



**Vaccinating our seafarers – A Unix line initiative**  
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**“Our commitment – Safety of people, vessels, cargo and protection of the Environment”**

## “Remaining incident free”

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

*We are still trying to cope up with the changing face of the pandemic. In doing so, the sheer wit and character shown by our seafarers is truly unmatched. With vaccinations being ramped up all around the world as well as onboard, we are beginning to see the ray of hope over the horizon.*

*In these tough times, remaining incident free is a huge task but very much achievable. The catastrophic consequences of serious incidents make business survival more difficult. It is importantly critical to act in the opportunity stage rather than during the aftermath of a serious incident. Remaining incident free is based on the belief that all incidents are preventable, as prevention remains the vital key. By merging proven performance management principles and sound risk management practices, breakthrough levels of improvement in the prevention of serious incidents and fatalities are possible.*

*To begin with, caring for one another, developing a mindset that does not tolerate an incident or an injury, taking responsibility for your own safety and safety of those around you will ensure that each day will end up being incident free. Must not forget to applaud everyone’s effort in accomplishing incident free days.*

*Identifying and reporting of near misses is also very important in achieving incident free days. Near miss cases provide the seafarers with powerful learning instruments and a lesson in how to implement incident prevention actions.*

*Together, let us make this responsible commitment to remain incident free. Be rest assured, you have our full support for operating the ships safely and remaining incident free.*

*Remember – Continuous improvement is better than delayed perfection.*

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



**“Remember the 03 Zeroes – Zero Injury, Zero Pollution and Zero incidents”**



## BBS – Best Spirit Cards – 2Q 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 2<sup>nd</sup> 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 3<sup>rd</sup> Qtr of 2021 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

### Best Spirit Cards – 2Q 2021

**Case-1:** On 12-Jun-2021, crew were moving chemical pails, one crew was trying to carry 20L chemical pail on his shoulder. In case there is any leakage or spill from the pail, this would drop on his body which can result in chemical burns. The crew was immediately stopped by the WIPER and reminded him to carry the items by hand and not on the shoulders.



Mr. SOE MIN AUNG,  
WIPER

**Case-2:** On dated 08-Apr-2021, during bunkering operation, Stbd. side davit wire was stuck on pulley. One E/R crew tried to free the wire by attempting to climb onto the davit which is risky as the davit was moving and there was high probability of falling overboard. 2AE stopped the person from climbing and asked him to bring safety harness. The wire was later freed in a safe manner taking all precautions.



Mr. SIHANUL MOHAIMIN BHUIYAN,  
2AE

**Case-3:** Prior loading flammable cargo at CEPESA terminal 'H' at Algeciras, all fire extinguishers were being collected at poop deck as required by shore technician for annual servicing. 3<sup>rd</sup> Officer expressed his concern with Chief Officer not to shift the manifold extinguishers without proper replacement. Chief Officer agreed and relocated two fire extinguishers back near ship's manifold. These were later replaced with other extinguishers which were checked & serviced thereby ensuring that manifold was not left devoid of fire extinguishers.

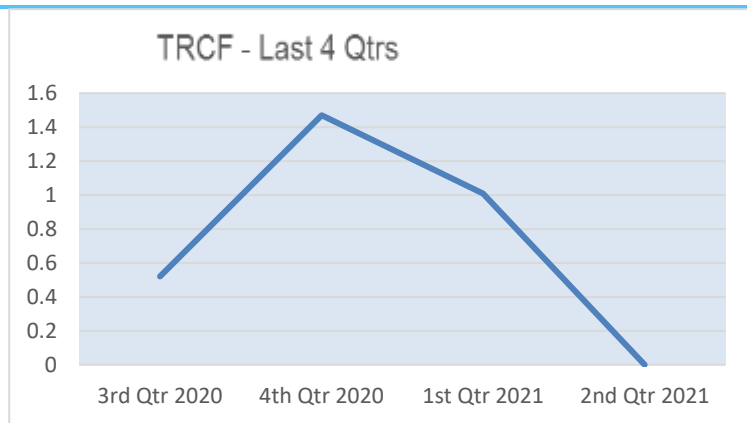
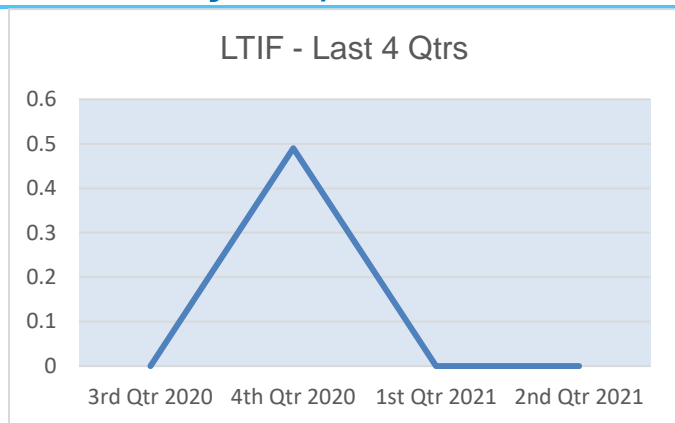


Mr. MUN HYUNGIL,  
3<sup>rd</sup> Officer

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

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

## Crew Injuries / Fatalities



**There was NIL LTI & NIL recordable cases during this quarter.**

LTIF for 2Q2021 & 1Q2021 was Nil. TRCF for 2Q2021 was Nil & 1.008 for the previous quarter.

Target set for 2021 is LTIF <0.25 & TRCF <0.75.

# (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)

### Workplace Safety tips: -

- You are responsible for your own safety and safety of others working with you.
- All accidents are preventable
- Do not take short-cuts, always follow the procedures.
- Do not undertake the job if you are not trained for the job or you do not feel confident.
- Use the right tools & equipment for the job.
- Assess the risks before you start the job.
- Never wear loose clothing or slippery footwear.
- Practice good housekeeping.
- Always wear proper & appropriate PPE.

- **Tool Box Meeting – Must be carried out prior commencement of job.**
- **Use STOP work authority and respectfully intervene to correct & prevent any unsafe acts or conditions.**



**THINK**

- What can go wrong?
- How can I PREVENT injuries?
- Is there a safer way?
- Am I using the right tools & gloves?
- Are other co-workers at risk?
- Am I fit for this job?
- Are safety controls in place?



**Work Safely – You family is awaiting your safe return**

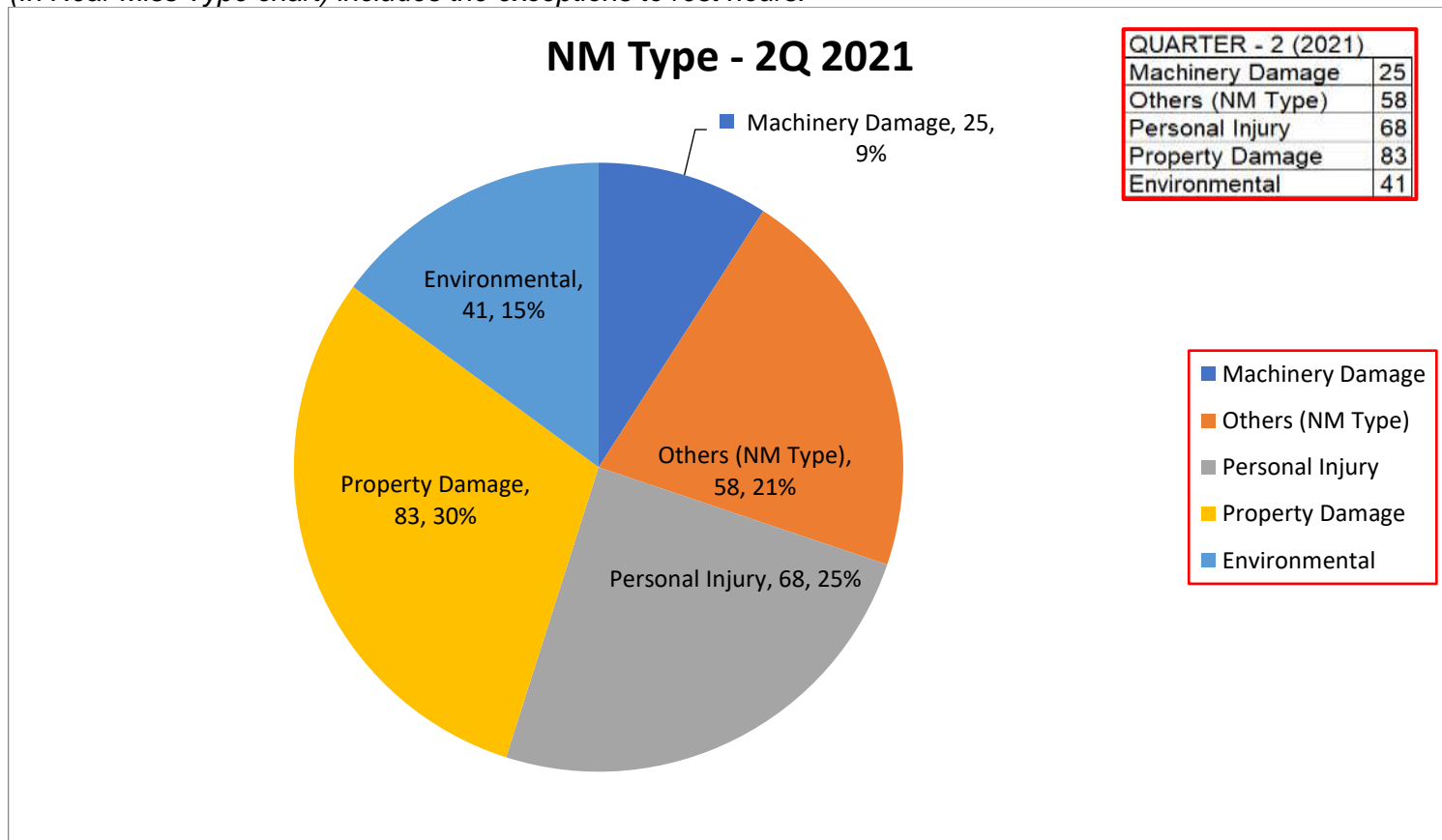
## Near Miss Analysis



### Near Miss:

Near miss reporting in the 2<sup>nd</sup> 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

Following vessels are scheduled to be taken over into our management: -

- **NORDIC MAYA** – 2005 built, Oil/Chemical tanker, DWT 19728 is scheduled to be taken into our management tentatively by End of Nov'21.
- **NORDIC MARI** – 2010 built, Oil/Chemical tanker, DWT 19355 MT is scheduled to be taken into our management tentatively by Feb'22.

## Honorable Vessels

53rd selection of Honorable Vessel (A semi-annual event) with a view to improve Safety management on all MOL Chemical Tankers (“MCT”) Fleet was declared as listed below. Period of evaluation was from 1st Nov 2020 to 30th Apr 2021 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”.

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 soon find their way into the top performing vessels list.

The Best-Honorable Vessels (15 vessels – in alphabetical order)

1	Argent Iris	9	**Nordic Ace
2	Brillante	10	**Nordic Aki
3	**Cypress Galaxy	11	**Nordic Ami
4	Eastern Quest	12	**Nordic Ann
5	Ensemble	13	**Nordic Aqua
6	**Fanfare	14	**Nordic Callao
7	Ginga Bobcat	15	Prelude
8	Menuett		

\*\* Vessels not operated by Unix Line

//Prize Money for Honorable Vessels//

**The Best Honorable vessel : USD 2,000/vessel**

The Quasi-Honorable Vessels (21 vessels-in alphabetical order)

1	Amagi Galaxy	12	Ginga Saker
2	Argent Sunrise	13	Jazz
3	**Concerto	14	Kaimon Galaxy
4	Eastern Oasis	15	Niseko Galaxy
5	**Eastern Prosperity	16	**Nocturne
6	Fuji Galaxy	17	**Nordic Mari
7	Furano Galaxy	18	**Nordic Marita
8	Ginga Cheetah	19	**Nordic Masa
9	Ginga Cougar	20	**Patalya
10	Ginga Lynx	21	Zao Galaxy
11	Ginga Ocelot		

**The Quasi-Honorable vessel : USD 1,500/vessel**

**“Where there is Safety, there is prosperity”**



## Environmental Compliance program (ECP) - Updates

- First year of probation was successfully completed on 20-Mar-2021. Total 09 vessels were audited by our Independent Consultant (IC).
- During the 2<sup>nd</sup> Quarter of 2021, 02 vessels were audited by our Independent Consultant (IC). All findings & suggestions for improvement are shared with all vessels through the D&V (Deficiency and Verification) platform.
- 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.
- We received good & positive comments from the Court Appointed Monitor (CAM) regarding the progress & performance of ECP during the 1<sup>st</sup> year of probation. Efforts of ship & shore staff were applauded. We must continue maintain this good performance consistently.
- Supplement-1 to EMS/CP Circular 01/2021 - Analysis of ORB - was shared with all vessels on 03-Jun-2021 highlighting Common errors observed in ORB-1 entries and Sounding logs.
- EMS/CP revised manual (Rev-2) was shared with all vessels on 01-May-2021.
- Trials are in place for the use of Electronic Oil record books onboard 04 vessels of the fleet.
- Progress of ECP is discussed with senior officers during the pre-joining briefing.

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	Scupper left unplugged during bunkering/cargo operations. <b>This was a repetitive near miss.</b>	Scuppers are the last barrier to prevent any pollution. Scuppers to be plugged properly prior commencement of any cargo/bunkering operations and must be cross-checked by responsible crew initially and regularly during the operations.
2	Vessel was anchored at Outer anchorage, Balboa. Ship's garbage was being disposed to garbage craft using ship's cargo net & crane. During disposal, one of garbage bag was torn and few garbage items unintentionally fell into the sea. Fortunately, it was floating garbage which was immediately recovered by the garbage boat crew by using by their scoop net.	Garbage planned for shore disposal needs to be double bagged to ensure no garbage leaks or falls during the disposal. Torn or leaking bags pose pollution risk and vessels can be subjected to strict action by enforcement authorities. (Fines, civil/criminal proceedings etc.)
3	During master's regular rounds it was observed that domestic waste garbage drum cover was not fitted properly at the central garbage storage station while vessel was at Exxon Baytown Dock, Port of Houston.	Unsecured garbage bin covers or loose garbage at garbage stations pose a pollution threat and vessels can be subjected to strict action by enforcement authorities for any non-compliances. During routine rounds, crew to check & ensure that all garbage is kept inside the designated storage drums with the lids properly secured.
4	Vessel was in port for loading various chemicals. During safety round, traces of cargo were observed on deck near the manifold. It was observed that liquid was draining slightly from the manifold spill box as the drain valve & blind flange were not fully tight. Immediately the drain valve was fully closed, and blind flange was fully tightened. Minor leak was cleaned up.	Crew should be diligent while carrying out the pre-operation line up & checks followed by thorough cross-checking by responsible person to rule out the possibility of one-man error. Watchkeeping crew must stay vigilant to detect even minor leaks and attend it promptly.
5	During internal bunker transfer from FO (1P) tank to FO (2P) tank, high level alarm for FO(1S) was activated. It was noticed that FO (1S) tank filling valve was left slightly open. Also, found indicator light for FO (1S) tank filling valve was not working. Immediately transfer was stopped and filling valve of FO(1S) was completely shut. Bunker transfer was resumed after re-checking the line-up and replacing the indicator light in ECR panel.	Pre-transfer tests, checks and line-ups to be carried out diligently by crew. This should also be carefully cross-checked to eliminate single person errors. Any defect noticed in valve indicator lights to be rectified and attended on priority.



## Feedback on compliance reports received / Compliance Reporting System

There were total 17 reports received during this quarter through the "Compliance Reporting System". All the reports were mere crew complaints/duplicated reports. There was no report related to EMS/CP.

**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. Crew must read & be familiar with the compliance reporting system procedures.



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





## SMS Updates



**Amendments to QSMS** - There was a 01 DTN (Document Transmittal note) issued during this quarter (01/2021) which was shared with all vessels vide email on 21-Jun-2021 having various revisions for QSMS manuals.

**Amendments to QHSEMS** - There was 01 DTN (Document Transmittal note) issued during this quarter (01/2021) which was shared with all vessels vide email on 16-Apr-2021 having various revisions for QHSEMS manual.

**Other Information to the fleet** - In addition to the circulars, general warnings, navigation warning, technical information & technical warning, following important information was disseminated to the fleet in this quarter.

- 14-Apr-2021 - Panama Canal Notice-21012
- 23-Apr-2021 - EMS/CP monthly training report to be uploaded in QSMS software
- 29-Apr-2021 - Participating in 2021 VSR Incentive Program for Cleaner Air and Safer Whales
- 01-May-2021 - EMSCP Appendixes and posters in Dualog drive
- 04-May-2021 - Updated IMO List of National Operational Contact Points - 30 Apr 2021
- 04-May-2021 - Visitor pass for vessel
- 04-May-2021 - MUSTER LIST - Rev - May 2021
- 06-May-2021 - Additional Precautions Against COVID-19 on board the Vessel (Vessel Calling Indian Ports)
- 06-May-2021 - Uploading US Coast Pilots in Dualog Drive
- 06-May-2021 - Company DOC Certificate – Renewed
- 07-May-2021 - [MCT Circular] NTN 21/005 Master's Manual MSQA Update (07-May-2021)
- 11-May-2021 - HSSE Bulletin - 1Q 2021
- 12-May-2021 - IRTB 026
- 14-May-2021 - Piracy Information from MOLCT (April 2021)
- 16-May-2021 - Requirements for vessels arriving port of Singapore during Covid-19 (WEF from 16th May 2359hrs)
- 19-May-2021 - SHELL LET // Q2-2021 Hazard and Risk-V2
- 20-May-2021 - Updated Checklists for Immediate Use
- 24-May-2021 – [Important] Change of IT Helpdesk e-mail address
- 25-May-2021 - Onboard Crew COVID vaccination Program at US Ports (J&J Vaccine - 21 May 2021)
- 25-May-2021 - D&V - SIRE/CDI/PSC/ISM - 1Q 2021 // Jan 2021 to Apr 2021
- 28-May-2021 - 33rd Campaign for Safety Enhancement Month 2021.
- 01-Jun-2021 - Updated Appendices for Immediate Use
- 07-Jun-2021 - Participating in 2021 VSR Incentive Program for Cleaner Air and Safer Whales
- 07-Jun-2021 - "DANGEROUSLY WEIGHTED SHIPS HEAVING LINES"
- 09-Jun-2021 - Onboard Crew COVID vaccination Program at US Ports (J&J Vaccine - 09 Jun 2021)
- 18-Jun-2021 - MOLCT NTN21-007- Notification regarding QRT submission
- 23-Jun-2021 - [MOLCT Circular ] SI-21\_051 The Day of the Seafarer 25th June
- 23-Jun-2021 - MOL Chemical Tankers / The 53rd Selection of Honorable Vessels
- 29-Jun-2021 - PMC No.26 OF 2021 - EPANS for submitting to MPA for vessels calling Spore WEF from 09-Jul-2021.

**"Stay Updated, Stay focussed"**



## Regulatory Updates

➤ **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 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”**

## Best Practices

**What is a best practice** - A “Best practice” is a method or technique with redeeming qualities and attributes that has been proven through implementation and has been generally accepted as the most efficient way of executing a task which would be beneficial for others to use. As per our systems Best Practices are new ideas or suggestions which are at present not included in our procedures/manuals and can be included/implemented fleet wide as a standard procedure.

We would like to express our **appreciation** for your good efforts in operating the ships safely. Any Best practices observed should be applauded, discussed in the SQC meeting, and reported to office. We shall review these best practices and include the significant ones in the forthcoming edition of the HSSE bulletin for sharing with all vessels.

Please find below some best practices, which can be easily implemented on board: -

S.No	Brief Details of best practice	Representative Photograph
1	Using portable strainer with absorbent pad for draining deck scupper	
2	Marking of Door swinging area in contrasting colour to remind people of outward opening.	
3	Reminder on cabin doors to prevent electrical fire in cabins.	



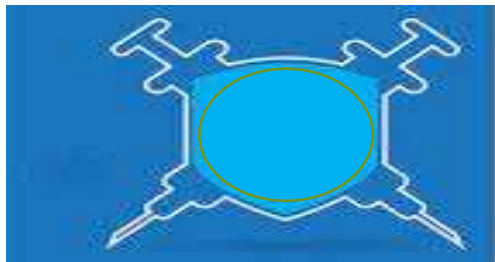
**“Share Best Practices – Don’t let excellence go unnoticed”**



## Vaccination for Seafarers – A Unix Line Initiative

Health & well-being of our seafarers remains our topmost priority. Understanding the additional risks posed to our seafarers by the current pandemic situation due changing nature of COVID-19 mutations across the world, Unix line decided to undertake this unique endeavor of vaccinating our seafarers on priority. After rounds of deliberate discussions with various authorities, UNIX line managed to arrange for vaccination of our crew on board vessels which are calling at US ports.

We are very happy to announce that during this quarter 13 vessels were administered COVID-19 vaccines in various US ports. Our good vessel BRILLANTE was the first vessel where all crew onboard were vaccinated on 18-May-2021 at Houston (USA) with the Johnson & Johnson single dose vaccine. So far, there were no adverse effects observed and seafarers were very happy to receive the vaccine.



# DON'T MISS YOUR SHOT TO STOP COVID-19

We are also checking with other countries for vaccination feasibility for our seafarers. As per the current information, vaccination may soon be available at certain countries/ports in Europe which we are checking and shall follow up with the authorities for arranging the vaccination in due course of time.



***“We care for our seafarers from the bottom of our hearts” - Happy Seafarers – Our Strength***

## Health Section – Managing Acidity

**Acidity** - Acidity occurs when there is excess secretion of acids in the gastric glands of the stomach, producing gas, bad breath, stomach ache and other symptoms. It triggers an unpleasant reaction that also often makes you feel sick and miserable. This is also referred as experiencing heartburn or acid reflux or GERD (gastroesophageal reflux disease)



**Common causes** :- Long gap between meals, empty stomach or excessive intake of tea, coffee, smoking or alcohol, eating heavy meals or spicy foods.

### Some home remedies for acidity: -

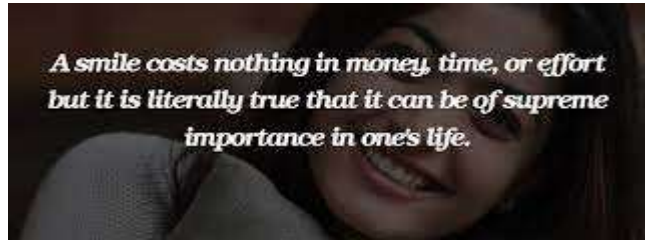
Fennel	Chewing fennel after meals helps to prevent stomach acidity. For its multitude of gastrointestinal benefits, fennel tea is helpful in keeping digestive tract healthy. The tea is considered very useful to help indigestion and bloating because of the oils found in these seeds.
Cinnamon	This humble spice works as a natural antacid for stomach acidity and can settle your stomach, by improving digestion and absorption. For relief, drink cinnamon tea to heal infections in the gastrointestinal tract. Cinnamon is a powerhouse of nutrients and loaded with health benefiting properties.
Buttermilk	Buttermilk contains lactic acid that normalizes acidity in the stomach. Sprinkle a dash of black pepper or 1 teaspoon of ground coriander leaves for best results.
Jaggery	It aids digestion and makes your digestive system more alkaline in nature, thus reducing stomach acidity. Suck on a small piece after a meal. Jaggery also helps maintain normal body temperature by cooling the stomach.
Cloves	Cloves are carminative in nature, thus preventing the formation of gas in the gastrointestinal tract. Add cloves while cooking foods. You can even eat crushed cloves and cardamom (mixed in equal amounts) to treat acidity, and get rid of bad breath.
Cumin Seeds	Cumin seeds work as a great acid neutralizer, aid digestion and relieve stomach pain. Slightly crush some roasted cumin seeds, stir it into a glass of water or steep one teaspoon of cumin seeds in a cup of boiled water and drink it after every meal.
Ginger	To help neutralize stomach acids, you can chew a slice of fresh ginger, or have a spoonful of ginger juice two-three times a day, or steep fresh ginger in a cup of boiling water and drink up.
Cold Milk	Cold Milk can help stabilize gastric acids in the stomach. It is rich in calcium, which prevents the buildup of acid in the stomach.
Coconut Water	When you drink coconut water, your body's pH acidic level turns alkaline. It also helps produce mucous in your stomach, which protects the stomach from harmful effects of excessive acid production. Since it is rich in fibre, it aids digestion and prevents the re-occurrence of acidity.
Banana	Bananas contain natural antacids that can act as a buffer against acid reflux. This is the simplest home remedy for getting rid of acidity. Eat one banana every day to prevent discomfort.



**“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 has a head and a tail but no body?
2. What word is always pronounced wrong?
3. You can't keep this without giving it first?
4. I am not alive, but I can die. What am I?
5. What number squared = 12345678987654321?
6. What three numbers give the same answer when multiplied together or added together?
7. What seven letter word has hundreds of letters in it?
8. What has a head but never weeps, has a bed but never sleeps, can run but never walks, and has banks but no money?
9. What can fly without wings?



Answers: 1-Coin, 2-Wrong, 3-Promise, 4-Battery, 5-111111111, 6-1, 2 & 3, 7-Mailbox, 8-River, 9-Time , 10- 364667



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