- From the MD's desk – Page no.2
- BBS Spirit Cards – Page no.3
- Crew injuries / Fatalities – Page no.4, 5 and 6
- Learning from a significant near miss – Page no.7
- Near miss analysis – Page no.8
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"Our commitment – Safety of people, vessels, cargo and protection of the Environment"

For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

"Starting afresh 2022"

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

It has indeed been a very challenging year for all of us. Dealing with COVID-19 for two years tested everything, including our faith and mental health. Now that we are entering a new year, which is again bringing different kind of uncertainties as COVID cases continue to rise across the world, making all of us wonder when it will all be over. It appears likely that 'Omicron' will be the dominant SARS-CoV-2 strain globally in 2022. The implications of this are still unclear, but it shows that the pandemic is not controlled yet and until initial and booster COVID-19 vaccine doses are accessible to everyone eligible globally, we can expect new variants to emerge.

As we are moving ahead, our lives are becoming more resilient towards living with the virus. Mass production & availability of vaccines coupled with evolution of anti-viral drugs in some parts of the world are giving a high hope that the year 2022 will surely be a much-improved year as we continue to live with the virus.

Maritime transport and logistics kept essential goods and trade flows moving. Ships kept moving and ensured that people across the globe still could buy their daily essentials in the neighborhood shops, even though there were strict lockdowns. All this would not have been possible without the seafaring community who clearly stood out tall right from the start of this pandemic and continuing to do so. This is indeed a highly commendable work being shouldered by our seafarers which is being recognized & applauded worldwide.

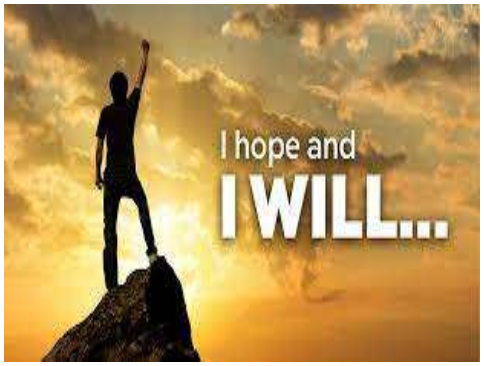
Health & well-being of our seafarers remains our topmost priority. Vaccinations are being arranged for our crew onboard while vessels are calling US ports, Antwerp & Rotterdam. With partial easing up of border controls, evolvement of vaccinated travel lanes, are giving good signs which will be helpful to facilitate crew changes for our seafarers.

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.

***I take this opportunity to wish all of you and your family members a very happy, healthy, and prosperous new year 2022**.*

Always remember – Tough times don't last, tough people do.

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



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

For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

BBS – BEST SPIRIT CARDS – 4Q 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 4th 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 – 4Q 2021

Case-1: *On 08th Oct'21, while attending mooring stations at Al Jubail, observed that one crew was standing close to the ship side and taking support from the ship side railing chain. Immediately, I requested him not to stand in this location and not to take support from the ship side railing chain, which can be very dangerous. Condition of the chain was also observed to be below average and was reported to Chief Officer for renewal.*

Mr. Mizanur Rahman
AB

Case-2: *On 27th Oct'21 vessel was in Dry Dock (Tuzla, Turkey) while storage box near manifold was being repaired by shipyard personnel. The box was being gas cut and a bottle full of methanol (highly combustible chemical) was kept nearby. Immediately, I told the yard personnel to stop the gas cutting and remove all the flammable items kept nearby, including the methanol bottle. I also reported it to duty officer to take up the matter with shipyard safety. Subsequently, the repairs were safely done after removing all flammable items.*

Mr. Uddin Mohammad Imam
AB

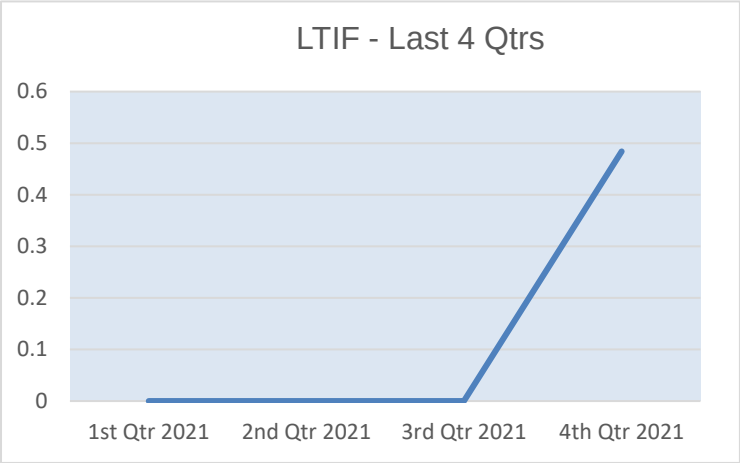
Case-3: *While collecting garbage from Engine room at Houston, Texas, oiler noticed a sharp long metal item kept in the collection area. Identifying the hazards posed, Oiler immediately removed the long sharp metal, cut it into small pieces and then kept inside the garbage collection drum. This was informed to Duty Engineer & engine crew not to put sharp long metals in the drum which is exceeding the size of drum as this could lead to injury.*

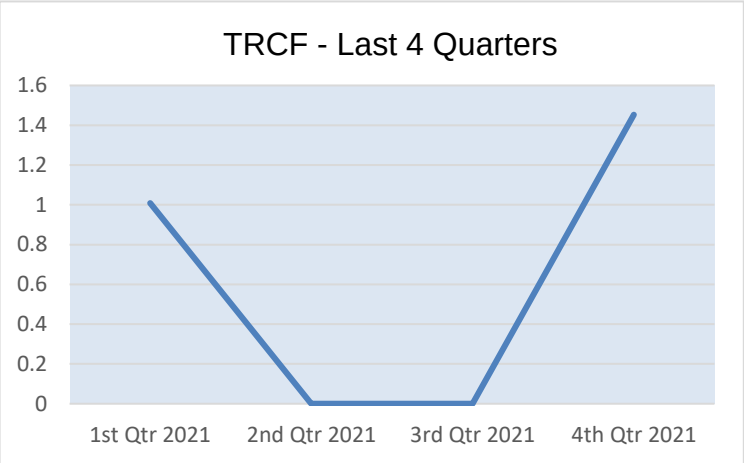
Mr. Tillo Romel Viloria
Oiler

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

For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

Crew Injuries / Fatalities





There were total 03 recordable cases (01 LTI & 02 MTC's) during this quarter.
LTIF for 4Q-2021 was 0.484. For 3Q-2021, 2Q-2021 & 1Q-2021 LTIF was Nil.
TRCF for 4Q-2021 was 1.453. For 3Q & 2Q-2021 was Nil. For 1Q-2021 TRCF was 1.008.
Target set for 2021 was LTIF <0.25 & TRCF <0.75. Results for 2021, LTIF 0.12, TRCF 0.62 – Target achieved

Injury Case-1 (LTI)

Eng Cadet sustained burns injuries on his face area. The incident had occurred when Eng Cadet was instructed to open the steam valve for forward exhaust gas economizer soot blower with the assistance of Oiler. While opening the valve, it was reported that the valve bonnet had dislodged from valve body, causing the valve wheel and bonnet to be blown off by live steam pressure (0.88Mpa). As a result, the hot pressurized steam was released from the line and sprayed onto Cadet face causing 2nd degree burn on his face.

Simulation Photos how the Incident occurred

Fig 1: Soot blower steam line drain valve closed by cadet

Fig 2: EGE soot blowing carried out by Oiler by means of AFT soot blower in presence of Cadet.

Fig 3: Cadet started to open the FWD soot blower steam valve in presence of duty oiler.

Fig 4: Duty engineer monitoring the smoke & spark condition. (Duty engineer reported stationed at "B" deck engine room entrance at time of incident)

Fig 5: Valve & lagging condition after blown out the valve bonnet.

Fig 6: Broken valve spindle and wheel

 # (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

For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

Crew Injuries Contd.

Fig 7: Close up shot of the steam valve provided by ship hands

Valve bonnet was unscrewed with applied force. The thread found normal.

The fail-safe locking plate was bent and could not stop unscrewing of the bonnet

Causal Factors:

1. Less than adequate inspection of valves after dry dock with particular attention to securing of locking plate.
2. Excessive force applied to open a small valve (usually hand operated only, does not require "F" key).
3. Less than adequate supervision during soot blow operations.

Lessons learned & Preventive measures:

- Jobs planned for the day along with precautions to be taken must be discussed in the toolbox meeting.
- Operation of the valves overhauled by shore worker / shipyard to be cross checked by responsible ship staff prior utilizing these valves for operations.
- Hazards of using excessive force while operating such smaller valves to be explained to crew.
- All work conducted by shipyard or third parties to be properly inspected by responsible engineers and ensure that the overhauled items are put back & properly secured as per the original condition.
- Company's PPE matrix will be reviewed and revised as appropriate as per below recommendations:
  M04 Sec 5. 2.1 - To make visor donning "a must" as per our present procedures when tasks involve working on pressure valves / pipes to avoid or minimize facial injuries in the future.

5.2 List of Personal Protective Equipment to Use

5.2.1 Operations Not Involving Cargo Work

OPERATIONS NOT INVOLVING CARGO WORK	Safety Shoes	Boiler Suit	Safety Helmet	Gloves	Ear Protection	Eye protection	Safety Harness	Life Jacket	Work Vest	Mask/Respirator	Chemical gloves	Chemical Apron and Visor	Personal gas monitors
Pressure pipe/vessel	•	•	•	•	◊	•							

• Must wear. Essential equipment. ◊ Consider to wear. Depending upon circumstances / risk assessment.

Injury case-2 (MTC)

Oiler-1 sustained burn injuries on his both thighs and back of the left side of the neck. The incident occurred when the Oiler was removing the nut bolts of the boiler water circulating line for gasket replacement with assistance of another Oiler. While loosening the nut bolts of the flange, hot water inside of the Pipe splashed over to the thigh and neck of the Oiler-1.
It was reported that vessel had isolated the valves, however Oiler-1 started loosening the nuts & bolts of the flange without seeking positive confirmation about completion of line draining.

Safety First – All accidents are AVOIDABLE

Leakage rectify point(Injury personnel is sit down position)

2 A/E Drain & release the line pressure at the No.1 & 2 Circulating pump's outlet cock.

For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

Crew Injuries Contd.

Causal Factors:

- Lack of checks and supervision by Chief Engineer, the work permit for pipe work was issued before confirming there was no residual pressure in the pipe.
- Improper Risk Assessment, where accidental spray of hot water was not properly assessed, the use of additional PPE like waterproof clothing could have reduced the severity of the injury.
- Failure to conduct work plan meeting thoroughly, assessing all the risks, mitigation and safe communication mode, longer draining time and cooling period.

Lessons learned & Preventive measures:

- Hazards posed while working with various energy sources & improper draining of line to be explained to crew.
- Use & importance of pressure vessel permit which must be completed prior commencement of job to be explained to all crew for positive compliance.
- Prior commencement of work, all possible hazards associated with the jobs planned along with precautions to be taken must be discussed in the toolbox meeting. Senior officers to ensure job is supervised till safe completion.

Injury case-3 (MTC)

After completion og cargo operations at Long Beach Terminal, vessel was shifted to B-8 anchorage for bunkering on 14th Dec 2021 with some of deck hand engaged in TC operation preparedness for the tanks discharged.
During process of TC operation preparing, minor cargo residue splashed onto AB's right eye due to leakage from cargo line drain valve of 2P COT. As per exposure procedure, AB's face was flushed with plenty of water immediately and arranged shore medical service thru local agent.
On 15th Dec, Early Morning AB went to see a doctor & returned back to vessel after medical treatment. As per doctor's diagnosis, his was medically stable to work with no restrictions, fit for duty. He had little pain in the eye due to dryness. With medications, he recovered well after about one week.

Causal Factors:

- Less than adequate job supervision and hazard identification.

(The drain cock fitted at more than a man's height poses risk of cargo dropping on crew passing underneath, in case of any leak.)

- Less than adequate compliance with PPE matrix.

Lessons learned & Preventive measures:

- All possible hazards associated with the jobs, along with precautions to be taken, tools/equipment to be used, PPE to be used should be discussed in the toolbox meeting prior to commencement of work.
- Senior officers to ensure that the job is properly supervised by a responsible person.
- Handling of corrosive cargo – Crew to be repeatedly reminded on same. Wearing of proper PPE is essential.
- Staff should be more careful while working in the vicinity of overhead drain valves.

Work safely – Say 'NO' to injuries

For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

Learning from a significant near miss – LOPC case

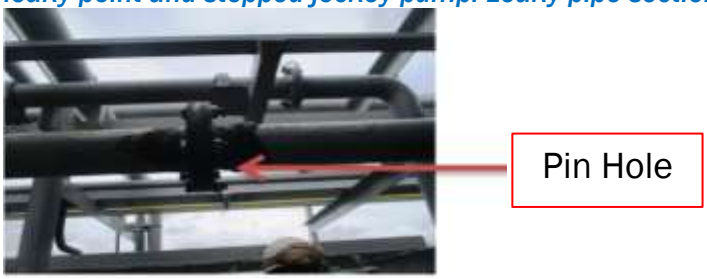
Loss of Primary Containment (LOPC) :-

This means any spill outside the primary containment (Spill trays etc.) resulting from any leakages OR leakages due to operational errors.

- *As per MSP 10.2-01 section 8.3 (Table of Severity of Incident and Investigation Level) – Any spill on deck more than 10 litres is categorized as LOPC case.*
- *KPI for LOPC < 03 cases per year.*
- *During the year 2021, there was 01 LOPC case noted in our fleet (details as below)*

Brief description of the near miss: -

Minor leak on deck from framo hydraulic oil main return line section above No.8 COT observed while carrying out maintenance work on 18th Oct'21 at CJK No.2 anchorage. Hydraulic return line near flange joint developed a pin hole while scraping of rust from the pipe. Immediately stopped maintenance job and drum was put underneath the leaky point and stopped jockey pump. Leaky pipe section was removed, damaged part renewed and fitted back.



Lessons learned:

- *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.*
- *Any rusted/weak areas to be timely identified so that necessary maintenance / renewal of the pipeline can be done to prevent any leakages, as hydraulic lines are operated under very high pressure.*

Feedback on compliance reports received

There were 06 reports received through our compliance reporting system during this quarter.
Out of 06 reports, 02 reports were pertaining to EMS and were actioned as below: -

Date	Vessel	Brief details of the report	Actions taken
03-Nov-21	Anonymous	Concern was raised by vessel regarding implementation of best practice guidance to minimize usage of bottled water and rather consume water from ship's drinking water coolers. Also, a concern was raised not to recommend minimizing garbage as crew may do a violation in order to reduce the garbage onboard.	The source could not be identified. After talking to several masters, it was guessed that this report was from one of the Argent Series vessels. Master was advised not to cut down on supplying mineral water.
27-Dec-21	Niseko Galaxy	Crew suggested to mention in EMS/CP manual to lock the grey water overboard valve whenever grey water is collected in the grey water tank while operating in restricted areas.	During next revision of manuals, we shall include clear wording in M06 Section 8.6 "In any port(s) or areas where discharge of grey water is prohibited, vessels need to shut all the grey water direct overboard valves and lock them with chain and padlock. Key for these locks to be kept under CE custody. Vessels should then collect grey water into the designated tanks (Grey water tank or Aft peak tank as applicable) approved by class". Above was replied to crew as per email ID provided.

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

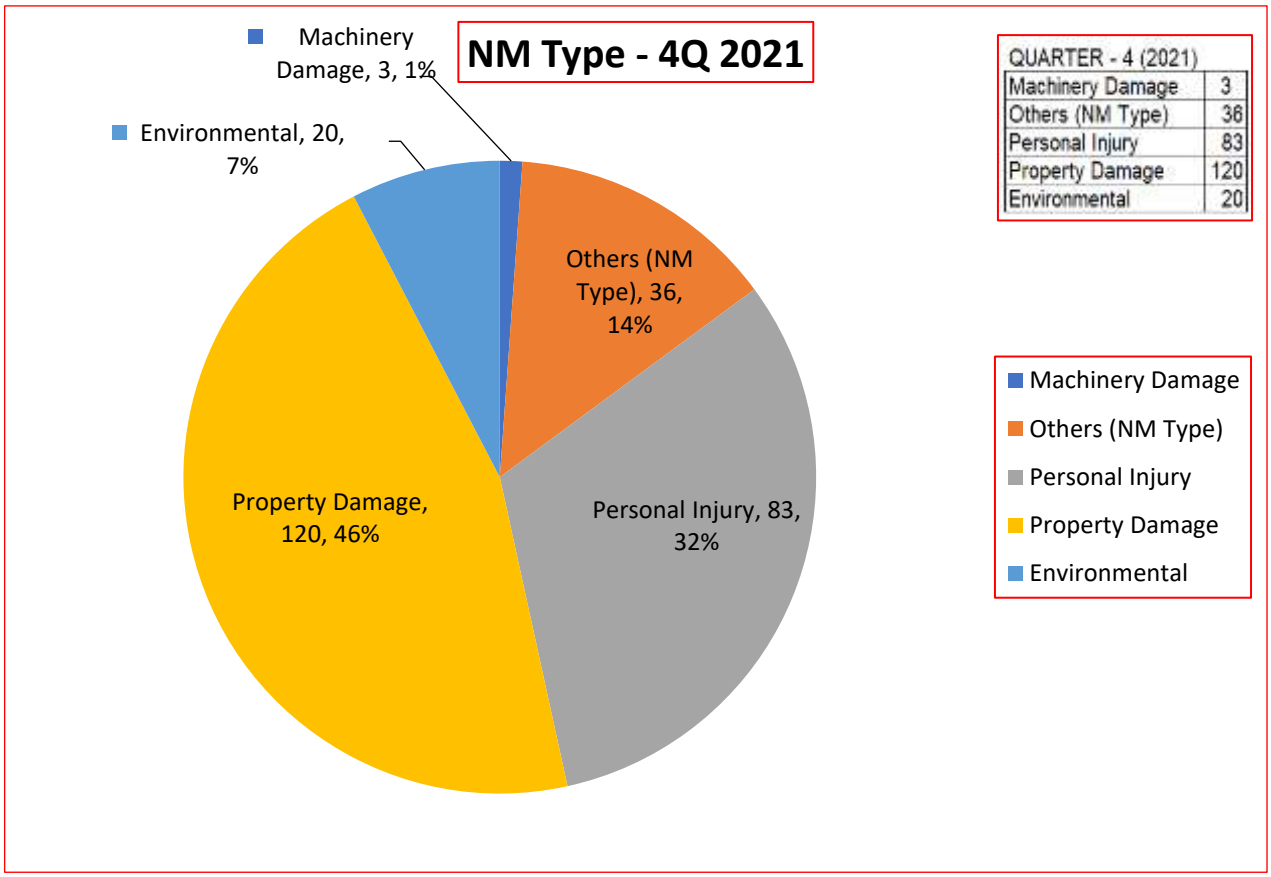
For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

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 or hesitation"

For any suggestions, please email us "marine@unixline.net"; "Arvind_punj@unixline.net"

Fleet updates & Honorable vessels

- *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 around first week of Feb'22.*
  - *NORDIC MARI – 2010 built, Oil/Chemical tanker, DWT 19355 MT is scheduled to be taken into our management tentatively by Apr'22 / May'22.*

- *54th Honorable vessel*

54th 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 May 2021 to 31st Oct 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".

The Best-Honorable Vessels
(Total 16 vessels in Alphabetical order)

1	Argent Gerbera
2	Argent Hibiscus
3	Argent Iris
4	Argent Sunrise
5	Brillante
6	Diva
7	Eastern Neptune **
8	Eastern Quest
9	Ensemble
10	Fanfare **
11	Fuji Galaxy
12	Ginga Bobcat
13	Nordic Aki **
14	Nordic Ann **
15	Nordic Mari **
16	Rhapsody **

We Salute all our seafarers from the bottom of our hearts

Quasi-Honorable Vessels
(Total 22 vessels in Alphabetical order)

1	Amagi Galaxy	17	Hodaka Galaxy
2	Argent Aster	18	Kaimon Galaxy
3	Chem Ranger **	19	Navig8 Saiph **
4	Cypress Galaxy **	20	Nocturne **
5	Eastern Oasis	21	Nordic Ami **
6	Elm Galaxy	22	Patrona I **
7	Furano Galaxy		
8	Gallop		
9	Ginga Caracal		
10	Ginga Cheetah		
11	Ginga Cougar		
12	Ginga Hawk **		
13	Ginga Leopard **		
14	Ginga Tiger		
15	Hakone Galaxy		
16	Hakuba Galaxy		

***** Vessels NOT managed by Unix Line***
//Prize Money for Honorable Vessels//
The Best-Honorable vessel : USD 2,000/vessel
The Quasi-Honorable vessel : USD 1,500/vessel

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.

Appreciation Letter by Chief Executive Officer of MOL Chemical Tankers is provided to all the Honorable vessels.

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 07 vessels have been audited till the end of 4Q-2021. All findings & suggestions for improvement are being shared with all vessels through the D&V (Deficiency and Verification) platform on a bi-annual basis.*
- ***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.*
  - *CAM was also satisfied with progress of ECP during the 2nd year of probation. We must continue to maintain this good performance consistently.*
- *Use of electronic oil record books was implemented on 10 vessels of the fleet by end of 4Q-2021. Progressively, all vessels of the fleet will be provided with electronic oil record books by Dec'24.*
- *Consolidated feedback on Environmental Safety Campaign, was shared with all vessels on 29-Oct-2021.*
- *Common email highlighting some best management practices for garbage management was shared with all vessels on 02-Nov-2021.*
- *Annual refresher training material shared with all vessels on 24-Nov-2021 for conducting refresher training onboard.*
- *EMS/CP circular 03/2021 - Feedback on Fleet Engineering Survey on Sewage & grey water management was shared with all vessels on 08-Nov-2021.*
- *Common email sent to vessels on 01-Dec-2021 for conducting annual review of EMS/CP manual.*

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"

For any suggestions, please email us marine@unixline.net; "Arvind_punj@unixline.net"

SMS Updates

Amendments to QSMS *- There was a 01 DTN (Document Transmittal note) issued during this quarter (02/2021) which was shared with all vessels vide email on 26-Oct-2021 having various revisions for QSMS manuals.*

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.*

- *01-Oct-2021 - CLIP-02-2021 - HYDRAULIC LOSS OF CONTAINMENT*
- *06-Oct-2021 - ECM Client Alert 17-2021 - Update on Vessel Incidental Discharge Act (VIDA) and VGP*
- *08-Oct-2021 - IRTA 01 Sep 2021 + IRTB 028*
- *14-Oct-2021 - IMB piracy and armed robbery report: January - September 2021*
- *23-Oct-2021 - Recent Piracy Information / Singapore strait / ReCAAP Incident Alert Information*
- *25-Oct-2021 - Stain on hull*
- *27-Oct-2021 - High Potential Consequences (HPC) Near Miss Cases – Third Quarter 2021*
- *28-Oct-2021 - Fines for BW noncompliance at US ports.*
- *01-Nov-2021 - IMT TTX Webinar on 27-Oct-2021 (By ECM)*
- *01-Nov-2021 - Updated IMO List of National Operational Contact Points - 29 Oct 2021*
- *02-Nov-2021 - Communication with Company PIC during Sire, CDI, PSC & Terminal Inspection*
- *09-Nov-2021 - Kind reminder to all vessels (EMS/CP monthly training report to be uploaded in QSMS software//)*
- *11-Nov-2021 - HSSE Bulletin - 3Q 2021*
- *15-Nov-2021 - DOW ATIP Document Update-10NOV2021*
- *16-Nov-2021 - Year 2021 Annual Best BBS Card Award + MOLCT CEO's Award*
- *16-Nov-2021 - SMS Review of M06, M07, M08 - Company Response*
- *23-Nov-2021 - Advisory on Singapore Registered Ship (SRS) - Pre-Arrival Inspection Checklist*
- *23-Nov-2021 - Summary of SHELL HSSE -Update NOV 2021*
- *23-Nov-2021 - Voluntary Community Reporting (VCR) email - Update*
- *23-Nov-2021 - D&V - SIRE/CDI/PSC/ISM - 2Q & 3Q 2021 // May 2021 to Sept 2021*
- *29-Nov-2021 - // Re: USCG Ballast Water Management and 2013 VGP Requirements //*
- *29-Nov-2021 - Indonesia: Reported increase in enforcement action on ships in waters off Bintan ("East OPL")*
- *02-Dec-2021 - MEPC.2/Circ.27*
- *09-Dec-2021 - Repeated incident on failure to comply with China MSA local regulation*
- *11-Dec-2021 - FW: California Drill Credit Letter - ECM*
- *17-Dec-2021 - Annual Table Top Security Exercise 2021*
- *20-Dec-2021 - MOL Chemical Tankers / The 54th Selection of Honorable Vessels*
- *22-Dec-2021 - Tighten Emission Control within area off Hainan island, China*
- *23-Dec-2021 - SHELL LET // Q4-2021 Bad Weather*
- *24-Dec-2021 - Notice of Arrival/Departure (NOAD) Workbook - Version 7.7.2*
- *29-Dec-2021 - Safety Campaign 2021 / Navigation / Anchoring Procedure*
- *31-Dec-2021 - Security Drill and Training Schedule for 2022*

For any suggestions, please email us marine@unixline.net; "Arvind_punj@unixline.net"

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.*

- ***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.*

- ***STCW amendments – 01-Jan-2023 -*** adding the definition of "high-voltage" in STCW regulation I/1. *Section A-1/1* of the STCW code to include the capacity of "electro-technical officer" in the definition of "operational level" as a consequential amendment to the introduction of this capacity as part of 2010 Manila Amendments.

- ***Mandatory measures to reduce ships' carbon intensity (CII) & establishing of ship rating system. – On or before 01-Jan-2023****, the Ship Energy Efficiency Management Plan (SEEMP) shall include methodology for calculating the ship's attained annual operational CII and the required annual operational CII. After the end of calendar year 2023 and after the end of each following calendar year, each ship of 5,000 gross tonnage and above, shall calculate the attained annual*
  operational CII over a 12-month period from 1st January to 31st December for the preceding calendar year.

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

- ***MARPOL Annex VI – MEPC.328(76) -*** *The amendments to MARPOL Annex VI (adopted in a consolidated revised Annex VI) are expected to enter into force on* ***01-Nov 2022****, with the requirements for EEXI and CII certification coming into effect from* ***01-Jan-2023****. This means that the first annual reporting will be completed in 2023, with the first rating given in 2024.*

- ***Amendment to the AFS Convention – Ban of use of anti-fouling paints that contains cybutryne - Entering into force on 01-Jan-2023.***
  Amendments to the IMO Convention for the Control of Harmful Anti-fouling Systems on Ships (AFS Convention), to include controls on the biocide cybutryne. Ships shall not apply or re-apply anti-fouling systems containing this substance from 1 January 2023. Ships shall remove or apply a coating to AFS with this substance at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

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.*

As a best practice, our good vessel ***GINGA LION*** *carried out a "QUIT SMOKING CAMPAIGN" on board.*

A slogan "STOP SMOKING NOW" was actively promulgated to encourage the smokers to quit smoking and adopt healthy lifestyle. All staff actively participated in this campaign. As a result of this campaign 03 crew quit smoking and 04 crew reduced it considerably.

USD 50 were given to each crew who quit smoking from the ship's club as a token of appreciation. Certificate of appreciation was also awarded to the crew who quit smoking.

CERTIFICATE OF APPRECIATION

THIS CERTIFICATE IS PROUDLY PRESENTED FOR HIS MEMORABLE ACHIEVEMENT OF QUITING SMOKING FROM 23RD AUGUST 2021

MR. MD ABU BAKAR SIDDIQUE

BY CAPT. MOHAMMAD ZAHID HOSSAIN SIKDAR ON BEHALF OF M. T. GINGA LION FAMILY

CERTIFICATE OF APPRECIATION

THIS CERTIFICATE IS PROUDLY PRESENTED FOR HIS MEMORABLE ACHIEVEMENT OF QUITING SMOKING FROM 05TH JULY 2021

MR. ASHRAFUL ALAM

BY CAPT. ZAHID HOSSAIN SIKDAR ON BEHALF OF M. T. GINGA LION FAMILY

EXCELLENT ACHIEVMENT AWARD

THIS CERTIFICATE IS PROUDLY PRESENTED FOR HIS MEMORABLE ACHIEVEMENT OF QUITING SMOKING FROM 29TH SEPTEMBER 2021

MR. MD RAFIUL ISLAM

BY CAPT. ZAHID HOSSAIN SIKDAR ON BEHALF OF M. T. GINGA LION FAMILY

We thank all officers & crew onboard 'GINGA LION' for carrying out this campaign and motivating staff onboard to quit smoking and adopting healthy lifestyle.

"Share Best Practices – Don't let excellence go unnoticed"

For any suggestions, please email us marine@unixline.net; "Arvind_punj@unixline.net"

Indoor games competition – Onboard ZAO GALAXY

Amidst this pandemic time with no shore leave for crew, staff onboard ZAO GALAXY came up with an idea to conduct an indoor games tournament onboard. After departing from Asia for Mejillones, Chile, a Trans-Pacific indoor games competition for all crew was arranged by ZAO SQC committee. Sports clothing was also provided to all crew. Various card games, ludo, indoor cricket, Table tennis etc. matches were arranged amongst crew.

All crew actively participated in the games with healthy competition. Respective winners were given prizes. The entire arrangement was done by ZAO SQC committee members.

All staff onboard were very happy & felt rejuvenated after this tournament. These kinds of creative activities are good morale boosters for crew. Efforts of master & all crew are highly appreciated.

For any suggestions, please email us marine@unixline.net; "Arvind_punj@unixline.net"

Health Section

Diarrhoea - Diarrhoea is characterized by very watery and loose stools. It is accompanied by vomiting, acute stomach pain, fever, nausea, thirst, loss of appetite, and dehydration. The main causes of diarrhea are viral infections, bacterial infections, consumption of contaminated food and water, anxiety, food intolerances, and intestinal diseases such as irritable bowel syndrome.

Consequences: Diarrhoea can lead to dehydration, which can be fatal.

Some home remedies for mild diarrhoea: -

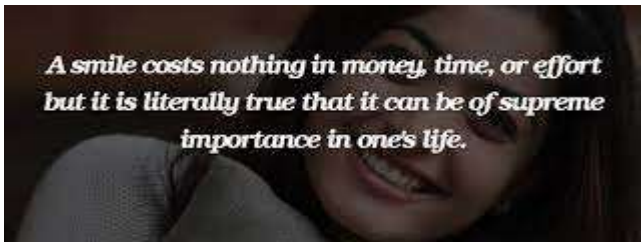
(Please seek immediate Shore doctor advice / RADIO MEDICAL ADVICE in case of persistent diarrhea, dehydration, pus or blood in the stool etc.)

1	Probiotics	Probiotics are sources of good bacteria. Yogurt, especially the one with live bacterial cultures such as lactobacillus acidophilus and bifidobacterium is a great home remedy for diarrhea.
2	Bananas	Sodium and potassium help getting the digestion back to normal therefore bananas are recommended in treating diarrhea. Bananas are simple to digest and easily available throughout the year. Eat a few ripe bananas a day until your diarrhoea subsides.
3	Apple cider vinegar	It acts as an effective agent against bacteria that causes diarrhea. Add one teaspoon of apple cider vinegar to a glass of water. Drink the solution once or twice a day.
4	Ginger	Ginger can also be used for stomach problems. You can drink ginger tea two to three times a day to cure diarrhea. You can also grate some ginger, mix it with a teaspoon of honey and eat the concoction.
5	Fenugreek Seeds	Fenugreek seeds are highly recommended for treating diarrhea due to their high mucilage content. Mucilage provides a strong antidiarrheal effect. Mix a teaspoon of yogurt with fenugreek seeds, add a little bit of cumin seeds too, to help improve its overall taste.
6	Chamomile Tea	Chamomile tea soothes the aggravated parts of the digestive system so that diarrhea can be stopped at the soonest. You can also add lemon juice to enhance the taste.
7	Stay hydrated	Drink plenty of clear liquids, including water, broths and juices. Avoid caffeine and alcohol. Have oral rehydration solution. Eat light and in small portions.

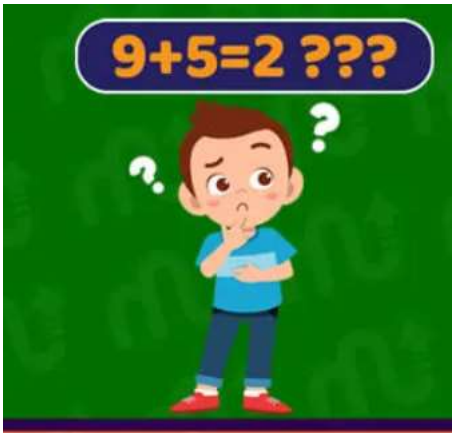
"Health is the only wealth – Keep this treasure safe"

For any suggestions, please email us marine@unixline.net; "Arvind_punj@unixline.net"

Humor Section – Brain teasers



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

1. What occurs once in every minute, twice in every moment, yet never in a thousand years?
2. Which word in the dictionary is spelled incorrectly?
3. Call for help, when written in capital letters, is the same forwards, backwards and upside down?
4. What word looks the same upside down and backward?
5. What can travel around the world while staying in a corner?
6. What can you keep but cannot share and once you share it, you can't keep it anymore?
7. What are two things you cannot eat for supper?
8. What's full of holes but still holds water?
9. Can you add one mathematical symbol in between 55,555 to equal 500?
10. 

Adding five to nine gives two. Answer is correct, but how?

Answers: 1-letter 'M', 2- Incorrectly, 3-SOS, 4-SWIMS, 5-A stamp, 6-A Secret, 7-Breakfast and Lunch, 8-Sponge, 9-555-55=500, 10-Add 5 hours to 9AM, you will get 2PM

"Laughter is the best medicine – Happy Ship is a Safe ship"

For any suggestions, please email us marine@unixline.net; "Arvind_punj@unixline.net"