



8th Senior Officers Seminar at Singapore (4th to 7th Jul'23)



35th PTSC WCET at Manila (3rd & 4th Aug'23)



17th DJM WCET at Yangon (21st Sep 2023)



45th MOW WCET at Yangon (22nd & 23rd Sep 2023)

From the MD's desk – Page no.2

Best Practices – Page no.4

Learning from incidents – Page no.6, 7, 8, 9

Environmental Near misses - Page no. 11

ECP updates – Page no.12

Regulatory Updates – Page no.14

Health Section – Page no.18

BBS Spirit Cards – Page no.3

Crew Injuries / fatality - Page no.5

Near Miss Analysis - Page No.10

Compliance reports feedback –Page no.11

SMS updates – Page no.13

Crew Seminars – Page no. 15, 16, 17

SMS Awareness – Page no.19

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

“Naturally resilient – Our Seafarers”

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

Demonstrating a high level of compliance is essential in achieving our common goal of three zeroes “Zero incidents, Zero Fatality and Zero spills or releases to the environment”. Our resilient seafarers untiring dedication to compliance not only fosters trust and credibility but also promotes a culture of accountability and responsibility which in turn exhibits integrity, professionalism, and a genuine commitment to upholding standards, setting a positive example in the commercial shipping industry.

Seafarers are naturally resilient, often unsung heroes of the maritime industry, embody unparalleled strength, determination, and adaptability in the face of challenges. Enduring long periods away from their families and navigating treacherous waters, our seafarers exhibit unwavering resilience. Seafarers not only possess exceptional skills in seamanship but also display a remarkable ability to bounce back from adversity. The commitment to profession, fellow crew members, and the safe transportation of goods across the globe showcase seafarers’ extraordinary resilience. Our seafarers continue to inspire through their tenacity, proving time and again that they are the backbone of the maritime industry, essential in connecting nations and driving global trade forward.

I do understand that this quarter of the year was relatively tough and challenging. Let's work together to remain incident-free and foster a culture of safety and collaboration. Our collective efforts play a crucial role in ensuring the well-being of everyone involved. By promoting open communication, sharing knowledge, and looking out for one another, we can identify potential risks and address them proactively. Emphasizing proper training, adhering to safety protocols, and encouraging a mindset of caution and responsibility will significantly contribute to our common goal of staying incident-free. Through teamwork and mutual support, we can create a secure and incident free environment. Let's unite in our commitment to safety, working hand in hand to protect ourselves and those around us, ensuring a safer and more secure future for all.

*We express our heartfelt appreciation to all our seafarers for their invaluable contributions to ensuring safe operations. We are strongly dedicated to providing you with our utmost support, enabling us to meet upcoming challenges with a high level of compliance. Your efforts are truly valued, and we stand ready to assist you in maintaining the highest standards of safety and professionalism. Collectively, we will navigate through every challenge and uphold the spirit of the motto **‘Where there is safety, there is prosperity’**. Let's forge ahead together and ensure that safety remains at the core of our journey toward prosperity."*

Remember– Skillful sailing, not just the ship, ensures a prosperous journey. – 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 – 3Q 2023.



The Company's Behaviour Based Safety Program is called SPIRIT, which is an acronym for "Safety Performance Improvement by Respectful Intervention and Training". The program draws inspiration from DUPONT's very successful and widely used STOP Behaviour Based Safety Training Program. 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 2023, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each. **Yearly awards are shared vide common email & also uploaded in Unix Website.**

Best Spirit Cards – 3Q 2023

Case-1: Vessel arrived in Stockton and was proceeding to the terminal amidst dredging operations in the channel. As the vessel approached the minimum depth area, the pilot did not slow down the vessel in order to pass safely with sufficient UKC. Passing at high speed posed the risk of grounding. 3rd Officer immediately informed the pilot the need for vessel to slow down in this area for safe passage. The pilot duly acknowledged the officer's timely reminder and vessel was slowed down and passed through the shallow area safely. (Courtesy – ARGENT GERBERA)



Mr. Lee Laekwan
3rd Officer

Case-2: On 22nd Jul'23, vessel was transiting rio guayas river, Guayaquil, Ecuador under pilotage. There was one fishing vessel right ahead with the risk of collision. The pilot did not order any alteration of course/speed and only asked to blow the whistle. The 3rd officer immediately informed the master about the situation and the master intervened to alter vessel's course and safely cleared the fishing boat. (Courtesy – AZALEA GALAXY)



Mr. Md. Ibrahim Hossain
3rd Officer

Case-3: Vessel was transiting high risk area during nighttime. After checking proper securing of all doors, AB observed 01 crew member on the aft side of bridge deck checking for better mobile phone signals. The crew was immediately alerted by the AB, that it was not safe for crew to remain outside when all doors are secured for crew safety due to vessel passing through high-risk area. Concerned crew understood and returned to his cabin and all doors were rechecked for proper securing. (Courtesy – EASTERN OASIS)



Mr. Magsico Eddie Jr. M.
AB



(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.

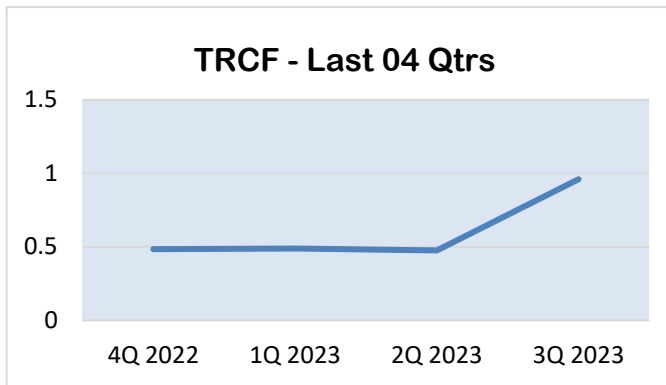
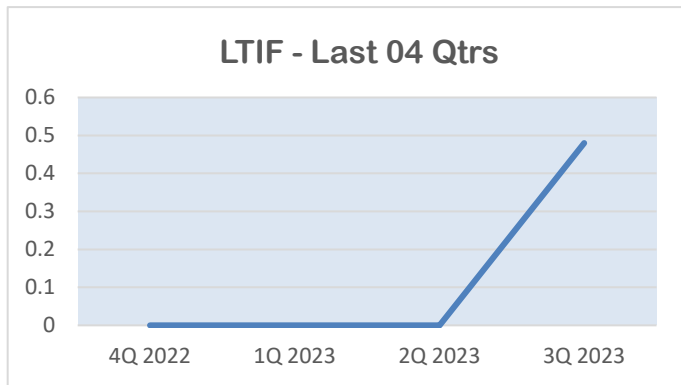
No.	Details of Best practice	Photographs
1.	Cyber security posters are placed as a background or screensaver on all ship's computers to enhance the positive impression of the vessel.	 <p data-bbox="1098 936 1334 958">Courtesy : GINGA LYNX</p>
2.	To monitor the 2 hourly fire, safety and security round crew need to take the CARDS from duty officer and post them to each location and bring back the previous CARDS and handover to duty officer again.	<p data-bbox="995 965 1437 994">No representative photo available</p>
3.	Crew marked the location indicators for fire hose box on the beam frame along the main deck passage facilitating easy detection of way towards the fire hose box and hydrant.	 <p data-bbox="1098 1420 1334 1442">Courtesy: ARGENT IRIS</p>



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



Crew Injuries / Fatalities



There were 02 recordable cases (01 LTI & 01 MTC Case) during this quarter.

LTIF for 3Q-2023 was 0.48, For 2Q-2023 LTIF was NIL.

TRCF for 3Q-2023 was 0.97, For 2Q-2023 TRCF was 0.48

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).

LTI Case: Burn injury during Squeezing operation.

5S tank(RBD palm oil) required squeezing due to sediment and cargo solidified on port bulkhead. During squeezing, AB slipped, boot in right leg entangled with heating coil support angle. Boot dislodged. Right foot came in contact with heated cargo. While leaving the tank left leg boot also dislodged and came in contact with cargo / sediment. 2nd degree burn injury sustained on both legs.



MTC Case: Finger cut injury while using hand grinder.

The oiler's left-hand index finger was partially cut, and his thumb was slightly injured when a high-speed grinder (pneumatic hand cutter machine with a saw blade) accidentally came into contact with his hand due to a slip, entangling with his loose and wet cotton glove. Reportedly, the safety handle of the grinder was removed and the equipment was incorrectly used with a circular Saw Blade.



Lessons learnt:

- Cargo heating for solidifying cargoes to be done properly and cargo condition to be verified to ensure cargo stripping is effective and no sediments remaining.
- Crew to utilize the 'Stop work authority' in situations where more time is needed to make proper assessment to mitigate additional risks arising out due to changed circumstances.
- Crew should wear proper PPE appropriate for the squeezing operation.

Lessons learnt:

- 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.
- Crew should wear proper PPE appropriate for the job.
- Safety handles/guards etc. provided as per design of the equipment should not be removed or modified.
- Do NOT use circular saw blade in an angle grinder. Conversion of angle grinders into circular saw poses a dangerous risk of significant personal injury.



Work safely – Say 'NO' to injuries



Learning from Incident – Grounding of vessel while transiting St. Lawrence River.

The vessel ran aground on her starboard bow and midship on 4th Aug 2023 at 2218 LT (UTC-4) while enroute to Montreal from last port Alfred due to ship's power failure and loss of steering following blackout. The electrical power and steering control restored within 5 minutes, both anchors dropped but unable to control momentum soonest enough to prevent the grounding just outside the main channel of St. Lawrence River. Vessel was refloated on 5th Aug 2023 at 1150 LT during high tide with the assistance of one tug and her own power. Vessel proceeded to a layby berth at Three rivers port for underwater inspection and to complete full assessment and investigation as per flag and Transport Canada directives. Later the vessel shifted to Montreal under its own power to complete underwater hull inspection as the visibility of water was poor at Three rivers port. No injury or pollution resulted from this incident.

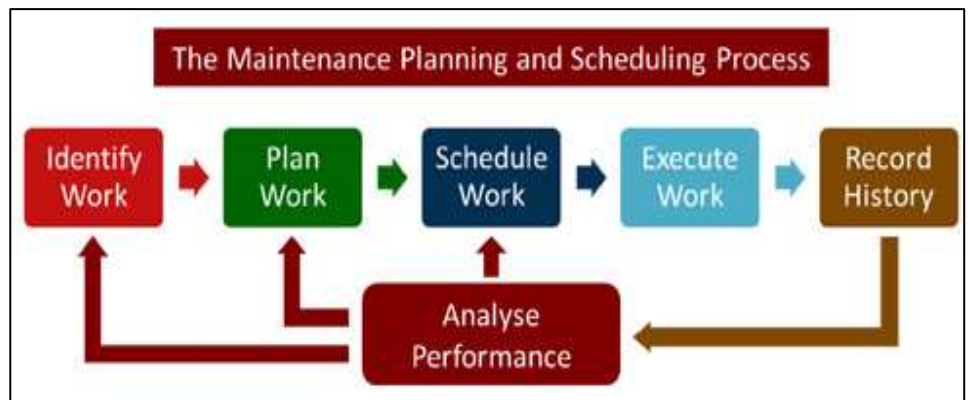


Causal Factors: -

- 1) Water carried over from service tank to GE due to poor design of suction pipe fitted with elbow, making the suction almost at same level as the drain.
- 2) LSMGO was not allowed to settle first and drain from settling /service tank prior feeding to fuel system of the machinery.
- 3) Emergency generator battery (1 out of 4) was in discharged condition. Crew had renewed 03 out of 04 batteries and decided to use 01 old battery as 01 of the new replacement batteries received was damaged.

Lessons Learned: -

- 1) One of the DO service tanks shall be used as a settling tank. The LSMGO must be allowed to settle in the service tank, drain and make sure no water in the fuel prior feeding into machinery.
- 2) Emergency generator load test to be carried out diligently as per PMS routine at 3 monthly intervals and after renewal of batteries.
- 3) Batteries banks must be replaced fully at required intervals of 2 years or earlier. No partial change is acceptable.
- 4) The annual drill plan will be revised to include emergency generator to be taken on load for testing emergency steering.





Learning from Incident – Port State Control Detention

Vessel was subjected to an expanded PSC inspection at Canada, after the grounding incident which happened whilst vessel was transiting St. Lawrence River under pilotage.

There were 18 deficiencies in total, out of which 07 deficiencies were marked under “Grounds for detention”.

As per the investigation, following was noted: -

- The emergency generator could not start & take load initially as one out of two batteries in the No.1 battery bank were observed to be in discharged condition.
- During testing of the emergency fire pump, the PSCO found the pump operational, however, pump pressure was unable to increase to required operational pressure, as the empty suction line was not adequately primed, prior opening the pump discharge valve.
- During the donning of fireman’s outfit, the fire fighters were standing close to tensioned mooring line at poop deck inadvertently. Further, upon donning the fireman’s outfit by the fire fighters, the PSCO observed minor air hissing noise from face mask due not tightened properly. Master clarified that crew were overwhelmed, under duress by PSC visit following the grounding incident.
- During the swinging of the rescue boat davit, the PSCO observed hydraulic oil leakage from pressure accumulator valve of the rescue boat davit.
- As few of the deficiencies were related to ISM, the last observation was given stating there was a lack of effective implementation of the ISM code.

Preventive measures: -

- 1) Vessel to keep all emergency use equipment/PSC check items in good, well-maintained condition and ready for immediate use.
- 2) Diligent verification by Safety Officer & senior officers to be carried out with similar approach as by PSCO.
- 3) Effective implementation of weekly test routines and defect reporting system. Ship staff shall not compromise and become habituated to live with the problem.
- 4) Senior officers to motivate crew to ensure that fire drills are conducted in a realistic manner with good crew response, communication, co-ordination and keeping in mind the hazards posed by surroundings.
- 5) Sailing visits by superintendents are being reinforced with a particular focus on PSC items.
- 6) All superintendents have been directed by the management to provide utmost support to vessels for adequate follow up of defect / trouble reports / resolve supply matters timely.
- 7) 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 the respective fleet team leader / DPA / Marine and Technical directors to resolve the matter soonest.

Detention considerations (Source – PARIS MOU website) - When deciding whether the deficiencies found in a ship are sufficiently serious to merit detention the PSCO will assess whether: -

- 1) The ship has relevant, valid documentation.
- 2) The ship has the crew required in the Minimum Safe Manning Document or equivalent.
- 3) Navigate safely throughout the forthcoming voyage.
- 4) Safely handle, carry, and monitor the condition of the cargo throughout the forthcoming voyage.
- 5) Operate the engine room safely throughout the forthcoming voyage.
- 6) Maintain proper propulsion and steering throughout the forthcoming voyage.
- 7) Fight fires effectively in any part of the ship if necessary, during the forthcoming voyage.
- 8) Abandon ship speedily and safely and effect rescue if necessary, during the forthcoming voyage.
- 9) Prevent pollution of the environment throughout the forthcoming voyage.
- 10) Maintain adequate stability throughout the forthcoming voyage.
- 11) Maintain adequate watertight integrity throughout the forthcoming voyage.
- 12) Communicate in distress situations if necessary, during the forthcoming voyage.
- 13) Provide safe and healthy conditions on board throughout the forthcoming voyage.
- 14) Provide the maximum information in case of accident (as provided by the voyage data recorder).

If the result of any of these assessments is negative, taking into account all deficiencies found, the ship will be strongly considered for detention. A combination of deficiencies of a less serious nature may also warrant the detention of the ship.

*****PSC CIC on Fire safety (PARIS, TOKYO, INDIAN OCEAN, BLACK SEA & other MOU's) is in progress from 01-Sep-2023 to 30-Nov-2023 – Refer to UNIX GENWAR 04/2023*****

“Golden rule to prevent PSC detention - Diligently follow company procedures”



Learning from Incident – LOPC cases (No spill in water)

Loss of Primary Containment (LOPC):- This means any spill outside the primary containment (Spill trays etc.) resulting from any leakages OR leakages due to operational errors. As per MSP 10.2-01 section 8.3 (Table of Severity of Incident and Investigation Level) – Any spill on deck more than 10 litres is categorized as LOPC case.

During this quarter, we had 02 LOPC cases, as detailed below: -

Case-1: The vessel was berthed at Shell Geismar Terminal, USA for loading various parcels of chemicals including Neodol-23 in her cargo tank 7P as per cargo nomination. Pre-transfer conference and paperwork between ship and shore was conducted and agreed to load 624 MT (including the shoreline pigging quantity). Line pigging commenced shortly after completion of bulk loading operation. During pigging operation, the cargo sprayed through the 7P COT PV vent. The pigging operation ceased and contingency measure for deck spill had been activated. All spilled cargo contained on board, and it was confirmed by master that nothing went overboard or shipside. Vessel collected approximately 2m³ of spilled cargo including deck wash water. The accurate quantity of deck spill could not be determined due to cargo mixed with deck wash water and collected into portable spill containment drums but best estimated as 70-80 liters. No injury or pollution resulted from the said incident.

Causal factors:

- ❖ The responsible officer considered high level alarm had falsely triggered due to high pressure in the tank.
- ❖ Final line pigging quantity not taken into consideration prior stopping bulk loading as responsible officer overlooked the line quantity, although agreed during pre-transfer meeting.
- ❖ Cargo calculations were based on the initial data provided by the operator in the booking list. Cargo temperature used for calculations was 30 deg C, whereas actual loading temperature was 58 deg C.
- ❖ Hourly comparison of calculated & actual ullage, and comparison of ship-shore cargo figures did not prompt the duty officer to investigate the reason for considerable variance or highlight the matter to Chief Officer.

Lessons learned:

- ❖ The cargo temperature may change from initial calculation. Final loading quantity to be calculated based on observed temperature and not to be purely based on booking list or initial temperature provided by surveyor.
- ❖ For pigging operations - Cargo tank volume should never exceed 95% of the tank's maximum capacity.
- ❖ Deck officers to exercise extreme caution for high pressure in tanks. Cargo tanks may deform /damage if tank pressure exceeds 30 kPA. Although cargo manifold valve is designed for liquid flow, for short term basis they can be throttled without any hesitation for controlling any abnormal rise of tank pressure.
- ❖ Duty officer & Chief Officer should closely monitor the pigging operations and must stop pigging operation in case high level alarm activates.
- ❖ Hourly comparison of calculated & actual ullage, and comparison of ship-shore cargo figures must be carried out diligently. Any considerable difference to be investigated or clarified with shore and matter to be highlighted to Chief Officer.
- ❖ Wherever permitted by IBC code, level gauge readings should be verified by comparing with UTI/MMC readings.

****Cargoes requiring closed gauging as per IBC - MMC/UTI must NOT be used****

Case-2: While loading the cargo Propylene Glycol at COT 4S, duty officer observed a sudden increase in cargo tank pressure, triggering the activation of cargo tank H/L (high-level) and O/F (overflow) alarms. In response to the alarms, the duty officer promptly instructed the duty OS to assess the condition of the Pressure/Vacuum (P/V) valve of COT 4S. However, within a short period, cargo began to overflow through the P/V valve in the form of a spray. Terminal was notified and cargo operations were promptly halted. No injury or pollution resulted from this incident.

Causal factors:

- ❖ The responsible officer considered high level alarm had falsely triggered as the level gauge was still showing 4.2m ullage.
- ❖ Accuracy of level gauges was not verified by comparison with UTI.
- ❖ Agreed loading rate was 200 m³/hour and observed loading rate by vessel was 50m³/hour. Duty officer did not investigate or clarify with loading master regarding slow loading rate observed basis vessel's cargo calculations.
- ❖ Emergency STOP provided by shore was not utilized.

Lessons learned:

- ❖ Activation of high-level alarm must be promptly investigated. If required cargo operations to be stopped for proper checking.
- ❖ Under no circumstances should overfill alarm be activated during the entire voyage. Cargo operations to be immediately stopped in case overfill alarm activates.
- ❖ Crew should NOT hesitate to activate the EMERGENCY STOP to prevent any incidents.
- ❖ Hourly comparison of calculated & actual ullage, and comparison of ship-shore cargo figures must be carried out diligently. Any considerable difference to be investigated or clarified with shore and matter to be highlighted to Chief Officer.
- ❖ Wherever permitted by IBC code, level gauge readings should be verified by comparing with UTI/MMC readings.

****Cargoes requiring closed gauging as per IBC - MMC/UTI must NOT be used****



For further details, please refer to GENWAR 03/2023 was shared with fleet on 17-Aug-2023 and common email by DPA on 04-Sep-2023

“ZERO SPILLS –Be a Part of Solution, but not Pollution – Prevent Pollution, Protect nature”

Learning from Incident – Collision with barge while overtaking in Houston Channel

On 18th Sept 2023, at 2100 LT, Pilot boarded the vessel at Galveston Anchorage for shifting to Vopak Deer Park #4. During the passage from anchorage to berth, the vessel collided with an inland barge being pushed by a tug at Houston ship channel between HSC buoy 96 -98, in position Lat 29 41.9 N, Long 094 59.9 E. Own vessel sustained damage on her starboard side hull section in the way of 6S & 7S water ballast tank, 3 meters below the deck line and 1.2 meters above the summer load water line. No damage to the barge was reported. After initial assessment, both the vessel and barge proceeded to their destination. There were no injuries or pollution resulted due to this incident.

Contributory factors:

Basis investigation following phenomenon played direct or indirect role to the incident:

- The hydrodynamics and interaction (bank effect and suction effect) were underestimated.
- The Tug / barge altered to port whilst supposed to make starboard helm to counter suction effect whilst being overtaken.
- Lack in anticipation of a dangerous situation developing while overtaking near a bend and negotiating for incoming vessel almost at the same time.
- The bridge team including pilot's alert status less than adequate considering no margin for error while navigating in Houston ship channel.

Lessons learned to prevent similar incidents: -

- Hydrodynamics effects, interaction, suction, and bank effects to be appreciated enough in narrow channels.
- Adequate planning to prevent close quarter situation in a narrow channel and being sandwiched, by adjusting speed and proper maneuvering.
- Maintain maximum lateral distance from the vessel being overtaken as far as practicable and keep the vessel being overtaken in constant sight until being overtaken and clear.
- Bridge team to discuss the information available on Houston Ship Channel and be aware of the dangers of navigation in Houston Ship Channel.
- Bridge team should NOT hesitate to alert or clarify with the master/pilot in case of doubts. Challenge and response technique to be utilized whenever required as a respectful intervention to prevent incident.

Understanding Hydrodynamics
 A moving ship pushes water away from its hull in all directions. As the ship moves forward, water will flow around and under the vessel to fill space in its wake. Areas of high pressure exist on both sides of the moving ship's bow as water is displaced. As it flows along the sides of the ship, water speed increases until it reaches an area of low pressure near the stern. This is where "ship's suction" occurs. Ship's suction is a hydraulic effect that draws neighboring vessels toward the stern as the ship passes or pulls the stern towards the toe of the channel when transiting near the channel's edge.

Water Flow Around a Moving Ship

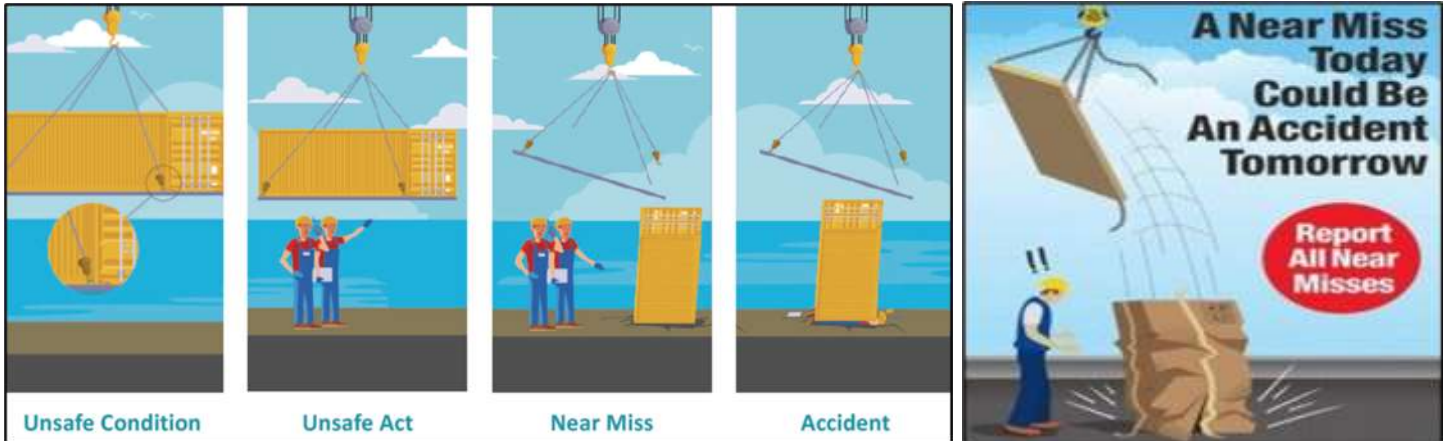
Low Pressure High Pressure

A ship exerts suction on vessel it overtakes in the channel. To mitigate the effect, tow operators are encouraged to position their vessels at an angle to the ship's path (With the stern pointing toward the ship and bow pointing away from the ship). Hydraulic effects on moored vessels are also amplified by the presence of larger ships in the Houston Ship channel.

A tow prepares to be overtaken by a ship in the channel.

“Navigate Safely, Avoid collisions and comply with Collision Regulations (COLREGS)”

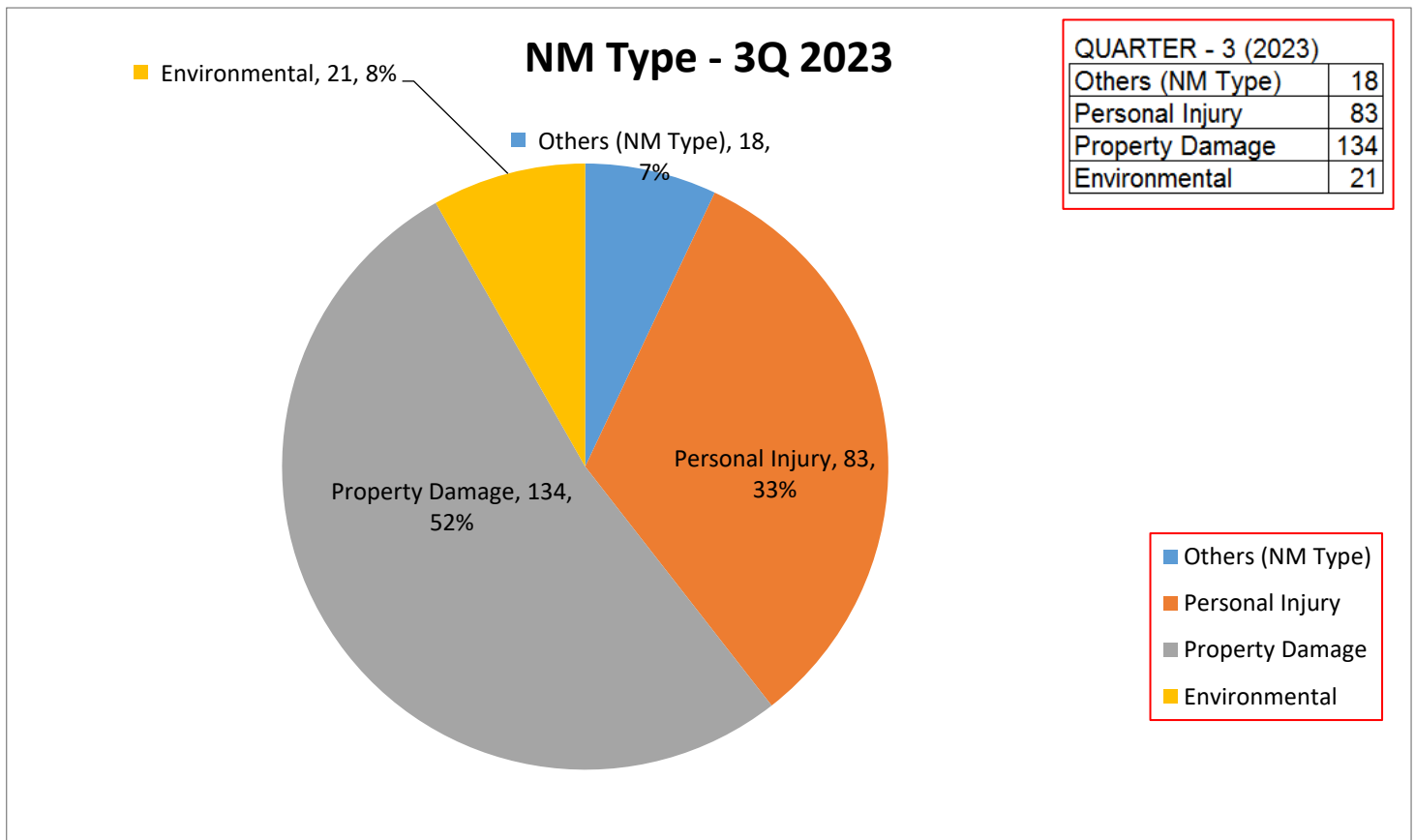
Near Miss Analysis



Near Miss:

Near miss reporting in this Quarter has been satisfactory. The annual target is at least **26** 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 every quarter. 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' near miss type includes the exceptions to rest hours.



Don't dismiss A Near Miss – Identify & report near misses to prevent accidents



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 Line blowing (by shore N2) with strong pressure, vessel opened sample cock in pump-side and checked with surveyor for any moisture coming or not. When 4S sample cock was opened it was observed that a colourless and trans-parent liquid was coming out. It appeared to be MEG and we drained this into an empty drum. As we were not sure about this liquid, so Port captain / COFF / Capt / Surveyor agreed to take sample from manifold drain and send to lab for analysis. After analysis, we found this liquid was pure MEG. This MEG was remaining in the shoreline which got carried over during line blowing.	Terminal is responsible for providing clean shoreline for cargo operations. Prior to commencement of cargo operations, vessel to liaise with loading master to ensure that shoreline is clean and free from any previous cargo residues or water/moisture etc.
2.	Vessel was receiving VLSFO bunker 530 MT into FOT(2P) & FOT (1S). Both tanks were required to be filled up 90% of their total capacity. FOT 1(S) is located at the Forward side of vessel. Towards the completion of bunkering for FOT(1S) crew suspected some air lock inside the tank, suspecting that bunker barge supplied bunker together with air. During manual sounding there was sudden increase of sounding and around 2 to 3 litres of VLSFO bunker splashed through the vent and contained inside the containment tray .	Frequent manual sounding should be taken even for small quantity of bunkers. Bunker manifold duty personnel should not be engaged in other duties. Senior engineers to closely monitor the bunkering operations especially when the tanks are nearing the maximum limits.
3.	Vessel was taking VLSFO bunkers, when CE observed that the bunker hose was creating vacuum effect along with intermittent knocking sound resulting in unsteady pressure due to bending of the hose. Immediately, CE advised crew to use the bunker hose davit in order to prevent bending of the hose.	Condition of bunker hose & supports to be checked properly prior to commencement of bunkering operations. At no point of time the bunker hose should be allowed to bend, adequate support slings by use of bunker hose davit or hose handling crane to be maintained.



Feedback on compliance reports received.

There was a total of 03 reports received through our compliance reporting system during this quarter. 02 reports were related to EMS and were duly addressed. Another report was handled as crew complaint.

Date	Vessel	Brief details	Actions taken
24-Aug-23	Anonymous	Dear Sir, being a UNIX employee and as per EMSCP Program adopted by our good company, I would like to pay your attention on below matter-On some of our UNIX vessels topping off calculation of ullage during cargo operation is not being provided by chief officer, C/O instructs duty officer to calculate topping off ullage. As cargo and ballast is running so it is very difficult to do calculations and manage other CCR jobs as it was also observed in our fleet during first quarter of 2023 that ship discharge more cargo than the actual quantity, for duty officer it is very difficult to manage topping off calculation when other operations are going in CCR, so it's my request you to kindly consider on this matter if same practice keep going on then it may cause serious environment issues.	The subject report pertained to cargo overflow incident on the vessel. The case was thoroughly investigated, and key learnings were shared with all vessels through UNIX Genwar 03/2023.
07-Sep-23	ELM GALAXY	Chief Officer overhauled the high-level alarm sensors of some specific tanks including 4S and alarm sounder horn because of malfunctioning before arrival to berth but not verified that's working or not. OS, CDT was with him for assisting him. Individual verbal statements of crew regarding the incident will be effective to find out the route cause. Some sensors were not in working condition. The ship's staff kept hiding some defective reports though it was known earlier. It's requested to investigate the cargo overflow matters by asking deck crew and officers individually by keeping hidden the identity.	The subject of the report pertained to the cargo overflow incident which happened on the vessel. This case was thoroughly investigated, and key learnings were shared on email by DPA to all vessels.

	Stop	Notify	Investigate	Correct	Resume	Follow-Up

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



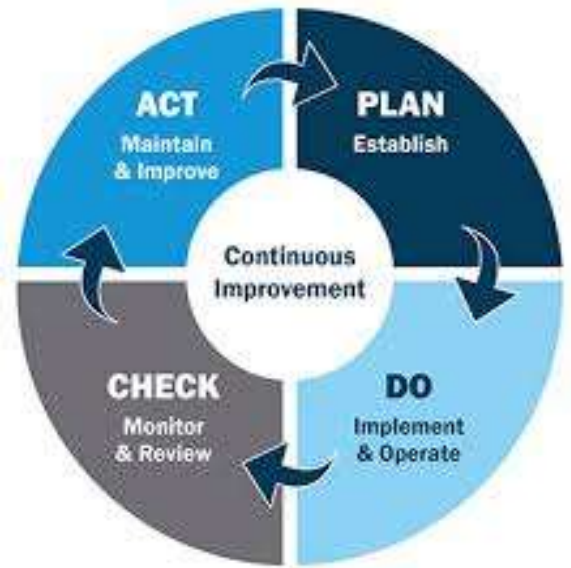
Environmental Compliance program (ECP) - Updates

- **Vessel audits – 4th Year of probation (Total 10 vessels need to be audited)**
 - ❖ 04 vessels were audited during this quarter. Total 09 vessels (07 in port & 02 Underway) have been audited during the 4th year of probation by Court Appointed Monitor (CAM) auditors as on-quarter ending Sep'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.
 - ❖ The remaining 01 ECP audit (ELM GALAXY) needs to be completed preferable 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): -**
 - ❖ CAM commended our efforts for very good ECP implementation demonstrated during the 1st, 2nd, 3rd, and 4th year of probation. The efforts of ship & shore staff were applauded. We must continue to maintain this good performance consistently.
 - ❖ As per the latest annual report from CAM - Unix Line has satisfactorily demonstrated the capability and commitment to meet the objectives of the ECP. Senior leadership continues to maintain a high level of involvement in managing ECP compliance and addressing issues identified in audit findings.
- EMS/CP - Audit findings (IC Audit) - 1H 2023 – Deficiency & Verification(D&V) was shared with all vessels on 11-Aug-2023.
- Supplement-5 to EMS/CP Circular 01/2021 - Analysis of ORB (1H-2023) was shared with fleet on 11-Aug-2023.
- EMS/CP circular 03/2023 - Feedback on Fleet Engineering survey on ODME operations was shared with all vessels on 26-Jul-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 03/2023) which was issued on 06-Sep-2023 having various revisions to QSMS manuals.

Amendments to QHSEMS - There was no DTN issued during this quarter. Last DT (01/2023) 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.

- 25-Sep-2023: SMS Review of M05, M05 - Company Response
- 20-Sep-2023: [MCT Circular] NTN 23_014_Master Manual MSQA Update w.e.f. 19-September-2023
- 12-Sep-2023: IRTA (01-Septemer-2023)
- 12-Sep-2023: MCT- SA 23-009- Cargo spill during pigging operation
- 06-Sep-2023: Company SMS Manuals: DTN 03-2023
- 04-Sep-2023: Re: Another serious incident - Cargo overflow from PV vent
- 04-Sep-2023: MARPOL WASTES IN EUROPEAN UNION PORTS
- 03-Sep-2023: Navigational safety campaign 2023
- 30-Aug-2023: Updated RA Library – 2023
- 30-Aug-2023: CLIP 04-2022 & 02-2023 - Fatality - As a result of falling overboard / Handling heavy loads
- 30-Aug-2023: Cyber Security Newsletter - Q3 2023
- 26-Aug-2023: General Warning 04/2023 - CIC on Fire safety - Humble request from DPA
- 21-Aug-2023: Ship Specific Hardening Plan
- 15-Aug-2023: [MCT Circular] NTN 23_012_MOLCT Group Guidelines on Social Media Use Seafarers (NTN 23/012)
- 10-Aug-2023: HSSE Bulletin - 2Q 2023
- 07-Aug-2023: Series of serious incidents
- 07-Aug-2023: Immediate notification fleet - Grounding at St. Lawrence River followed by PSC detention
- 03-Aug-2023: Updated IMO List of National Operational Contact Points (MSC-MEPC.6-Circ.21)_31st July 2023
- 31-Jul-2023: Sire 2.0 // Mopria certified printer with the Wi-Fi Direct functionality enabled.
- 28-Jul-2023: High Potential Consequences (HPC) Near Miss Cases – Second Quarter 2023
- 24-Jul-2023: ReCAAP Half Yearly Report 2023
- 24-Jul-2023: Vessel Email Message Size Increased to 8MB.
- 23-Jul-2023: Publication - ILO-005 Compendium of Maritime Labour Instruments ILO
- 18-Jul-2023: [MCT Circular] NTN 23_010_Reminder about ECDIS Route submission to MOL Chemical Tankers.
- 18-Jul-2023: [MCT Circular] NTN 23/011_Procedure to follow when Port information is not available in QRT Template
- 03-Jul-2023: Company SMS Manuals: DTN 02-2023

“Stay Updated, Stay focussed”



Regulatory Updates

- **01-Nov-2023 : MARPOL Annex-II – Adopted by MEPC 78.** Under Appendix-1 (Guidelines for the categorization of NLS). The three tables under GESAMP hazard evaluation procedure are replaced with four tables.
- **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 - 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-May-2024 – MARPOL Amendments – Adopted by MEPC 79** – To include flashpoint as mandatory information in the Bunker Delivery Note (BDN)
- **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 – 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).
- **Expected by Dec 2024 – MLC amendments** -Regarding compensation claim procedures, providing seafarers with right to use internet, providing free drinking water, providing adequate size of PPE to seafarers, and including name of registered ship owner in the evidence of financial security if it is different from the shipowner.



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

Senior Officers Seminar

8th Senior officers' seminar was conducted in Singapore between 04th to 07th of July'23. Summary of key agendas which were covered are as below: -

- ❖ Safety initiative drive – A commitment was undertaken by senior officers for implementation within timeframe.
- ❖ Group discussion – Cargo operational matters for deck groups / Technical matters for Engine group.
- ❖ Group discussion – Navigational safety matters for deck groups / Technical matters for Engine group.
- ❖ Insurance matters presentation by Tokio Marine.
- ❖ Discussion on Injury prevention / Fire Prevention / Compliance matters.
- ❖ PSC matters / Crewing matters.
- ❖ SIRE 2.0 workshop.
- ❖ Cybersecurity awareness & updates.
- ❖ Historical incidents and key takeaways.
- ❖ Level Master System – Maintenance & trouble shooting by Maker.
- ❖ Open forum discussion on Tank cleaning / cargo operation / Other safety & compliance matters.
- ❖ Environmental legislations.
- ❖ MOLCT Operations.
- ❖ Open discussion & commitments from participants. Feedback on past countermeasures.
- ❖ FRAMO system proper operation, maintenance & trouble shooting – on sight training at FRAMO workshop.
- ❖ Ballast water Treatment System – proper operation, maintenance, and troubleshooting – on site training at Alpha Laval workshop.



Long service awards were presented followed by grand dinner.



On site training at FRAMO and Alpha Laval workshops



“We are deeply committed towards happiness and well being of our seafarers ”

35th PTSC (Philippine Transworld Shipping Corporation) Waiting Crew Education and Training

We carried out Training Seminar for Waiting crew at Manila, Philippines on 03rd & 4th of Aug'23. The seminar was followed by Unix Long service awards and family dinner event. Key agenda items of this seminar were as below: -

- ❖ Toxic cargo handling & Gas-freeing operation.
- ❖ MOLCT business aspects & safety culture.
- ❖ Workshop on SIRE 2.0
- ❖ MARPOL compliance 2023 & latest technical circulars.
- ❖ 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.

- ❖ Group discussion – Cargo operational matters / Technical matters for Engine staff.
- ❖ Group discussion – Navigational safety matters / Technical operational & MARPOL matters
- ❖ MOLCT operations.
- ❖ Crew injury prevention, fire prevention & compliance matters.
- ❖ Strict PSC inspections
- ❖ Cyber security awareness
- ❖ Open forum discussion.



Long service awards were presented followed by family dinner.



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 ”

17th DJM & 45th MOW Waiting Crew Education & Training (WCET)

We conducted 17th DJM (DongJin Myanmar) training seminar for waiting crew on 21st Sep'23 followed by 45th MOW (Myanma Ocean Win) training seminar on 22nd & 23rd Sep'23 at Yangon, Myanmar. The seminar was followed by Unix Long service awards and dinner with officer/crew families.

17th DJM WCET – Agenda topics

- ❖ Crew management – Moving forward in 2023.
- ❖ MARPOL compliance & ECP status.
- ❖ Strict PSC inspections.
- ❖ Crew injury prevention & fire safety measures.
- ❖ Updates on SIRE 2.0
- ❖ Basics of Safe operations.
- ❖ Toxic cargo handling & gas freeing operation.
- ❖ Latest Machinery Incidents, Recent technical info & warning.
- ❖ MARPOL Compliance 2023 & latest technical circulars.

45th MOW WCET – Agenda topics

- ❖ Group discussion – Cargo operational matters / Technical matters for Engine staff.
- ❖ Group discussion – Navigational safety matters / Technical operational & MARPOL matters
- ❖ Crew injury prevention & fire safety measures.
- ❖ Strict PSC inspections
- ❖ MOLCT business aspects & safety culture.
- ❖ Trends of recent incidents.
- ❖ Cyber security awareness
- ❖ MARPOL Compliance 2023.
- ❖ SIRE 2.0 updates
- ❖ ECP status.
- ❖ Toxic cargo handling & Gas-Freeing operation.
- ❖ Unacceptable Vessel Performance report (UVPR) issue & COT inspection/ Cargo sample failure.
- ❖ Crew Management – Moving forward in 2023.
- ❖ Latest machinery incidents & regulatory updates.



Long service awards were presented to MOW crew followed by family dinner.

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 including an open forum discussion led by our honourable Managing Director (Capt. Amit Jain).

“Happy Seafarers – Our Strength ”

Health Section

Diabetes – Diabetes is a metabolic disorder which is growing rapidly across the globe. A lifestyle disorder, diabetes can be best tackled with lifestyle changes apart from regular medication. What you eat during the day for breakfast, lunch, dinner and all the small meals in between can play a huge role in diabetes management. Switching to a diabetes-friendly diet with low GI (Glycaemic Index) foods, and certain spices and herbs along with regular exercise and sleep can play wonders and prevent you from the many diabetes complications in future.



Lifestyle changes for diabetes:-

- 1) Cut down on carbohydrate and replace it with good quality plant-based protein like Bengal gram, green gram, black gram, mushroom, paneer, split chickpeas, green gram beans etc, it will help to lower the glycaemic index and glycaemic load of the foods. *(The glycaemic index (GI) is a rating system for foods containing carbohydrates. It shows how quickly each food affects your blood sugar (glucose) level when that food is eaten on its own).*
- 2) Eating lot of fruits and vegetables and eating plenty of green leafy and other non-starchy vegetables are also important.
- 3) **Aerobic exercise** like walking, jogging, swimming, playing games like tennis or badminton,
- 4) **Flexibility** is also very important and also resistance training which means lifting small weights like 2kg dumbbells..
- 5) **Deep breathing** - Stress reduction plays an important role because stress is one of the important causes of uncontrolled diabetes. This is where deep breathing plays a big role, as control of stress itself can help to control diabetes.

Here are some natural home remedies to help regulate your blood sugar levels:-

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

Neem (Azadirachta indica)	Neem's astringent leaves are an effective treatment for diabetes because they contain a wealth of flavonoids, triterpenoids, antiviral substances, and glycosides that may help control blood sugar levels. Neem powder is created by blending some desiccated neem leaves in a blender until they are completely smooth. For best results, you can take this powder twice every day.
Bitter gourd juice	Charatin and momordicin, two very important substances found in bitter gourd, have the ability to reduce blood sugar levels. Every morning, consume bitter gourd liquid on an empty stomach. To enjoy its benefits, you can also add one dish made with bitter gourd to your diet each day.
Jamun (Java Plum)	Java Plum is renowned for its hypoglycaemic qualities, which can lower blood sugar levels. Add a teaspoon of powdered java plum seed in a tumbler of water. Drink it frequently on an empty stomach after thoroughly stirring.
Ginger	Regular ginger consumption lowers blood sugar levels and balances insulin. Put a cup of water and an inch of ginger in a saucepan and come to a boil. After 5 minutes of simmering, separate. Drink this once or twice each day.
Fenugreek Powder	Fenugreek can help manage diabetes, increase glucose tolerance, reduce blood sugar levels, and stimulate the release of glucose-dependent insulin. It works well to manage both Type 1 and Type 2 diabetes. Two tablespoons of fenugreek seeds should be soaked in water over night, and you should consume the water and seeds every morning on an empty stomach.

(Diabetes is a silent killer, and we may not know what complications it is producing until it is too late. Hence make it a point apart from doing all the home remedies to also meet the doctor and take the necessary medications as suggested by your doctor.)



“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. Pigging & shoreline clearing procedures.
2. Lockout / Tagout (LOTO)
3. Working in hot environment
4. NOx Emissions Management
5. Guidelines for media handling
6. Cyber security response procedures
7. Bunkering procedures
8. Limitations of anchoring equipment
9. Summary of management review
10. Smoke control
11. Sampling procedure
12. Managing certificates



Answers:

- 1) M05 Appendix-3 part 'G'
- 2) M04 Section 25 & App-17
- 3) M04 Section 26
- 4) M06 Section 12
- 5) M09 Section 3.4
- 6) M07 App-5 section 6.3.3
- 7) M04 Section-20
- 8) M03 Section 29.29
- 9) Circular 02-2023
- 10) Tech Info 04-2023
- 11) M05 Section 7.2.2
- 12) M08 Section 1.8



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