



- From the MD's desk – Page no.2
- BBS Spirit Cards – Page no.3 & 4
- Crew injuries / Fatalities – Page no.5 & 6
- Learning from incidents – Page no.7
- Near Miss analysis – Page no.8
- Fleet Updates & Honorable vessel – Page no.9

- ECP updates – Page no.10
- Environmental Near Misses – Page no.11
- Compliance reports feedback – Page no.12
- SMS Updates – Page no.13
- Regulatory Updates – Page no.14
- Digital Signage – Page no.15
- Health Section – Page no.16

Eastern Quest
Transiting Sulu Sea

Kaimon Galaxy at Alaska anchorage



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

“Embracing 2021”

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

We all have experienced the most challenging year 2020 of this century, globally, locally, personally, and professionally. As we move in to the second year of the Covid-19 pandemic, the health and well-being of our seafarers is at the top of our mind. As 2021 starts, we’re determined to leave behind the sour memories and focus on the good to come. Seafarers are fundamental in the global supply chain and their valuable contribution in the global economy is truly appreciated. Their sheer hard work, strong will power and robust determination makes seafarers the best problem solvers and naturally resilient people. We are really proud to be amongst the seafaring community, which has kept our ships moving without much disruptions.

Despite the huge disruptive effect caused by Covid-19 on the world’s economy, the biggest takeaway from this challenging time is to remain resilient. Many people around the world were unclear whether things will return to normal, but as we enter 2021, there are some positive messages that outshine the depressing news. Vaccine distribution is underway and many of the countries are recognizing seafarers as key workers with priority vaccinations which may enable easing up the travel restrictions in near future. Moreover, we’ve learned a lot about managing our mindset. Although there are lots of hints of positive news on the horizon and

reasons to be hopeful, 2021 won’t be completely free from the negativity we experienced in 2020. One way to make sure 2021 feels more upbeat is to deluge the negative messages with ones that are hopeful. Sometimes it’s impossible to avoid problems, challenges, negative news and depressing people, but a transformation in your focus and a steadfast commitment to embrace positivity will go a long way in making sure 2021 feels very different from the past year. We should vow not to let the negative, difficult times affect us in looking forward to meaningful changes with innovation & technology and march into 2021 with hopes and happiness.

Crew changes during this pandemic time remains a unique challenge, and we are leaving no stone unturned to carry out the crew changes wherever possible despite various hurdles. My heartfelt salute to all our seafaring warriors, who have stood by us with solidarity during this difficult period.

Let us move forward together & embrace the upcoming year with positivity and shining aspirations for the future.

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 – You family is awaiting your safe return”



BBS – Best Spirit Cards - Annual



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 during the period from 3rd Quarter of 2019 to 3rd Quarter of 2020, the following three SPIRIT cards have been selected as the best cards to receive the yearly award of \$1000 each.

Best Spirit Cards – 3Q 2019 to 3Q 2020

Case-1: During tank cleaning one of the crew was trying to disconnect a pressurized hose with sea water valve in open condition and water temperature was above 95 deg C. He was immediately stopped and was advised about the dangers involved in this unsafe act. Later the sea water valve was closed, pressure released and then the hose was disconnected. Precautions to be taken for disconnecting hoses were also discussed in the safety meeting.



Mr. Alfie John L. Esguerra
OS

Case-2: During overhauling of No.1 AE, it was observed that one of the crew was handling alone the spare cylinder head over his back. He was immediately stopped and advised NOT to lift heavy items alone and seek help from fellow crew or utilize a lifting device. Crew were cautioned that unsafe lifting may cause severe damage to the backbone.



Mr. Majharul Islam
3E

Case-3: During last week of Sep'20, Add.Ch. Officer 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 email s from the vessel's domain and block the sender.



Mr. Tun Tun Lwin
Add Ch. Officer

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

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

BBS – Best Spirit Cards – 4Q 2020



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 4th 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 2021 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

Best Spirit Cards – 4Q 2020

Case-1: During CARGO OPERATION AT NETT#02 ULSAN, while shifting the cargo hose from one manifold to other, one of the crew grabbed the flange of the cargo hose and tried to connect the hose which could have jammed between the manifold and hose flange. He was immediately stopped by the Add.Chief officer and was told to “clear your finger from the flange and hold the cargo hose body”. He understood and then corrected his cargo hose holding posture.



Mr. Yu Shinil
Add. Ch. Officer

Case-2: Vessel was underway to Portsaid, Egypt. Senior officer asked Bosun along with 02 OS to carry out maintenance of hose handling crane. While Bosun was still on the lower part of the crane, he saw one of the OS trying to go to the highest part of the crane. He was stopped by the Bosun from going to the highest point due to strong winds prevailing. Even the OS was wearing safety harness, he was reminded to undertake the task in fair weather.



Mr. Ronnie E. Velasquez
Bosun

Case-3: Vessel was approaching to NPP, MUMBAI, crew were standing by at Forward stations to make fast the tug. Bosun observed that the approaching tug was carrying out hot work on deck. As own vessel was carrying flammable cargo, Bosun informed tug’s crew and to the bridge for stopping the hot work. Tug was informed by pilot onboard own vessel to stop the hot work. Hot work was stopped and subsequently tug was made fast safely.

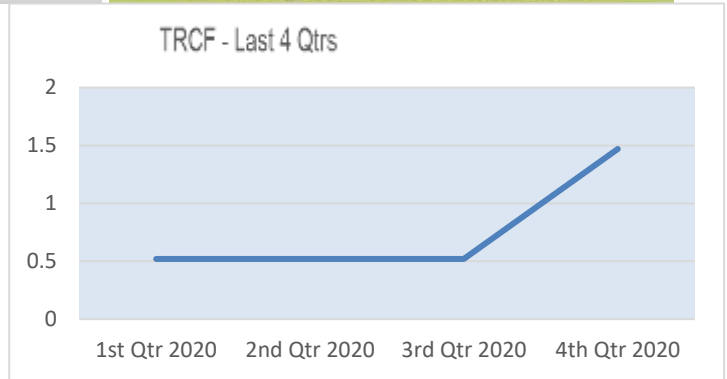
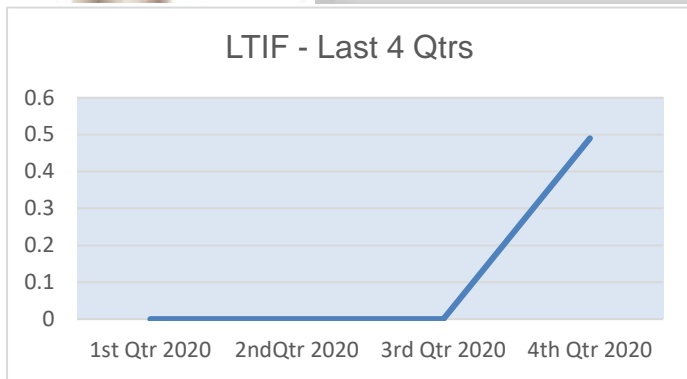


Mr. Thiha Maung
Bosun

(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 01 LTI & 02 MTC's reported during this quarter.

LTIF for 4Q2020 was 0.49 and NIL in the previous Quarter. TRCF for 4Q2020 was 1.47 & 0.52 for the previous quarter. For the year 2020, fleet LTIF was 0.13 and TRCF was 0.646, which was within the Target set for the year 2020(LTIF <0.3 & TRCF <0.95)

Injury Case (LTI): -

On 15th Oct'20, Vessel was at Shell MDS Terminal in Bintulu, Malaysia for loading Pcl09) SX-50 & Pcl10) SX-70. The terminal's loading arm was blocked by solidified cargo and terminal requested ship's crew to assist in clearing the loading arm by live steaming around the exposed section (non-insulated) part of loading arm. While live steaming was in progress suddenly heated cargo splashed into portable stainless-steel tray placed underneath the loading arm. AB, who was carrying out the live steaming was exposed to the splashed cargo and sustained burn injury on his hands & feet. The injured crew was immediately given first aid onboard and was sent to the hospital for further medical treatment. The splashed cargo was contained and later was landed ashore.

Root Causes: 1) Loading arm was not blanked off prior carrying out steaming operation.

2) Less than adequate PPE and job supervision/control by responsible officer.

3) Shore loading arm was blocked by solidifying cargo. Inadequate loading preparation by terminal



Lesson learned:

- Any line clearing, if requested by terminal to be undertaken only after careful risk assessment by Ch. Officer & Master.
- Senior officers / Duty officers to ensure that crew wear proper PPE as per the PPE matrix.
- In line with company's BBS program, crew should utilize their STOP work authority vide respectful intervention to address any unsafe condition and unsafe acts promptly to prevent any untoward incident.

Work Safely – Say NO to injuries

Crew Injuries / Fatalities contd.

Injury Case-2 (MTC): -

On 05-Nov-2020 around 0230LT vessel was underway from Port Klang to Singapore and carrying out tank cleaning operation, last cargo was Slack wax. Bosun and AB were carrying out manual cleaning on the half drum at the manifold drip tray using rubber hose connected from tank cleaning line with hot sea water. The TC valve was in crack open condition just to clean the remaining small residue in the half drum. Bosun temporarily kept the hose beside him to lift upside down the half drum which was already clean. O/S who was nearby, on his own decided to close the valve but inadvertently he opened the valve instead of closing. This resulted in sudden increase of water pressure and the water splashed directly onto the back legs of Bosun causing burn injury. A/B immediately shouted to O/S to close the valve. O/S immediately closed the valve and took Bosun to CCR where he was given first aid. Later BOSUN was sent ashore for medical treatment.



Lesson learned:

- Responsible officer to monitor the tank cleaning operation and closely supervise the crew to prevent such incident.
- Prior hot water washing or any steaming/ heating operation, to ensure all necessary valves are properly open/ shut and controlled by senior crew or officer on watch to prevent miss communication or wrongful operation.
- It is very Important to maintain two-way communication during the operations to rule out the possibility of misinterpretation.

Injury Case-3 (MTC): -

Vessel arrived Kuantan anchorage on 12th November. During manoeuvring, it was noted the main engine fuel oil inlet pressure was slightly lower than normal. It was decided to replace the filter with spare one and carry out cleaning of the old filter. The Main Engine filter is located on the second platform. The Filter is provided with duplex type of handle for closing and opening the filter unit. Inadvertently the First Engineer opened the cover for the filter in use instead of the standby one. As a result, some quantity of the hot oil spilled on the oiler's right wrist and upper body near the stomach area. He was provided with medical first aid onboard. Later, the oiler was sent to shore doctor at Singapore for medical check-up. & treatment.



Lesson learned:

- A quick toolbox talk, highlighting the possible hazards & mitigating measures to be implemented prior carrying out the job is always helpful.
- Prior opening any filter, cross check & double verification of the required system isolations must be done to rule out one-man errors.
- Irrespective of the Rank of person involved, Crew should NOT hesitate to respectfully intervene for preventing any unsafe acts.

(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

Dent damage on hull due to tug’s impact

Vessel was preparing to unberth from Stolthaven 2, Singapore for shifting to anchorage. During the process, pilot asked tug to make fast her line on vessel’s starboard quarter. Reportedly the tugboat approached vessel with higher speed than usual, apparently lost control while attempting to pass the tug’s line and impacted heavily on ship’s hull. The impact caused dent damage on vessel’s starboard quarter. Vessel was still moored during the incident and there was insufficient reaction time for the ship’s crew to rig portable fender or any other action to reduce the impact. There was no injury or pollution resulted due to this incident.



Causal factor:

- 3rd party error - Apparently, this was due to uncontrolled & excess speed of approach by the tug.
- Basis analysis of all information available, master and ship’s crew could do very little to prevent this incident due to lack of reaction time.

Preventive measures:

- Bridge & mooring team to stay vigilant during tug’s approach and keep portable fenders ready.
- Bridge team should timely alert the master/pilot in case any abnormality is observed in the tugs approach.
- Mooring stations team should keep the Bridge team well informed with proper updates during such important phases of tug operations.



“Remember the three zeroes – Zero injury, Zero accidents, Zero pollution”

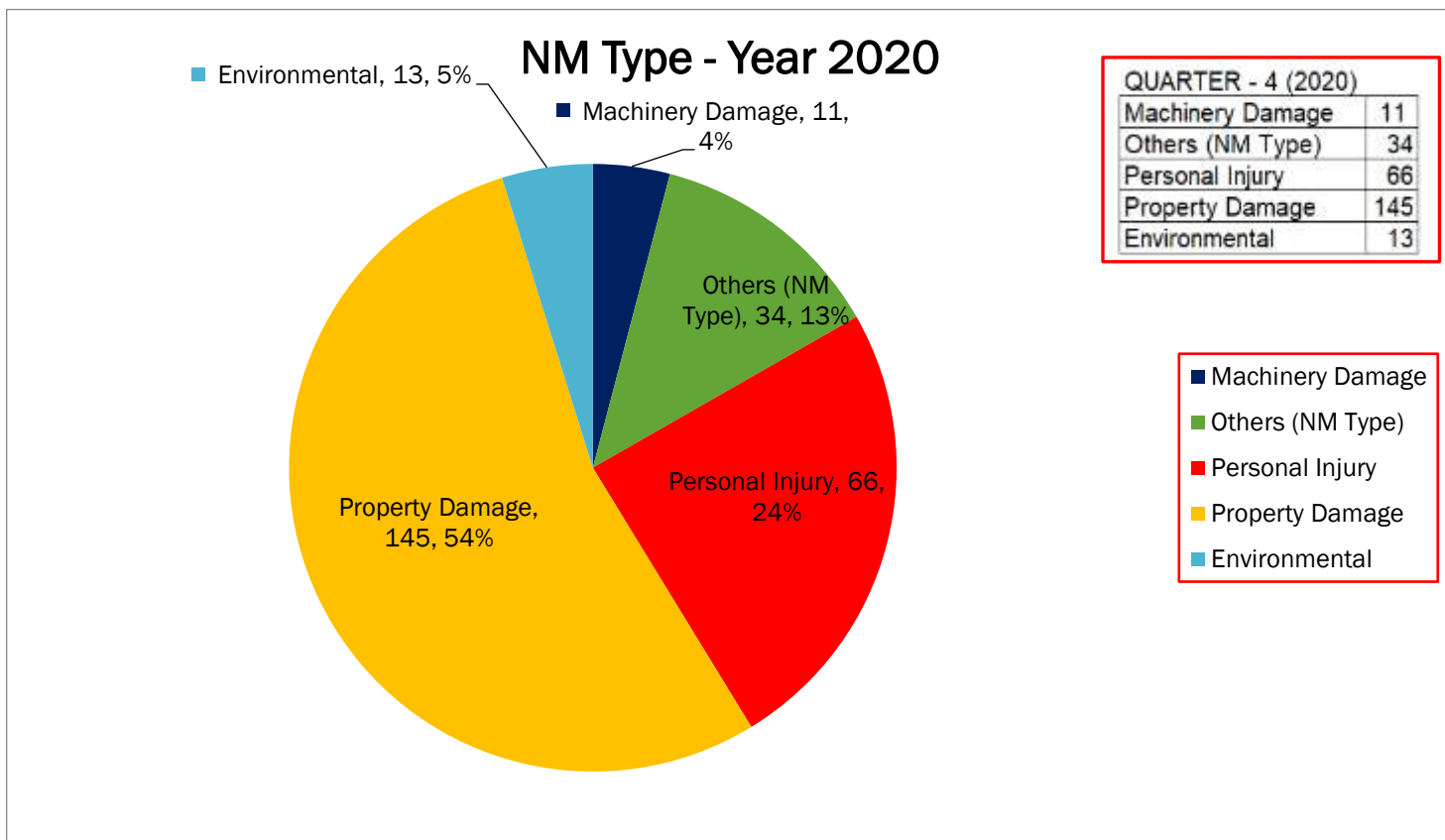
Near Miss Analysis



Near Miss:

Near miss reporting in the 4th 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 4th Quarter of 2020, 01 new vessel was taken into our management as per below details.

- **PRELUDE** - Oil / Chemical tanker was delivered from “Shin Kurushima Dockyard Co. Ltd” on 28-Oct-2020.

DWT	34,843 mt
Engine	Makita-Mitsui-MAN B&W
Serv Speed	14.0 Knots
Flag	Panama



Vessels planned to be taken over into the management

- **HAKUBA GALAXY** – 25K Oil/Chemical tanker is scheduled to be delivered from “Kitanihon Shipbuilding” around 25-Feb-2021.

Honorable Vessel

52nd selection of Honorable Vessel (a semi-annual event) with a view to improve safety management on all MOL Chemical Tankers (“MCT”) Fleet, were declared as listed below. Period of evaluation was from 1st May 2020 to 31st Oct 2020 and the vessels were selected based on "No" incident related to crew injury, environment protection, navigation, cargo operation, hull/machinery damage etc. causing consequential delay.

Key of evaluation is simply divided into 7 elements which should be considered as the most important points of the vessel performance such as, "Navigation", "Cargo Operation", "Crew Performance", "Safety Management", "Condition and Maintenance", "Communication and Response" and “Profit Contribution”.

The 17 Honorable vessels in Alphabetical Order: -

1	Argent Hibiscus	10	Gallop
2	Arpeggio	11	Hakone Galaxy
3	Brillante	12	Hodaka Galaxy
4	Argent Sunrise	13	Jazz
5	Celsius Mexico**	14	Kaimon Galaxy
6	Chem Tiger**	15	Navig8 Sceptum**
7	Concerto**	16	Nordic Aki**
8	Eastern Neptune**	17	Nordic Ann**
9	Elm Galaxy		

** MCT vessels but NOT managed by Unix Line

Each of the above vessels gets prize money of USD 2000.

Our heartiest congratulations to the top performing vessels and all other vessels also for the tough competition. We are very hopeful that other vessels will also soon find their way into the top performing vessels list.

The 18 Quasi-Honorable vessels in Alphabetical order are: -

1	Argent Gerbera	10	Ginga Merlin***
2	Argent Iris	11	Nordic Ace***
3	Eastern Prosperity***	12	Nordic Aqua***
4	Cypress Galaxy***	13	Nordic Masa***
5	Ginga Bobcat	14	Patalya***
6	Ginga Cougar	15	Patrona I***
7	Ginga Kite***	16	Tsukuba Galaxy***
8	Ginga Lion	17	Tsurugi Galaxy***
9	Ginga Lynx	18	Zao Galaxy

*** MCT vessels but NOT managed by Unix Line

Each of the above vessels gets prize money of USD 1500.

“Where there is Safety, there is prosperity”



Environmental Compliance program (ECP) - Updates

- During the 4th Quarter of 2020, 03 vessels were audited by our Independent Consultant (IC). Total 08 vessels were audited in the year 2020. All Findings & suggestions for improvement will be shared with all vessels vide a common circular.
- EMS/CP circular 05/2020 was shared with all vessels highlighting some of the Common findings noted during IC audits and measures for further improvement, identifying the environmentally sensitive equipment & spares to be maintained.
- Sample document for Additional sealing points as per EMS/CP Circular-05/2020 was shared with all vessels of the fleet on 17-Nov-2020.
- Common email was sent to all vessels on 23-Dec-2020 for conducting a review of EMS/CP manual.
- ORB-1 & ER Sounding log 06 monthly data from randomly selected 06 vessels was analyzed and common findings shall be shared with all vessels vide a circular.
- Standardization of IOPPC supplement is in progress. Revised IOPPC supplements are being issued and connected to vessels.
- First round of Environmental self-audits by CE has been completed on all vessels.

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 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	Argent Sunrise	Slight leakage observed from Bunker line expansion joint while vessel was receiving bunkers at Los Angeles bunkering anchorage on 03rd Oct'20. Immediately bolts of expansion joint were tightened and leakage stopped. After completion of bunkering expansion joint packing was renewed.	Bunker lines, flanges, expansion joints to be carefully inspected during routine inspection & prior to bunkering operations and necessary rectification to be done as required. Ship staff should bear in mind that rubber packing of expansion joints is prone to damage due to vibrations/movement at sea, temperature variation etc. and needs to be checked very carefully. Sufficient spare rubber packings to be maintained for these vulnerable expansion joints. Hydrostatic pressure test routine to be followed diligently.
2	Argent Iris	While loading caustic soda on 29th Oct'20 at 'Pier No.1' in port of Etajima, Japan, abnormal vibration of shore loading arm was observed by crew during loading at agreed Maximum rate. Crew reported to duty officer who immediately informed loading master. Loading master came on board and reduced the loading rate after which the vibrations stopped.	Alertness & prompt reporting by crew resulted in timely action by shore and prevented an incident. Any shore loading rate limitations / avoidance of loading arm vibrations to be discussed with loading master during the ship shore meeting prior to commencement of cargo operations.
3	Ginga Ocelot	On 10-Dec-2020 around 0900 LT, while bunkering of VLSFO at Balboa (Panama), bunker barge crew was about to transfer their hose to vessel. but it was observed by ship's crew that the blank flange of bunker barge hose was not secured properly. Oil was dropping on the barge and the barge crew did not notice same. First Engineer immediately shouted to bunker barge manifold station and told them to stop transferring their hose and secure the hose flange properly. Barge crew acknowledged and they secured the hose flange properly prior transferring to vessel. Also, they cleaned up the leaked oil on the barge deck.	Action taken by ship staff is appreciated. Timely intervention & alerting by ship staff prevented an incident. Staff should carefully check the bunker hose being provided by the barge and should bear in mind that the safety standards/work culture on the barge may not be very high. Crew should remain highly vigilant during the entire bunkering operations.
4	Menuett	On 26-Dec-20, while vessel was discharging FAME cargo to sea tank terminal #700b at Antwerp observed sudden increase of manifold pressure from 1.5 bar to 8.0 bar resulting in slight leakage from the manifold gate valve joint on ship's side. Discharging was immediately stopped, and terminal was informed. Loading master replied shore side tank changeover in progress which they missed out to inform the vessel. Manifold gate valve joint was tightened to stop the leakage. Chief officer informed loading master to give timely notice to vessel prior any tank changeovers or prior any closing of shore side valve while cargo discharging is in progress.	Any Shore tank changeovers or planned cargo stoppages from shore side to be discussed during the ship-shore meeting prior to commencement of cargo operations. Necessary notifications required from Shore side for carrying out the tank changeovers to be agreed upon and should be strictly complied with. Deck watch personnel to remain vigilant and should not hesitate to activate the Emergency STOP in case abnormal surge of manifold pressure is detected.
5	Ginga Cougar	Vessel was discharging HVA cargo at Rotterdam, when vessel increased max pump pressure, deck crew observed minor cargo leakage from the sampling valve. Crew immediately informed C/O and pump was stopped. Cargo line was cleared by blowing air and the valve was replaced with another valve. Cargo drops on deck were wiped with rags. Thereafter, cargo discharging was resumed and there was no leakage.	Sampling valves to be kept in well maintained condition. These should be checked regularly and prior to commencement of cargo operations. Spare valve & sufficient spare gaskets to be available on board.
6	Ginga Bobcat	On dated 28-Dec-2020 , during loading at LBC-1 terminal, Houston(USA), duty AB saw loading master was trying to connect vapor hose which was damaged & holed in the middle with some previous cargo tending to drip down to ship-side. This was immediately informed to the loading master and the hose was replaced.	Good observation and prompt intervention from ship staff prevented an incident. Shore hose condition to be carefully checked by a responsible officer prior to commencement of operations & any short comings to be brought to the attention of the loading master. Staff should be motivated to respectfully intervene for preventing any actual, suspected, or potential cases of non-compliances/unsafe acts/unsafe condition.



Feedback on compliance reports received / Compliance Reporting System

Feedback on Compliance Reports: - There were total 07 reports received during this quarter through the “Compliance Reporting System”. None of the reports related to EMS/CP and were mere crew complaints for which required actions were taken accordingly.

Compliance reporting system: - There are various ways (Summarized below) 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.

- **Option-1:** By email to compliance@unixline.net – If sender wants to identify himself.
- **Option-2:** By Using COMPANY WEBSITE (WWW.UNIXLINE.NET) - COMPLIANCE REPORTING TAB – Sender is given the option to report anonymously.



- **Option-3:** CCM/ACCM Contact details posted at common places on ship (Email, mobile numbers are provided). CCM/ACCM can also be contacted using SMS, WHATSAPP etc.

Corporate Compliance Manager (CCM)

Capt. Atiqullah Chowdhury

Office: +65 6349 5817

Mobile(24 Hours): +65 9018 8714

Email: Atiqullah_chowdhury@unixline.net

Alternate Corporate Compliance Manager (ACCM)

Capt. Arvind Punj

Office: +65 6381 8320

Mobile(24 hours): +65 9615 7931

Email: Arvind_punj@unixline.net

- **Option-4:** By Using any business PC / Crew PC available onboard - Anonymous reporting
To access compliance email, open any web browser from any ship’s business PC, go to <http://192.168.8.1> (or <http://10.0.0.1> if it’s accessed from crew PC)

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



Amendments to QSMS:

- 01 DTN (Document Transmittal note) no.5/2020 was issued during this quarter and was shared with all vessels vide email on 30-Dec-2020 which had various revisions for QSMS manuals.

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.

- 02-Oct-2020 - High Potential Near Miss (HPC) cases - 3rd Quarter 2020
- 03-Oct-2020 - D&V - SIRE/CDI/PSC/ISM - 3Q 2020 // Jun 2020 to Sept 2020
- 16-Oct-2020 - Revised TDI/MDI/PAPI handling guidance
- 19-Oct-2020 - California OSPR Act - Enhanced Criminal Penalties
- 19-Oct-2020 - Navigational Safety Campaign - Bridge Team Management (Phase-1)
- 20-Oct-2020 - IRTB 021
- 26-Oct-2020 - ClassNK PSC Bulletin
- 02-Nov-2020 - IMO List of National Operational Contact Points - 31 Oct 2020
- 02-Nov-2020 - 3RD Quarter SHELL LET- 2020: Human-performance-final
- 03-Nov-2020 - ECM'S IMT TTX Webinar on 21-Oct-2020
- 09-Nov-2020 - MRN-20041 Immediate measures - Vessels navigating Persian Gulf, Oman Gulf and Red Sea
- 10-Nov-2020 - Year 2020 Annual BBS award + MOLCT Managing Director's award
- 17-Nov-2020 - HSSE Bulletin - 3Q 2020
- 19-Nov-2020 - BWM plan amended for method of ballast water management for D2 installation
- 03-Dec-2020 - Navigational Safety Campaign - Bridge Team Management - Phase 2
- 07-Dec-2020 - IRTA 01 December 2020 + IRTB 022
- 07-Dec-2020 – Fair selection for BBS SPIRIT Cards
- 08-Dec-2020 - SHELL Reflective Learning // Personnel Transfer-2020
- 08-Dec-2020 - IBC Code 2021- PPT for crew training
- 09-Dec-2020 - MOL Chemical Tankers / The 52nd Selection of Honorable Vessels
- 15-Dec-2020 - MLC & COVID-19 related Publications
- 16-Dec-2020 - Annual Table Top Security Exercise 2020
- 21-Dec-2020 - MISP annual vessel reporting form- Online submission WEF 01 January 2021
- 30-Dec-2020 - ISM & ISPS - Drill and training reports – Not required to upload in QSMS software.
- 31-Dec-2020 - For all our Warriors on board and ashore (Wishes from MD Capt. Jain)

“Stay Updated, Stay focussed”



Regulatory Updates

- **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).
- **1 January 2021 - MARPOL amendments - Cargo residues and tank washings of persistent floating noxious liquid substances** - 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).
- **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).
- **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. **Singapore, Panama, Marshall Islands & Denmark flag states require mandatory compliance.**
- **Amendments to MARPOL Annex VI on sulphur content definition and sampling – Applicable from 1 April 2022** - Regulation 2 'Definitions', to include new definitions for "Sulphur content of fuel oil". Regulation 14 – Fuel oil sampling & testing - 'Sulphur oxides (SOX) and particulate matter', to add new paragraphs related to in-use and onboard fuel oil sampling and testing. New paragraphs added to require one or more sampling points to be fitted or designated for the purpose of taking representative samples of the fuel oil being used or carried for use on board. Consequential amendments to update the IAPP certificate to add a reference to sampling points and also to note where there is an exemption to the provision for low-flashpoint fuel. Appendix VI on the Fuel verification procedure for MARPOL Annex VI fuel oil samples consequential amendments to verification procedures, to cover verification of the representative samples of in-use fuel oil and on-board fuel oil.
- **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.

Digital Signage

Our principals MCTSPR have created a Social Networking Service (SNS) account on Facebook & LinkedIn as per below links and photographs from vessels are regularly uploaded on these social media platforms. Also, the photographs are used on the digital signage in all MCT offices.

Facebook: <https://www.facebook.com/molchemtankers>

LinkedIn: <https://www.linkedin.com/company/molchemicaltankers>

We thank all the vessels & their staffs for their active contribution in providing various nice photographs for our SNS platforms. Below are some of the photographs received from some of the vessels. We shall upload the photographs received from other vessels in the future updates to our SNS platforms & in the forthcoming edition of the HSSE bulletin.



Fuji galaxy



Hodaka Galaxy



Ginga Lynx



ASL Orchid



Eastern Neptune



Ginga Lion



“Happy Seafarers – Our Strength ”



Health Section – Know the Vitamins

Vitamins are organic compounds that people need in small quantities. Most vitamins need to come from food because the body either does not produce them or produces very little. Having too little of any particular vitamin may increase the risk of developing certain health issues.. There are currently 13 recognized vitamins. Food loses a lot of vitamins during the time left between storage and preparation. The time between harvest and consumption is a determining factor, but the temperature at which food is stored is also important. Furthermore, vegetables will retain more vitamins if they are only cooked for a short period. The shorter the cooking time, the more vitamins they will retain.

Vitamin	Purpose	Source
Vitamin-A	<ul style="list-style-type: none"> Necessary for the eyes to function correctly and for adapting to darkness. Necessary for the formation of skin cells, hair and gums Supports the immune system Plays a role in growth, fertility and reproduction 	<ul style="list-style-type: none"> Liver, meat, butter, margarine, fish, milk and milk products, cheese and eggs. Vegetables such as carrots, cabbage, endive and yellow or orange fruit
Vitamin-B1	<ul style="list-style-type: none"> Essential for energy production, mainly by carbohydrate metabolism Supports the correct functioning of the nervous system 	<ul style="list-style-type: none"> Bread and whole grain products, potatoes, vegetables, meat, milk and milk products
Vitamin-B2	<ul style="list-style-type: none"> Essential in metabolism of carbohydrates, proteins and fat Mobilizes iron For healthy skin 	<ul style="list-style-type: none"> Milk and milk products, meat, vegetables, fruit, bread and whole grain products Light sensitive: e.g. it is advisable that milk be stored in a dark place
Vitamin -B3	<ul style="list-style-type: none"> Important role in energy metabolism Involved in enzymatic processes in the cells 	<ul style="list-style-type: none"> Meat, fish, whole grain products, vegetables and potatoes
Vitamin-B5	<ul style="list-style-type: none"> Important role in energy metabolism, especially carbohydrate and fatty acid metabolism Important for the synthesis of fatty acids and cholesterol 	<ul style="list-style-type: none"> Meat, eggs, whole grain products, pulses, milk and milk products, vegetables and fruits
Vitamin-B6	<ul style="list-style-type: none"> Important role in energy metabolism, especially amino acid metabolism Helps to reduce magnesium shortages Control of hormone activities Production of red blood cells Necessary if the nervous system is to function well Metabolism of fatty acids and phospholipids 	<ul style="list-style-type: none"> Meat, eggs, fish, bread, whole grain products, potatoes, pulses, vegetables, milk and milk products, cheese
Vitamin-B8	<ul style="list-style-type: none"> Important role in energy metabolism Necessary for formation of fatty acids Healthy skin and healthy hair 	<ul style="list-style-type: none"> Eggs, liver, milk and milk products, nuts and peanuts. Sometimes called as vitamin H
Vitamin-B11	<ul style="list-style-type: none"> Important for production of red blood cells Involved in the production of histidine, glycine, methionine, protein synthesis, DNA and RNA synthesis Important for growth and preservation of body cells 	<ul style="list-style-type: none"> Whole grain products, bread, green vegetables, fruit, milk and milk products
Vitamin-B12	<ul style="list-style-type: none"> Important for the production of red blood cells Important for the normal function of the nervous system 	<ul style="list-style-type: none"> Can only be found in animal products, vegetarian products do not contain Vitamin B12 Meat, fish, milk and milk products, cheese and eggs
Vitamin-C	<ul style="list-style-type: none"> Formation of collagen, necessary for the efficient healing of wounds Metabolism of carbohydrates, proteins and fat Muscle- and brain metabolism Control of bone formation Synthesis of hormones Improves the absorption of iron from food Supports the immune system Anti-oxidant activity 	<ul style="list-style-type: none"> Fruit (citrus, kiwi, guava, berries: strawberries, raspberries) Vegetables: especially cabbage and (whole) potatoes
Vitamin-D	<ul style="list-style-type: none"> Necessary for the uptake of calcium and formation of bone tissue For strong bones and healthy teeth Limits osteoporosis 	<ul style="list-style-type: none"> Butter, margarine, meat, fish, milk and milk products, cheese and eggs. Vegetables such as cabbage and yellow or orange fruit Vitamin D3 is produced in the skin by sunlight.
Vitamin-E	<ul style="list-style-type: none"> A role in many enzymatic reactions, Anti-oxidant activity, especially on Poly Unsaturated Fatty Acids (PUFA) Protection of cells and cell membranes 	<ul style="list-style-type: none"> Plant oils rich in PUFA: nuts, seeds, vegetables, fruit, bread and whole grain products
Vitamin-K	<ul style="list-style-type: none"> Necessary for blood coagulation Active in bone formation 	<ul style="list-style-type: none"> Vitamin K1: Vegetables, fruit, milk and milk products, meat, eggs and grain products Vitamin K2: produced by bacteria in the intestines



GET PROPER REST AND SLEEP



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