

Our motto – “Where there is safety, there is prosperity”

Icing on deck while transiting East of Kamchatka Peninsula.  
Courtesy: Capt. Hur Junghwa (KAIMON GALAXY)



Unix line 33<sup>rd</sup> anniversary celebration – Details on page 08



- From the MD's desk – Page no.2
- Best Practices - Page no.4
- Near miss analysis – Page no.6
- Unix 33<sup>rd</sup> Anniversary and fleet/office updates – Page no.8
- SMS updates – Page no.10
- PTSC & HSL seminars – Page no.12 & 13
- Health section – Page no.15
- BBS Spirit Cards – Page no.3
- Crew Injuries / fatality - Page no.5
- Environmental Near misses & compliance reports feedback – Page no.7
- Environmental Compliance program updates – Page no. 9
- Regulatory updates – Page no.11
- Marine species sightings – Page no. 14
- Know your SMS awareness – Page no.16

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

“A leap towards normalcy”

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

*It is quite encouraging to see that we are finding ourselves crawling back to the pre-covid period of normalcy. Industry leaders have taken a leap of faith by reimagining the future, re-planning their strategies and adopting an entrepreneurial mindset for going back towards recovery & normalcy. This was not an easy task, but our seafarers have lived up to perfection with their “Never give up” attitude. Resumption of physical seminars and vessel attendance by our staff is being enhanced, which is helping our seafarers to adapt well for this transitional phase. Crew should optimally utilize these opportunities to sharpen their skills.*

*With these changing times, we must not let our guard down at any given point in time. We need to put all our acts together and prepare ourselves for more stringent port state control / 3<sup>rd</sup> party inspections as the days of normalcy resume around the world after the pandemic. We must not forget our basic safety norms while working onboard to prevent any kind of incidents. I am pretty sure that our collective efforts towards continuous improvement will go a long way in achieving our common goal of three zeroes “Zero incidents, Zero Fatality and Zero spills or releases to the environment”.*

*There are various challenges knocking on our doors, starting from SIRE 2.0, tougher emission control norms such as reduction of carbon footprint, digital innovations, cyber security, complex nature of regulations etc. and the ability to deal with these is becoming equally important. We are doing our best to help our determined seafarers breeze through these daunting tasks with perfection, which has been very ably demonstrated by our seafarers in the past.*

*Seafarers spend a great deal of time at sea and are a big part of the solution when it comes to safety at sea and protecting the marine environment. All over the world, Seafarers have a unique contribution to international seaborne trade, the world economy and civil society, which is very well appreciated by all corners of the industry.*

*Getting back to normal days is also helping us to ensure timely relief for our valued seafarers. Please be rest assured that we shall continue to make our best efforts together with the manning companies towards the health, well-being, and fruitful tenures on our vessels.*

*I have no doubts about mentioning that our seafarers shall wholeheartedly continue to operate our ships safely and efficiently maintaining the high standards of safe operations and positively embracing the motto “**Where there is safety, there is prosperity**” in its true spirit.*

**Remember – Seafarers are well known for solving problems - 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 – 1Q 2023



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 1<sup>st</sup> Quarter of 2023, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed after the 3<sup>rd</sup> Quarter of 2023 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 – 1Q 2023

**Case-1:** While picking up pilot in the morning hours, 2<sup>nd</sup> officer observed that vessel's deck was wet with dew, and this posed a risk of slipping to the pilot. The 2<sup>nd</sup> officer immediately instructed deck crew to bring an anti-skid mat near the accommodation ladder so that pilot does not slip after arriving on main deck from accommodation ladder. The pilot safely embarked the vessel and appreciated the crew for their pro-active actions to keep anti-skid mat.

**Case-2:** Vessel was bound for Singapore and ship's crew were carrying out deck maintenance near pilot access point. 2<sup>nd</sup> officer observed that the crew had removed the chain guards while chipping in that area. This posed a big threat to the crew falling overboard. The 2<sup>nd</sup> officer asked the crew to stop the work and advised to put a temporary guard/barrier at the pilot access area. The crew understood and thanked the 2<sup>nd</sup> officer for his kind guidance.

**Case-3:** On 19th Feb 2023 whilst in the port of Kaosiung, cargo surveyor boarded the vessel for tank inspection. The surveyor insisted on entering the tank as soon as possible. He was stopped by 2<sup>nd</sup> officer from entering the tank and took him to CCR. The Chief Officer carried out the toolbox meeting with surveyor and crew. Subsequently, tank entry was allowed only after completion of enclosed space entry permit and confirmation by duty officer that all enclosed space entry procedures were in compliance including gas checks, ventilation etc.



Mr. Shagun Singla  
2<sup>nd</sup> Officer



Mr. Segumalian Rouli Selma  
2<sup>nd</sup> Officer



Mr. Jung Hyun soo  
2<sup>nd</sup> Officer


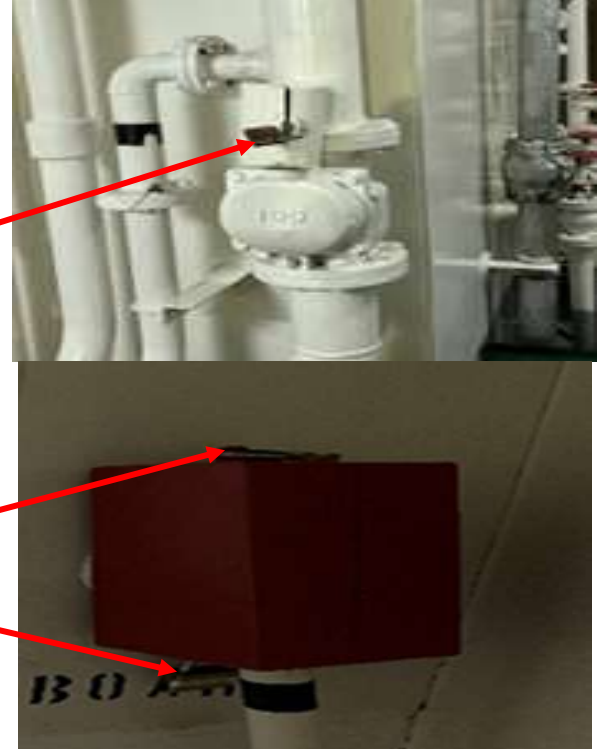
*(Above texts have been modified from the original for easier reading and understanding)*

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

## Best Practices

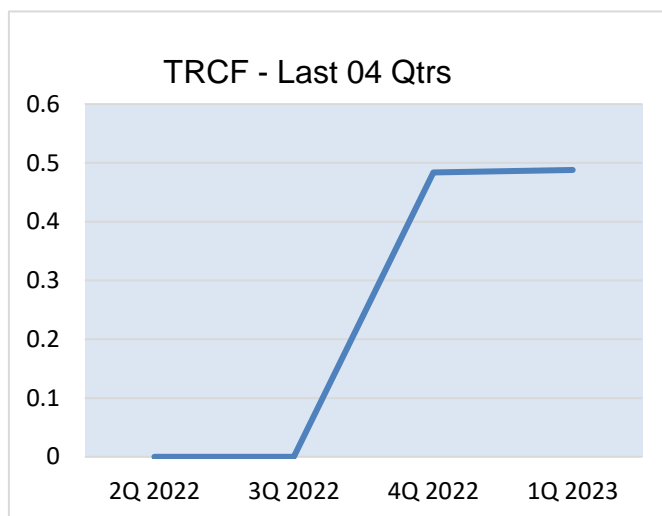
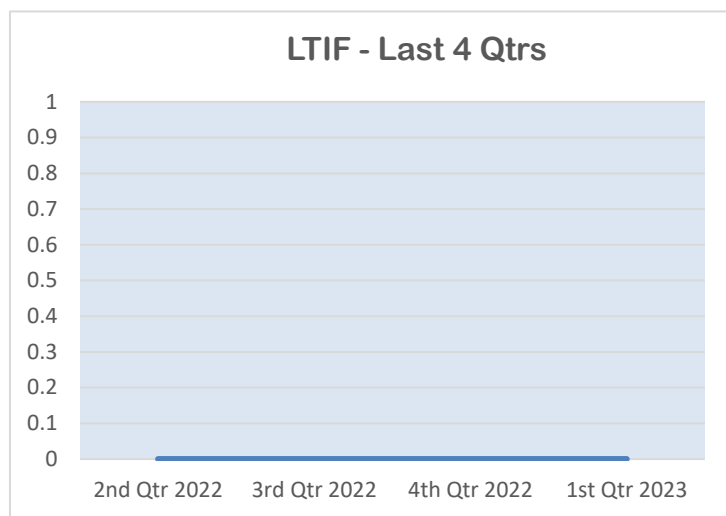
**What is a best practice** - A “Best practice” is a method or technique with redeeming qualities and attributes that has been proven through implementation and has been generally accepted as the most efficient way of executing a task which would be beneficial for others to use. As per our systems Best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

We received various best practice suggestions along with the SQC meeting reports as well as during vessel audits. Some noteworthy ones received in the last quarter are highlighted below.

No.	Details of Best practice	Photographs
1.	Caution notice was pasted near aftermost deck scupper “Don’t unplug without permission”.	
2.	A protective box fitted to facilitate locking of valves.	 <div data-bbox="183 1189 671 1413" style="border: 1px solid black; background-color: #d4edda; padding: 5px; margin-bottom: 10px;"> <p>Grey water line overboard valves closed and locked when operating in an area where grey water discharge is prohibited.</p> </div> <div data-bbox="199 1503 687 1626" style="border: 1px solid black; background-color: #d4edda; padding: 5px;"> <p>OWS overboard valve closed and locked with 02 pad locks.</p> </div>
3.	Use of hand signal to supplement verbal engine orders during maneuvering while Master is on the bridge wings, such as 1 finger pointing forward means dead slow ahead, 2 fingers pointing forward means slow ahead otherwise astern when fingers pointing astern. This can help avoid confusion whether ahead or astern engine order when going alongside.	<p data-bbox="959 1787 1477 1821">No representative photograph provided</p>

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

## Crew Injuries / Fatalities



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

LTIF for 1Q-2023 was NIL, For 4Q-2022 LTIF was also NIL.  
 TRCF for 1Q-2023 was 0.488, For 3Q-2022 TRCF was 0.484  
Target set for 2023, LTIF <0.12 & TRCF <0.36

# (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: Hot water scald Incident during steam hose handling

Vessel called Ulsan on 14th Jan 2023 and berthed at JSTT#4 to discharge various parcels of chemicals. After berthing, while pre-discharge cargo sampling was in progress, found DEA (Di-ethanol amine, stowage tank 5P/10P) cargo pumps were not operational suspecting cargo frozen due to ballast in adjacent to DEA cargo tanks. Vessel was required to carry out hot water ballast in and steaming of the adjacent ballast tank concurrently to melt down the cargo frozen at the bottom. During the task, reportedly, steam condensate hot water from the steam hose splashed on APOF boiler suit and socks resulting in scald injury to his left ankle. He was given medical first aid onboard and was subsequently sent to shore doctor. He returned back to vessel and after taking the regular medication he completely recovered and resumed his onboard regular duties.

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

- Root cause**
- Less than adequate job planning & supervision.
  - Less than adequate maintenance of steam valve.

- Lessons learnt:**
- All possible hazards associated with the job, tool & equipment to be used, mitigating measures to be put in place should be discussed thoroughly during the pre-job toolbox meeting.
  - Steam line valves to be regularly checked and kept in well maintained condition.
  - While working with steam hoses, crew should be wary of the fact that minor leakage of steam might not be visible, and the steam hose may have some hot water condensates. Crew should be extra cautious while connecting/disconnecting the steam hoses.
  - Fellow crew member & duty officer to pay close attention towards the actions of lesser experienced crew.



**Work safely – Say ‘NO’ to injuries**

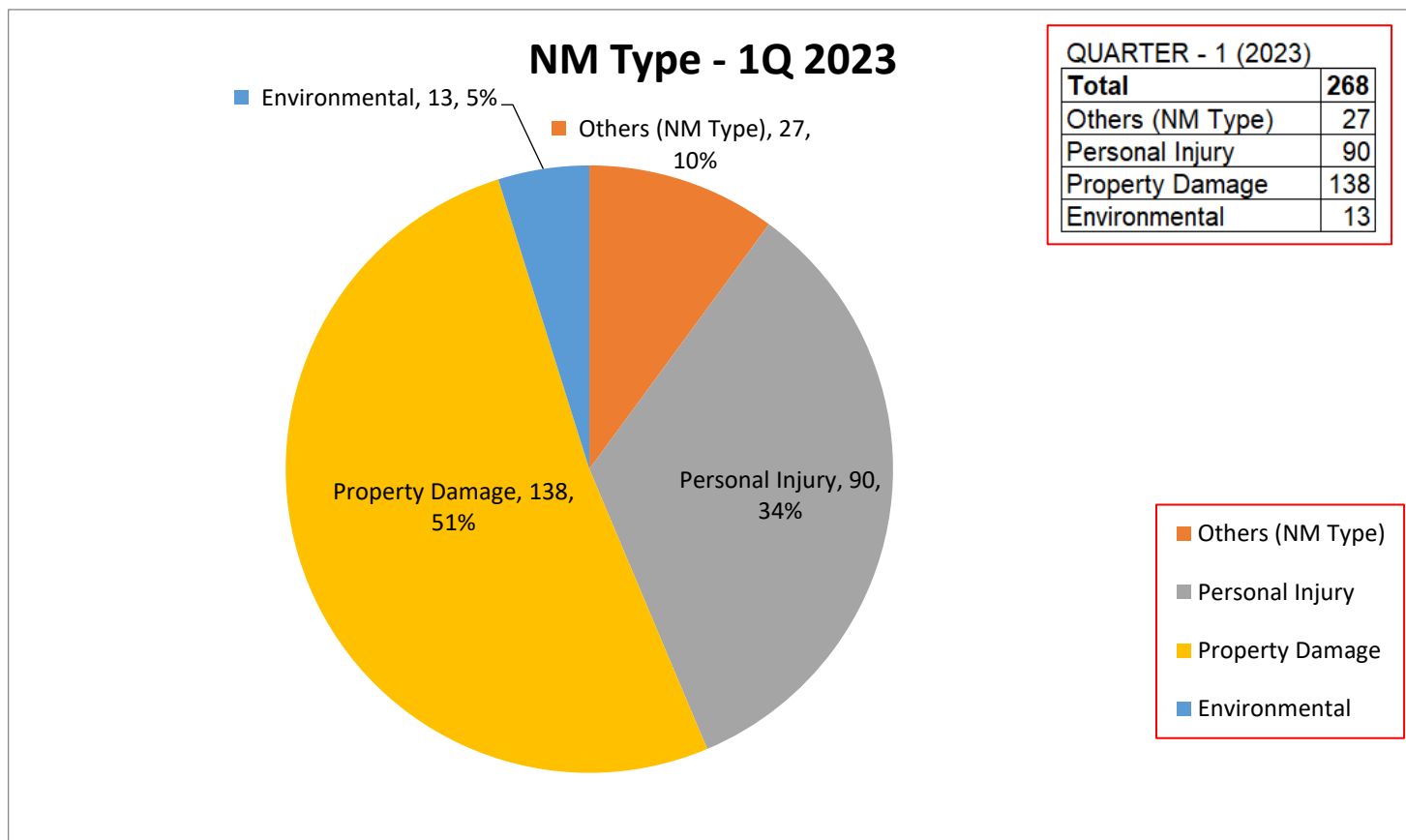
## Near Miss Analysis



### 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	Vessel was at sea and bunker transfer operation was in progress. Bosun was working on deck and eventually noticed that 02 scupper plugs were not fixed in place on poop deck starboard side. Bosun immediately informed the matter to CE. Bunker transfer operation was immediately stopped. Bosun then fixed the scupper plugs and re-checked all other scupper plugs and were observed to be in order. Subsequently, bunker transfer operations were resumed.	Scuppers are the last barrier to prevent oil spill going overboard, therefore crew must pay utmost attention to ensure scuppers are plugged prior commencement & during any bunkering / bunker transfer / cargo operations.
2	While discharging the cargo of Neodecanoic acid, duty AB observed drop leakage from the shore cargo hose at ship's manifold. He immediately reported to duty officer. OOW stopped cargo discharging and reported to loading master. Loading master came on board and replaced the cargo hose. Cargo operations resumed and there was no leakage.	Alert watch-keeping by the crew prevented a potential incident. Leak test to be done diligently before commencement of operations. Crew to be briefed that they should not hesitate to activate the Emergency STOP in case they observe any abnormality.
3	While carrying out line blowing operations after completion of cargo discharging duty AB observed that the manifold drain cock valve was left open, although the drain line cap was properly secured.	Crew to be briefed about the importance of proper securing of manifold drain valve and line up cross-check by responsible person.
4	During safety round by CE, minor oil traces were observed from the bunker line expansion joint near no. 9P COT. Later on, vessel renewed the gasket of the expansion joint of the bunker line and carried out pressure testing of the line.	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 expansion joints are prone to get loosened and gasket might get damaged due to vibrations/movement at sea/ over pressurization during operations etc. and need to be checked very carefully. Hydrostatic pressure test routine to be followed diligently.
5	During cargo operation duty crew (APOFS) found the shore cargo hose was on a sharp corner of ships drip tray, which could cause damage to the hose. Immediately, duty crew reported this matter to duty officer and terminal crews moved the hose from the sharp corner of drip tray and put wood wrapped by rags underneath the hose	Alert watch-keeping & prompt action by the crew which prevented a potential incident is much appreciated.
6	On dated 16th March 2023, one of ship's crew was painting the lifeboat davit. After completing painting, he unconsciously left the paint drum on the boat deck unattended. The next day, another crew found that due to wind, the drum fell & small amount of paint was spilled on the boat deck. Luckily, the paint or the paint drum did not go overboard. Immediately area was cleaned, and the paint drum was properly secured in the paint store.	Crew to ensure that after completion of painting work, the paint drum and all the items utilized for carrying out the job are secured back properly at their designated place. Even while taking a break during the job, the paint drum/brush etc. should be kept in a secure location. Bosun should cross-check and verify that crew are not leaving any paint drum unsecured.



## Feedback on compliance reports received.

There were 16 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**

## Unix 33<sup>rd</sup> Anniversary & long service awards

Unix line celebrated its 33<sup>rd</sup> anniversary on 17-Mar-2023. The event was hosted in Unix line training rooms no.1 & 2. Due to split work arrangements, only 50% of the staff were able to attend this event in office, remaining staff joined online through MS Teams.

Taking this opportunity, Capt. Jain thanked each one of the UNIX staff for their contribution and hard work in the company's success story. Long service award winners were congratulated and were accorded with a special note of thanks.



### Long Service Award Winners

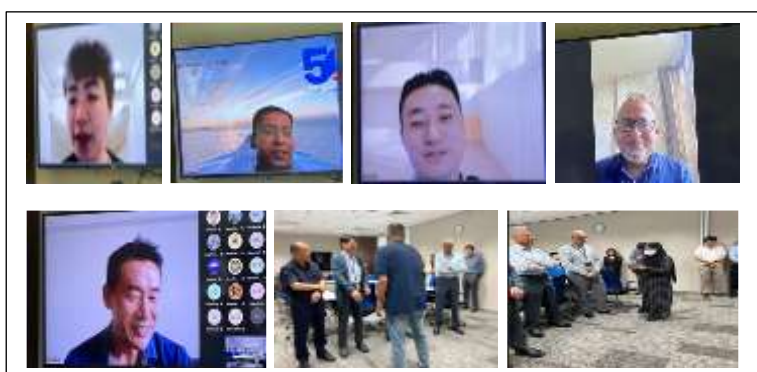
25 Year award winner	
Name	Department
Mr. Abani Kanta Mohapatra	Crewing

20 Year award winners	
Name	Department
Ms Jarinah	Fleet-3
Ms Hamidah Binti Mohammad	Fleet-3

10 Year award winners	
Name	Department
Capt. Faruki S M Zillur Rahman	Fleet-3
Mr. Zhuang KaiWen Kelvin	Crewing
Ms TJhin Kai Chee Kristy	Fleet-1
Ms Sissy Lau	Crewing

15 Year award winners	
Name	Department
Capt. Kim Chae Sun	Fleet-2
Mr. Kim In	Fleet-3
Capt. Md. Ataul Majid	Fleet-1
Mr. Masudur Rahman	Fleet-3
Mr. Chew Chee Ping Samuel	Crewing

05 Year award winners	
Name	Department
Capt. Lee HeeKyu	Fleet-2
Mr. Nazrul Mubin Ibne	Fleet-2
Mr. Firdauz Rahman	Safety
Ms Leng Mui Ching Shirley	Fleet-1
Ms Leong HuiShi Doreen	Agency



## Fleet & Office Updates

- For better internet connectivity and speed onboard vessels, the company shall be carrying out trials with the Starlink System on two vessels during the period July to Dec'23. If the trials are successful, the upgraded systems shall be installed in a phased manner from the year 2024 onwards. Overall, this initiative aims to decide the next generation satellite system for ships for better safety, improved connectivity, and efficiency.
- Capt. Preetraj Singh Sobti joined UNIX Line as Sr.DGM in the crewing department on 03-Apr-2023.
- Mr. Abani K. Mohapatra, Senior GM in crewing department, shall be superannuating on 12-May-2023 after contributing 25 years of valuable service to UNIX Line.





## Environmental Compliance program (ECP) - Updates

### ➤ Vessel audits – 4<sup>th</sup> Year of probation

❖ 04 vessels were audited (03 in port & 01 underway) during this quarter by Court Appointed Monitor (CAM) auditors.

### ➤ 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.

➤ Summary of annual management review for year 2022 was shared with all vessels on 28-Mar-2023.

➤ Annual verification of training by Environmental Compliance officer (CE) was initiated on 29-Mar-2023.

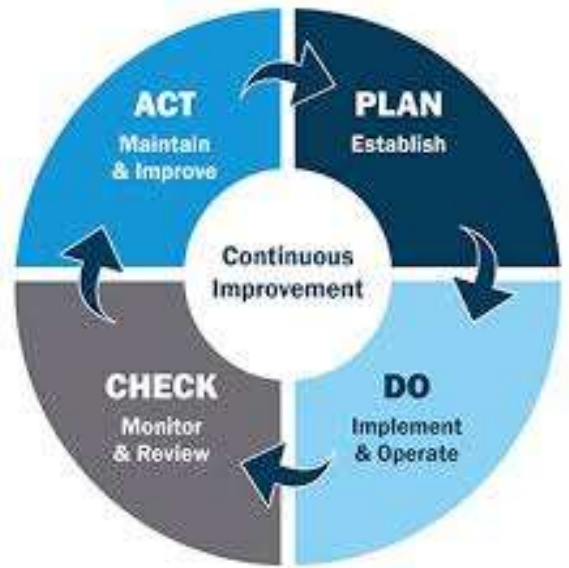
➤ Fleet Engineering survey questionnaire on ODME operations was shared on 17-Jan-2023.

➤ Deficiency & verification (D&V) related to ECP audit findings (2H 2022) was shared with all vessels on 15-Feb-2023.

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 01 DTN (Document Transmittal Note) issued during this quarter which was issued on 19-Jan-2023 having 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.

- 02-Jan-2023: IMO supplements & US coast pilot
- 03-Jan-2023: Feedback on Near Miss Reports.
- 03-Jan-2023: Security drill and training schedule 2023
- 03-Jan-2023: Feedback on Near Miss Reports.
- 08-Jan-2023: The latest MEPC.2-Circ.28
- 12-Jan-2023: TVRP revisions for vessels with ECM as QI
- 14-Jan-2023: Drill and training schedule - 2023
- 14-Jan-2023: KPI form 2023
- 17-Jan-2023: Questionnaire regarding Fleet Engineering Survey - ODME Operations, was shared.
- 19-Jan-2023: High potential consequence (HPC) near miss cases for 4Q-2022 were shared.
- 20-Jan-2023: Revision to SMS manuals – DTN 01/2023.
- 01-Feb-2023: Updated IMO List of National Operational Contact Points - January 31st, 2023
- 07-Feb-2023: Cyber Security Newsletter - Q1 2023
- 08-Feb-2023: HSSE bulletin 4Q-2022
- 09-Feb-2023: IMB Annual Report for 2022
- 15-Feb-2023: Deficiency & verification (D&V) related to ECP audit findings – 2H 2022 were shared.
- 16-Feb-2023: Security Review by Company + SSP Review from Vessels with Company Comments (2022)
- 01-Mar-2023: UVPR at EXXON Baytown terminal, USA
- 05-Mar-2023: Engine Power Limitation Modification Installation.
- 08-Mar-2023: Crew Circular 2023 - Revoke of All COVID Safe Measure/Protocol Onboard (08 March 2023)
- 08-Mar-2023: [MCT Circular] PN 23\_002 USCG Cyber Security Audit
- 09-Mar-2023: California Air Resources Board's (CARB) - Ocean-Going Vessels at Berth Reporting.
- 09-Mar-2023: Year 2023-SMFF Coverage certificate & OSRO Spill Response Contract Certificates
- 16-Mar-2023: SMS Review of M09, M10, M11, M12 - Company Response
- 27-Mar-2023: Signed Company Policies (2023)

**“Stay Updated, Stay focussed”**



## Regulatory Updates

- **01-Nov-2023 : MARPOL Annex-II – Adopted by MEPC 78** - The amendments include a reassigned column E1 and a sub-categorisation of column C3 of the GESAMP Hazard Profile table. Where it is proposed to carry a liquid substance in bulk which has not been categorised, the Governments involved in the proposed operation shall establish and agree on a provisional assessment for the proposed operation on the basis of the Guidelines for use in the categorization of Noxious Liquid Substances.
- **01-Jan-2024 - SOLAS amendments - Adopted by MSC 101** - Records of equipment, FSS code, IGF code, LSA code –
  - Addition of a footnote to Forms C, E and P in the Records of Equipment.
  - Amendments to chapter 15 of the International Code for Fire Safety Systems (FSS Code), relating to inert gas systems.
  - Amendments to chapters IV and VI of the LSA code relating to general requirements for lifeboats and launching and embarkation appliances.
- **01-Jan-2024 – SOLAS Amendments - Adopted by MSC 103** - Regulation III/33 and the LSA Code, aiming to remove the applicability of the requirements to launch free-fall lifeboats to test their strength with the ship making headway at speeds up to 5 knots in calm water on cargo ships of 20,000 GT and above.
- **01-Jan-2024 – FSS code – Adopted by MSC 103** - Chapter 9 of the International Code for Fire Safety Systems (FSS Code), relating to fault isolation requirements for individually identifiable fire detector systems installed.
- **01-Jan-2024 - Adopted by MEPC 78: MARPOL Annex-I in relation to watertight doors. 01-Jul-2024, IBC code in relation to watertight doors.**
- **01-May-2024 - Adopted by MEPC 79 : MARPOL Amendments - EEXI, CII and rating values - Appendix IX of MARPOL Annex VI on the reporting of mandatory values related to the implementation of the IMO short-term GHG reduction measure, including attained EEXI, CII and rating values to the IMO Ship Fuel Oil Consumption Database (IMO DCS).**
- **01-May-2024 – MARPOL Amendments – Adopted by MEPC 79** - Appendix V of MARPOL Annex VI, to include flashpoint of fuel oil or a statement that the flashpoint has been measured at or above 70°C as mandatory information in the bunker delivery note (BDN).
- **01-Jan-2024 - Revised FAL Convention – Adopted by FAL 46** - 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.
- **01-Jan-2024 - SOLAS amendments - modernized GMDSS - Adopted by MSC 105** - To enable the future use of modern communication systems in the GMDSS whilst removing obsolete requirements. They include amendments to SOLAS chapters II-1, III, IV and V, and the appendix (Certificates); the 1988 SOLAS Protocol; the 1994 and 2000 HSC Codes; the 1983 and 2008 SPS Codes; and the 1979, 1989 and 2009 MODU Codes. Also substantial number of amendments or revisions to existing related resolutions and guidelines, including performance standards for relevant equipment.
- **01-Jan-2024 – SOLAS amendments – Safe mooring – Adopted by MSC 102.**
  - SOLAS regulation II-1/3-8 (Towing and mooring equipment), require appropriate and safe-to-use designs of mooring arrangements, and introduce a maintenance and inspection regime, as well as proper documentation.
  - Parts B-1, B-2 and B-4 of SOLAS chapter II-1 related to watertight integrity requirements.
- **01-Jan-2024 – Adopted by MSC 104** - A minor amendment to chapter II (Conditions of assignment of freeboard), as well as amendments to chapter III (Freeboards) of annex I (Regulations for determining load lines) of Annex B to the 1988 Load Lines Protocol, concerning watertight doors on cargo ships.
- **01-May-2024 – Adopted by MEPC 79 - Mediterranean Sea Emission Control Area for Sulphur Oxides and particular matter - designation of Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides and Particular Matter, under MARPOL Annex VI. The limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m. Effective from 01-May-2025.**
- **01-July-2024 – Adopted by MSC 106 - New SOLAS chapter XV - New International Code of Safety for Ships Carrying Industrial Personnel (IP Code).**

## 34th PTSC (Philippine Transworld Shipping Corporation) Waiting Crew Education and Training

We carried out Training Seminar for Waiting crew at Manila, Philippines between 15<sup>th</sup> to 17<sup>th</sup> Feb'23.

A Team building event was also arranged.

Key agenda items of this seminar were as below: -

- Toxic cargo handling & Gas-freeing operation.
- MOLCT safety culture.
- Measures for Strict PSC Inspection
- Crew injury prevention
- Unacceptable Vessel Performance report (UVPR) issue & COT inspection/ Cargo sample failure.
- Spectrophotometer & Tank cleaning related issues.
- Crew Management – Moving Forward in 2023.
- Latest Machinery Incidents.
- EGCU Operational & Regulation Updates.
- SIRE 2.0 – Introduction
- Navigational Safety aspects.
- 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 Marine Director.

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

## 49th HSL (Haque and Sons Ltd) Training Seminar for Waiting Crew

We carried out Training Seminar for Waiting crew at Dhaka, Bangladesh between 13<sup>th</sup> to 15<sup>th</sup> Mar'23. An outdoor activity (Team building event) was also carried out.

Key agenda items of this seminar were as below: -

- Toxic cargo handling & Gas-freeing operation.
- Measures for Strict PSC Inspections.
- MOLCT Safety Culture.
- Crew injury prevention.
- Unacceptable Vessel Performance report (UVPR) issue & COT inspection/ Cargo sample failure.
- Latest Machinery Incidents.
- EGPU operational & Regulation Updates.
- Crew Management – Moving Forward in 2023.
- MOLCT-Operations.
- SIRE2.0 introduction.
- MARPOL Compliance 2023.
- Latest Technical Circulars.
- 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 ”**

## Marine species sightings at sea

Whilst sailing at sea, we are lucky to come across some of the wonderful sea creatures. Few such sightings at sea and listed below. We thank the staff onboard to capture these photographs and share with us.



Taiwan strait  
Courtesy: C/E Nizam Uddin (Rhapsody)



At Long beach anchorage, CA, USA  
Courtesy: Capt. SON SANGSEO (Ginga Cougar)



Mississippi river, USA  
Courtesy: C/O Chai Yuncheol (Ex-Jazz)



English bay anchorage  
Vancouver, BC, Canada  
Courtesy: Capt. Tariq (Ex Furano galaxy)



(We shall share more photographs received from vessels during the forthcoming edition of HSSE bulletin)



**“Let us all contribute to maintain safety at sea & protect the environment”**

## Health Section

**Insomnia** - Getting an adequate amount of sleep is essential for our overall well-being. Sleeping helps us to recover from mental as well as physical exertion. It also prevents us from several diseases and relaxes our minds. However, if you often find yourself glued to screens, bingeing on snacks or tossing around in bed at night - then you might be suffering from insomnia. While there might be a multitude of reasons for disturbed sleep patterns - our diet plays a crucial role in providing proper sleep. Adding certain foods to your diet can help you sleep better and beat insomnia.

**What Can Cause INSOMNIA?**

- Stress
- Irregular Sleep Schedules
- Lifestyle
- Mental Health Disorders
- Physical Pain
- Medications
- Neurological Disorders
- Age
- Other Sleep Disorders
- Pregnancy

**Tips to prevent INSOMNIA**

- Avoid taking naps
- Try not to eat too late
- Avoid alcohol, caffeine, and tobacco
- Limit screen time before bed
- Maintain a healthy lifestyle
- Have a consistent sleep schedule

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

### Top 5 Foods which help in overcoming Insomnia:-

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

<b>Ashwagandha</b> (Indian Winter cherry)	Ashwagandha's main active ingredients are withanolides, which are believed to carry a host of benefits including the ability to ease stress. Plus, it naturally contains triethylene glycol which may bring on sleepiness. You can have it 30 minutes before bedtime for a good night's sleep.
<b>Chamomile Tea</b>	All you need is some warm water, a cup and a chamomile tea bag on days you don't feel like turning in. Chamomile tea is choco-full of apigenin, an antioxidant that binds to receptors in the brain that promotes sleepiness.
<b>Almonds</b>	Almonds are full of fibre and good fats which help to prevent chronic disease. Almonds are a good source of magnesium, which is needed to regulate sleep-promoting melatonin. Magnesium also relaxes your muscles.
<b>Pumpkin Seeds</b>	Pumpkin seeds, also known as pepitas, contain tryptophan as well as a good amount of zinc, both of which help the brain turn tryptophan into serotonin which is the precursor to melatonin.
<b>Nutmeg Milk</b>	Drinking a glass full of milk with a dash of nutmeg can help in improving sleep conditions. Milk contains tryptophan, an essential amino acid that helps to raise serotonin and melatonin levels in the body, both of which can help induce sleep.

**THE THREE PILLARS OF HEALTH**

- NUTRITION
- SLEEP
- EXERCISE

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

EAT HEALTHY  
EXERCISE  
SLEEP WELL  
KEEP THINGS SIMPLE  
THINK POSITIVELY

WEALTH

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



**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. Working in hot environment
2. Limitation of anchoring equipment
3. Vessel general permit (VGP)
4. Non-Conformity and Corrective Action Procedures
5. Risk Assessment for Identifying Safety Critical Equipment
6. Sample template and criteria for identification of enclosed spaces
7. Environmental aspects/impacts and objectives
8. Guidance for entries in oil record book part 1.
9. Emergency contact list
10. Cyber security procedures
11. Postponement of Maintenance Schedules
12. Gas freeing procedure



**Answers:**

- 1) M04 Section 26
- 2) M03 Section 29.29
- 3) M06 Appendix-5
- 4) QHSEMS Procedures – MSP: 10.2-01
- 5) M08 Appendix 09-01
- 6) M04 Appendix 2.2A
- 7) QHSE manual section 6.2, Appendix-21 & 22 and EMS/CP Annex-7
- 8) M06 Appendix-8 & EMS/CP circular 01/2021 and its supplements.
- 9) M09 Appendix 4
- 10) M07 Appendix 5
- 11) M08 Section 1.4.3
- 12) M05 Section 2.7



**Erratum for HSSE bulletin 4Q-2022:-**  
 1) Cover page table of contents for page no. 15 & 16 to be read as "Health & SMS awareness section".  
 2) Page no. 16 – DTN insights – "Updated Company guidance on ballast pump room bilge suction valve", SMS reference to be read as "M06".



*"Self knowledge is the beginning of self improvement"*