



GINGA SAKER –
Transiting Suez Canal



GINGA SAKER –
Transiting Canakkale Strait



Fanfare – Transiting
Panama Canal



Ginga Bobcat – In Dry Dock



Years of Trust and Innovation

MOL CHEMICAL TANKERS

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

“Demonstrating high level of Compliance”

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

With things going back to normal, the industry is now focusing on demonstrating a high level of compliance by all the stakeholders.

Compliance verification was affected worldwide due to the pandemic situation. As the situation is normalizing, the various authorities / third parties are having planned strategies to verify compliance on board ships with a deeper approach.

We need to reinforce crew awareness about compliance procedures and policies through regular training & briefing sessions. The more familiar the crew is with the procedures, the less likely they will be to make those mistakes.

Demonstrating a high level of compliance will not only assist in achieving our common goal of three zeroes “Zero incidents, Zero Fatality and Zero spills or releases to the environment” but will also make our way towards one of the industry pioneers when it comes to safe transportation of cargoes.

SIRE 2.0 is one such challenge which will be focusing on the human element and our seafarers need to be not just aware but should also be able to demonstrate compliance. I am very hopeful that all our seafarers will surely gear up to this challenge and deliver with flying accolades.

Whenever there are demanding situations, our gritty seafarers take them head on, however, we must not forget to adhere to basic safety norms which should never be overlooked in pursuit of delivering best results. It takes less time to do things right than to explain why you did it wrong.

We resumed physical seminars, and it was a great feeling to see and interact with our seafarers in person. I would like to thank all our manning agencies for assisting us in organizing these seminars and arranging good team-building events. We shall continue to strive hard in co-ordination with our manning agencies to ensure that our fellow seafarers have good & safe contracts, and when the time comes, they are able to return back home safely.

*We salute all our seafarers for their invaluable contribution towards safe operations. We remain fully committed in giving you our best support which will surely help to demonstrate high level of compliance towards all of the upcoming challenges. Together, we shall tide upon every challenge and continue to embrace the motto **“Where there is safety, there is prosperity”** in its true spirit.*

Remember–It is not the ship so much as the skillful sailing that assures prosperous voyage – We salute you!

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



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



Behaviour Based Safety (BBS) – Best Spirit Cards – 2Q 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 2nd 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 3rd 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 – 2Q 2023

Case-1: Vessel was at Kalama, USA. Engineer officer was cleaning EGCS NaOH supply pump suction strainer wearing proper PPE. He had brought the strainer to ER workshop for cleaning by compressed air. There were other crew members in the ER workshop at that time who could get exposed to the NaOH Particles. Realizing this risk, 1AE immediately instructed to stop work and summoned all crew to ECR for a short meeting where he explained to all crew the dangers involved with NaOH particles exposure. Crew were briefed to ensure that air blow of NaOH strainer to be done only using proper PPE and with no crew in vicinity.



Mr. Kang Dong wan
1AE

Case-2: During heaving up anchor at Changhong dry dock with 02 dock crew in dark hours, it was observed that the anchor chain was twisted, and dock crew attempted to clear the twist by standing on windlass with steel pipe. Seeing this unsafe act of dock crew 2nd officer immediately asked to stop the work and informed master. The Matter was discussed with dock supervisor and the job was postponed for next day to be done under supervision of dock safety.



Mr. Md. Atikur Rahman
2nd Officer

Case-3: On 08th Jun'23, while transiting Yangtze River under pilotage, 2nd officer observed own vessel was heading towards a dangerous wreck which was clearly marked as a no-go area on ECDIS. The 2nd officer notified the pilot who disregarded this concern. The 2nd officer informed the master and the senior pilot who was resting on bridge. The senior pilot immediately took charge of the situation and altered the vessel's course and safely passed that area. Master & senior pilot discussed with the duty pilot to exercise more caution in the future.



Mr. Hassan Md. Amran
2nd 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. Some noteworthy ones received in the last quarter are highlighted below.

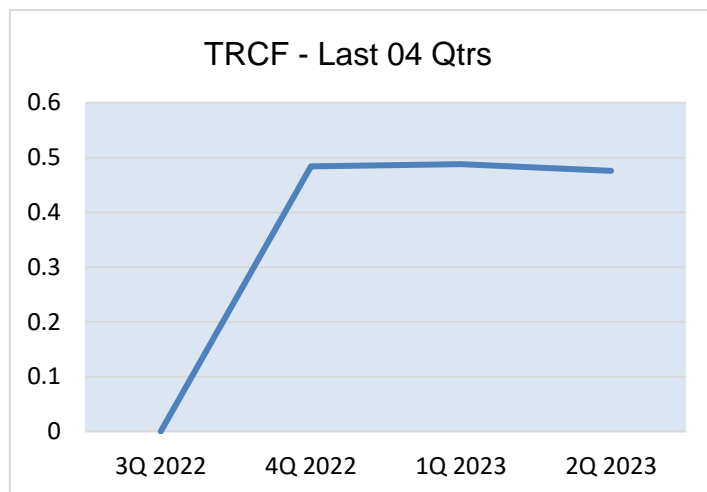
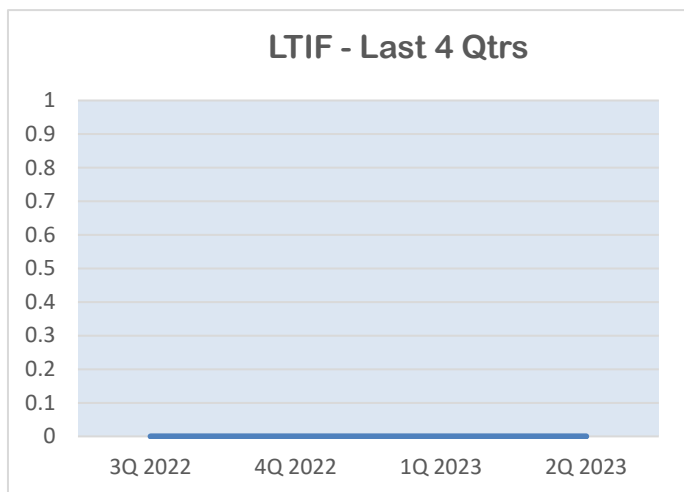
No.	Details of Best practice	Photographs
1.	Placing Placard on the Laundry room regarding maximum machine units in operation at the same time to avoid short circuit causing fire.	No representative photograph provided.
2.	When vessel is keeping life-vest on deck, its cylinder is prone to get activated by ambient high heat or reaction with moisture and then life-vest is inflated. For preventing such issues, vessel kept the life-vest in fresh area with protection cover from ambient moisture.	No representative photograph provided.
3.	Wash all used tins, bottles & plastics before disposing in waste collecting bins to eliminate meats and other residues that will be attractive to flies, worms and other insects.	No representative photograph provided.



“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 2Q-2023 was NIL, For 1Q-2023 LTIF was also NIL.
TRCF for 2Q-2023 was 0.476, For 1Q-2023 TRCF was 0.488
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: Burn injury due to exposure to pressurized steam.

The vessel was alongside the DATT berth, Pyeongtaek. On 01st April the engine staff planned to carry out the routine of filling water into the seal pot of D.P.T of the Auxiliary boiler. After filling up the water in the seal pot of the boiler, steam pressure was released from the wrong point. As a result, due to the sudden release of steam, the Second Engineer’s hand was burned. He was given immediate medical treatment. The 2/Eng was sent ashore for first aid treatment. The doctor declared him medically fit, and he resumed his duties the following day.

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



Lessons learnt:

- Prior commencing work on steam lines, it should be ensured that the line is positively isolated, depressurized and well drained.
- All possible hazards associated with the job, tools & 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.
- Crew should wear proper PPE appropriate for working on steam lines.



Work safely – Say ‘NO’ to injuries

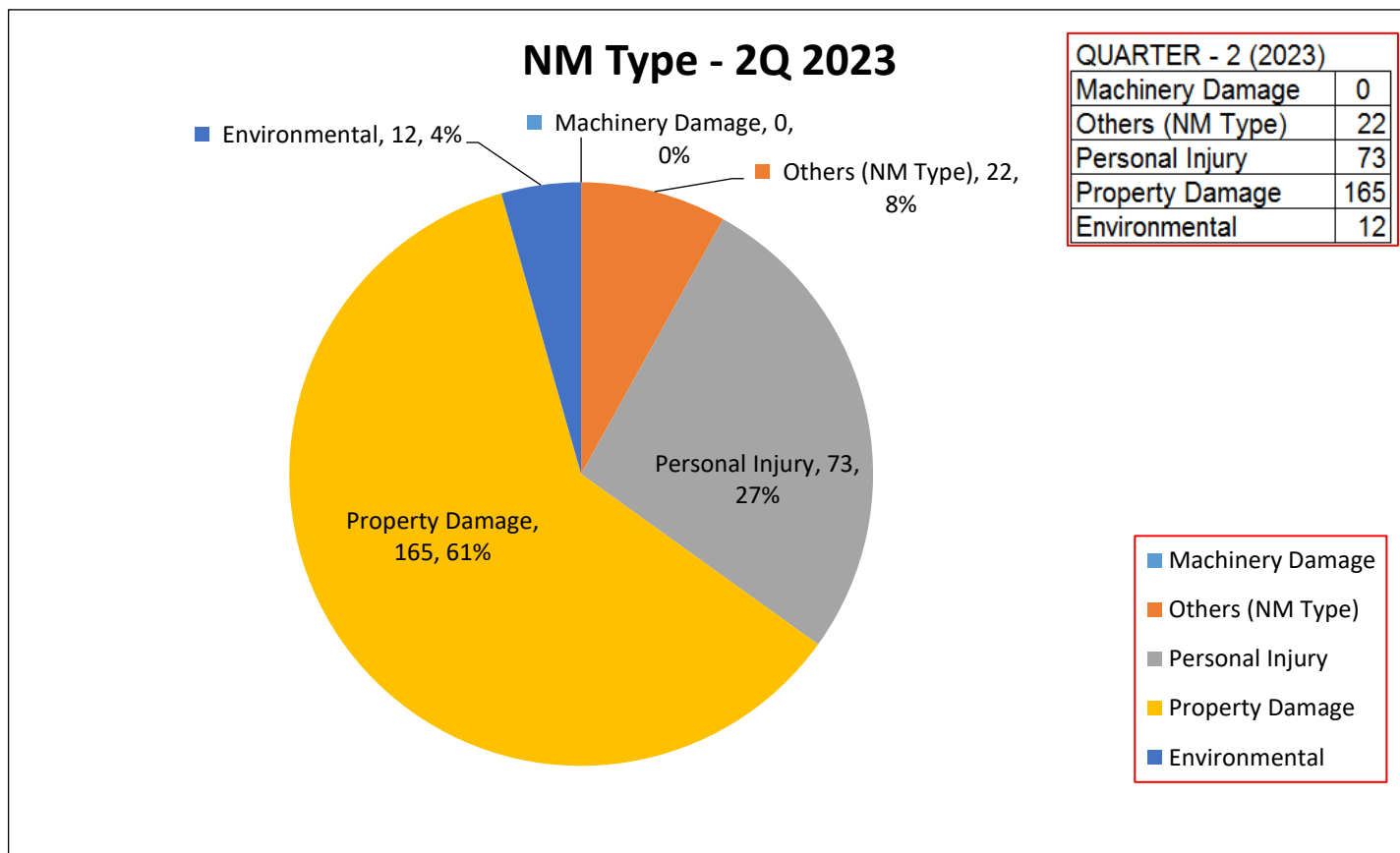
Near Miss Analysis



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 hesitation. 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	During vessel discharging operation at Pier No.4, Caldera, Costa Rica, the duty AB on the manifold noticed that the Ship's manifold pressure suddenly increased to 5.0 bars and continuously increasing. Duty AB informed OOW in CCR to reduce cargo pump pressure in order to check further. It was noticed that the shore valve was closed by shore staff without informing ship staff. Duty officer immediately informed shore not to close any valves on shore side without informing vessel and explained the consequences.	Alert watch-keeping by crew prevented a potential incident. Prior to commencement of operations, the ship-shore line up should be discussed and agreed with loading master. Notice required by either side for shutting down any valves to be agreed upon and adhered to. Ship staff should not hesitate to activate the emergency stop in case they observe any imminent threat of pollution.
2	Vessel started bunkering operations at Galveston Anchorage, Houston Texas. Few minutes later, noticed small drops of LSFO coming from bunker manifold flange and packing which were dropping into the white sample container underneath the flange. Immediately informed to bunker barge to temporarily stop bunkering operations and retightened bolts and nuts of flange to avoid any further leaking.	Pre-transfer checks for bunkering operation & leak test prior commencement of operation to be carefully carried out and cross-checked by the responsible officer.
3	During safety officer rounds on deck with C/O found traces of hyd. Oil on hose handling crane's slewing transmitter. Immediately, stopped the jockey pump and closed hyd. oil main inlet valve. After checking it was found that there was minor pin hole on the slewing transmitter counterbalance valve's plug cover due to corrosion. Dismantled counterbalance valve's plug cover and repaired by arc welding. After fitting back system was restarted and found no leakage.	PMS routines to be carried out diligently & closely followed up by senior officers. Any signs of corrosion to be attended at preliminary stage to prevent any possibility of potential leakages.
4	Vessel was discharging cargo, Chief officer & loading master agreed maximum manifold pressure is 7bar(100psi). During discharging operation, one duty crew reported to CCR that manifold pressure is 7.5bar. Duty officer immediately reduced pumping rate after he received message from duty crew. After pumping rate was reduced, loading master requested vessel to suspend discharging for shore tank change-over. Duty officer stopped cargo pump for shore tank change-over. There was no leakage, injury caused by pressurized cargo line.	Prompt & appropriate action taken by ship staff prevented an incident. Ship staff to discuss & agree upon the procedure to be followed during shore tank change over during the pre-transfer meeting. Crew should not hesitate to activate Emergency STOP in case observe any threat of pollution.
5	After anchoring at Mumbai, OOW observed Hyd. Pump. Unit. room Bilge alarm at bridge. OOW advised Bosun to check the FWD power pack room. Bosun immediately checked the FWD power pack room and found that power pack cooling line was leaking. Immediately informed Engine room to stop the power pack cooling system. Damaged section of pipeline was removed and repaired in ER workshop. After repairing the damaged pipe same pipe reconnected and cooling system tried out and no further leak was noted.	Cooling lines for hydraulic system to be carefully checked and any signs of deterioration to be attended timely. PMS routines to be diligently carried out.



Feedback on compliance reports received.

There were a total of 05 reports (including duplicate 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 57th Selection of Honorable Vessels

It is our pleasure to announce the 57th 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 Nov 2022 to 30th May 2023 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 27 vessels in Alphabetical order)

1	Amagi Galaxy	2	Argent Iris
3	Argent Sunrise	4	Brillante
5	Diva	6	Eastern Oasis
7	Elm Galaxy	8	Fanfare **
9	Furano Galaxy	10	Ginga Leopard **
11	Ginga Liger ***	12	Ginga Tiger
13	Hakone Galaxy	14	Hakuba Galaxy
15	Harmonics	16	Hodaka Galaxy
17	Intermezzo **	18	Jazz
19	Naeba Galaxy	20	Niseko Galaxy
21	Nordic Ace ***	22	Nordic Ann ***
23	Nordic Maya	24	Opera ***
25	Patayla ***	26	Patrona I ***
27	Prelude		

** Vessels managed by TM Ship Management

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

Quasi-Honorable Vessels

(Total 21 vessels in Alphabetical order)

1	Argent Aster	2	Argent Daisy***
3	Arpeggio	4	Chem Sceptum ***
5	Chem Sea 1 ***	6	Eastern Prosperity **
7	Eastern Quest	8	Gallop
9	Ginga Cougar	10	Ginga Lion
11	Ginga Lynx	12	Ginga Saker
13	Ginga Saker	14	Kaimon Galaxy
15	Nordic Aki ***	16	Nordic Ami ***
17	Nordic Aqua ***	18	Nordic Mari
19	Tsukuba Galaxy ***	20	Tsurugi Galaxy ***
21	Zao Galaxy		

** Vessels managed by TM Ship Management

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

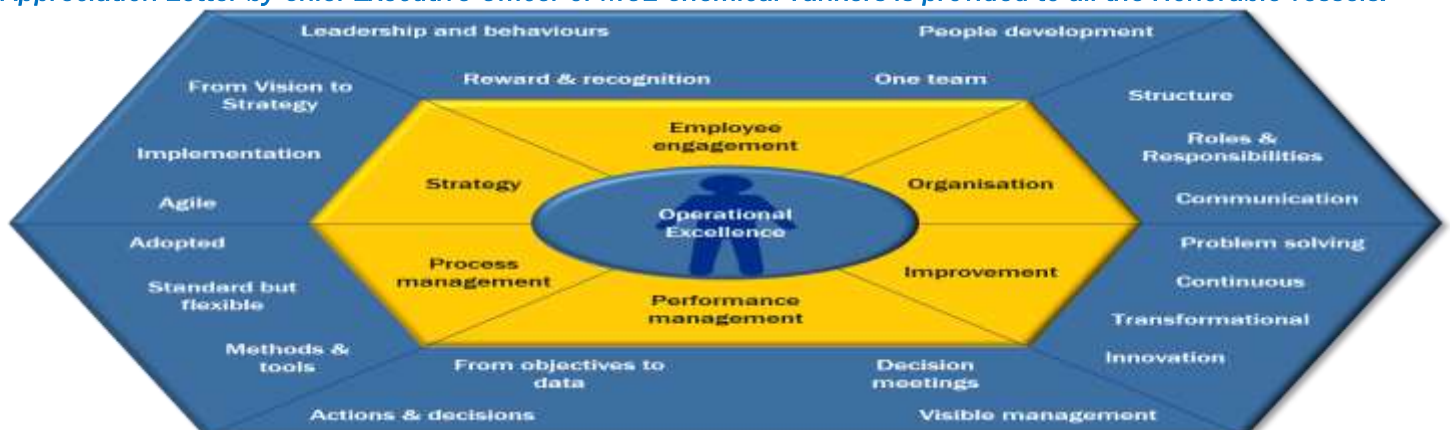
//Prize Money for Honorable Vessels//

The Best-Honorable vessel : USD 2,300/vessel

The Quasi-Honorable vessel : USD 1,800/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 – 4th Year of probation (Total 10 vessels need to be audited)

- ❖ 01 vessel was audited during this quarter. Total 05 vessels (04 in port & 01 Underway) have been audited during the 4th year of probation by Court Appointed Monitor (CAM) auditors as on-quarter ending Jun'23.
- ❖ CAM auditors were highly satisfied with UNIX's performance so far during the final year of probation. Our procedures and compliance demonstration by the crew was very much appreciated.
- ❖ Remaining ECP audits of ships need to be completed by 20-Dec-2023 (03 months prior to completion of probation).

➤ 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 our robust implementation of ECP, as was verified during his office visit on 09th & 10th of Nov'22. The efforts of ship & shore staff were applauded. We must continue to maintain this good performance consistently.
- ❖ 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.

➤ Fleet Engineering survey on ODME operations was carried out in 1Q-2023.

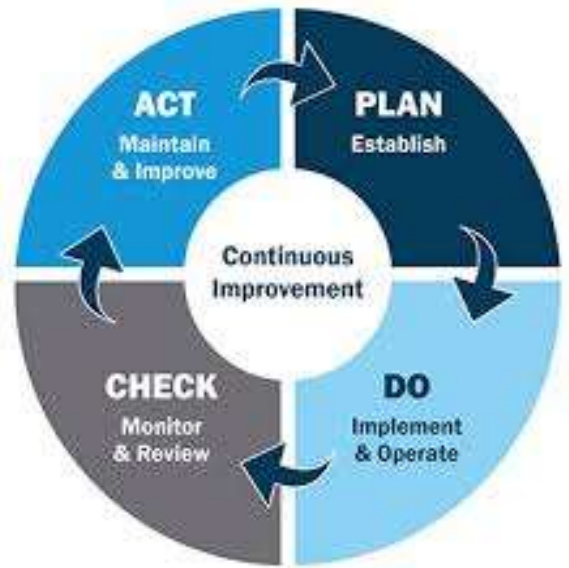
➤ EMS/CP circular 02/2023 was sent on 16-Jun-2023 – Consolidated feedback on EMS/CP manual review comments.

➤ EMS/CP manual Rev-04 was shared with all vessels on 26-Jun-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 (DTN 02/2023) which was issued on 30-Jun-2023 having various revisions to QSMS manuals.

Amendments to QHSEMS - There was 01 DTN (01/2023) issued during this quarter which had various revisions for QHSEMS manual which was shared with all vessels on 03-Jun-2023.

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

- 06-Apr-2023: NTN 23_006_Master Manual MSQA Update w.e.f. 05-April-202302
- 06-Apr-2023: MOL circular - MRN-SA-23014=Reminder=Precautions to prevent fire in cabins (SI-23/016)
- 11-Apr-2023: QHSEMS Manual Review - Company Response
- 12-Apr-2023: [MOL Circular] MRN-SA-23015 Precautions for usage of Unmanned Aircraft System (Drone) (SI-23/017)
- 17-Apr-2023: Circular - 06 - 2022, Prevention of PSC detention ((Follow up))
- 25-Apr-2023: [MCT Circular] General Information circular GI 23_005 Incident Summary for March 2023
- 28-Apr-2023: [MOL Circular] MRN-SA-23021 Caution when using the flags (SI-23/024)
- 28-Apr-2023: High Potential Consequences (HPC) Near Miss Cases – First Quarter 2023
- 02-May-2023: Cyber Security Newsletter - Q2 2023
- 05-May-2023: [MCT Circular] NTN 23/007 Master’s Manual Operation Update (5th May 2023)
- 08-May-2023: D&V - SIRE/CDI/PSC -For 2022 & 1Q 2023
- 09-May-2023: Recent CDI Publications
- 11-May-2023: Tank Cleaning Log
- 12-May-2023: HSSE Bulletin - 1Q 2023
- 13-May-2023: Unix Emergency contact list - Revision 06 dated 13th May 2023
- 19-May-2023: Resolve 2023 VTTX Certificate of Participation
- 23-May-2023: Gentle reminder on Circ.01/2023 - Transiting through gunnery area
- 25-May-2023: QHSEMS Audit Report 2023 (Class NK) + QHSEMS Management Review for 2022
- 29-May-2023: [MOL Circular] TNKOTH 23/035 - Not hoisting Q flag results to fines in China (SI-23/037)
- 01-Jun-2023: [MCT Circular] General Information circular GI 23_006 Incident Summary for April 2023
- 01-Jun-2023: Fire safety awareness – Video
- 05-Jun-2023: Generic Security Risk Assessments 2023
- 09-Jun-2023: USCG Security Inspection + Cyber Security Reminder + LRIT
- 16-Jun-2023: SMS Review of M02, M03 - Company Response
- 26-Jun-2023: [MCT Circular] NTN 23/009 Master’s Manual MSQA Update (16th June 2023)
- 26-Jun-2023: [MCT Circular] General Information circular GI 23_007 Incident Summary for May 2023

“Stay Updated, Stay focussed”



Regulatory Updates

- **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.
- **1 January 2024 - SOLAS amendments** - 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.
- **1 January 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.
- **1 January 2024 – FSS code** - 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 - 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.
- **01-Jan-2024 - Adopted by MEPC 78: MARPOL Annex I** in relation to watertight doors.
- **1 May 2024 - Adopted by MEPC 76 : 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).
- **1 July 2024 - IBC Code - Adopted by MEPC 78** - Amendments to IBC code related to watertight doors.
- **01 January 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** - 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 – 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-May-2025 – 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.
- **01 July 2024 – Adopted by MSC 106 - New SOLAS chapter XV** - New International Code of Safety for Ships Carrying Industrial Personnel (IP Code).

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

84th DJS (Dong Jin Shipping Co., Ltd. Busan, Korea.) Training Seminar for Waiting Crew

We carried out Training Seminar for Waiting crew at Busan, Korea between 12th to 14th Apr'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.
- MOLCT operations & 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, EGPU Operational & Regulation Updates.
- MARPOL Compliance 2023 & latest technical circulars.
- SIRE 2.0 – Introduction & implementation schedule
- Basic safety procedures.
- Update on ECP progress.



Team building event was also organized.



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 Director.

“Happy Seafarers – Our Strength ”

44th MOW & 16th DJM Waiting Crew Education & Training (WCET)

We conducted 16th DJM (DongJin Myanmar) training seminar for waiting crew on 23rd May'23 followed by 44th MOW (Myanma Ocean Win) training seminar between 24th to 26th May'23 at Yangon, Myanmar.

A Team building event was also arranged.

Key agenda items of this seminar were as below: -

- Crew Management – Moving forward in 2023.
- Measures for Strict PSC Inspections.
- Crew injury prevention.
- Unacceptable Vessel Performance report (UVPR) issue & COT inspection/ Cargo sample failure.
- Spectrophotometer & tank cleaning related issues
- Latest Machinery Incidents.
- EGCU operational & Regulation Updates.
- MOLCT- current organization & operations
- SIRE2.0 introduction & implementation schedule
- Navigational safety aspect.
- Latest Technical Circulars.
- Update on ECP progress.



Team building event was also organized.

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 Technical Director (Mr. Arvind Raja).

“Happy Seafarers – Our Strength ”

Fire safety

Fires on board ships lead to loss of lives and severe damage to the ships themselves which can further result in oil/chemical spills. Despite the fact that great attention is paid to fire safety during the design, construction and operation of ships, there is still good scope for improvement.

Fire hazards in accommodation

- ❖ Combustible materials like mattress, pillows, linen, curtain, blinds, bed frame, sofa, blankets, clothing, towel, flammable liquids stored in cabins, etc.
- ❖ Smoking in cabins.
- ❖ Overloading power socket, charging cell phones / laptops on bed.
- ❖ Keeping power on for the electrical equipment while cabin is not occupied.
- ❖ Use of high-power electrical appliances like – heaters, kettles, hot plate, iron, or other home appliances.
- ❖ Use of multiplugs to power many equipment together and overloading the main power socket.
- ❖ Poor housekeeping in cabins, stores, common spaces.
- ❖ Fire and explosion Hazards associated with expired batteries, pyrotechnics, cell phone and laptop batteries, transformers, etc.

Do's:

- ❖ Keep cabin, stores, common spaces clean, tidy, clutter free.
- ❖ Keep cabin clear from any additional combustible materials (Items purchased for carrying home to be kept in storeroom).
- ❖ Make sure no electrical appliances are left ON, nothing put on charge and switch off lights prior leaving the cabin for duty / prior going ashore.
- ❖ Keep cabin door louvre open position and keep it clean (it will help to detect fire early).
- ❖ Unannounced cabin inspections by master and senior officers to be stringent to identify all telltale signs of potential fire.
- ❖ Proper setting of low insulation alarms. If any low insulation occurs, investigate, and fix the problem promptly.

Don'ts:

- ❖ **Do not smoke in cabins.** Smoke only in designated smoking rooms. Use safety matches.
- ❖ **Do not** throw live smoking buds in the dust bins. Extinguish and dispose in safety ashtrays.
- ❖ **Do not** use hot plate or heater for cooking purpose inside the cabin.
- ❖ **Do not** use loose or open wire (without plug or naked wire).
- ❖ **Do not** overload electrical sockets. i.e. too many connection in one socket.
- ❖ **Do not** put your clothes near or on room heater or lamps.
- ❖ **Do not** bring oily rags inside your boiler suit pocket into the cabin.
- ❖ **Do not** leave iron unattended when ironing clothes in laundry room.
- ❖ **Do not** leave hot plate / oil pan unattended in galley.
- ❖ **Do not** overheat Toaster and kettle. senior to be stringent to identify all telltale signs of potential fire.
- ❖ Proper setting of low insulation alarms. If any low insulation occurs, investigate, and fix the problem promptly.

Some unsafe practices raised through BBS card and near miss reporting as below:

- ❖ Drying of boiler suits in engine room.
- ❖ Keeping Ironing appliance ON after use.
- ❖ Keep galley hot plate ON at night (by watch keeping crew).
- ❖ Fire in dustbin as cigarettes buds thrown into bin by shore people without extinguishing.
- ❖ Transformer burned due to being old and defective.
- ❖ Storing of additional blankets, combustible oils in cabins for bringing home.
- ❖ Use of unsafe ashtrays.

Following are some issues which seafarers need to keep in mind to ensure effective firefighting:

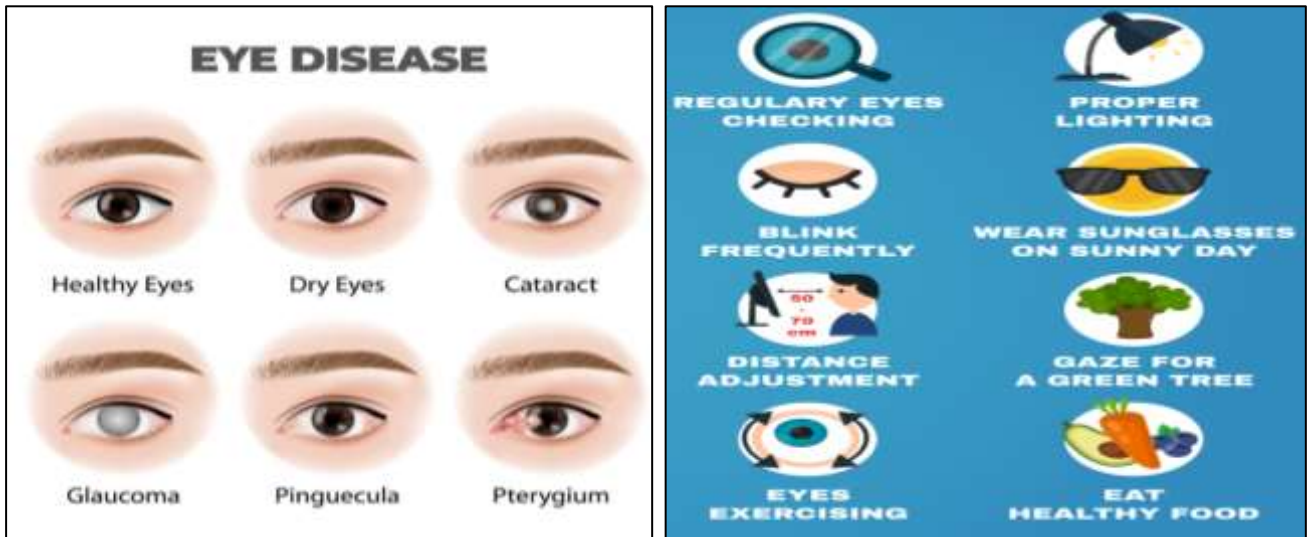
- ❖ People panic during emergency. Performance during emergency may not be satisfactory even if done perfectly during drills.
- ❖ There have been cases in the industry such as senior officers were unable to operate fixed firefighting system, uncontrolled entry into fire scene, showing heroic actions (entering fire scene without BA sets), ventilation stop, damper shut, fuel control, electrical isolation not performed satisfactorily.
- ❖ Smoke spreads quickly and will make visibility ZERO during actual fire.
- ❖ Practice makes a man perfect. Practice shutting ventilation, dampers, isolation, boundary cooling, simulate firefighting wearing fireman suit, etc. during fire drills. Please refer to Pre fire plan made for accommodation decks and engine room during fire drills.



“Fire Safety in an absolute necessity”

Health Section

Healthy eyes – Eyes are most exposed to heat, sun, pollution, etc. which may further lead to weaker eyesight, conjunctivitis, pre-mature macular degeneration and vision problems. While one of the best ways to take care of your eyes is to wash them with water, it is imperative to load up on healthy foods in order to ensure a healthy pair of eyes.



Some home remedies to keep your eyes healthy: -

- 1) You can prepare a solution of rose water. Use a dropper or an eye cup; make sure the water is neither too hot nor too cold. A drop or two in the eye will help soothe the irritation.
- 2) Putting a single drop of pure castor oil into your eyes at bedtime.
- 3) If you experience redness, pain or even swelling in the eyes, boil a teaspoon of turmeric in two cups of water. Reduce it to a cup and let it cool. Strain four to five times with a muslin cloth. This extract can then be used as an eye drop. Use it at least three to four times a day.
- 4) Infusions made of coriander seeds or fennel seeds can be used as cold eye-washes.
- 5) If there is only a burning sensation in the eyes, cold compress will work. In fact, direct cold application of a little cream of cow's milk or fresh yogurt will also help soothe the eyes. Make sure the application is cold.

Here are some foods suggested for consumption in order to keep your eyesight strong: -

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

Triphala powder	One of the best ingredients of triphala is amlaki or amla (Indian gooseberry), which is known for being the best sources of vitamin C. It helps prevent the development of cataract.
Amla (Indian Gooseberry)	Amla has one of the most important antioxidants called vitamin C. It not only helps boost immunity, but also strengthens your eyesight.
Spinach	Spinach or palak is one such leafy vegetable that is known to replenish the body with antioxidants and essential nutrients like vitamin A and vitamin C along with iron and calcium.
Milk	Milk is a good source of riboflavin that is known to cut the risk of developing cataracts. It is also fortified with vitamin A, one of the best nutrients for maintaining eye health.
Carrots	Carrots come packed with beta-carotene that gets converted into vitamin A, a nutrient that is good for eye health.
Citrus fruits	Oranges, lemon, et al are rich in vitamin B-12 and beta-carotene that helps you maintain eyesight.
Almonds	Almonds are generally good for health. They contain Vitamin E that guards against unstable molecules that target healthy tissue.

(In case symptoms do not ease, please seek immediate Shore doctor advice / RADIO MEDICAL ADVICE)



“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. Risk Assessment for Identifying Safety Critical Equipment.
2. Permit to work system.
3. Safety during dry docking
4. Preventing fire and explosion.
5. Cyber Security Procedures.
6. Drug and alcohol management
7. Gas freeing operation checklist
8. Mooring operations
9. Soot blowing and disposal.
10. Smoking regulation.
11. Tank cleaning guide
12. No distraction policy



Answers:

- 1) M08 Appendix 09-01
- 2) M04 Section 07
- 3) M10 Section 06
- 4) M04 Section 03
- 5) M07 Appendix-5
- 6) M02 section 05
- 7) M05 Appendix 8-12
- 8) M04 Section 11
- 9) M06 Section 17
- 10) M04 Appendix 1 & 1A
- 11) M05 Appendix 1
- 12) M05 Appendix 3.17



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