News Waves

SEPT - DEC 2018 Edition 2018-3

ROXANA SHIPPING S.A.

KRISTEN MARINE S.A.

Contents

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Please recycle

Message from TEK

"The principal order "Return Home Healthy all the times, with full basket" is well engraved into our skin, our mind and our soul. And this order calls for zero injuries, and this is the primary task heading for 2019."

Heading towards completion of 2018 we are sensing some positive signs for a more healthy future, following this recent deep recession for shipping.

Furthermore we have a better approximation of the KPIs for 2018. Particularly for LTIF, it seems that we will be close to the target, but far from the ultimate target of zero injuries and far from the 2017 achievement of zero Lost Time Injuries.

The principal order "Return Home Healthy all the times, with full basket" is well engraved into our skin, our mind and our soul. And this order calls for zero injuries, and this is the primary task heading for 2019.

We still work on techniques to facilitate engagement, as a catalyst to transform mere compliance to commitment, as a catalyst to transform training to learning.

Management Review Meeting ashore, 3rd party inspections preparation checklist and MoC actions plan per role tasks oriented, top4 meeting for monthly inspection report, top4 daily meeting for TAB Safe and PALI, training ashore and onboard by introducing Reflective Learning from Incidents (LFI) and Learning Engagement Tools (LET), crew debate onboard, HSQE committee are some of the measures to facilitate crew engagement.

A remarkable number of projects are running to manage all changes necessary for our Company to achieve its short and long term objectives. Vessels are included as project team members, and even if not, the Follow Up Notification (FUN) sent out to the Fleet facilitates crew engagement in all our projects.

In house developed Reflective LFIs, LETs and Resilience modules and training videos are some of the projects boosting crew engagement, the first, company in house made reflective LFI on Navigation in congested waters is released with DMS revisions Dec18.

In DMS revision Dec18 we have introduced the tree pillars (CPAR MoC and RM) and engagement, the SHELL model followed by a new approach in Risk Management, redrafting the procedure CP24 with the 5x5 risk evaluation table and the focus to non-regular operating scenarios.

OCIMF Mooring Equipment Guidelines 4th edition triggered our revisions of PMS and DMS.

FOM03.1 Mooring management and CP25/FOM14 Cyber Security management ashore and on board are new procedures released with DMS revision Dec18.

Crew welfare is another priority with Internet on board and BMI two of the related projects.

Smooth navigation with ECDIS is addressed in the ECDIS and ENCs and ECDIS NoNO projects.

We are happy to confirm once more the steady course of the Fleet and the Company towards high levels of performance. Clear evidence of this commitment to excellence in terms of safety, environment protection and quality for this period is the KPIs where most of the targets were achieved, even exceeded.

As an appreciation for our crews good efforts and their optimized performance during the vetting inspections a revised vetting performance bonus is introduced, which came into force for 2018. Furthermore a wage scale increase is approved by the Board of Directors, effected as 01Jul18, as appreciation of the loyalty and the performance of our sea going personnel despite the difficulties we faced.

Extract of all above is included in the Hot Stuff section, which also contains the Best Practices for the period, and in the New Rules section, which also contains updates on SOx and NOx emissions, Chinese ECAs, MEG4 and cyber security in ISM.

The Who is Who section this time hosts three chief engineers Kostantin Evgrafov, Sergey Farkov and Alexander Shevchik, who serve with our fleet for more than about 11 years each and who have greatly contributed to the success of Roxana Shipping SA.

Our three offices in Brazil, Athens and Singapore are ensuring that we are covering the full spectrum time zones and we are available for our clients at any given time.

Update on the newbuildings and new acquisitions program is reported in New Ladies on the block section.

The Lessons Learnt section continues to remind us of wrong practices that we should refrain from.

All of us should study carefully what we should by all means avoid doing.

Prompt and effective learning process facilitates career development for our employees and ensures the smooth and effective implementation of changes in behavior and operations required due to the fast changing Industry environment.

In line with this policy extended shore familiarization with occasional employment in Head Office is offered to selected officers. Details on the above, along with the records of promotions throughout the fleet, are addressed in the Human Resources section.

Other interesting topics are addressed in the remaining sections of this edition.

Enjoy the reading!

Takis E. Koutris

Managing Director

Who is Who

Evgrafov Konstantin

Chief Engineer Konstantin Evgrafov was born in Voronezh on 26th of March 1968.
He is a graduate of G.I. Nevelskoi Maritime State University.
Konstantin joined Roxana Shipping S.A. as 2nd Engineer on the 23rd of January 2008, where he rendered his services on M/T Malbec. Thereafter he rendered his services on different Company's vessels.
He received Chief Engineer's License on 8th of November 2007 and he was promoted to Chief Engineer on 1st of November 2008, on M/T Melody. Sergey has a total service with our Company of 11 years.
He is married to Svetlana and he has three children. Konstantin enjoys music and collects stamps.
For the time being he is assigned to M/T Marvel and we wish him safe seas and return Home Healthy.

Shevchik Alexander

Chief Engineer Alexander Shevchik was born in Krolevetc in Sumskaya oblast on 30th of September 1952.
He is a graduate of Murmansk State Technical University. He received Chief Engineer's License on 15 July 1990.
He joined Roxana Shipping S.A. as Chief Engineer on 19th of April 2008, where he rendered his services on M/T Ocean Quest. Thereafter he rendered his services on different Company's vessels.
Alexander has a total service with our Company of 11 years, as Chief Engineer.
He is married with Nina and he has one child.
Alexander is now retired, we thank him for his contribution and we wish him all the best for the future.

Farkov Sergey

Chief Engineer Sergey Farkov was born in Korsakov, Sakhalinskaya obl on 25th of November 1967.
He graduated from G.I. Nevelskoi Maritime State University in 1992. From 1992 till 2005 he worked in PRISCO.
Sergey received Chief Engineer's License in 2003.
He joined Roxana Shipping S.A. on 16th February 2008, where he rendered his services on M/T Miracle.
Thereafter he rendered his services on different Company's vessels.
Sergey has a total sea service with our Company of 11 years, as Chief Engineer.
For the time being he is assigned to M/T Aramon and we wish him safe seas and return Home Healthy.

For the period of September till December 2018 the pool of RoKcs seafarers comprises almost 500 seamen with approximate ration of 50/50 on Roxana Shipping tankers and on our Customer's dry fleet.

Maintaining the mutual relations with VMC at very high level RoKcs participated in VMC inauguration ceremony for new cadets in the end of September and in December selected 20 deck and engine cadets.

At the same time 10 MSU cadets were approved for their shipboard training on our customers' fleet.

In November Mrs. Khalimenko and Mrs. Kuramaeva participated in the annual English Conference held at VMC; elaboration on the event is available in VMC activities section.

On the 7th and 8th of December Christmas parties were held for our seamen on behalf of Roxana and OVM respectively; details and photos of the events are presented in a separate article of this issue.

E. Khalimenko
Capt. D. Verkhoturov
M. Kuramaeva
Capt. P. Sidorkin

"Crewing Agency Roxana Kristen Crewing Services" LLC was established in 2008 recruiting seamen on Containers, Bulkers and Tankers"

RoKcs Training Center

Tanker Officers Learning Engagement 03 – 05 October 2018

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 27th of September to 7th of October 2018, in order to conduct a manning office external audit and regular learning courses to Roxana pool of seafarers.

In particular, the purpose of the tanker crew pool learning courses, which took place on 3rd till 5th of October 2018, was to refresh tanker Officers' knowledge on the Company's Documented Management System (DMS), Bridge Team Management (BTM) and Engine Room Team Management (ERTM).

Topics like Company Vision, Mission and policies, Health and Safety aspects and management, Environmental aspects and management, Quality management, DMS reporting and document control, Ulysses Doc Manager, Danaos crewing, Management of Change and Risk Management, Career development and appraisals, emergency preparedness, Incident reporting investigation and CPARs, Oil Record Book, Garbage Management, update on cyber security and ISPS, last Management Review and KPIs, Cargo Operations, Bunkering procedures, New Rules, Log Book entries, observations from 3rd party inspections and commercial issues were discussed.

All attendees, split in 3 mixed groups, were fully engaged in the learning sessions and workshops conducted with following topics:

- CP24 and CP24-01 revision2
- Non routine scenarios MoC and RM TMSA3
- Collective Risk Normalisation
- Reflective LFI Removing the hazard
- H2S
- Outlook Filing Folders
- VIQ7

Particular attention was paid to the crew engagement as ticket to culture and to the Reflective LFI session on risk normalization and crew debate on board as further engagement tools.

The aim of these learning sessions was to think and talk about the conditions leading to risk normalization as a group. Both individually and as a group, the participants had an opportunity to elaborate on how to keep the chronic unease on board in the future.

All proposals were discussed and noted in Training Suggestions Log for further actions.

The outcome of the Group actions will be considered by Company in an effort to revise procedures and practices, which is in process in view of TMSA3.

The number of participants was 11 tanker deck Officers and 10 tanker engine Officers (including 4 Electro technical Officers), listed as follows:

Name	Rank	Group	Name	Rank	Group
Gulin Alexey	Master	Gr. 1	Potyanikhin Andrey	Chief Engineer	Gr. 1
Okolo-Kulak Andrey	Chief Officer	Gr. 3	Ozerin Valeriy	Chief Engineer	Gr. 3
Syrov Andrey	Chief Officer	Gr. 1	Nilov Aleksandr	2nd Engineer	Gr. 1
Shirokopoyas Danil	Chief Officer	Gr. 2	Shapran Aleksei	2nd Engineer	Gr. 2
Karasev Leonid	Chief Officer	Gr. 3	Lutonin Sergey	2nd Engineer	Gr. 3
Anastasiiadi Andrei	Chief Officer	Gr. 1	Zamatyrin Nikolay	3rd Engineer	Gr. 3
Budilov Anatoly	Chief Officer	Gr. 2	Gontar Viacheslav	El Tech Officer	Gr. 1
Tsayukov Ivan	2nd Officer> Chief Officer	Gr. 3	Butenko Mikhail	El Tech Officer	Gr. 2
			Snegurenko Pavel	El Tech Officer	Gr. 1
Shakirov Ruslan	2nd Officer> Chief Officer	Gr. 2	Afanasyev Denis	El Tech Officer	Gr. 2
Navrotskiy Ilya	2nd Officer	Gr. 1			
Ignatenko Leonid	2nd Officer	Gr. 3			

RoKcs Training Center

Tanker Officers Learning Engagement on the 05 – 07 December 2018

Our Managing Director, Mr. Takis Koutris, attended RoKcs premises in Vladivostok from 29th of November to 10th of December 2018, in order to conduct a manning office external audit and regular learning courses to Roxana pool of seafarers.

In particular, the purpose of the tanker crew pool learning courses, which took place on 5th till 7nd of December 2018, was to refresh tanker deck & engine Officers' knowledge on the Company's Documented Management System (DMS), Bridge Team Management (BTM) and Engine Room Team Management (ERTM).

Topics like Company Vision, Mission and policies, Health and Safety aspects and management, Environmental aspects and management, Quality management, DMS reporting and document control, Ulysses Doc Manager, Danaos crewing, Management of Change and Risk Management, Career development and appraisals, emergency preparedness, Incident reporting investigation and CPARs, Oil Record Book, Garbage Management, update on cyber security and ISPS, last Management Review and KPIs, Cargo Operations, Bunkering procedures, New Rules, Log Book entries, observations from 3rd party inspections and commercial issues were discussed.





All attendees, split in 3 mixed groups, were fully engaged in the learning sessions and workshops conducted with following topics:

- VIQ7
- Mooring management FOM03.1 intro
- Communication for Resilience
- Effective and Efficient Communication
- Ship Cyber-security management FOM14 intro
- Fusion of Communication and Influencing soft skills

Particular attention was paid to the crew engagement as ticket to culture and to the Reflective LFI session on risk normalisation and crew debate on board as further engagement tools.

The aim of these learning sessions was to think and talk about the conditions leading to risk normalisation as a group. Both individually and as a group, the participants had an opportunity to elaborate on how to keep the chronic unease on board in the future and how to improve their communication skills.

All proposals were discussed and noted in Training Suggestions Log for further actions.

The outcome of the Group actions will be considered by Company in an effort to revise procedures and practices, which is in process in view of TMSA3. The number of participants was 8 tanker deck Officers and 12 tanker engine Officers (including 1 Electrotechnical Officer) in three groups, listed as follows:

Name	Rank	Group
Sukhodoyev Oleg	Master	Gr. 2
Koshetov Igor	Master	Gr. 3
Zenenko Nikolay	Master	Gr. 1
Sheludko Viacheslav	Master	Gr. 2
Belkin Roman	Chief Officer	Gr. 3
Khristovich Timofey	Chief Officer	Gr. 2
Rarov Valentin	Chief Officer	Gr. 1
Vysotckii Mikhail	2nd Officer	Gr. 1

Name	Rank	Group
Valchun Valerii	Chief Engineer	Gr. 1
Selifontov Boris	Chief Engineer	Gr. 2
Mikhailov Iurii	Chief Engineer	Gr. 3
Dolgopolov Igor'	Chief Engineer	Gr. 3
Kulik Roman	2nd Engineer	Gr. 1
Avdeev Roman	2nd Engineer	Gr. 3
Triakin Andrei	2nd Engineer	Gr. 1
Zakharov Dmitrii	2nd Engineer	Gr. 2
Zashchitnikov Alexander	2nd Engineer	Gr. 3
Potianikhin Nikolai	2nd Engineer	Gr. 1
Efimov Andrei	3rd Engineer> 2nd Engineer	Gr. 1
Pakhomov Mikhail	El Tech Officer	Gr. 2

RoKcs Training Center

Junior Officers Learning Engagement 11 October 2018

Reflective learning courses on Company's DMS for Junior Officers and Engineers of Roxana fleet were conducted by RoKcs Training Officer Capt. P. Sidorkin.

Company's Documented Management System (DMS) and Bridge Team Management (BTM) / Engine Room Team Management (ERTM) and Reflective LFI / LET sessions were conducted with participation of 12 deck / 8 engine shipboard personnel, in three groups, on 11th October 2018, as follows:

Name	Rank	Group
Kostyukevich Sergey	Officer 3rd	Gr. 1
Iakovlev Anton	Officer 3rd	Gr. 2
Demchuk Ian	Officer 3rd	Gr. 3
Minchik Evgeny	Officer 3rd	Gr. 1
Cherepanov Nikita	Officer 3rd	Gr. 2
Galaida Denis	Officer 3rd	Gr. 3
Emelianov Andrei	Officer 3rd	Gr. 1
Aleksin Roman	Officer 3rd	Gr. 2
Lozovoi Dmitrii	Officer 3rd	Gr. 3
Linov Sergey	Junior 3/Off	Gr. 1
Grechko Mikhail	Junior 3/Off	Gr. 2
Gontar Aleksei	Junior 3/Off	Gr. 3

Name	Rank	Group
Fursov Sergey	Engineer 3rd	Gr. 2
Skachkov Leonid	Engineer 3rd	Gr. 3
Vorozhchenko Andrey	Engineer 4th	Gr. 3
Grachev Gennadii	Engineer 4th	Gr. 1
Shaiter Evgenii	Engineer 4th	Gr. 2
Prokopenko Aleksandr	Engineer 4th	Gr. 3
Derdiuk Artur	Engineer 4th	Gr. 1
Martynov Anton	Engineer 4th	Gr. 2

Roxana Officers ECDIS type specific Learning Engagement October & December 2018

ECDIS type specific reflective learning courses on Furuno installation FEA 2107, Furuno FMD 3X00 series and Konsberg K-Bridge software and operation for senior and junior officers of Tanker Fleet were successfully facilitated by VMC instructors Capt. A. Pilyugin and Mr. Talgat Kenetbaev on 5th & 11th October and 8th December 2018.

The courses were held with participation of the following 28 Deck Officers, who shared their experiences during the sessions:

05 October

Name	Rank	Group
Gulin Alexey	Master	Gr. 1
Okolo-Kulak Andrey	Chief Officer	Gr. 3
Syrov Andrey	Chief Officer	Gr. 1
Shirokopoyas Danil	Chief Officer	Gr. 2
Karasev Leonid	Chief Officer	Gr. 3
Budilov Anatoly	Chief Officer	Gr. 2
Tsayukov Ivan	2nd Officer > Chief Officer	Gr. 3
Navrotskiy Ilya	2nd Officer	Gr. 1
Shakirov Ruslan	2nd Officer > Chief Officer	Gr. 2

08 December

Name	Rank	Group
Sukhodoyev Oleg	Master	Gr. 2
Koshetov Igor	Master	Gr. 3
Zenenko Nikolay	Master	Gr. 1
Sheludko Viacheslav	Master	Gr. 2
Belkin Roman	Chief Officer	Gr. 3
Khristovich Timofey	Chief Officer	Gr. 2
Rarov Valentin	Chief Officer	Gr. 1
Vysotckii Mikhail	2nd Officer	Gr. 1

11 October

Name	Rank	Group
Kostyukevich Sergey	3rd Officer	Gr. 1
Iakovlev Anton	3rd Officer	Gr. 2
Demchuk Ian	3rd Officer	Gr. 3
Minchik Evgeny	3rd Officer	Gr. 1
Cherepanov Nikita	3rd Officer	Gr. 2
Galaida Denis	3rd Officer	Gr. 3
Emelianov Andrei	3rd Officer	Gr. 1
Aleksin Roman	3rd Officer	Gr. 2
Lozovoi Dmitrii	3rd Officer	Gr. 3
Linov Sergey	Jr 3rd Officer	Gr. 1
Gontar Aleksei	Jr 3rd Officer	Gr. 3

RoKcs Training Center

Roxana Ratings Reflective Learning Engagement October and December 18

Reflective learning courses on Company's DMS along with LET courses and Mooring LFI engagement course for Deck and Engine Ratings of Roxana fleet were facilitated by Capt. P. Sidorkin, Capt. D. Verkhoturov and Managing Director of Roxana Shipping Mr. Takis Koutris on 1st October and 3rd December 2018.

1st October 2018

Deck ratings

Name	Rank	Group
Bashkirov Vitaly	Bosun	Gr. 1
Beloslyudtsev Sergey	Bosun	Gr.2
Anisimov Pavel	Bosun	Gr.3
Bulachev Yury	Bosun	Gr. 1
Dantcevich Vasiliy	Bosun	Gr.2
Ponkrashev Sergey	Bosun	Gr.3
Vasilyev Andrey	A/B	Gr. 1
Kartashev Denis	A/B	Gr.2
Mertsalov Oleg	A/B	Gr.3
Zubov Oleg	A/B	Gr. 1
Morozov Alexander	A/B	Gr.2
Gasanov Abbas	A/B	Gr. 2
Zaiarniuk Evgenii	A/B	Gr. 3

Engine ratings

Name	Rank	Group
Rudenko Leonid	Oiler/Welder	Gr. 1
Pabolkov Aleksandr	Oiler/Welder	Gr. 2
Khrabrov Alexander	Oiler	Gr. 3

3rd December 2018

Deck ratings

Name	Rank	Group
Konishchev Andrey	2nd Officer	Gr. 1
Ignatenko Leonid	2nd Officer	Gr. 3
Galaida Denis	3rd Officer	Gr. 2
Dubrovin Andrei	Bosun	Gr. 1
Bochkarev Aleksei	A/B	Gr. 3
Aleksandrov Evgenii	A/B	Gr. 1
Baraka Oleg	A/B	Gr. 2
Belousov Artur	A/B	Gr. 1
Karsakov Dmitrii	A/B	Gr. 3
Semenik Vladimir	A/B	Gr. 1
Mikov Aleksandr	A/B	Gr. 2
Zenzin Ruslan	A/B	Gr. 3
Koltsov Evgenii	A/B	Gr. 1
Poliakov Aleksandr	A/B	Gr. 2

Engine ratings

Name	Rank	Group
Semenov Igor	Oiler	Gr. 1
Taukul Eduard	Oiler	Gr. 2
Bovkunov Gennadiy	Oiler	Gr. 3
Grin'kov Anatoly	Oiler	Gr. 1
Chaykovskiy Dmitry	Oiler	Gr. 2
Kotenok Vasilii	Oiler	Gr. 3

Chaykovskiy Dmitry	Oiler
Kotenok Vasilii	Oiler

Marflex DWP and Konsberg K-Chief 500 Learning Engagement 7th of December 2018

Reflective learning courses for Marflex DWP and Konsberg K-Chief 500 were conducted by RX Chief Engineer Valchun Valerii for Roxana engineers and electro technical officers on the 7th of December.

Particular emphasis was given to sharing experiences from system operation and maintenance.
The course was conducted with participation of the following Engine and electro technical Officers, who shared their experiences during the sessions:

Name	Rank	Group
Valchun Valerii	Ch/Engineer	Gr. 1
Selifontov Boris	Ch/Engineer	Gr. 2
Mikhailov Iurii	Ch/Engineer	Gr. 3
Dolgopolov Igor'	Ch/Engineer	Gr. 3
Kulik Roman	2/Engineer	Gr. 1
Avdeev Roman	2/Engineer	Gr. 3
Triakin Andrei	2/Engineer	Gr. 1
Zakharov Dmitrii	2/Engineer	Gr. 2
Zashchitnikov Alexander	2/Engineer	Gr. 3
Potianikhin Nikolai	2/Engineer	Gr. 1
Efimov Andrei	3/Engineer> 2/Engineer	Gr. 1
Pakhomov Mikhail	ETO	Gr. 2

Pancoast Singapore

Pancoast Trading (Singapore) Pte. Ltd is continuing its strong commercial activities in the East of Suez region. The office in Singapore is strategically located covering the vital market of Indian and Pacific Ocean.

Pancoast has successfully completed 4 years in tankers activities having a strong market presence in this region; Roxana Tanker Pool is now a brand name well known in the tanker segment. The Singapore Office will continue to have a very dynamic and challenging period ahead with most of the spot vessels in East.

Vessels spot trading in East during this period were Athiri, Aligote, Altesse, Asprouda, Miracle, Magic Star and Alice I. Miracle and Magic Star built in Guanghzou, China are Handy Vessels in Dirty product trade, whereas Athiri, Aligote, Asprouda and Altesse built in Busan, Korea are LR1 Vessels in Clean product trade.

Alice I – Handy tanker built 2007, completed a 3 year time charter with Pancoast Singapore from April 2016 trading in the East. This vessel was operated by the Pancoast Singapore office.

Fixtures: In 2018 Pancoast office under commercial operational responsibility of Capt. Karthik; Vessels were spot chartered with different Charterers which includes most of the Oil Majors.; the office handled for Roxana Tanker pool more than 50% of the spot fixtures in the Far East region. The commercial activities of the office have an increasing activity from 2014 when it started the tanker desk.

Singapore still remains the main port in the East where almost all the ships call for various repairs, surveys and bunkering ops for which our department have assisted in their preparation and planning and giving logistics support to various departments.

Activities in Singapore: Capt. Karthik, (Operations / Chartering Manager in East) attended a series of meetings with clients (Charterers/Brokers/Agents) strengthening our existing relationships and also creating new commercial opportunities.

Activities in Vladivostok: Capt. Karthik attended and was part of a learning course for our Russian colleagues in our Vladivostok manning office presenting and introducing ways to improve both operationally and commercially as a company.

Weekly Meetings: Roxana / Pancoast Tanker department weekly meetings are carried out every Wednesday to discuss and co-ordinate vessel updates.

Management meetings are carried out twice a year with our esteemed clients.

Employee Roles:
- Capt. Karthik is heading the Pancoast office and is also in charge of the Commercial / operational activities in East covering vessels East of Suez. Apart from his other diversified roles; he also plays a vital part as consultant for the Post Fixture / Claims department for the Tanker Vessels.
- Mr. Alexandros Stathopoulos; is on his 3rd year as Tanker Operator; and plays vital role in day to day operational issues and co-ordination with other departments.

VMC (Vladivostok Maritime College)

On November 28, 2018 the traditional English language conference "Practical studies today" was held in Vladivostok Maritime College. This discipline-related event was dedicated to results of sea practice in 2017-2018 study years. The plan of this conference was developed by Smirnova Albina, leading English teacher who acted as presenter and translator, and Skutelnik Vasilina, manager of the Youth Center who directed audio and video. Technical support was provided by VMC IT-Office.

The following year four cadets of VMC presented the reports about their sea practice, answered the questions of junior cadets and guests: Lisov Vladislav, Bodzhgua Ruslan, Borovoi Ilia, Belov Konstantin, Zelenskii Igor and Ermiakin Nikolai. A very interesting presentation on maritime safety was made by graduate Dubachinski Daniil. The college hall was full. Besides the cadets, teachers and stuff of the college, this traditional event was attended by the teachers and pupils of the senior classes of Vladovostok schools. The Director of the Vladivostok Maritime College, Manko Vladimir, the crew co-ordinators of "Roxana Kristen Crewing Service" Evgenia Khalimenko and Margarita Kuramaeva, the English language course administrator of "Fescontract International", Daria Kondrakova and the graduates of VMC were invited to this conference as official persons and special guests.

The goal of this conference was not only to present the reports on sea practice but also to demonstrate skills in general and specialized English language. Cadets and junior cadets in particular, were asked many questions, especially about their first sea practice and the life onboard. That is why a lot of attention was paid to answering the freshmen's questions. It was very interesting to hear the answers of the senior cadets and ascertain their good command of English language.

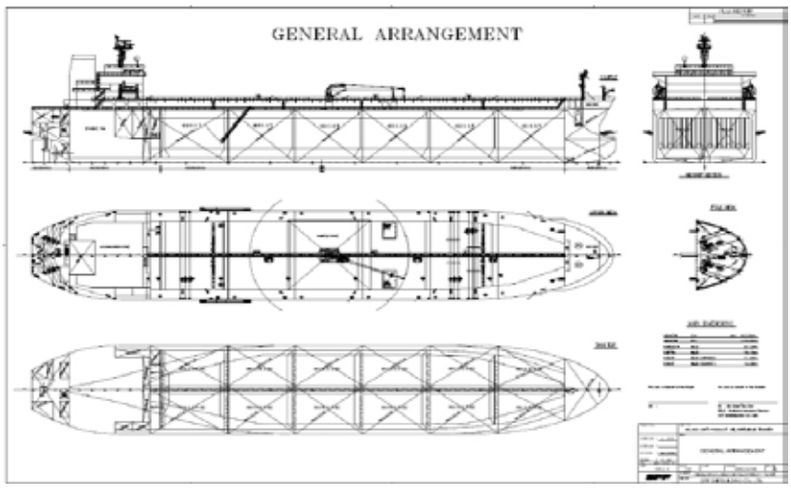
This part of the conference was structured as a dialogue between the senior and junior cadets where the latter attentively listened to every word of the former. It was occasionally interrupted by new video and photo presentations about sea practice on board by the trainees. Especially the video and photo about workdays and leisure time of sailors caught the eye of the audience. The keynote of the conference was that it was held in English only. It is well-known that "Maritime" English is a specific and difficult language. The cadets have to learn many terms, build sentences specifically and continuously enhance their skills. "English is one of the major subjects in Vladivostok Maritime College", said Manko Vladimir. It is caused by growing competition on labour market, elevating prestige of VMC and the requirements of shipping companies and crewing agencies. So English is a baseline for future employment. This was the main idea of the conference.

At the end of the conference the VMC graduate of 2011, Roman Kuzin, presented two musical compositions written in English. This musical performance was maintained by pupils of music school "DV Ritm" with the audience of the conference really enjoying it.

At the summary of the conference the organizers emphasized that sea practice plays significant role in the study process and in becoming a seaman. It was noted that after the sea practice the cadets grew up to strong men and proved that there is no such thing as a language barrier!

Our company is planning the next generation of newbuildings and is following closely the new rules, particularly:

- distillate MGO availability vs the scrubbers option
- LNG as propulsion fuel technology and availability network
- air emissions NOx and SOx control technologies and limits
- ECO designs and options
- BWE vs BWT



The next generation of newbuildings will be a challenge for the industry, particularly due to the evolution of LNG as marine fuel and the price level of the conventional and ULS fuel oil.

Furthermore re-activation of Kristen Marine, bulkers and containers management, is already completed, with the short term plan for further review, inspection and evaluation of many second hand candidates to increase the bulkers and containers fleet of Kristen Marine.

Best Practices Sep-Dec18

Following Best Practices have been identified and recorded in HSQE CMM for the period Sep18-Dec18 and are in consideration to be included in our DMS:

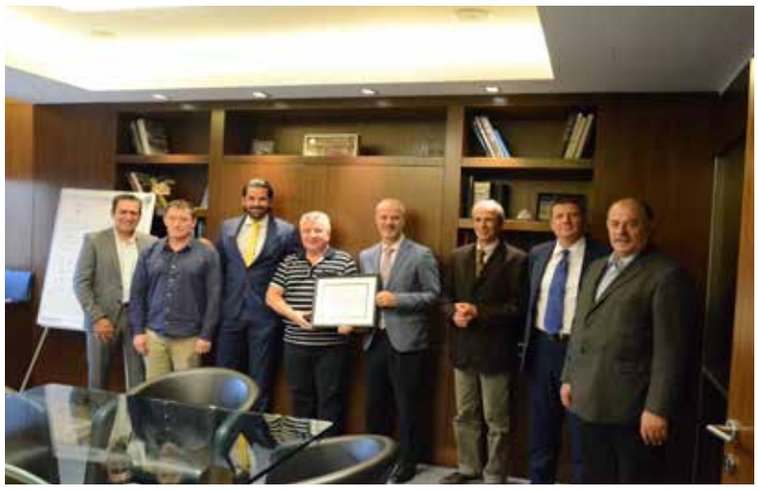
Usovich MVL Sep18
Procedure for Sailing in FW rivers or lakes (storing FW in Aft Peak, washing of Accomodation and ER and deck)

Chernobrovkin MBC Oct18
Properly discussed with crew and fully agree that in the case of voyage(s) to port(s) located in the river or lakes it is a useful to take Fresh Water into after peak tank in order to use it for tank washing or for washing the engine room and the deck and so help to prevent formations of H_2S in bilge tanks and corrosion of metal constructions that would occur if salt water was used.

Also in addition Ch. Engineer suggested, that during long sea passage, which planned just now if Fresh Water tanks are full then the water distiller will produce Fresh Water to After Peak Tanks in order to use it for tank washing or for washing the deck and engine room and so help to prevent metal corrosion of metal constructions that would occur if salt water was used.

Usovich MVL Sep18
All key persons on the EMERGENCY RESPONSE TEAM DIRECTORY, CP07-01T should have WhatsApp or Viber with account on the mobile phone number stated.

Roxana certified by Marshall Islands for the successful SAR operation by M/T Aramon



In a ceremony at Roxana headquarters, a certificate was presented to Roxana by Mr. Theofilos Xenakoudis and capt. Theodoros Lalas of Marshall Islands for the outstanding seamanship demonstrated by Capt. Oleg Sukhodoev, ChOff Rarov Valentin, 3rd Off. Kobelev Maksim, 3rd Eng. Filippov Andrey, ABS Zairniuk Evgenii, ABS Baraka Oleg, Oiler Volkov Roman, ABS on watch Mr. Artem Poshtovyi and all crewmembers of M/T Aramon.

We remind you that at about 16:45 Hellenic time on 13Mar15, our DPA capt. K. Anisis received a call through the Italian MRCC, Rome, asking for the communication details of our MT ARAMON, in order to assist with a rescue operation.

According to Officer's statement a yacht was capsized at the position LAT. 01° 39'N LONG. 028° 22W and the sole man on board was in the water.

The SAR operation was conducted following the Company's:
1. FOM05 Annex 1 Recovery of Persons from the water
2. Man Overboard & Recovery of Persons from the Water checklist, form FOM05-18 and
3. Search and Rescue checklist, form FOM05-19

Time elapsed from the time that the Master was instructed to proceed to Survivor's position till the time that the Survivor was picked up on board successfully was 01:36 Hrs.
On 14Mar15 a message on behalf of the Survivor was received as follows:
Quote
Congratulation the crew m/t Aramon for my SAR operation.
Best regards,
Liege Matteo Miceli
Unquote

TEK attendance M/T Malbec 29Oct18

Our Managing Director Mr. T. Koutris boarded M/T Malbec on 29Oct18 at Istanbul anchorage.

Security watch was very polite, helpful and effective.

Tour of the vessel was conducted prior transiting Bosporous straits southbound, in the presence of

- Chief Officer Leonid Leonidovich Karasev for deck and accommodation
- Chief Engineer Arkadi Ivanovich Shumkov and 2nd engineer Evgeny Nikolaevich Senotrusov.

The following follow up message was sent to Master Andrey Nikolaevich Chernobrovkin:

qt

Dear Capt Andrey Nikolaevich Chernobrovkin,

Thank you, the Chief Engineer Arkadii Ivanovich Shumkov, the Chief Officer Leonid Leonidovich Karasev and your crew for the co-operation and hospitality extended throughout our attendance on board on the 29Oct18.

During this attendance we had the chance:

- *to express our appreciation for the excellent team you are privileged to manage and work with, and for the excellent overall condition of your Vessel*
- *to discuss the Company Vision the IDEA values, the TAB Safe and PALI principle*
- *to highlight the Principal Order for all to Return Home Healthy*
- *to highlight the engagement as ticket to commitment and culture and how engagement is boosted on board with the active participation of HSQE committee members, through Master's review and response to Company project FUNs and the application on board of reflective LFI, LET, debate on board and resilience modules*
- *to appreciate your performance in PSC inspections with 0def/inspection for 6 inspections with the will to keep up the good preparation and conduction of PSC inspections*

- *to appreciate your performance in 3rd party inspections, meeting the targets and particularly for vetting 3.3 DPI (but the Saras 15Oct18 7 deficiencies were discussed)*
- *appreciate housekeeping in mess rooms, galley and provisions room and in engine room, while updating inventories during the next long sea passage was agreed*

We had also the opportunity to discuss the campaigns we are up to this period ie:

- *The CPAR and related MoC and RM for emergency changes due to failure of equipment*
- *The energy saving procedures*
- *The training on board for promotion, the reflective LFIs/LETs and resilience modules*
- *All company projects FUNs and action plans from vessel side*

Following issues were particularly addressed:

- *The strict "0" alcohol policy, particularly during the New Year's holidays with chronic unease always prevailing*
- *No particular personal issues for your crew were reported to be resolved*

Pls ensure to liaise with our SQM for updating all the posters on board, as per the latest releases, and particularly the poster 62, Return Home Healthy.

Thank you again and pls convey our thanks to your crew.

uqt

11th ENOC Marine Conference & OCIMF MERMF 2

Mr. Koutris participated in the 11th ENOC Marine Conference & OCIMF Middle East Regional Marine Forum 2, which took place on 13-14Nov18 at the Palace Downtown Hotel in Dubai.

The event focused on Mooring Safety at the Ship/Shore Interface.

Implementation of MEG4 and VIQ7 addressing the new MEG4 requirements dominated the forum.

Mr. Koutris had the opportunity to share Roxana views, particularly on:

- Mooring system design where it was noticed that MEG4 environmental criteria quote for 60kn wind force and a direct calculation different from what IACS and Builders normally use with 50kn wind force and the EN empirical formula. The proposal of Mr. Koutris for the Industry to join forces with the on-going IMO SOLAS revision on mooring and have one design approach based on the most rigorous requirements, resulting in the more robust mooring systems and scantlings.
- Mooring Management plan, where following were highlighted:

qt

In the effort of all operators to boost the EHS culture, engagement is identified as key catalyst and accelerator. In this forum last year it was emphasized that simplicity is key to engagement, simple documented systems and procedures facilitate users engagement. Within this context many operators try to simplify by consolidation and defragmentation their documented management systems. The standalone management plans lead to fragmentation, and considering the numerous management plans and the fact that every new rule introduces another management plan the question is that MEG4 and VIQ7 allows for operators to incorporate the line management plan and the mooring management plan in the existing procedures and planned maintenance systems instead if mandating standalone plans.

Uqt

OCIMF accepted the possibility of incorporating the plans in the existing Company's DMS, as long as it fits the purpose and the history can be inherited even if the vessel changes management.

ABS Hellenic Technical Committee

Our managing director Mr. T. Koutris attended the ABS Hellenic Technical Committee which was held on 21Nov18 at the Margi Hotel in Vouliagmeni.

The main topics of the meeting were the use of drones for shipboard inspections, technology and regulatory regime as well as Fuel 2020 and scrubbers technology.

During the meeting Mr. Koutris raised the following issues:

1. Environmental criteria and formula for depicting restrained forces of a moored tanker differ for IACS and MEG4 (and MEG3) calculations, particularly for vessels above 75000 dwt the IACS calculation ends up with an undersized mooring system.

ABS confirmed they will look into it with IACS.

2. The 2015 Guidelines on Exhaust Gas Cleaning Systems do not address adequately the redundancy of a scrubber.

ABS confirmed that they will look into it during the 2015 guidelines revision so that in case of scrubber or monitoring system failure the vessel carries 20 days compliant fuel to complete the voyage till the next port.

DNV GL Greek Technical Committee

Our Managing Director Mr. T. Koutris participated in the DNV GL Greek Technical Committee which took place on 27Nov18 at DNV GL premises in Piraeus.

During the meeting participants were divided in 3 working groups elaborating on 3 different topics:

- Scrubbers
- Ballast Water Treatment Installations
- Inventory of Hazardous Material (EU recycling directory)

During the meeting Mr. Koutris raised the following issues:

1. Environmental criteria and formula for depicting restrained forces of a moored tanker differ for IACS and MEG4 (and MEG3) calculations, particularly for vessels above 75000 dwt the IACS calculation ends up with an undersized mooring system.

2. The 2015 Guidelines on Exhaust Gas Cleaning Systems do not address adequately the redundancy of a scrubber.

DNV-GL confirmed that they will look into the issues and their experts will respond in due course.

MI reception

Mr. Koutris joined the Marshall Islands Registry who threw a cocktail reception in order to celebrate its acceptance as a Green Award Incentive Provider on 11Sep18 at the Margi Hotel in Vouliagmeni.

Around 300 executives of Greek Shipping attended the cocktail party, in a cosy and cheerful atmosphere and a lot of interesting discussions on the hot issues of shipping industry.

Marshall Islands Quality council

Mr. T. Koutris took part in the MIQC (Marshall Islands Quality Council) meeting, which was conducted on 08Nov18 at Stationers' Hall in London.

The main topics of the meeting were fuel 2020 distillates availability and scrubbers.

Intertanko Council meeting

Mr. T. Koutris attended the Intertanko Council meeting which was held on 07Nov18 in International Maritime Organization premises in London.

Fuel 2020 distillates availability and scrubbers were in high priority in the agenda.

Fees discount of 20% was was agreed for 2019.

Intertanko Chairman Nicolas Tsakos passed on the torch to Paolo D' Amico after six years of chairmanship.

New Year and Christmas party 2018

New Year and Christmas Parties 2018, organized by Roxana Shipping S.A., Kristen Marine S.A. and Olympic Vision Maritime were successfully performed on 7th and 8th of December in Vladivostok at city's oldest restaurant "Restoracia Sheveleva" for a second year in a row.

More than 150 people in total, Company staff ashore and onboard with their wives, attended both events.

Hosing the events on behalf of Roxana Shipping were Mr. Takis Koutris, Managing Director and capt. Karthik Kaliappan, Wet Opd manager.

The entire management team of Rokcs S.A., Capt Pavel Sidorkin and Capt. Denis Verkhoturov with their wives, Crew Coordinators Evgeniya Khalimenko and Margarita Kuramaeva were present at these special events.

VMC and FEIC was represented by Director Mr Dmitry Sheverdin and Denis Tsepennikov.

Fescontract International Ltd was represented by Capt. Piotr Grigorievich Dryuk and Crew Coordinators Sergei Tingaev and Evgeniya Reznyuk, who attended the OVM/Kristen party.

The Management team of Primtanco Maritime Agency Ltd, Mr. Vladimir Djuba, Mrs. Elena Illarionova and Mrs. Evgeniya Diachenko attended Roxana Shipping party.

Mr. Koutris welcomed the guests and thanked all for the contribution to the Company success, reminded and highlighted to all that "Return Home Healthy" is always the principal order.

The events' program was carefully prepared in order to satisfy all guests invited. An excellent performance was delivered by the "Radio band", a well-known local rock-music band. The most impression was created by magician and sand box light show which were excellent.

Alcohol, as an exception to the Company's non-alcohol policy, was consumed freely this time and everybody had a great time, enjoying the delicious food, the nice music and the unique show till almost midnight.

Anchoring - Mooring project

1. A project has been initiated since 13Jan16 and extended till 30Jun19 in order to add all the necessary information and practices of MEG4 to ensure compliance with VIQ7 and to improve mooring operations performance on board our Fleet achieves the level of excellence, ie incident free operations.

2. A project for revision of Mooring procedures, had been completed and will be released with DMS updates of 31Dec18, the anchoring project will be revalidated with the aim to revise the anchoring procedures by the 31Dec19 in order to ensure operational excellence in the high risk anchoring procedures.

3. Project team leader is Capt.THP and project team members re-assigned to be Capt.NDK, Capt.FDK and Capt.GPS.
The last project meeting was conducted on 30Nov18 in the presence of FDK, NDK, GPS, THP and out of this meeting following is reported:

3.1 Mooring procedure will be drafted for DMS revisions Dec18.

3.2 Anchoring procedure will be drafted for DMS revisions Dec19.

4. Updated MoC plan for the project can be found in K:\POOL\MR 2019-01\Projects\Anchoring - Mooring.

5. All are prompted to review the mooring procedures as recently released with the DMS updates of 31Dec18 and revert with your comments relevant to the revised procedures.
To this extent at this phase and with deadline next meeting date 28Feb19 please:
5.1 Vessels to comment on revised procedures and revert with their suggestions if any.
5.2 SQM/THP will:

- Collect all the suggestions from the fleet and consolidate proposals for review and discussion during the next meeting
- Prepare the revised FOM03.1 mooring management procedure to align with MEG4 and VIQ7.

5.4 GR1 and Wet OpD to provide feedback and any recommendations extracted from the implementation of the revised mooring procedure.
5.5 RoKcs workshops to be arranged to provide feedback and any recommendations on revised Mooring procedures and related records.

BMI Book of Honesty

1. Further to our circular ID/CIR-ISM-18-1039 - BMI Project FUN 18-04-11, relevant to the BMI project as initiated on 15Jul16 to ensure awareness of Company stuff on board and ashore of the body fitness for personal health and manage the increase of BMI with the increase in age and rank, initially set for implementation by 31Dec17 and extended till 31Dec18.

2. The Health and consequently the body fitness of Company stuff is of primary concern for the Company and an initial investigation was carried out with statistics from our crew database. Therefore, through this project we upgrade the vessel's gym along with supporting instructions, advices and guidelines.

3. Project team leader is Capt.THP and project team members re-assigned to be Capt.NDK, Capt.FDK and Capt.GPS. The last project meeting was conducted on 30Nov18 in the presence of FDK, GPS, THP and out of this meeting following is reported:
3.1 All actions from last meeting are completed or transferred for completion in the current meeting report.
3.2 The vessels feedback and actions were discussed and particularly the availability, condition and overall status of the basic gym equipment.
3.3 Missing tools and equipment as identified through the updated gym inventory were supplied. Not any pending supply noted and related inventory duly updated.

BMI Book of Honesty (continued)

Project is completed and at monitoring phase.
Updated MoC plan for the project can be found in K:\POOL\MR 2019-01\Projects\BMI.

4. All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project.
To this extent at this phase and with deadline next meeting date 20Feb19 please:

4.1 Vessels:
4.1.1 Report any incompliance noted and propose your ideas for improvement.
4.1.2 Regularly report the project effectiveness.
4.2 THP
4.2.1 Distribute the "book of honesty" for crew to log own activities.
4.3 Fleet sup/nts:
4.3.1 Request Gym photos from the fleet to ensure distribution / deployment as per Gym arrangement plan.
4.3.2 Check with the fleet to ensure that all the related Posters and training videos are available and arrange accordingly.

5. Next project team meeting is planned by 20Feb19.

ECDIS and ENCs project

1. Further to our outgoing message ID/CIR-ISM-18-1036 - ECDIS ENCs FUN 18-04-02, we would like to remind you that ECDIS ENC project has been initiated since 22Apr16, in continuation of the NoNo project of Sep10 till Dec13.
Introduction of ECDIS as primary means has drastically changed the mode of operation for the Bridge team in terms of navigation.
This ECDIS and ENCs project focused in hardware, in conjunction with ECDIS and NoNo project focused in software, is launched to ensure that navigational performance of the Bridge team in the ECDIS environment will meet the level of excellence set by our Company, i.e., will ensure incident free Navigation.
Measure of this performance remains the navigational incidents and the Navigational observations during navigational audits, internal and 3rd party, TIARE and 3rd party inspections.

2. We are in the era where electronics overwhelm automation and control on board. At the same time electronics technology is developing in a fast and uncontrolled manner. This fact, in combination with the recent introduction of ECDIS and ENCs as primary means of navigation, is a challenge for us to ensure that ECDIS and ENCs technology development is properly dealt with.

3. Project team leader is Cpt. K. Anissis (KNA) and project team members are C. Partsinevelos (CSP), S. Kontozoglou (SAK), Cpt. I. Koloniotis (IK) and Cpt. N. Kassiteropoulos (NDK).
The last project meeting was conducted 04Oct18. During this meeting it was reported that:

3.1 Current Fleet certification is completed, as per ECDIS ENCs status.xls:
ADA: Certified with ECDIS as primary means of Navigation and CAES_CEES merged ENCs, by C-MAP
ATH: Certitified with ECDIS as primary means of Navigation and CMAP ENC+ by C-MAP
MCL: Certified with ECDIS as Primary means of Navigation and CAES_CEES ENCs, by C-MAP
MBC-MLD: certified with ECDIS as primary means and AVCS ENCs by DMC C-MAP
MGC_ATS-AGT-MVL-ARN certified with ECDIS as primary means and AVCS ENCS, by Novaco

ECDIS and ENCs project (continued)

3.2 All vessels have the R/O's verification for ECDIS software upgrade, according to ECDIS ENC Status xls.
3.3 RoKcs Office ECDIS FURUNO FEA 2107 software, upgraded to latest IHO presentation Library 4.0, by replacing the Hard disk of Roxana ECDIS.
3.4 C-MAP Provider, is due to suspend the use of ENC+. Presently they are replaced by CAES-CEES. They also provide AVCS ENCs.
3.5 ATH contract with C-MAP and ENC+, use to have a DVD with AVCS ENCs on board, as back up, in case of ENC+ suspension by C-MAP.
3.6 ATS reported malfunction of ECDIS consoles. Due to age of the equipment, a plan is in place for replacing the present equipment by FURUNO FMD-3000 series one.
3.7 A quotation is obtained by other ENCs Providers, so that a ship of our Fleet, most likely ATH, to be enrolled with the selected one, once the
Provider is approved by the Management, prior ENCs' contract termination with C-MAP.

Due to change of C-MAP ENC+ to CAES and CEES and AVCS as well, the duration of the Project is now extended till 30Dec18.

4. Next project team meeting is planned by 30Dec18.

ECDIS NoNO project

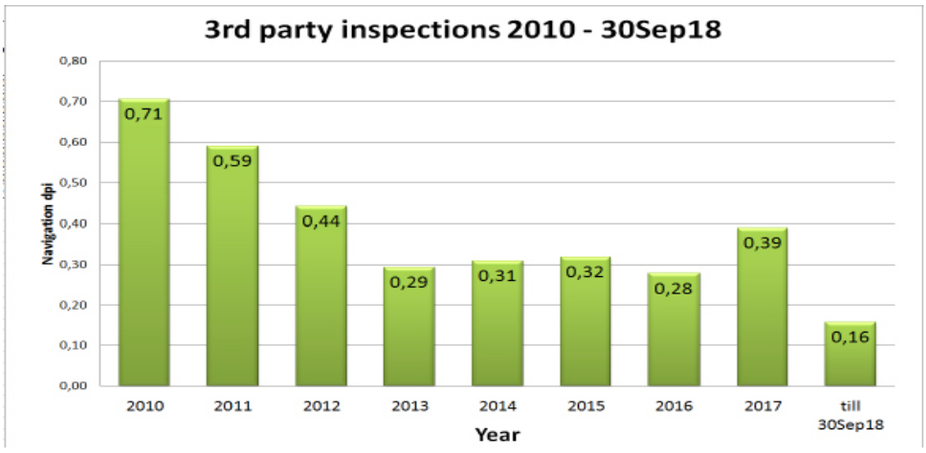
1. Further to our outgoing message ID/CIR-ISM-18-1037 - ECDIS NoNO Project FUN 18-04-02, we would like to remind you that project ECDIS NoNO has been initiated since 22Apr16, in continuation of the NoNO project of Sep10 till 2013, to ensure that by the extended date of 30Dec17 Bridge team Navigational performance on board our fleet remains in the level of excellence, particularly with ECDIS Navigation maturing, i.e., incident free navigation in the ECDIS navigation environment.

2. Having introduced the NoNO project in Sep10 till Dec13 we managed to enhance the Navigational performance and consequently reduce the navigational observations. Introduction of ECDIS as primary means has drastically changed the mode of operation for the Bridge team in terms of navigation.
We are in the era where electronics overwhelm automation and control on board. At the same time electronics technology is developing in a fast and uncontrolled manner.
This fact in combination with the recent introduction of ECDIS and ENCs as primary or secondary means of navigation is a challenge for us to ensure the excellence in performance of the Bridge team.
Measure of this performance remains the navigational incidents and observations during internal and 3rd party navigational audits, TIARE and 3rd party inspections.

3. Project team Leader is Capt K. Anissis and project team members are Capt T. Papatheodorou, Capt. N. Kassiteropoulos, C. Partsinevelos and S. Kontozoglou.
The last project meeting was conducted on 04Oct18. During this meeting it was reported that:
3.1 Only 9 Navigational deficiencies, out of 108 total deficiencies in 58 inspections, were raised totally by Vetting, PSC and Flag Inspectors during the peiod 01Jan-30Sep18.
Thus the Navigational deficiencies per inspection were reduced below our target that was set previously 0.25 by the end of Dec18.
3.1.1 We hope that our efforts on board and ashore for meeting the expectations of this project, by 30Dec18, deadline, to reduce the deficiencies to 0.10 deficiencies/inspection.
3.1.2 Although there was a good downgraded trend, our project will be kept till 30Dec18, for a further monitoring of the trend.
3.2 The VMC ECDIS software is upgraded to current IHO standard, presentation Library 4.0
3.3 Our intention is to assign New Providers who will include also the IMO Publications in their scope of service.
3.4 Training
Further to ECDIS software upgrade, new ECDIS Video training DVD were forwarded to all vessels and RoKcs for delivery to VMC, for the Officers on board and ashore training.

ECDIS NoNO project (continued)

Updated MoC plan for the project can be found in K:\POOL\MR2018-01\Projects\ECDIS NoNO.



4. All are prompted to review the plan and contribute with ideas-actions for the successful completion of the project. To this extent and at this phase and with deadline 30Dec18 pls

4.1 RoKcs/PS, ensure that all Deck Officers are properly certified for:

- ECDIS type specific training in VMC updated as appropriate.
- ECDIS Generic training is properly conducted (IMO Model course 1.27 to be stated)

4.2 SQM/THP/DAK/LPK:

- The Navigational observations detected through the 3rd party inspectors and TIARE to be collated and statistics to be issued on quarterly basis

4.3 Gr1/THP, on your attendance on board, pls focus on:

- Officers' familiarization with ECDIS implementation, Officers' proper certification (Generic course to be certified IMO Model course 1.27, type specific on board with trainer's certificate), ECDIS smooth operation and proper certification.
- Digital publications' smooth implementation. Check ADPs and eNPs last week update and ensure they are installed in Communication's and Master's computers or in a Bridge computer if available.

4.4 IT/SAK:

- Assist the Masters on Digital publications and new editions C-MAP + delivery on board as appropriate.
- Assist the Masters with problems that they may encounter with the Usage of the software for (ENC,ADP,eNP, eBooks etc)
- Familiarize IK , KAK, on the use of Novaco NB+ , for enabling them to check the Master's ENCs' and digital publications' requisitions via web browser.

4.5 CD/KNA:

- Liaise with PUR and IT Dep't for upgrading our Head Office ECDIS software.
- Liaise with TD/NDK for updating ECDIS Navigational observations consolidated table and re-submit same to Masters and RoKcs, for Officers' training on board and ashore.
- Liaise with the New Provider, so that ATH enrollment to start before 30Jan19, for the AVCS, ADPs, eNPs and examine cost of IMO publications, basis on Vessel's LIbrary, Form CP03-01

4.6 Vessels' Masters to ensure that:

- All new On-s Officers are properly familiarized on board for the ECDIS Operation, basis on Officers' Familiarization on board checklist, form CP06-03 and FOM01-12.
- Whenever an ECDIS type specific training certificate is issued on board to new Trainees, the trainees certificate must have appended the trainer's type specific training
- All deck officers hold ECDIS generic training certificate, concretely mentioning compliance with IMO model course 1.27
- Officers are properly trained on board according to training videos and Consolidated table of ECDIS Navigational observation by the Industry and Roxana, TIARE and 3rd party inspections
- ECDIS layout and computers for ADPs\eNPs and IMO Publications as instructed above para

5. Next project team meeting is planned by 30Dec18.

Internet On Board project

1. Further to our Internet On Board project FUN of 180417, we remind you that a project has been initiated since 01May15 to ensure that by the first Quarter of 2017 internet access is provided to all crew on board. Due to roll out of additional usages and Fleet Express since the meeting of Nov18 the team decided to extend the project till 31Dec18.

2. Internet On Board for all crew will satisfy the need to:

- safely provide Crew with E-mail and Internet Access and be able to manage it and add to Crew Welfare

- reduce communication cost for crew (About half cost in Voice Communications)
- reduce the total cost of communications, Voice and Data due to the fact that the usage is ever increasing
- manage the increased message Traffic (ENC updates, Danaos Crew, Ulysses)
- apply a more cost efficient method of Voice Communications between Office Switchboard and Vessel and visa-versa via direct VOIP VOICE communications.
- facilitate the future needs for Synchronization of files between Office and Vessel, Remote Monitoring of vessels Bridge, Engine Systems, Remote access of vessel to Office.
- improve monitoring and analysis of the volume and cost of communications.

- have an easier centralized Management of all the above.
- To have infrastructure in place to handle issues of CyberSecurity

3. Project team leader is Stelios Kontozoglou(SAK) and project team members are Takis Koutris(TEK), Capt. Theo Papatheodorou(THP), Costas Partsinevelos(CSP), Vassilis Kokkineas(VK), Fleet Vessels.
The last project meeting was conducted on 10Sep18 in the presence of SAK, TEK, CSP and capt Annisis (replacing THP).
Out of this meeting, and as per the updated Fleet Rollout Schedule.xls, following is reported:
3.1 All actions from last meeting are completed or transferred for completion in the current meeting report. 3.2 Internet on board with Navarino Infinity is already operational on board all Roxana Fleet, trouble free, with positive feedback from the Fleet. Pending installation in Kristen fleet by 15Dec18.
3.3 Fleet Express, the new Inmarsat system, has been successfully installed on board the Melody as pilot vessel on 12Apr17 and since last meeting on Aligote, Altesse , Asprouda , Athiri , MagicStar
The remaining vessels are Aramon which will soon have the equipment on board and then the final lot of Malbec, Miracle, Marvel. Application to Kristen fleet is under evaluation.
This new system offers much greater bandwidth , better coverage with FBB as backup , and much reduced cost of data for:

- Company (Unlimited download capacity compared to effective rate of 0,38USD per MB)
- Crew (7 USD per 50MB as compared to 19USD per 50MB)

3.4 Additional VOIP phones -teleconferencing

- New VOIP telephones are installed on board in Masters Office, in Bridge - Radio Space and in Telephone Booth for Crew Use for all Roxana Fleet. Pending installation in Kristen fleet by 15Dec18.
- VOIP phones for CCR,ECR and Cheng in process, will improve vessel intercommunication and redundancy and also will make Shore-Ship intercommunication more direct and simple.
- Calling Vessel through VOIP from Company mobile phones is now implemented for office mobile phones .
- New Company VOIP telephone exchange has also been linked to Navarino Infinity so vessels can call Company Offices and be called from there also .
- Teleconferencing is implemented across the Roxana Fleet (Master's VOIP phone is a model that supports inbuilt speaker and microphone so that it can be used for Teleconferencing)
- Attached please find the updated VOIP telephone directory showing both vessels and offices extensions.

3.5 Further additional usages of Infinity so far:

- Danaos Crewing and Ulysses update can be effected via Navarino Infinity, without the need to post CDs to Vessels.

Internet On Board project (continued)

• eNP and ADP new editions that were not available in the DVDs present on board vessels are now easily uploaded to vessels
• We increased maximum e-mail size limits for vessels with Infinity (both ship to shore and shore to ship). We will be able to increase further for vessels with Fleet Express.
Shore to Ship 1MB without Infinity , 2MB with Infinity , 4MB with Fleet Express
Ship to Shore 2MB without Infinity , 4MB with Infinity , 4MB with Fleet Express
3.6 Skyroam - This is a third party 3G Hotspot that can be connected to the Navarino Infinity and can give Local Internet Access in over 130 Countries worldwide. It will give faster and cheaper internet access when vessel has reception (at Berth or Anchorage) and It will also form a backup means of internet access , which is always important for business continuity. Skyroam is already installed on board MVL and DSR. This will also be gradually rolled out across the fleet by the end of the year.
3.7 Panda - This is a Antivirus and Endpoint Security software that we are also gradually deploying across the Fleet
It will replace the existing Avast Antivirus on the Radio PC and the Master's PC and will give us the following benefits
• An automatically updated Antivirus on board the vessel (at the moment we manually update the existing Antivirus solution , with updates every 1-2 months by USB stick)
• Alerts and Reporting Ashore of anything bad happening on the vessels computers (Virus , Malware , Phishing Attempt etc) in real time so we can take action promptly
• The ability to lock down the computer with the Panda installed so that foreign software (irrespective of if it is a virus or malware) is not allowed to be installed or even run (zero day attacks)
• Behavioral analysis so that we are informed if something unusual occurs to the computer on board irrespective if this is a known malware or virus (zero day attacks)
• The ability to lock down External devices (USB Hard DIsks , USB Sticks , CD/DVD Drives etc) so as only to allow access to specific (authorized) devices
Installation schedule for all above for the remaining fleet as per Fleet Rollout Schedule.xls
Updated MoC plan for the project can be found in K:\POOL\MR 2017-02\Projects\Internet on board - Navarino Infinity.

4. All are prompted to review the plan and contribute with ideas-actions for the successful implementation of the project. To this extent and with the Fleet Roll-out, as saved in K:\POOL\MR 2016-01\Projects\Internet on board - Navarino Infinity\Fleet Rollout Schedule.xls and with deadline the next meeting date, by 20Oct18:
4.1 Vessels to provide their feedback on the operation of Internet on board and for the countermeasures against i-Isolation and i-Distraction (circulars #737495 and #741249).
4.2 EDP/IT/SAK to liaise with SQM/KNA and
4.2.1 elaborate a cost benefit analysis for Installation of Fleet Express to Kristen Fleet
4.2.2 prepare a circular for the Games console in recreation room
4.2.3 prepare the Infinity quick start guide
4.2.4 SkyRoam order for all remaining fleet and prepare the introductory message for the usage, the benefits and limitations.
4.3 PD/CSP to ensure prompt delivery of the equipment as per Fleet roll out schedule.
4.4 WetOpD/IK to keep SAK continuously posted of remaining vessels movements to ensure smooth implementation and revision, if needed, of the Fleet roll out schedule.
4.5 SQM/THP
4.5.1 to elaborate how to enhance LET/LFI sessions with the use of Internet, shifting from DVD to Ulysses doc management or separate email attachment.
4.5.2 liaise with SAK for revising DMS on Infinity, Fleet Express, Skyroam and additional usages
4.6 SQM/KNA
• liaise with providers and Gr1 to allocate and propose a list of web sites for Vessels access.

5. Next project team meeting is planned by 20Oct18.

Outstanding 3rd Party Inspections Performance

As we all know 3rd party inspections KPIs and particularly PSC and Vetting KPIs are vital for the tradability of our Fleet.

For PSC inspections absolute target for 2018 is 0 detentions and then 0.9 deficiencies per inspection, the combination of which will keep Roxana in the high performance companies, as per the Paris MOU NIR ranking.

For the Vetting inspections the absolute target for 2018 is 100% successful inspections, ie inspections without rejection, and then 3.5 deficiencies per inspection.

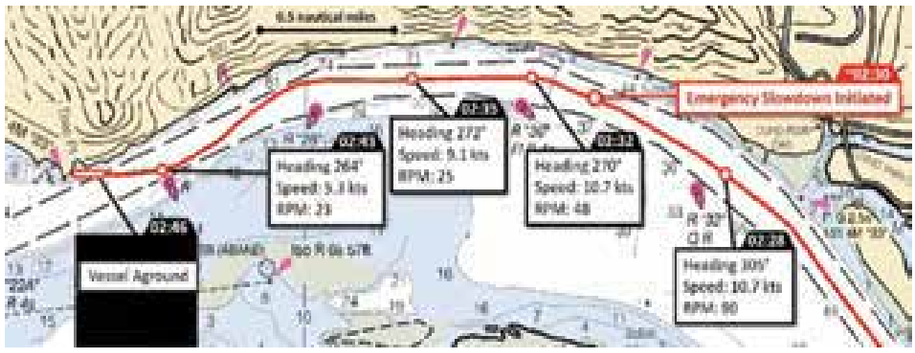
Thanks to the effective efforts of our Fleet we are proud for the outstanding performance of the vessels in terms 3rd party inspections as indicated in following table:

VESSEL	MASTER	CHENG	FLEET SUPNT	INSPECTION	PORT	DATE	DPI	Target
M/T Asprouda	I. Koshetov	E. Svistunov	-	Vetting	Fujairah	26/09/2018	3	3,5
M/T Aligote	A. Grinko	O. Kril	-	Vetting	Yanbu	25/10/2018	4	3,5
M/T Aramon	O. Khairullin	S. Farkov	G. Karavias	Vetting	Fos	22/09/2018	3	3,5
M/T Aramon	V. Siniavskii	S. Farkov	-	PSC	Lagos	21/12/2018	0	0,9
M/T Aramon	O. Khairullin	S. Farkov	G. Karavias	PSC	Fos	19/09/2018	0	0,9
M/T Athiri	A. Karelov	E. Slinko	-	PSC	Khor Al Zubair	30/12/2018	0	0,9
M/T Malbec	A. Chernobrovkin	A.Shumkov	N. Kassiteropoulos	PSC	Novorossiysk	23/10/2018	0	0,9
M/T Malbec	A. Chernobrovkin	I. Dolgopolov	G. Karavias	PSC	San Lorenzo	17/08/2018	0	0,9
M/T Malbec	A. Chernobrovkin	A.Shumkov	-	USCG	Houston	30/12/2018	0	0,9
M/T Miracle	E. Ivanov	L. Negreba	-	Vetting	Fujairah	03/09/2018	2	3,5
M/T Magic Star	D. Maltcev	S. Kochnev	-	Vetting	New Mangalore	15/12/2018	3	3,5
M/T Marvel	V. Usovich	K. Evgrafov	S. Kavouris	Flag	Houston	07/12/2018	0	2

Loss of power and inadequate communication contributes to grounding

As edited from official US NTSB report MAB-18/01

A loaded bulk carrier was outbound in a river channel, in darkness and under pilotage. An OOW, helmsman and Master were also on the bridge. The vessel was stemming a 1 knot flood tide and making way at near 11 knots. At one point the engine RPM decreased from 90 to 48 under an automatic programme. The pilot asked what was happening.



The Master spoke to the engine room personnel and responded that there was an engine problem, but they were fixing it.

For the next 10 minutes the pilot tried to keep the vessel in the channel using the reduced RPM while the Master talked to the engine room personnel on the phone in his native language, which the pilot did not understand. At one point the Master asked the pilot if they should anchor.

The pilot responded that the location was not good as the current was reversing direction due to the ebb tide. The Master continued to talk with the engine room personnel, with the vessel now slowing to about 6 knots. With no answers to his questions about the main engine, the pilot ordered both anchors away and emergency full astern. The vessel drifted nonetheless and grounded on the channel side. Damage to the vessel was estimated at approximately $4 million.

The investigation found that the engine failure was due to a cracked main engine cylinder cooling jacket that initiated an automatic reduction in engine speed.

Lessons learned

- Quick decision-making is necessary if the main engine is at fault. In hindsight, a cracked cooling jacket could not be fixed in the time available; the pilot should have been informed immediately that the main engine was unavailable.
- If one must go aground, apart from letting go the anchors, look for a soft spot to put the bow.
- Check your Master-Pilot exchange checklist. If your vessel has main engine automatic speed reduction programs, include these on the information given to the pilot.

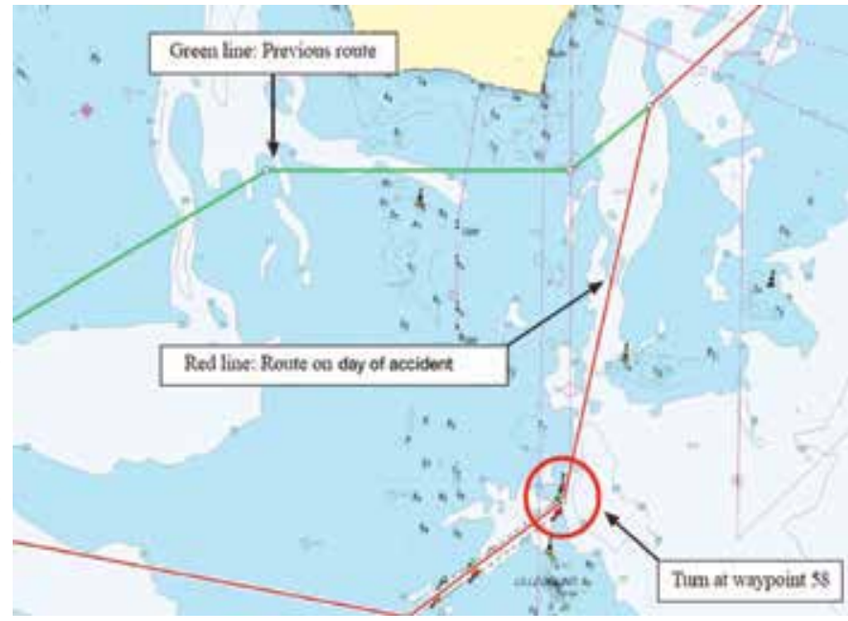
Source: MARS

New route – new dangers

Edited from official 10 Feb 2017 Grounding Report from the Danish Maritime Accident Investigation Board

A vessel was underway at about 16 knots in coastal waters and near darkness. The OOW was at the con with the Master present on the bridge and a helmsman at the wheel. The vessel was bound for a regular port of call but was using a different route from previous trips because of the vessel's draught.

At one point the OOW and the Master had a short discussion about the angle to the buoys at the entrance to the deepwater route, which was the next course change at waypoint 58. The channel was only approximately 0.2nm wide, with an area of shallow water north of the buoys.



The angle of approach would make it difficult to execute a turn into the channel, from 192° to 237°.

They agreed to alter slightly to port to allow a larger turning circle, but the current and wind were affecting the ship in such a way that this slight alteration did not give the desired results. The vessel was still to the west of the planned route and coming close to a charted isolated danger near the buoys that marked the entrance to the deepwater route. Although the vessel was equipped with an ECS and radar, the bridge team were now navigating primarily by visual means.

Suddenly, the ship started to vibrate violently, the speed dropped from 16 to 7 knots and the ship's heading changed from 195° to 204°.

Within a minute, the vibrations stopped and the ship's speed increased. The crew quickly realised that the ship had touched the seabed. The bottom of the hull had been breached in several places along the starboard side damaging several fuel oil tanks. Some local coastlines were polluted as a result.

Lessons learned

- Use all available means to navigate your ship.
- When in doubt, slow down.
- It proved to be difficult to make that course change at a speed of 16 knots, in near darkness and with a westerly current of approximately 1 to 1.4 knots. When passage plans are modified check for appropriateness of course changes and proximities to hazardous areas. In this case the angle of approach to the deepwater channel was inappropriate.

Source: MARS

Collision claims 18 lives

Edited from the official Hong Kong SAR Marine Department Marine Accident Investigation Section

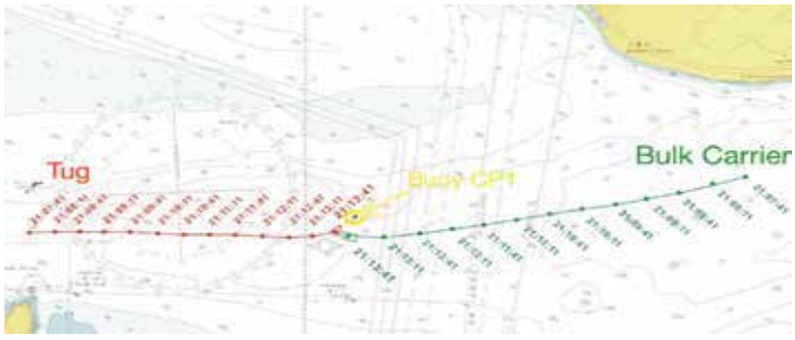
A loaded bulk carrier was inbound to its destination port with a bridge team consisting of the Master, an OOW, a helmsman and two pilots. There was a light westerly breeze and a smooth sea with visibility at about 2nm and a light drizzle. Pilot A had the con. Pilot B reported to Pilot A that he had observed a radar target fine on the starboard bow at a range of about 2.5nm. The target was a seagoing tug on a course of about 090° and was making near 10kt. The bulk carrier was heading 260° at about 13.5kt.

A few minutes later, pilot B tried to attract the attention of the tug by flashing the Aldis lamp in its direction. The tug was still very fine on the starboard bow and now at a range of about 1.6nm, showing a red sidelight. The pilots expected the tug to alter course to starboard, but instead it maintained course and speed.

Shortly after this, pilot A asked pilot B to contact the vessel traffic centre (VTC) to provide information on the target and to advise the tug that the two vessels should pass port to port to avoid collision. VTC called the tug and instructed them to take action to avoid collision. A few minutes later pilot A instructed the helmsman to alter course slowly to starboard to 265°

in order to enter the deep water channel with the CP1 buoy close on the starboard side.

A few minutes later, the tug was very fine on the port bow of the bulk carrier and at a range of about 0.5nm. Pilot A gave a helm order of starboard 10 with a view to keeping the tug on the port bow and giving it as much room as possible to pass on the port side. Pilot B gave one short blast on the whistle. Within seconds, the tug was observed to alter course rapidly to port. Pilot A ordered the helmsman to put the wheel to starboard 20, and followed by hard to starboard. Pilot B sounded five short and rapid blasts on the whistle.



As the tug continued to alter her course to port and her masthead lights opened more widely. Pilot B again sounded five short and rapid blasts on the whistle. Pilot A then gave a port 10 helm order in order to the reduce rate of turn of the bulk carrier to starboard and to allow the tug to pass clear ahead.

Pilot A then gave a helm order of starboard 10, but the bow of the bulk carrier struck the starboard quarter of the tug. The collision impact was heavy and the bulk carrier was brought to a stop. Shortly after the collision the tug listed to starboard and sank. Seven persons were rescued from the tug, but 18 crew were trapped and drowned inside the vessel.

Lessons learned

- Never make small course alterations when faced with an ambiguous meeting or crossing situation.
- Make your intentions known by using a large course alteration, preferably to starboard as per the collision regulations.
- When in doubt, slow down.

Source: MARS

A challenge too little too late

As edited from official ATSB report 325-MO-2016-003

A pilot and trainee pilot boarded a bulk carrier in darkness. Courses and positions had previously been sent to the ship for the express purpose of planning the passage. The pilots completed the Master/pilot exchange with the bridge team, establishing that the OOW would inform the pilot when the ship was 7 cables from each course alteration position (waypoint). They proceeded through the reef-infested passage at about 8kt. The electronic navigational chart (ENC) was continuously displayed on the pilot's portable pilotage unit (PPU), which had been set up near the bridge front windows on the port side.

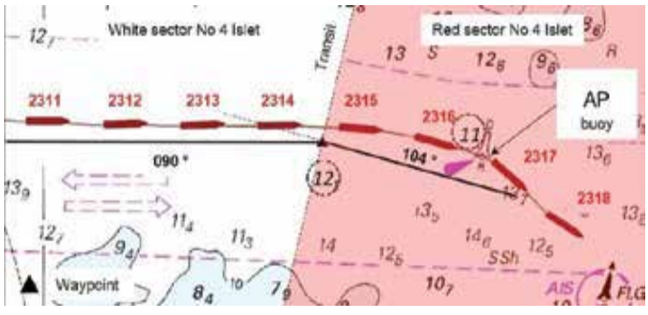
The OOW was plotting the vessel's position on the paper navigational chart at five-minute intervals. He also followed the pilot's standing instruction by informing him when the ship was 7 cables from the next waypoint.

The pilot was positioned by the S-band radar, near the ship's centreline and was using the radar to determine the distance to the AP buoy. The OOW then advised 7 cables to go to the next waypoint and the pilot acknowledged the information.

The pilot ordered 10° starboard rudder. The bridge of ship was now a little more than 6 cables from the AP buoy. Shortly afterwards, the pilot ordered 5° starboard rudder, but he was unable to find the buoy's echo return on the radar's display. His usual practice was to use a 7 cable distance from the buoy as his wheel-over position. He became fixated on regaining the lost echo. For the next two minutes the rudder angle remained at starboard 5°.

The position plotted on the chart indicated that ship was about half a cable (100m) north of the charted track and the Master observed aloud that the AP buoy was right ahead. About 10 seconds later, the Master asked how the buoy was, followed 11 seconds later with 'will we touch the buoy?' The pilot said 'no' and shortly after ordered starboard 10°, followed 16 seconds later by starboard 20° and then 'hard a starboard'.

In spite of some more helm applications the port quarter of the ship's hull contacted the buoy.



Lessons learned

- Even though the OOW was somewhat integrated into the pilot's operations by informing him at 7 cables to each waypoint, neither he nor the rest of the bridge team possessed the same mental model as the pilot for the transit.
- There was a PPU on the bridge showing the vessel's position in real time, but the bridge team were not using this tool and were preoccupied with other aspects of the pilotage.

• In darkness a person's visual perception is not the same as in daylight, so objects may appear closer than they actually are. Because accurate depth perception is very difficult, especially at night, it is important that human abilities are always supplemented by the use of all other navigational and electronic aids.

• The Master's comments were too little too late. He was not in a position to challenge the pilot properly as he was using only his visual acuity to sight the buoy.

Source: MARS

Keep your lines tight and balanced

This photograph was sent to us by a mariner. Is this an accident waiting to happen? The mooring lines visible in the photo are quite slack and of unequal tension.

Lessons learned

• Keep an eye on your lines and, when securing, equalise the tension in all lines.

Source: MARS

Lifeboat falls with one fatality

Edited from official BEAmer (France) report, May 2017

On a passenger vessel, two members of crew were preparing a lifeboat for lowering as a drill. The lifeboat's doors were opened and the two locking pins were inserted in the dedicated slots. The lifeboat was lifted slightly from the stowed position so that the forward and aft lashing gripes could be retracted. The aft lashing lever was released by one crew member and the lashing gripe retracted normally. The other crew member was busy disconnecting the battery charging supply cables and checking that the engine was ready to start. Somehow, both crew forgot about the forward lashing lever. It remained in position and thus the bow of the boat remained secured.

Soon afterwards, other crew members arrived to assist in the lowering: five to man the boat and one to lower the boat. The crew member who was to lower the boat did not visually check the fore part of the boat. He released the winch brake, and the stern of the boat immediately started to descend, but the bow was locked in the guide by the forward lashing gripe. The lifeboat was destabilised and tilted heavily backwards. Under the combined effects of the excessive inclination and the weight, the bow of the boat freed itself from the guide and the forward long-link slipped out from its release hook. The lifeboat tilted heavily forward, creating a new imbalance. The aft longlink in turn slipped from its hook, tearing its stop pawl. The lifeboat then fell into the sea with a forward tilt angle.

Similar lifeboat: 370 person capacity

Due to the force of the impact, the forward hook-man was fatally injured. Two other crew were seriously injured and two more sustained minor injuries.

Lessons learned

• Lifeboat accidents continue to happen despite the introduction of gear incorporating extra defence mechanisms to help prevent falls. Human error is still a major contributing factor to lifeboat accidents.

• When performing lifeboat lowering manoeuvres it is vital to follow procedures strictly.

• If the lifeboat lowering crew cross-check procedural steps, they are more likely to catch mistakes before negative consequences occur.

Source: MARS

Steam burn

The crew of a tanker were undertaking cargo tank cleaning operations while at sea. Two boilers were in use. The deck steam valve in the engine room was unintentionally opened far more than the required 20–40%. This resulted in a surplus of steam and decreased the water level in the boiler. The feed pump started (in auto mode) to replenish the water in the boiler, which in turn created a low level of water in the hot well.

Due to the surplus steam, the return line was filled with a volume of steam that exceeded the condenser capacity. Steam filled the condenser and subsequently escaped into the hot well. Low level alarms were activated on the boiler and then in the hot well. Working in haste, the EOW was focused solely on the boiler low level alarm and did not check the level gauge for the hot well tank before opening it. The steam and water mixture in the hot well splashed on to his feet, causing a severe burn on his lower left leg. The victim had to be repatriated for final recovery.

Lessons learned

- Mistakes made upstream of a process may have serious unintended consequence later and at point downstream in the process.
- Try and keep your overall situational awareness about you when undertaking a specific task.

Source: MARS

Fingers squeezed by crane wire

Three crew members were in the process of reeving in the topping wire of the provision crane. One crew member was guiding the wire on to the warping drum while another signalled to the bosun who was using a remote control on deck to run the drum.

At one point, wire pinched the fingers of the crew member guiding it, causing him to cry out in pain. The bosun reacted quickly but, out of confusion and panic, he operated the crane in the wrong direction, which resulted in the crew member's hand being further squeezed by the warping drum. First aid was immediately administered. Because of the severity of the injury, however, the victim had to be signed off from the vessel and sent ashore for further medical attention.

The company investigation found that the bosun, who had just joined the vessel, was not sufficiently familiar with the safe and smooth operation of the crane.

Lessons learned

- A toolbox meeting (or Take-5 system) that exposes the job hazards and mitigation measures can help reduce accidents.
- Co-ordination and communication techniques should be agreed upon while performing any job that involves more than one person.
- Proper familiarisation should be given to any newly joined crew members. For example, the first few operations of the crane by a newly

Source: MARS

Global Fuel Sulphur Cup 0.5% in 2020

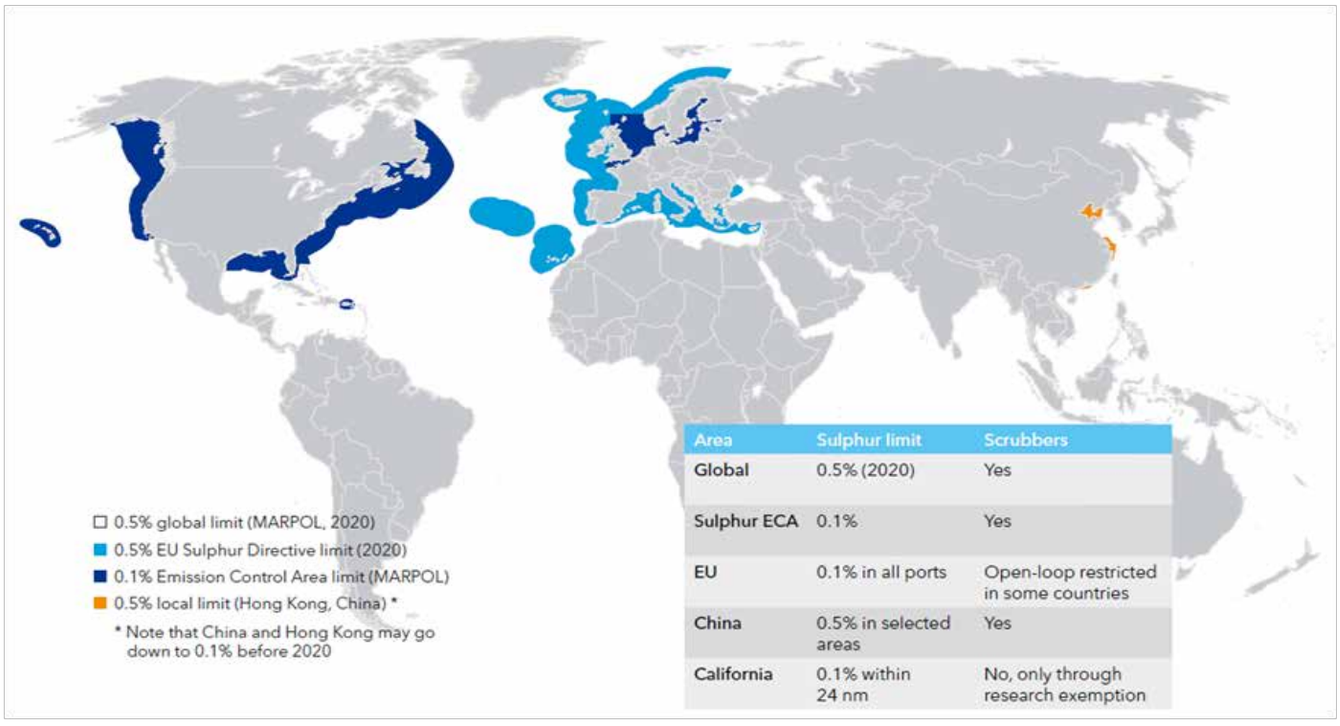
After a review of the outlook of the availability of compliant low sulphur fuel oil in 2020, the IMO has decided that the global fuel sulphur limit of 0.5% should enter into force in 2020. This requirement is in addition to the 0.1% sulphur limit in the North American, US Caribbean, North Sea and Baltic Emission Control Areas (SECA).

A complicating factor is the regional and local regulations, which in some cases stipulate stricter requirements and in others, prohibit certain compli-ance options.

The European Union Sulphur Directive stipulates a maxi-mum 0.5% sulphur content for ships in all EU waters by 2020, and a 0.1% limit in ports. In certain EU countries, it should also be noted that the Water Framework Directive is putting constraints on the discharge of scrubber water. Belgium and Germany have in essence prohibited the discharge of scrub-ber water in most areas, severely constraining the opera-tion of open-loop scrubbers. Other EU countries are following suit to a lesser or greater degree, with no common EU practice likely to be agreed.

Currently Hong Kong has a 0.5% sulphur limit for ves-sels at berth. China has recently published regulations for domestic SECA-like requirements in the sea areas outside Hong Kong/ Guangzhou and Shanghai, and in the Bohai Sea. China is taking a staged approach, ini-tially requiring maximum 0.5% sulphur content in fuel burned in key ports in these areas, gradually expand-ing the coverage, and culminating in applying the requirements to fuel used in the sea areas from 2019 onward. There is the possibility that the requirement will be tightened to 0.1% in 2020, and that a formal ECA application may be made to IMO.

California's Air Resources Board (ARB) enforces a 0.1% sulphur limit within 24 nautical miles of the Californian coast. The regulation does not allow any other compliance options than low sulphur marine gas or diesel oil (DMA or DMB). A temporary research exemption may be granted allowing the use of a scrubber. The application has to be sent before en-tering Californian waters. A sunset review is expected in 2018 which may conclude that the ECA regulations are sufficient.



Area	Sulphur limit	Scrubbers
Global	0.5% (2020)	Yes
Sulphur ECA	0.1%	Yes
EU	0.1% in all ports	Open-loop restricted in some countries
China	0.5% in selected areas	Yes
California	0.1% within 24 nm	No, only through research exemption

Implementation Plan on Domestic Emission Control Areas in Waters of the Pearl River Delta, the Yangtze River Delta and Bohai Rim (Beijing, Tianjin, Hebei)

I. Objectives

The Domestic Emission Control Areas (hereinafter referred to as DECAs) are designated to control the emissions of SOx, NOx and particulate matter from vessels and to improve the air quality of coastal areas and regions along the rivers, and in particular, of port cities in China.

II. Principles

The DECAs are designated following the principles of:

(I) Focusing on key areas for joint control of air pollution;

(II) Maintaining fair competition among the ports in the areas, and encouraging earlier implementation of DECAs by major ports;

(III) Taking into account ship traffic density and economic development level; and

(IV) Complying with international and domestic laws

III. Applicable vessels

The Plan applies to vessels navigating, anchoring or operating in the DECAs, excluding military vessels, sport vessels and fishing boats.

IV. Geographic Scope of DECAs

(I) Pearl River Delta DECA

The Pearl River Delta DECA includes:

(a) the seas enclosed by geodesic line connecting the 6 points of A, B, C, D, E, F (excluding waters under the jurisdiction of Hongkong and waters administered by Macao)

A) The joining point of coastlines of Huizhou and Shanwei

B) The point where the seaward extension of 12 nautical miles from Zhentouyan terminates

C) The point where the seaward extension of 12 nautical miles from Jiapengliedao terminates

D) The point where the seaward extension of 12 nautical miles from Weijiadao terminates

E) The point where the seaward extension of 12 nautical miles from Dafanshi terminates

F) The joining point of coastlines of Jiangmen and Yangjiang

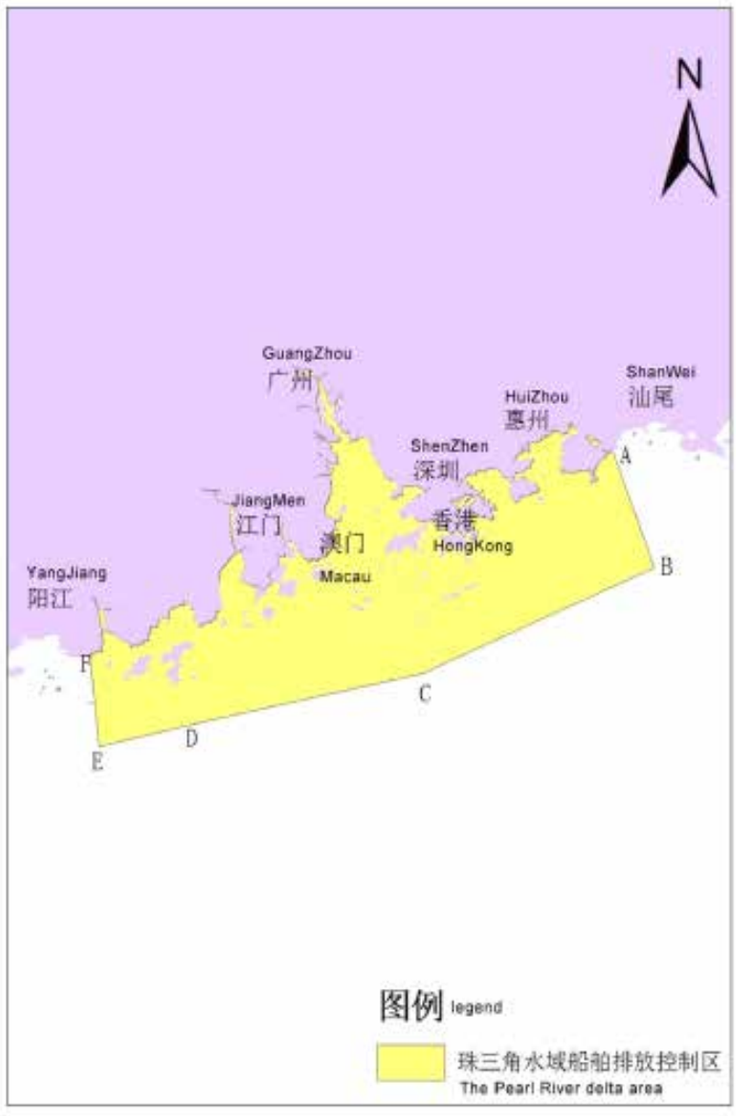


Figure 1: Pearl River Delta DECA

(b) navigable waters of the rivers under the jurisdiction of 9 cities in

cluding Guangzhou, Dongguan, Huizhou, Shenzhen, Zhuhai, Zhongshan, Foshan, Jiangmen, and Zhaoqing.

The core ports within this DECA are Shenzhen, Guangzhou and Zhuhai.

(II). Yangtze River Delta

The Yangtze River Delta DECA includes:

(a) the waters enclosed by geodesic line connecting the 10 points of A, B, C, D, E, F, G, H, I and J;

A) The joining point of coastlines of Nantong and Yancheng

B) The point where the seaward extension of 12 nautical miles from Waikejiao terminates

C) The point where the seaward extension of 12 nautical miles from Sheshandao terminates

D) The point where the seaward extension of 12 nautical miles from Haijiao terminates

E) The point where the seaward extension of 12 nautical miles from Dongnanjiao terminates

F)The point where the seaward extension of 12 nautical miles from Liangxiongdiyu terminates

G) The point where the seaward extension of 12 nautical miles from Yushanliedao terminates

H) The point where the seaward extension of 12 nautical miles from Taizhouliedao (2) terminates

I) The point where the seaward extension of 12 nautical miles from the joining point of coastlines of Taizhou and Wenzhou terminates

J) The joining point of coastlines of Taizhou and Wenzhou

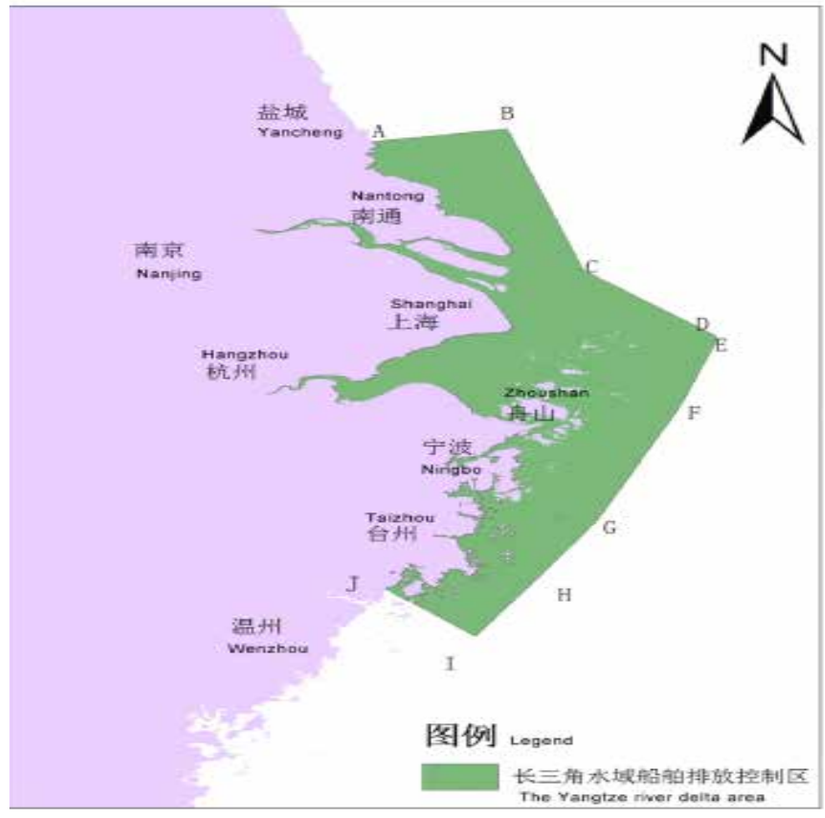


Figure 2:Yangtze River Delta DECA

(b) navigable waters of the rivers under the jurisdiction of 16 cities including Nanjing, Zhenjiang, Yangzhou, Taizhou, Nantong, Changzhou, Wuxi, Suzhou, Shanghai, Jiaxing, Huzhou, Hangzhou, Shaoxing, Ningbo, Zhoushan and Taizhou.

The core ports within this DECA are Shanghai, Ningbo-Zhoushan, Suzhou and Nantong.

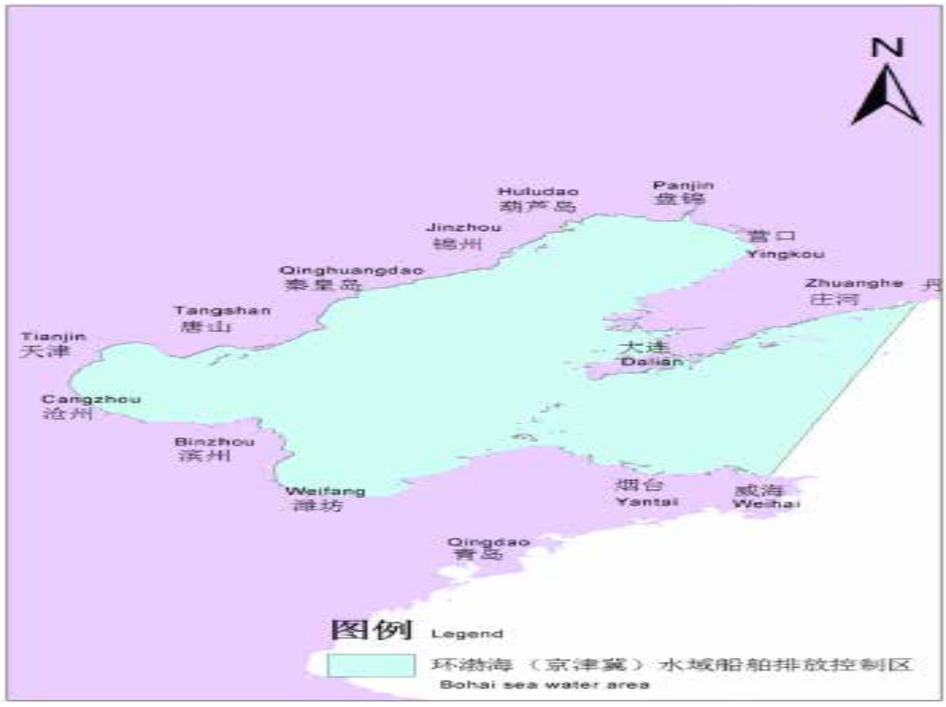


Figure 3:Bohai Rim (Beijing, Tianjin, Hebei) DECA

(III). Bohai Rim (Beijing, Tianjin, Hebei) DECA

The Bohai Rim (Beijing, Tianjin, Hebei) DECA includes:

(a) the waters within the line connecting the joining point of coastlines of Dalian and Dandong and the joining point of coastlines of Yantai and Weihai; and (b) navigational waters of the rivers under the jurisdiction of 13 cities including Dalian, Yingkou, Panjin, Jinzhou, Huludao, Qinhuangdao, Tangshan, Tianjin, Cangzhou, Binzhou, Dongying, Weifang and Yantai.

The core ports within this DECA are Tianjin, Qinhuangdao, Tangshan and Huanghua.

V. Implementation Arrangements

(I) All vessels shall meet the requirements of international conventions and domestic laws and regulations of China on emission control of SOx, NOx and particulate matter on and after 1 January 2016. Where appropriate, the ports within the DECAs may

impose higher requirements including requiring vessels to use fuel of not more than 0.5% m/m sulphur content while berthing.

(II) The sulphur content of any fuel oil used on board vessels berthing at the core ports in the DECAs (excluding the first hour after arrival and the last hour before departure) shall not exceed 0.5% m/m on and after 1 January 2017.

(III) The sulphur content of any fuel oil used on board vessels berthing at all ports in the DECAs shall not exceed 0.5% m/m on and after 1 January 2018.

(IV) The sulphur content of any fuel oil used on board vessels entering the DECAs shall not exceed 0.5% m/m on and after 1 January 2019.

(V) An assessment on the effect of the aforementioned control measures will be conducted before 31 December 2019 to decide whether:

1. to introduce the requirement of 0.1% m/m sulphur content in the DECAs.
2. to extend the geographical scope of DECAs.
3. to introduce other control measures.

(VI) Vessels can take alternative measures equivalent to the aforementioned control measures, such as, using shore power and clean energy, and treatment of exhaust gas.

OCIMF Mooring Equipment Guidelines 4th edition (MEG4)

The OCIMF Mooring Equipment Guidelines 4th edition (MEG4) was published in June 2018.

The Mooring Equipment Guidelines establish recommended minimum requirements to help ship designers, terminal designers, ship operators and mooring line manufacturers improve the design, performance and safety of mooring systems.

In line with the requirements of MEG4 all ships need to be equipped with a Mooring Systems Management Plan and a Line Management Plan. Scope of the plan is to assist operators to ensure that the mooring system is inspected, operated and maintained in accordance with the original design basis. Approval by the Administration or a Recognised Organisation (RO) on behalf of the Administration is NOT mandatory.

We are planning to revise, with DMS revisions Dec18:

- Our PMS to incorporate the lines management plan and
- FOM03 mooring operations to address the mooring management plan and lines management plan requirements.

MEG4 will be posted in Ulesses Roxana Library / OCIMF Publications.

IMO imposes cyber security on ship ISM

IMO has given shipowners and managers until 2021 to incorporate cyber risk management into ship safety, giving the industry another issue to deal with.

Owners risk having ships detained if they have not included cyber security in the ISM Code safety management on ships by 1 January 2021.

Delegates discussed the ramifications of this at Riviera Maritime Media's European Maritime Cyber Risk Management Summit, which is being held in association with Norton Rose Fulbright in London.

Danish Maritime Authority special adviser Erik Tvedt told the seminar that the decision IMO made on Friday 16 June should drive shipowners and managers to incorporate cyber risk management and security into their safety management systems.

"Owners need to do this by 1 January 2021 or ships can be detained," Mr Tvedt said. He added that port state control would need to enforce this requirement in a standard way.

A morning panel, which included MOL LNG Transport IT manager Pete Adsett and representatives from Lloyd's Register and Moore Stephens, highlighted how this would be difficult to implement. Mr Adsett explained how his organisation prevents cyber issues and protects ships from malware. He said his ships had malware on board in the past, but these were cleaned off.

There were discussions from the summit floor as to what the IMO decision meant to shipowners and how this would impact shipmanagers. One conclusion is that port state control officers will need to be advised on what to look for.

Changes to the ISM Code are required because an increasing number of vessels are found to have malware on board, which could affect ship operations and navigation safety.

At the summit, DNV GL maritime cyber security manager Patrick Rossi listed many of the issues found on board container ships and tankers that make these vessels more vulnerable to cyber attack.

Delegates heard about the mitigation methods for preventing and dealing with a cyber attack from John Boles a former assistant director of US Federal Bureau of Intelligence's international operations. He is now director of global legal technology solutions at Navigant.

Mr Boles said controlled networks should be separated from unsecure ones, software should be patched and crew trained to prevent unintentional malware infections. He said shipping companies should have layered defences to isolate protected data from the internet, implement multi-factor authentication and retain outside security experts to help plan for a cyber attack.

Familiarization, Roxana Shipping - Kristen Marine 01 Sep - 31 Dec 18

Name	Rank	Vessel	Join Date	Photo
Ivanov Victor	Master	ADV	13/10/2018	
Kozlov Alexander	Ch/Off	ATH	27/10/2018	
Vashchenko Alexander	Master	AGT	02/12/2018	
Okolo-Kulak Andrey	Master	MVL	21/12/2018	
Berillo Evgenii	Master	MBC	22/12/2018	

Promotions, Roxana Shipping - Kristen Marine 01 Sep - 31 Dec 18

Name	Rank	Promotion Date	Photo
Okolo-Kulak Andrey	Master	21/12/2018	
Suchok Danil	3rd/Off	16/09/2018	
Kurakin Vitalii	Junior 3rd/Off	16/09/2018	
Gontar Aleksei	Junior 3rd/Off	29/10/2018	
Grachev Gennadii	3rd/Eng	17/11/2018	
Tarasenko Sergei	4th/Eng	06/10/2018	

Human Resources Management

Mr. Christos Villas's resignation

We hereby announce that Mr. Christos Villas submitted his resignation, effective as of 26Nov18.

Christos had been working with the Company for the last 12 years, holding the position of IT Administrator, effectively, efficiently and with a permanent smile, contributing to the successful expansion of the Company.

We wish him good luck in his new managerial position.

Mr. George Kouloulias's resignation

We hereby announce that Mr. George Kouloulias submitted his resignation, effective as of 17Dec18.

George had been working with the Company for the last 3 years, holding the position of Fleet Superintendent, contributing to the successful expansion of the Company.

We wish him good luck in his new endeavors.

Job Opportunities

In view of the planned for 2019 Fleet expansion following new positions are announced for 2019:

Fleet superintendent, ex Chief Engineer

He will be based in Athens and/or Singapore, belonging to a Fleet Group, reporting to Head Office, responsibilities as per CP01, fluency in English and computers desirable, Ex Chief Engineer in Kristen/Roxana Fleet will be also desirable.

Attractive benefits package.

Fleet superintendent, ex Master

He will be based in Athens, belonging to a Fleet Group, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable.

Attractive benefits package.

Operator, ex Master

He will be based in Athens and/or Singapore office, reporting to Head Office, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable.

Attractive benefits package.


ROXANA
SHIPPING S.A.
KRISTEN
MARINE S.A.