



50 Years of Trust and Innovation
MOL CHEMICAL TANKERS

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

“Gearing up for fresh challenges”

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

After going through a tough phase for almost 03 years, it feels quite happy to say that we are cautiously approaching towards days of normalcy.

Looking back to the previous years, I can say that we have been quite lucky to come along nicely in these tough times. Due to travel restrictions, we were not able to attend vessels and see you in person, which we tried to compensate for with remote meetings. However, with travel restrictions easing up, we have now started physical vessel visits by our staff as well as physical seminars for waiting crew. We shall aim to continue with the physical seminars as well as vessel attendance, which will give us a good opportunity to meet our crew in person, and I am sure will be very beneficial to all of you.

We have to start afresh with this new year in continuation towards various ways how we can work together in order to achieve our common goal of three zeroes “Zero incidents, Zero Fatality and Zero spills or releases to the environment” which is part of our efforts towards continuous improvement.

We have a challenging year ahead with SIRE 2.0 just round the corner, along with tougher norms for emission controls like carbon intensity measures (CII and EEXI), digitalization of documentation etc. I am very hopeful that all our seafarers shall be able to sail through this phase also with flying colors.

Very good, coordinated efforts between ship staff, shore staff & manning company helps us to operate our ships safely and efficiently. I am happy to say that the overall co-ordination was very good, and we remain at your disposal to share your thoughts on the areas of improvement.

I would like to thank all our manning agencies for giving us very good support in arranging crew replacements whenever was possible. Let me assure you that we explore every possible option to ensure that you can return back home safely on time with due exceptions which are mostly beyond our control.

*Your priceless contribution is instrumental for safe operations which is truly commendable. Together, I am sure that we shall embrace this new year with fresh zeal and maintain our high standards of safe operations embracing the motto **“Where there is safety, there is prosperity”** in its true spirit.*

Remember – Every seaman is not just a sailor, but also a true soldier – We salute you !

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



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



Behaviour Based Safety (BBS) – Best Spirit Cards – 4Q 2022



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 in what we are doing and creating a sense of belongingness to the organization. Amongst the various reports submitted in the 3rd Quarter of 2022, 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 Quarter 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 2022

Case-1: Whilst vessel was at sea & incinerator was in operation, APEN found that one of the Engine crew cleaning AE filters soaked with kerosene oil. The crew was using air gun to spray on the filter soaked in kerosene which resulted in oily mist generation near the operational incinerator and posed a potential fire hazard. The crew was immediately stopped by the APEN and alerted him regarding the fire hazards. The crew acknowledged this and later took the filters in a safe location for cleaning, away from all fire hazards.



Mr. THURA MIN HTET
APEN

Case-2: During N2 blanketing operation at berth in Vancouver, Canada, one crew was assigned to assist the surveyor for checking the O2 content of the tanks. Duty AB observed that the crew was standing close to the tank hatch for considerable time while N2 was coming out from the tank hatch. Duty AB immediately alerted the crew to stand away from the tank hatch to avoid exposure to N2.



Mr. NOVHEM MARK B. JUNSAY
AB

Case-3: Whilst vessel was anchored in Singapore, 3rd officer observed another vessel dropped anchor 0.25 NM from own vessel and was slowly closing onto own vessel due to strong current. Other vessel was alerted on VHF but no action was taken by that vessel. 3rd officer prepared Engines, informed master and reported to VTS. VTS asked own vessel to heave up anchor and re-anchor in another nearby position with more clearance from the nearby vessels. Own vessel heaved up anchor and safely re-anchored.



Mr. EUGENE MARK KAYE S.
UNABIA
3rd Officer

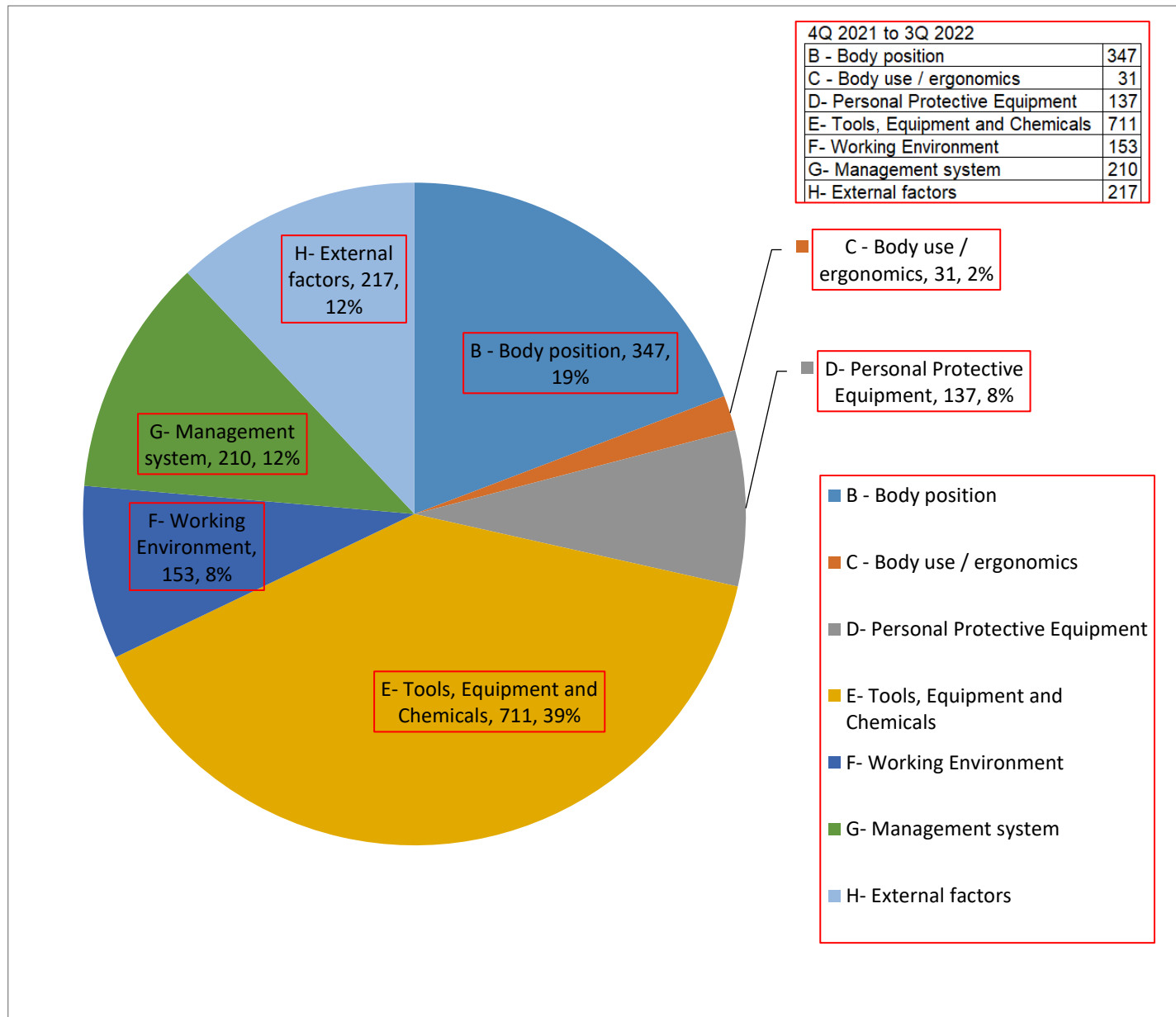
(Above texts have been modified from the original for easier reading and understanding)

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



Annual analysis of Best SPIRIT cards – 4Q 2021 to 3Q 2022

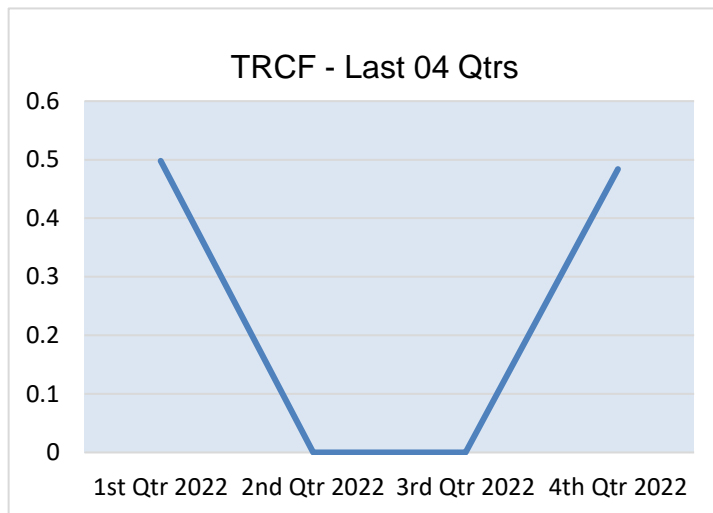
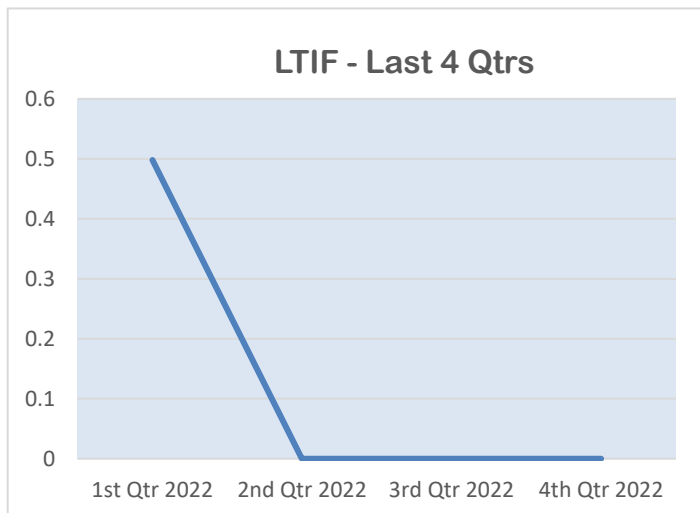
During this period, a total of 1806 best spirit cards from UNIX & TMS vessels were analyzed, which is summarized as below. 03 Annual best cards were selected and rewarded. (Details were shared vide common email sent by Marine Director on 06-Dec-2022).



Preventive measures: -

- All jobs planned for the day, tools equipment to used, PPE to be used, permits/checklists to be used & all associated hazards along with precautions to be taken should be properly discussed during the workplan meetings & toolbox meetings.
- Senior officers to ensure that crew carry out the tasks with proper body positioning.
- While working, crew to ensure that 3-point contact is maintained to avoid any slips/trips/falls.
- Proper briefing of vendors/third parties to be carried out upon boarding vessel. (Contractor safety checklist (M04 App 14) to be used as applicable)
- Senior officers to ensure work plan & toolbox meetings are conducted properly.

Crew Injuries / Fatalities



There was 01 recordable case (MTC – Medical Treatment Case) during this quarter.

LTIF for 4Q-2022 was NIL, For 3Q-2022 LTIF was also NIL.

TRCF for 4Q-2022 was 0.484, For 3Q-2022 TRCF was NIL

Target set for 2022, LTIF <0.12 & TRCF <0.60.

(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).

Case-1: Crew (APEN) slipped on stairs are injured his forearm (MTC case)

On 5th December in Singapore, while vessel was shifting to Vopak Sakra berth, around 1130 hrs, APEN was coming from E/R middle floor to the E/Control room floor to get inside the Engine control room. While climbing the staircase from the middle floor to the ECR floor, he slipped and fell down resulting in injury to his right hand forearm. He went into ECR and reported to C/E. He could not move his right-hand fingers and straighten his hand. He suffered from acute pain in his right hand (local swelling between elbow and wrist). First aid was initially rendered onboard. APEN's condition was stable, but he was still having acute pain in his right forearm & unable to straighten his hand. Matter was Immediately reported to the office and APEN was sent to shore doctor for treatment. He was referred to an Orthopaedic Surgeon, where it was found that he suffered from Scapholunate Ligament Injury on the right forearm. He was given medication & rest, following which he fully recovered onboard.



**Remember!!!!!!
All Accidents are avoidable!**

Lessons learnt:

- Crew should be careful while walking and moving up/down on the staircase.
- Crew should maintain 3-point contact whenever climbing up/down on staircase.
- Newly joined crew, especially the crew who do not have any previous sailing experience should be closely monitored and wherever practical not to be left alone.
- Never to rush OR take any shortcut OR bypass any safety norms.



Work safely – Say 'NO' to injuries

Learning from Incident

During this quarter, one of our managed vessels got detained at Antwerp following a PSC inspection on 4th Oct 2022. There were 21 deficiencies identified, out of which 08 deficiencies were categorized as ground for detention and 6 observations were marked as ISM failure.

The vessel was 13 years old and planned for docking in the month of Nov 2022.

Few things to note:-

- PSC officers do not show any sympathy to old vessels / vessel going to dock / or any other excuses.
- 3rd parties (SIRE/CDI/PSC) expectation is that old vessels shall be maintained as good as new vessels.
- There are no excuses for any shortcomings on load line / LSA/FFA and other convention items. (SOLAS/MARPOL/STCW/MLC).

Consequences of this detention:

- Off-hire more than 7 days
- Next voyage approval rescinded.
- Huge cost to make emergency supply arrangements / repairs.
- Restriction by oil majors - loss of business.
- Loss of company reputation.

Key findings noted during Investigation of the detention incident: -

- ❖ Due to COVID 19 restrictions most of the vessel visits conducted remotely. Vessels actual condition was not reflected correctly. There was tendency to paint rosy picture which did not match with actual condition. Company oversight to keep the vessel in optimum condition was less than adequate.
- ❖ Despite repeated guidance and stipulated QSMS procedure on PSC preparation, completing various PSC preparatory checklists provided by flag states, regularly completing safety officer's checklist, common / repeated items observed not as required during PSC inspection, although stated Yes (satisfactory) in the completed checklists.
- ❖ Our primary focus remained on safe navigation / cargo operation / engine room operations, but equal emphasis was not adequately extended to the emergency preparedness / maintaining convention (SOLAS, MARPOL, STCW, MLC, LOADLINE) items in optimum condition.
- ❖ Defect reporting, follow up, open and transparent communication between ship and company was less than adequate.

Preventive Measures:

- All superintendents had been directed by the management to provide utmost support to vessels for adequate follow up of defect / trouble reports / resolve supply matters timely.
- Old age vessels will be provided extended support to keep them in presentable condition.
- Ascertain vessel's condition diligently and reflect accurately in various checklists such as Safety officer monthly inspection, various PMS checklists, Saturday routines, equipment test logs.
- Ship staffs shall not compromise and become habituated to live with the problem. Inform all defects / troubles / issues with convention (SOLAS, MARPOL, STCW, MLC, LOADLINE) items timely to vessel's marine / technical PIC for proper follow up. In case you do not receive proper attention, please escalate the matter to respective fleet team leader / DPA / Marine and Technical directors to resolve the matter soonest.
- Please refer to company guidance on PSC inspection in QSMS manual M02 Section 13.8 and comply with same.

(For more details, please refer to Unix circular 06/2022)

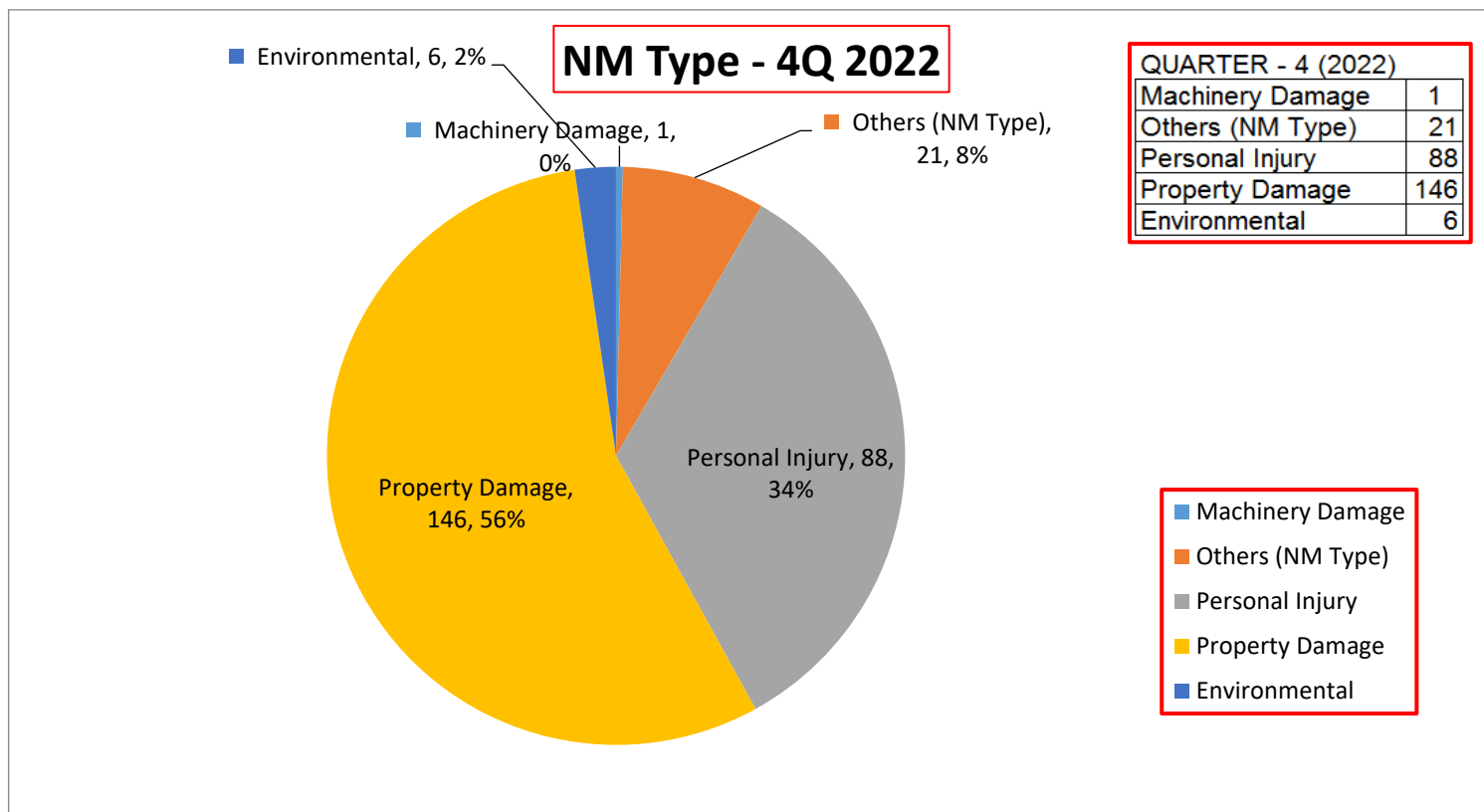
Near Miss Analysis



Near Miss:

Near miss reporting in this Quarter has been satisfactory. The 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”



Environmental Near misses & Compliance reports feedback

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.

No.	Details of Near Miss	Lessons Learned
1	On 26th Nov 2022 vessel at sea, found that hydraulic oil minor leakage from return pipe line of No.11 (S) cargo pump. The hydraulic return line was emptied out using a transfer pump. The leaking pipeline was removed and brought to ER workshop where the damaged section was renewed.	Hydraulic lines to be carefully checked & PMS routines to be followed diligently. Proactive preventive maintenance to be carried out on any suspected areas so that the possibility of any leakage is ruled out as these systems operate at very high pressures.
2	Vessel was discharging HEXENE-1 at Exxon PAC Jetty, Singapore. Duty AB heard the sound of water dripping near the manifold. Upon investigation, he found out that the one of the 200 liter HCF chemical drum was leaking. Duty AB put a drum under the leaky drum to prevent leakage on deck. Subsequently, the HCF chemical from the leaking drum was transferred into a good drum.	Crew to carefully check the condition of chemical storage drums kept on deck for any leakages as these drums are exposed to weather and are prone to corrosion & damage.
3	Vessel was receiving VLSFO from Bunker Barge through Aft Bunker Manifold into Bunker Tank aft (FOT 2C) and one Bunker Tank forward (FOT 1P). After receiving about 100 MT VLSFO in FOT 2C, CE ordered to Shut the FOT 2C filling valve & at that time no.1 oiler observed the sudden rise of Bunker Manifold Pressure. This was immediately reported to CE and bunkering operations were stopped. Upon checking it was observed that bunker line above COT 9W was found Clogged due to bunkering in Subzero Ambient Temperature. Master communicated with Unix PIC, MOLCT PIC, agent & explained the situation. Live Steaming was carried out on the Bunker Line to warm it up . In the meantime, master instructed the Bunker Barge to shift forward to utilize Midship Bunker Manifold so as to complete taking bunkers in the forward tank (1P). LOP was issued to bunker barge for Insufficient heating of VLSFO at Bunker barge as VLSFO temperature was 20C at Barge side during bunkering.	When bunkering in an area with sub-zero temperatures, CE to clearly convey to bunker barge during pre-transfer meeting regarding the bunker heating / transfer temperature to be maintained by barge. During bunker planning stage, Master to discuss with the commercial operator regarding the temperature of bunker to be maintained by the bunker supplier so that the operator can inform same to bunker supplier while arranging bunker stem in colder regions.
4	After starting 'Caustic Soda' loading at Etajima and increasing the rate up to maximum loading rate as agreed, C/O went for deck round to check for any leakages. He saw trace of caustic soda on the port manifold spill box. The part where the cargo came out was dropping little from the common line drain line. He immediately closed the common line drain valve and the cap fully tight. Fortunately, the cargo dripped into manifold spill box was very little, and the cause was that the valve and cap were not fully closed after performing common line pressure test.	Senior officers to ensure independent verification of cargo line-up by 02 responsible persons prior commencement of cargo operations is carried out diligently.



Feedback on compliance reports received.

There were 04 reports received through our compliance reporting system during this quarter. None of the reports were related to EMS. The reports were duly addressed as crew complaints.



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



MOL Chemical Tankers / The 56th Selection of Honorable Vessels

It is our pleasure to announce the 56th selection of Honorable Vessel as semi-annual event subjected to improvement of safety management for all MOL Chemical Tankers (“MCT”) Fleet, was settled as listed below. Period of evaluation was from 1st Jun 2022 to 31st Oct 2022 and the vessels were selected on the basis of No incident related to crew injury, environment protection, navigation, cargo operation, hull/machinery damage etc. causing consequential delay. (Vessels not operated in full of evaluation period are excluded from selection.)

Key of evaluation is 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 23 vessels in Alphabetical order)

1	Amagi Galaxy	2	Argent Iris
3	Argent Sunrise	4	Azalea Galaxy
5	Eastern Oasis	6	Ensemble
7	Fanfare**	8	Fuji Galaxy
9	Furano Galaxy	10	Ginga Leopard**
11	Ginga Panther	12	Hakuba Galaxy
13	Hodaka Galaxy	14	Intermezzo**
15	Jazz	16	Kaimon Galaxy
17	Menuett	18	Nordic Ace***
19	Nordic Ann***	20	Patalya
21	Patrona I***	22	Prelude
23	Rhapsody**		

** Vessels managed by TM Ship Management

*** Vessels NOT managed by UNIX / TM Ship Management

Quasi-Honorable Vessels

(Total 23 vessels in Alphabetical order)

1	Argent Gerbera	2	Arpeggio
3	Celsius Birdie***	4	Chem Sceptum***
5	Chem Sol***	6	Cypress Galaxy**
7	Diva	8	Eastern Quest
9	Elm Galaxy	10	Gallop
11	Ginga Liger***	12	Ginga Lynx
13	Ginga Ocelot	14	Hakone Galaxy
15	Harmonics	16	Naeba galaxy
17	Niseko Galaxy	18	Nocturne**
19	Nordic Aqua	20	Nordic Callao***
21	Nordic Copenhagen***	22	Opera***
23	Zao Galaxy		

** Vessels managed by TM Ship Management

*** Vessels NOT managed by UNIX / TM Ship Management

//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.



“Where there is Safety, there is prosperity”



Environmental Compliance program (ECP) - Updates

➤ Vessel audits – 3rd Year of probation

- ❖ 03 vessels were audited during this quarter by Unix Technical Supdts. / managers, Total 10 vessels audited till end of 4Q 2022.

➤ Feedback by Independent Consultant (IC): -

- ❖ Vessel audits done by UNIX were quite thorough and in compliance with the ECP requirements.
- ❖ Annual reports 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.

➤ 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, 2nd & 3rd year of probation. The efforts of ship & shore staff were applauded.
- ❖ One audit during 3Q-2022 was supervised by CAM representative. He gave positive feedback about our auditing. As per CAM observers' report ECP was effectively implemented. Officers & crew appeared well trained for their positions, and evidently sensitive to environmental matters.
- ❖ CAM is satisfied with UNIX's performance so far during the 1st, 2nd and 3rd year of probation as verified during his office visit on 09th & 10th of Nov'22. We must continue to maintain this good performance consistently.

- The use of electronic oil record books was implemented on 10 vessels of the fleet by end of 3Q-2022. Progressively, all vessels of the fleet will be provided with electronic oil record books by Dec'24.

- HSSE bulletin for 3Q-2022 was shared with all vessels on 17-Nov-2022.

- EMS/CP 2nd Annual refresher training material was shared with all vessels on 12-Dec-2022. 2nd Annual refresher training is effective from 15-Dec-2022.

- Common email for review of EMS/CP manual by vessels was sent on 05-Dec-2022.

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 report anonymously through "Compliance Reporting" from ship's email computer or through compliance reporting tab of 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"



Amendments to QSMS – There was no DTN (Document Transmittal Note) issued during this quarter. Last DTN was issued on 12-Aug-2022 (DTN 01/2022) which had various revisions to QSMS manuals.

Amendments to QHSEMS - There were NIL revisions done for QHSEMS manual during this quarter. The last DTN (Document Transmittal note) issued (01/2022) was shared with all vessels vide email on 17-May-2022 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.

- 03-Oct-2022 - [MCT Circular] General Information circular GI 22_014 Incident Summary for August 2022
- 03-Oct-2022 - Standard Guidance for Vessel Calling US (Rev. 07)
- 08-Oct-2022 - Immediate notification to fleet - PSC detention
- 13-Oct-2022 - IMB Piracy and Armed Robbery Report for January to September 2022
- 17-Oct-2022 - Navigational Standard in routes directly connecting Bab-el-Mandeb TSS and the TSS West
- 18-Oct-2022 - ECM Client Alert 15-2022 - NVMC releases new eNOAD version 7.8
- 20-Oct-2022 - IMT TTX carried out on 18-Oct-2022 (By ECM)
- 20-Oct-2022 - High Potential Consequences (HPC) Near Miss Cases – Third Quarter 2022
- 27-Oct-2022 - MOL Basic Educational Information BEI-026-2022- Operation in Cold Weather (Engine Department)
- 01-Nov-2022 - General Information circular GI 22_015 Incident Summary for September 2022
- 02-Nov-2022 - Updated IMO List of National Operational Contact Points - October 31st, 2022
- 07-Nov-2022 - Vessel Sailing plan & sheltering plan
- 15-Nov-2022 - IRTB 032, IRTB 033
- 15-Nov-2022 - Monthly Piracy Information - July to October 2022
- 17-Nov-2022 – HSSE bulletin 3Q 2022
- 22-Nov-2022 - [MCT Circular] PN 22_008_Rules and Regulations in Indian Ports on the use of ship's lifting appliance.
- 25-Nov-2022 - NRC Emergency Response Telephone Number Change
- 30-Nov-2022 - [MCT Circular] NTN 22/012 Master's Manual MSQA Update as of (25-November-2022)
- 30-Nov-2022 - Distribution of STOP AND THINK MORE Snap Band by MOL
- 30-Nov-2022 - IMT CLIP - 02/2022 and 03/2022
- 01-Dec-2022 - MCT- General Information- Incident Summary Oct 2022
- 01-Dec-2022 - Precautions against GPS interference in the Strait of Hormuz
- 06-Dec-2022 -Year 2022 Annual Best BBS Card Award + MOLCT CEO's Award
- 12-Dec-2022 - [MOL Circular] MRN-SA-22057 Precautions against Cyber Attacks Onboard
- 19-Dec-2022 - COVID-19 - China ports precautions
- 22-Dec-2022 - Updated List of IBF Risk Areas overhauled for 2023
- 27-Dec-2022 - SMS Review of M06, M07, M08 - Company Response
- 27-Dec-2022 - Sire 2.0 Gap Analysis & Vessel Action.

“Stay Updated, Stay focussed”



Regulatory Updates

- **MARPOL Annex VI – MEPC.328(76)** – The amendments to MARPOL Annex VI (adopted in a consolidated revised Annex VI) have entered 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.
- **Amendments to ESP code – Entered 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.
- **01-Nov-2023** : MARPOL Annex-II – Adopted by MEPC 78, updating the abbreviated legend to the revised Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) Hazard Evaluation Procedure
- **Amendment to the AFS Convention – Ban of use of anti-fouling paints that contains cybutryne - Entered 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.
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- **Amendments to SOLAS and the associated Codes enter into force on 01-Jan-2024.** Amendments are related to:
 - Safe mooring operations
 - Modernization of the GMDSS
 - Watertight integrity requirements
 - Watertight doors on cargo ships
 - Fault-isolation of fire detection systems
 - Addition of footnote to forms C, E and P in records of Equipment
 - IGF code - Safety of ships using Gases or other low flashpoint fuels.

Adopted by MSC 101, 102, 103, 105 & 105

FSS Code (01-Jan-2024)

- Fault isolation for individually identifiable fire detector systems.
- Chapter-15 relating to inert gas systems.

- **Amendments to SOLAS / MARPOL / Loadline / IGC – With regards to doors in watertight bulkheads – Entering into force on 01-Jan-2024**

LSA Code (01-Jan-2024)

- Amendments to chapters IV and VI relating to general requirements for lifeboats and launching and embarkation appliances.
- Removal of the requirements to launch free-fall lifeboats with ship making headway speed up to 5 knots in calm water.
- Hand operated launching of rescue boat.

01-Jan-2024 - Revised FAL Convention

– Various Amendments to the Facilitation (FAL) Convention – Single window for data exchange mandatory in ports around the world, a significant step in the acceleration of digitalization in shipping. Provisions derived from lessons learned during the course of the COVID-19 pandemic. Tackling Maritime corruption.

From 01-July-2024

- Amendments to IBC code related to watertight doors.
- MARPOL Annex-I - Prohibition on the use and carriage for use as fuel of heavy fuel oil (HFO) by ships in Arctic waters.
- New SOLAS chapter XV and associated new International Code of Safety for Ships Carrying Industrial Personnel (IP Code),

(More details for amendments entering into force from 01-Jan-2024 onwards shall be shared in the forthcoming editions)

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

48th HSL (Haque and Sons Ltd) Training Seminar for Waiting Crew

We carried out Training Seminar for Waiting crew at Dhaka, Bangladesh on 11th & 12th of Oct'22. This physical event was held for the first time after COVID-19 travel restrictions were eased. Key agenda items of this seminar were as below: -

- Toxic cargo handling & Gas-freeing operation.
- MOLCT current organization & operations
- MARPOL Annex-VI Updates
- SIRE 2.0 – Introduction
- Unacceptable Vessel Performance report (UVPR) issue & COT inspection/ Cargo sample failure.
- MEC MCB Operation USA Europe March 2022.
- Spectrophotometer issue & Tank cleaning related.
- Navigational Safety aspects.
- Crew injury prevention.
- Recently Technical Info & Warning.
- Main Engine & Propulsion Trouble, Latest Incident - Boiler & Generator engine.
- Crew Relief –Management -Training during COVID-19.
- Update on ECP progress.



Various questions raised during the seminar were answered and feedback was collected at the end. The seminar proved to be very useful & helping medium of face-to-face interaction with our staff and provided an opportunity to address some key focus areas followed by closing address by our honourable Managing Director.

“Happy Seafarers – Our Strength ”

From the Galley

Food on board is something which all the seafarers look forward to after the hard work they do. Our cooks ensure that food on board is prepared as per their best abilities and suiting the taste & religious feelings of seafarers on board.

We are happy to share some of the food items popular amongst our seafarers on board. We thank our galley staff under the able guidance of our Masters for preparing the special food items and sharing the photographs/recipes.



(Chicken Saslik & Steam Fish – Courtesy ELM GALAXY)



(Kabab – Courtesy MENUETT)



(Party Cake – Courtesy ELM GALAXY)



(Biryani – Courtesy MENUETT & ELM GALAXY)



(Chicken Afritada & SINIGANG NA BABOY – Courtesy NORDIC MARI)



(Desert – Courtesy EASTERN OASIS)



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

Health Section

Winter colds & coughs - Winter has arrived and with it the time for colds and coughs. We will hear people sneezing or coughing throughout this period everywhere you go. Even if a cold or a cough is nothing serious, if it is not treated properly, it can last for days and be quite bothersome. A cold can cause headaches, tiredness, and eye heaviness, making it challenging to concentrate on daily duties. So, the best thing to do is take measures to cure it as soon as possible. Try out the home remedies discussed below to cure your winter cold and cough.



AT-HOME COLD REMEDIES

ways to fight the common cold

decongestants (adults only)	antihistamines (adults only)	salt water gargle	NSAIDS (adults only)	plenty of fluids
vapor rub	lots of rest	zinc lozenges	echinacea	warm bath

(In case symptoms do not ease for more than 01 week, please seek immediate Shore doctor advice / RADIO MEDICAL ADVICE)

Home remedies for relieving cough & cold symptoms: -

(Article source: <https://www.ndtv.com/health>)

Turmeric	Curcumin, a substance found in turmeric, may be anti-inflammatory, antiviral, and antibacterial. Additionally, it might be helpful for a number of ailments, such as a dry cough. Black pepper enhances the bloodstream absorption of curcumin. You can make a drink, like cold orange juice, by mixing 1 teaspoon of turmeric and 1/8 teaspoon of black pepper together. It can also be brewed into a hot cup of tea. In Ayurvedic medicine, turmeric has been used for generations to deal with bronchitis, asthma, and upper respiratory illnesses.
Nasal rinse	A saltwater nasal rinse is a traditional treatment for sinus issues, nasal congestion, and post-nasal drip that is affordable, efficient, and secure. At first, you might find the practice a little difficult, but give it a shot. Any liquid going into the nose should always be in a sterile container. You can also look for a net pod to perform a saltwater nasal rinse.
Stay hydrated	Your body can fight illness with the aid of proper hydration. There are a few ways in which you can ensure this. Take in a lot of liquids such as water, decaffeinated tea, and juice. However, avoid anything with too much sugar, and soup is all acceptable. Avoid hydrating liquids like soda, alcohol, and coffee. Keep reminding yourself to drink water.
Have Licorice	One of the most ancient remedies in the book for treating cough is licorice. All you need to do is chew on a licorice stick if you have a sore throat or have been experiencing persistent coughing. Your throat is soothed as you chew on licorice for a cold and cough, which gradually stops your coughing.
Eat foods rich in vitamin C	Vitamin C-rich fruits and vegetables are believed to strengthen your immune system and shield you against viruses that cause colds and coughs. This is a useful preventative measure. In the winter, eating indian gooseberries, oranges, or putting lemon in your water will greatly reduce your risk of getting a cold or cough.

THE THREE PILLARS OF HEALTH

NUTRITION	SLEEP	EXERCISE
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Sleep is a basic human need and is crucial to our overall health and well-being.



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Check your SMS awareness.

Whenever time permits, please go through below and see if you can spot the content in our SMS and are familiar with same.

1. STOP WORK AUTHORITY
2. Compliance reporting system
3. Daily work plan meeting
4. Toolbox meeting
5. Initial line up & independent verification
6. Duties specific to your rank
7. Tank inspection frequency
8. Management of fatigue
9. List of PPE & PPE matrix
10. Psychological First Aid Poster
11. Tank cleaning off US coast
12. Port State Control Inspections

Answers:

- 1) M04 Appendix 42 & EMS/CP poster No.6
- 2) M04 Appendix 22
- 3) M04 section 42
- 4) M04 section 43
- 5) M05 section 5.9.2, 5.9.3 & 5.9.4
- 6) M02 section 8
- 7) M08 section 3.2.2
- 8) M02 Section 7
- 9) M04 Section 5.2 & Appendix-9
- 10) M02 section 19
- 11) Genwar 09 of 2020
- 12) M02 Section 13.18

Important insights in DTN 01/2023		
(For full details on all changes, please refer to summary of changes sent with DTN 01/2023)		
Manual	Section	
M02	13	Updated as per SIRE 2.0 requirements
	Section 19	New Section: Seafarers Physical and Mental Health and Wellbeing.
	Appendix 24	Safety Officer Inspection Checklist: Updated as part of Continual Improvement.
	Appendix-37	Technical Visitation Report: Updated as part of Continual Improvement
	Appendix-46	New Appendix: MLC Inspection Check List.
	Poster	Psychological First-Aid Poster
M04	Appendix-14	Contractor Safety Check List: Updated as part of Continual Improvement.
	Appendix 21.02	Bunker Line Pressure Test Procedures – Mentioned about stencilling of date & pressure on the pipeline - Updated as part of Continual Improvement.
M05	Section 2	Health and Safety – Various important revisions - Updated as per continual improvement.
	Appendix 8-12	New Appendix: Operation Check List – Gas Freeing Operation.
	Appendix-26	Tank Cleaning Plan: Updated as part of continual improvement.
	Appendix-29	Checking and Monitoring Record for Atmosphere: Updated as part of continual improvement.
	Appendix-62A	New Appendix: Draft and Constant Calculation Report (For Kitanihon Built Vessels).
M05	Section 8, Page 3	Added Company guidance on warning notice near STP
	Section 8, Page 10	Updated Company guidance on weekly checks of STP
M06	Section 15 Page 6	Updated Company guidance on ballast pump room bilge suction valve.
M07	Appendix-02	SOP during Carriage of PCASP: Updated as part of continual improvement.
M07	Appendix 17.2	Check List for Gulf of Aden Transit: Updated as part of continual improvement.
M08	Appendix 12, M08-05	Wire Rope Condition Report: Updated as part of continual improvement. (Renewal interval specified as 03 years)



“Know the SMS procedures – Safety rules are your best tools”