower
Whole grains and starches	Oats, brown rice, quinoa, and sweet potatoes
Seeds and nuts	Almonds, walnuts, and sunflower seeds
Legumes	Beans, peas, and lentils
Healthy protein sources	Fish, shellfish, tofu, steak, and poultry
Dairy	Greek yogurt, cheese, and fermented dairy products like kefir
Healthy fats	Olive oil, nut butters, avocados, and coconut
Healthy beverages	Water, sparkling water, green tea, and herbal teas



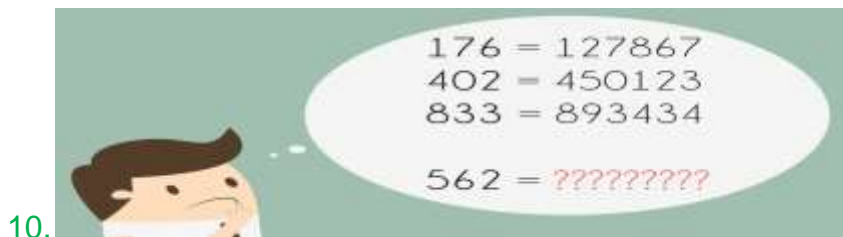
“Health is the only wealth – Keep this treasure safe”

Humor Section – Brain teasers



In a lighter vein, read and see if you answered the below questions correctly.

1. What was the first man made invention that could see through a wall?
2. A doctor gives you 5 pills and tells you to take one every 30 minutes. How long will it take you to finish the pills if you follow the doctors' orders?
3. The rungs of a 10-foot ladder attached to a ship are 1 foot apart. If the water is rising at the rate of two foot an hour, how long will it take until the water covers over the ladder?
4. What are four days of the week that begin with the letter "T"?
5. What English word sounds the same even after you take away four of its five letters?
6. What is weightless but takes two people to hold it?
7. A bus driver goes the wrong way on a one-way street. He passes the cops, but they don't stop him. Why?
8. When I add five and six, I get eleven, but when I add six and seven, I get one. What am I?
9. Which is the largest room in the world?



Answers: 1-Window, 2-2 hours, 3-Never, 4-Tuesday Thursday Today Tomorrow, 5-Queue, 6-Friendship, 7-He was walking, 8-Clock, 9-Room for improvement, 10-566723



“Laughter is the best medicine – Happy Ship is a Safe ship”