







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

“Living in the new normal”

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

No industry was spared from the disruptions of the COVID-19 pandemic. Personal lives and businesses were forced to shift and shape to adapt to a new kind of normal. Disruptions include lockdowns within cities, tighter border controls, and travel restrictions with all countries scrambling to focus on their readiness for early detection and prevention of a further spread.

Looking with a positive perspective, we can surely say that the pandemic time provided more bonding with family & friends. Public health is being largely scrutinized and given heavier importance with more funding and attention to its advancement across the world. Businesses have embraced remote working and digitalization at a heightened pace to keep up with the needs of their clients. Hygiene and sanitation have been given the prime attention.

Getting vaccinated & following COVID-safe behavior remains the most effective way to live in this new normal. And you are not alone, we all are there with you, whether at sea or ashore.

Cooperation is fundamental to the evolution of human society. Benevolence is a fancy word that means something simple, good intentions toward living beings, including oneself. Benevolence brings the power of tolerance. Tolerance is the ability to remain unaffected when things do not go our way. It is the ability to accept differences and stay open and accepting. It is the ability to be able to approach an enemy with feelings of mercy and good wishes in our heart, devoid of blame or accusations. In short, it is the ability to resolve any inner conflict with correct understanding, no matter how hard the times are.

Our seafarers are no doubt the best examples of benevolent people, who have kept this world moving without many disruptions. We are very proud of this achievement by the maritime fraternity, with major contribution coming from our tireless seafarers.

Businesses are opening, countries are opening their borders in a phased manner, mass vaccination drives are in progress, which is going to facilitate more opportunities for crew changes. All these things are giving positive feelings to make us believe that we are heading into better times ahead.

Please be rest assured that we shall continue to do our best in ensuring that you have safe stay onboard and you return back timely to your loved ones in a safe manner.

Remember – Tolerance & patience should NOT be read as signs of weakness. They are signs of strength.

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



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



BBS – BEST SPIRIT CARDS – 3Q 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 3rd 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 2022 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each. **Yearly awards are shared vide common email & also uploaded in Unix Website.**

Best Spirit Cards – 3Q 2021

Case-1: On 13th Jul'21, vessel was transiting through Singapore strait, and 2nd officer observed that “Batubaranti” channel buoy had shifted around 04 cables from its original position. This was timely observed to ensure safe passage of the vessel without grounding hazard.



Mr. Ruhul Amin,
2nd Officer

Case-2: On 07th Jul'21, during routine round to CO2 room at anchorage it was observed that CO2 line after main manifold valve to Engine room side was blanked. Under this condition, it would not have been possible to release CO2 in case required during emergency. This was probably blanked by shore technicians who carried out CO2 system servicing and they missed out to turn back the blank in normal position. This was informed to Master & Safety officer. The spectacle blank flange was turned around to normal position after carrying out a risk assessment.



Mr. KARIM MD MINHAZUL,
Add CE

Case-3: Engine crew tried to open sea chest strainer without disconnecting MGPS electrical connections or switching off the MGPS system. APEN, immediately stopped them and asked them to do the job only after removing electrical connections or switching off the system as this could lead to electric shock. Importance of complying with all safety measures and filling up of isolation permit was briefed to crew by the Safety Officer.



Mr. CHAN MYAE AUNG,
APEN

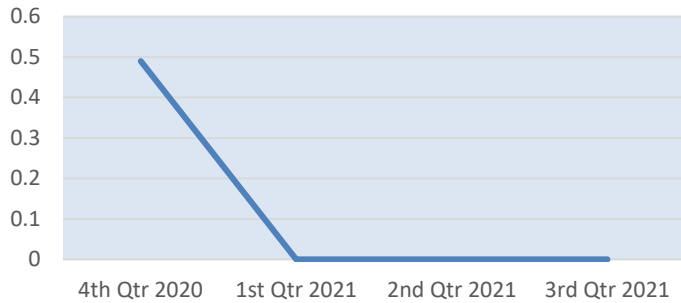
(Above texts have been modified from the original for easier reading and understanding)

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

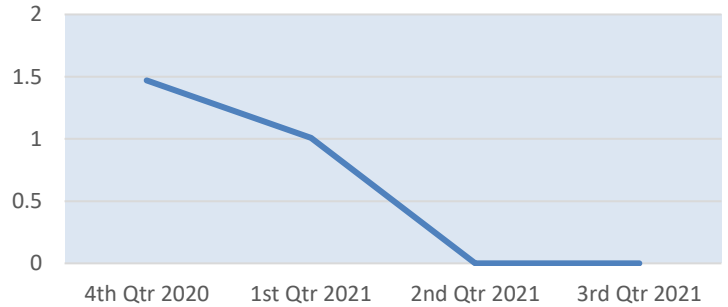


Crew Injuries / Fatalities

LTIF – Last 4 Qtrs



TRCF – Last 4 Qtrs



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

LTIF for 3Q-2021, 2Q-2021 & 1Q-2021 was Nil. TRCF for 3Q-2021 & 2Q-2021 was Nil. TRCF was 1.008 in the 1Q-2021. Target set for 2021 is LTIF <0.25 & TRCF <0.75.

Common reasons for workplace injuries on ships

NOT WEARING PERSONAL PROTECTIVE EQUIPMENT



NOT MAINTAINING PERSONAL PROTECTIVE EQUIPMENT



NOT FOLLOWING PROCEDURES



POOR HOUSEKEEPING



Workplace injuries can be avoided



START SAFE
WORK SAFE
FINISH SAFE



SEEK SAFETY,
AIM SAFETY,
FOLLOW SAFETY,
ENSURE SAFETY,
TEACH SAFETY,
YIELD SAFETY.

(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



Learning from a Significant Near Miss

Vessel was loading various grades of Chemicals at Vopak DP-01, Houston USA. The vessel was scheduled to load the Exxon Cargo (Exxal 13) from Barge. After commencement of loading, the ship's crew observed seepage from a blind flange of 1S cargo line, the blind flange is for spool piece connection. The Spool piece was disconnected earlier from the common line. The vessel immediately communicated with the barge and cargo operations were stopped. The Cleanup operation was initiated by the crew members immediately and a minor quantity (Less than 1 Gallon) was collected at the affected area. Master confirmed no cargo went overboard. The blind flange was tightened. All the preloading checks including pressure testing of cargo lines was done to the satisfaction of the Terminal Safety officer. After the agreement between Master and Safety officer, the loading operation was resumed. Vessel completed the cargo operations without any further issues.



Lessons learned: To prevent similar occurrence, all drains, manifold flanges to be checked, tightened and pressure tested prior commencement of operations. Independent double verification of the line-up, flanges and drains to be carried out before the commencement of the cargo operation. Senior officers to ensure that the task is discussed in detail during the toolbox meeting prior commencement of operations.

Part – II: Before Loading Cargo at Berth				
Sl	Item	Y	N	NA
1	Cargo operation plan is made in detail, cargo specific and understood by personnel involved.			
2	The cargo operation line up verified by Chief officer and another independent person (either Bosun or another responsible deck officer) and recorded in port log. THIS IS TO PREVENT ONE MAN ERROR Loading line up prepared by (Date/Time, Name, Rank, Signature): Loading line up cross-checked by (Date/Time, Name, Rank, Signature): Loading line up cross-checked by (if done) (Date/Time, Name, Rank, Signature):			

These checks need to be carried out properly & diligently.

(Extract from M05 App 8-1)



Near Miss Analysis

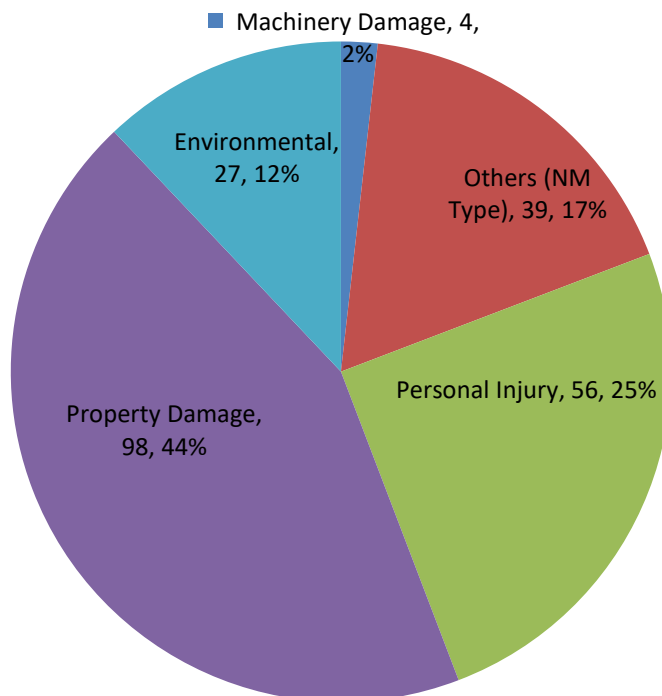


Near Miss:

Near miss reporting in the 3rd Quarter has been satisfactory. Annual target is at-least 24 near misses per vessel per year. Crew are regularly briefed & motivated for identifying & reporting near misses without any fear or favor. To further enhance the near miss reporting system and learning process, near misses categorized as HPC (High Potential Consequence) are analyzed and key learnings are sent to all vessels regularly. We have further categorized the high potential near misses (Navigation, Cargo Ops, Environmental, Mooring, ER Ops & Misc.) for effective use by ship staff to avoid incidents.

The following pie chart indicates the analysis of the near miss in this quarter. It may be noted that Others (In Near Miss Type chart) includes the exceptions to rest hours.

NM Type - 3Q 2021



QUARTER - 3 (2021)	
Machinery Damage	4
Others (NM Type)	39
Personal Injury	56
Property Damage	98
Environmental	27

■ Machinery Damage
■ Others (NM Type)
■ Personal Injury
■ Property Damage
■ Environmental

“We follow Just culture – Identify & raise near misses without any fear or hesitation”



Fleet & Office 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 Feb'22.
- **NORDIC MARI** – 2010 built, Oil/Chemical tanker, DWT 19355 MT is scheduled to be taken into our management tentatively by Apr'22.

❖ Unix fleet teams' re-organization w.e.f. 01-Sep-2021.

As notified in our common email, fleet teams were re-organized with below details: -

Fleet Team - 1	Fleet Team-2	Fleet Team-3
Mr. Colin Yee – GM & Team Leader	Capt. Kim Chae Sun – GM & Team Leader	Mr. Kim In – GM & Team Leader
Capt. Ataul Majid – DGM & Asst. Team Leader	Mr. Sasikumar Rajendram – DGM & Asst. Team Leader	Mr. Shamsulkamal Shamsi – DGM & Asst. Team Leader
Mr. Naoya Kawano – DGM (Tech)	Mr. Choo Jung Chul – Manager (Tech)	Capt. Faruki Rahman – Manager (marine)
Mr. Mehedi Hasan – Sr. Tech Supdt.	Mr. Saravana Kumar – Manager (Marine)	Mr. Masudur Rahman – Manager (Tech)
Capt. Rajesh Shukla – Sr. Marine Supdt.	Mr. Christopher Castillo – Sr. Tech Supdt.	Capt. Htin Aung – Manager (Marine)
Mr. Kim Boklea – Sr. Tech Supdt.	Capt. Lee Heekyu – Sr. Marine Supdt.	Capt. Ajay Saini – Sr. Marine Supdt.
Capt. Armando Antenor – Sr. Marine Supdt.	Mr. Mubin Nazrul Ibne – Sr. Tech Supdt.	Mr. Jin Yong – Sr. Tech Supdt.
Ms Thiri Swe – Asst. Manager	Ms Jasmine – Asst. Manager	Ms Jarinah – Asst. Manager
Ms Shirley – Sr. Executive	Ms May Aung – Executive	Ms Hamidah – Sr. Executive
Ms Kristy Tjhin – Sr. Executive (w.e.f. 25-Nov-2021)	Ms Maduri – Sr. Executive (W.e.f. 25-Nov-2021)	Ms Devon - Executive

There were no changes done in other departments.

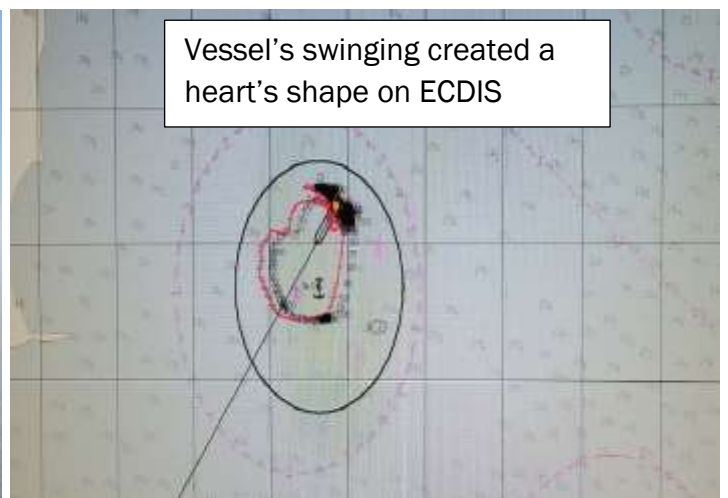
New Staff Updates: -

- **Mr. Mervin Villegas**, Electrical Superintendent under “Unix Project” department joined on 01-Feb-2021.
- **Mr. Hery Weng**, Crewing Executive under Crew Accounting Team, joined on 06-Jul-2021.
- **Mr. Edward Anil Komaran**, Assistant under Crew Training Team, Joined on 18-Aug-2021
- **Ms Siti Nurshamirah Binte Mohamad Zahari**, Assistant under Safety Section, w.e.f. 17-Nov-2021.

We look forward to your continued good co-operation & support.



Sea fog at Ulsan Anchorage



Vessel's swinging created a heart's shape on ECDIS

Photographs shared by Capt. Yi Sanghun – Master of DIVA

“Where there is Safety, there is prosperity”



Environmental Compliance program (ECP) - Updates

➤ Vessel audits & feedback by Independent Consultant (IC): -

- ❖ First year of probation was successfully completed on 20-Mar-2021. Total 09 vessels were audited by our Independent Consultant (IC).
- ❖ 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.
- ❖ 2nd Year IC Audits – Total 04 vessels have been audited till the end of 3Q-2021. (02 each in 2Q & 3Q). All findings & suggestions for improvement are being shared with all vessels through the D&V (Deficiency and Verification) platform. Last D&V was shared on 04-Aug-2021.

➤ Feedback from Court Appointed Monitor (CAM): -

- ❖ We received good & positive comments from the Court Appointed Monitor (CAM) regarding the progress & performance of ECP during the 1st year of probation. Efforts of ship & shore staff were applauded. We must continue maintain this good performance consistently.
- ❖ CAM was satisfied with progress of ECP during the 2nd year of probation.

- Use of electronic oil record books is being implemented on 10 vessels of the fleet by Dec'21.
- Environmental Safety Campaign – NIL LOPC – was released to all vessels on 01-Sep-2021.
- Common email sent on 06-Aug-2021 regarding Sealing / Tagging improvements - Replacement of sticker type seals with wire type seals.
- Technical Reminder on Rapid Replacement system was sent to all vessels on 03-Sep-2021.
- Fleet Engineering survey on sewage & grey water management was initiated on 06-Sep-2021.
- EMS/CP manual minor editorial corrections were shared with all vessels on 01-Sep-2021.
- EMS/CP circular 02/2021 regarding consolidated feedback to EMS/CP manual review comments was shared with all vessels of the fleet on 01-Oct-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.



“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	On 05th Sep'21, Vessel was at Singapore Anchorage & receiving LO Bunkers. LO Bunker hose and Quick Coupling arrangement was supplied by LO Barge. As LO pumping started it was observed that, LO was leaking from the coupling arrangement provided Barge and dropping into the save all tray. Spill tray plug was in place which prevented LO leaking on deck. Ship staff tried to re-tighten the coupling, but leakage didn't stop. Immediately LO bunkering was stopped and informed to barge personnel to replace the connector coupling. LO Bunkering resumed subsequently.	Condition of hose & coupling provided by barge to be carefully checked prior to commencement of operations. After successful testing of the connection & completion of pre-transfer checks LO bunkering to be started. Any shortcomings observed to be rectified on priority
2	During anchoring at Mumbai anchorage, one of crew found out a minor hyd. Oil leakage on forward main deck area near No.1 C.O.T. Responsible officer checked and confirmed hyd. main pressure line above No.1 C.O.T was leaking with drop by drop. Immediately stopped the jockey pump for hydro. power pack and cleaned the leaked oil about 0.1 liter. Pipe was removed and leaking part was renewed and fitted back.	Hydraulic lines to be carefully checked for corrosion as per Tech warning 05/2020. Denso tape on all hydraulic pipelines to be permanently removed (except flange areas) and the pipes to be coated with Epoxy paint after applying 02 coats of primer. During routine rounds, if any rusted/weak areas are identified then such areas to be attended on priority and not let the situation go out of control as these lines are operated under very high pressure.
3	The garbage barge came on the poop deck around 0900hrs today. Deck crew were assigned to throw the garbage into the barge. As crew were in a hurry to dispose as much garbage as possible, a plastic garbage bag was improperly thrown and hit the starboard railing of the garbage barge, thus, it fell in the water.	Garbage planned for shore disposal needs to be double bagged to ensure no garbage leaks or falls out from the bags during the disposal. Garbage bags to be carefully landed in the garbage boat and any kind of uncontrolled disposal of garbage bags to be avoided. Remember, it is the vessel's responsibility to safely off-land the garbage to shore reception facilities.
4	On 15.09.2021, during shore disposal of sludge from port side sludge shore connection from vessel, sludge leaked and splashed out from welding seam of pipe flange under discharge valve. Although the oil leaked was contained in save all tray, it can lead to oil pollution on deck. Ship crew stopped the pump by emergency stop button located on poop deck and blanked the line leading to shore connection on port side. The operation was continued from starboard side connection.	Condition of bilge/sludge standard discharge connection/pipeline to be regularly inspected and kept in well maintained condition. Ship staff should be wary of the fact that these connections/pipelines are exposed to weather and are prone to corrosion if not maintained properly. Shore disposal of sludge to be commenced only after successful testing of the connection & completion of pre-transfer checks. Any shortcomings to be rectified on priority.
5	During bunkering at onsan on 12th Jul. 2021, Engine crew patrolled to check the bunker line. That time crew found MGO trace on deck and some oil trace on one of the flanges also. Crew reported same to duty engineer immediately. Loose nuts & bolts of the flange were tightened, and the leakage was stopped.	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 nuts/bolts of flanges may get loose due to vibrations/movement at sea etc. and needs to be checked very carefully. Hydrostatic pressure test routine to be followed diligently.



Feedback on compliance reports received

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.**



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



Amendments to QSMS - Nil changes were made in QSMS during this quarter. Last DTN (01/2021) was issued on 21-Jun-2021 which had various revisions to QSMS manual.

Amendments to QHSEMS - Nil changes were made in QHSEMS during this quarter. Last DTN (01/2021) was issued on 16-Apr-2021 which had various revisions to QHSEMS manual.

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

- 06-Jul-2021 - QHSEMS Renewal Audit Report (Class NK)
- 06-Jul-2021 - Immediate notification to fleet - Allision at Suez anchorage
- 07-Jul-2021 - Updated Security Risk Assessments
- 07-Jul-2021 - ECM Client Alert 09/2021- Recent update on Canada Ballast Water regulation SOR/2021-120
- 08-Jul-2021 - Revision to Pre-Arrival Notification (ePAN) for arrival on or after 09 July 2021
- 11-Jul-2021 - On Board Training on Cyber Security Awareness
- 13-Jul-2021 - Immediate notification to fleet - Contact damage at Merak anchorage
- 16-Jul-2021 - Resolve 2021 VTTX Certificate of Participation
- 18-Jul-2021 - ReCAAP - One Page Summary Half Yearly Report for 2021
- 21-Jul-2021 - Summary of the 33rd Safety Enhancement Month 2021
- 23-Jul-2021 - COVID Vaccination for Seafarers in Belgium From 26th July 2021
- 23-Jul-2021 - Ballast water regulation and compliance at Chinese ports
- 27-Jul-2021 - 2021 updated RA Library
- 27-Jul-2021 - Please Do Not send trouble report / defect as Near miss report
- 29-Jul-2021 - Precaution for COVID-19 infection while in port of Covid-19 high risk country
- 30-Jul-2021 - SMS Manuals: Additional File
- 01-Aug-2021 - Updated IMO List of National Operational = (MSC-MEPC.6/Circ.19)
- 03-Aug-2021 - COVID Vaccination for Seafarers In Rotterdam from 2 Aug 2021
- 04-Aug-2021 - EMS/CP - IC audit findings - 1H 2021 - D&V
- 06-Aug-2021 - IRTB 027
- 11-Aug-2021 - HSSE Bulletin - 2Q 2021
- 12-Aug-2021 - Worldwide PSC deficiency Database
- 18-Aug-2021 - Safety Campaign - Prevention of accommodation fire
- 23-Aug-2021 - CLIP & IMT bulletin
- 23-Aug-2021 - High Potential Consequences (HPC) Near Miss Cases – Second Quarter 2021
- 24-Aug-2021 - SHELL LET // Q3-2021 Are We in Control
- 24-Aug-2021 - Changes to Unix Organization effective 1st Sept 2021
- 24-Aug-2021 - SMS Review of M04, M05 - Company Response
- 30-Aug-2021 - Updated Appendices for Immediate Use
- 01-Sep-2021 - EMS/CP Manual - Aug'21 - Editorial Corrections
- 16-Sep-2021 - Covid-19 Outbreak Management Plan - Visitor's Declaration (R02)
- 29-Sep-2021 - Notice of Arrival/Departure (NOAD) Workbook - Version 7.7.1

“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: -

- Regulation 2; a new definition in regulation 2 on low flashpoint fuel, for which sampling points will be exempted.
- 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.
- New ships to comply from 01-Apr-2022
- Existing ships to comply at first renewal survey on or after 1 April 2023.

➤ **MARPOL Annex VI – Amendments with regards to analysis of Sulphur content – Entering into force on 01-Apr-2022.**

Following changes to be done: -

- 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.**

➤ **Short-term measures for reduction of GHG (EEXI) – Applicable to all existing ships > 400 T – To comply by the first annual, intermediate or renewal survey of IAPP Certificate on or after 1 January 2023.**



➤ **Amendments to The INTERNATIONAL MARITIME DANGEROUS GOODS CODE (IMDG code). Entering into force on 01-Jun-2022.**

➤ **MARPOL Annex VI – Entering into force 01-Nov'22.**

Amendments to various regulations in particular, due to the adoption of new regulations 23, 25 and 28 to reflect the technical and operational carbon intensity reduction measures, led to the adoption of Resolution MEPC.328(76).

➤ **Amendments to ESP code – Entering into force 01-Jan-2023 - Only "suspect areas" of double-hull oil tankers are subject to thickness measurements during the first renewal survey.**

➤ **Amendment to the AFS Convention – Ban of use of anti-fouling paints that contains cybutryne - Entering into force on 01-Jan-2023.**

Following amendments in the current convention: -

- AFS containing cybutryne shall not be applied or reapplied to ships on or after 01-Jan-2023.
- AFS containing cybutryne shall be removed or apply a coating that forms a barrier to this substance leaching from the underlying non-compliant AFS no later than renewal of anti-fouling coating after 01-Jan-2023 but no but no later than 60 months following the last application of an anti-fouling system containing cybutryne.
- Administrations will expect to apply for a survey for the issuances of an International AFS Certificate no later than 01-Jan-2025






“Compliance is a vital key for safe ships, safe crews and clean seas”



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	Reminder on battery room vent to keep Open for natural ventilation	
2	Protecting the electrical panel from accidental water spray from pipe leaks.	
3	Check register for all Personal Electrical equipment on board. Confirmation of checks by pasting the QC label on each electrical accessory.	



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



Vaccination for Seafarers

Health & well-being of our seafarers remains our topmost priority. In continuation with our vaccination drive, we are happy to announce that by the end of 3Q-2021, total of 647 seafarers were vaccinated onboard at various US ports, Antwerp & Rotterdam. Vaccine administered was 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 care for our seafarers from the bottom of our hearts "



Celebrating Fruit Festival – Onboard ZAO GALAXY



“Amidst this pandemic time with no shore leave for crew, staff onboard ZAO GALAXY came up with an idea to celebrate a Fruit Festival onboard. There are countless parties onboard, but the fruit festival is something unique that stands out tall in seafarer community.

The joys of welcoming in a new season are often associated with the foods that we can eat with seasonal fruits. We began planning the festival a month in advance with all crew discussion. We started the process months in advance to allow sufficient time to order various seasonal fruits and decoration items from different ports in south Asia e.g. China, South Korea, Taiwan, Vietnam.

Festival enthusiasts and volunteers on board provided a huge help when it came to on the day. On 24th July, 2021, to rejoice the occasion of Eid-UI-Azha, we arranged ‘Fruit Festival’ while vessel was transiting South China Sea without much traffic.

It was a truly memorable event”.

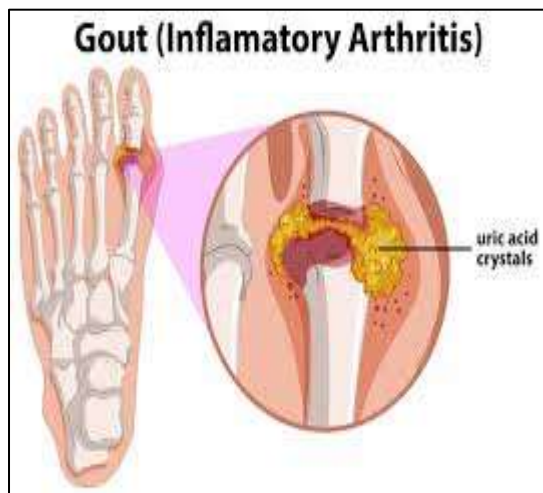
This Article & photographs by: – Capt. Islam Md. Shafiul & staff onboard ZAO GALAXY



“Happy Seafarers – Our Strength ”

Uric Acid - Uric acid is a chemical found in your blood which is created when a substance called purine is broken down in your body. Purine is found in foods like peas, spinach, anchovies, mushrooms, dried beans and even beer. Most of the uric acid formed in the body dissolves in the blood and is excreted through the kidneys.

Consequences: If your body is producing too much uric acid or is not able to remove enough of it, it may lead to hyperuricemia. High levels of uric acid in your body can cause several problems. It leads to the formation of solid crystals within the joints which causes a painful condition called gout. It may also cause kidney stones and lead to kidney failure in severe cases.



Some home remedies to control uric acid levels: -

1	Most common way to reduce uric acid levels	You should drink lots of water to flush out the excess uric acid from the body. Also, eat a lot of fresh fruits and vegetables.
2	Apple cidegar vinegar	Mix one teaspoon of organic apple cider vinegar to a glass of water and drink this every day. Apple cider vinegar acts like a natural cleanser and detoxifier. It contains malic acid which helps in breaking down and removing uric acid from the body. Apples also contain malic acid and you should eat at least one a day.
3	Lime juice	You should drink lime water at least twice a day to flush out the excess uric acid. Lime contains citric acid which helps in dissolving the uric acid. You should also eat foods rich in Vitamin C like amla, guava and oranges.
4	Eat antioxidant rich fruits and vegetables	You should eat more antioxidant rich berries like cherries, blueberries and strawberries. Dark coloured berries contain flavonoids called anthocyanins that help in reducing inflammation and stiffness. Alkaline foods like tomatoes and bell peppers also help in balancing the acid levels in your body.
5	Celery seeds	Celery seeds are rich in Omega-6 fatty acids and other diuretic oils. As a powerful diurectic, it helps in cleaning the system of excess liquids by stimulating the kidneys to flush out the uric acid. It alkalizes your blood and also lowers inflammation in the body. You can take half teaspoon of dried celery seeds once a day but remember to plenty of water with it.
6	High fibre-foods	ou should add more high-fibre foods to your diet in order to control the level of uric acid in blood. Dietary fibre absorbs the excess uric acid in your blood and helps it to get eliminated from your body. Oats, bananas and grains like jowar and bajra are good sources of soluble fibre.



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

Humor Section – Brain teasers



A smile costs nothing in money, time, or effort but it is literally true that it can be of supreme importance in one's life.

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

1. A farmer has 17 sheep and all but nine die. How many are left?
2. Give me food, and I will live; give me water, and I will die. What am I?
3. What can you hold without ever touching or using your hands?
4. What 5-letter word becomes shorter when you add two letters to it?
5. A number less than 100 that is increased by one-fifth of its value when its digits are reversed?
6. What number comes next in the following sequence? 2 4 8 10 20 _
7. What always ends everything?
8. A man shaves several times a day but still has a beard. Who is he?
9. What disappears as soon as you say its name?

1 3 5
2 4 ?

10. This may not be a number. Think of a situation in everyday life where these numbers appear

Answers: 1-09, 2- Fire, 3-Breath, 4-Short, 5-45, 6-22, 7-Letter 'G', 8-A Barber, 9-Silence, 10- Letter 'R', gear box of car.



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