



Sustainable Action By MOL Group

# BLUE ACTION MOL

To the future, with our 'Ocean Planet.'

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

## “Winning the PSC battle”.

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

Seafarers play a crucial role in ensuring the safety and compliance of vessels and going through the tough Port State Control (PSC) inspections. By being diligent, prepared, and committed to safety and compliance, seafarers can successfully navigate through tough inspections and ensure the smooth operation of their vessel and can successfully win the PSC battle.

Following procedures and checklists is essential for ensuring the safety and compliance of vessels. Regular and thorough inspections of the vessel, open and transparent communication between the crew and shore management team, and familiarity with and adherence to all relevant regulations and safety protocols are key factors in achieving the goal of flawless inspections.

As seafarers, the pride of maintaining a ship in top-notch condition not only ensures your safety and well-being but also reflects your professionalism and dedication to the maritime industry. A successful Port State Control inspection is a testament to your hard work and vigilance. It helps safeguard your vessel's reputation, prevents costly detentions, and upholds the highest standards of maritime safety. By staying proactive and thorough in your duties, you're contributing to a safer, more efficient global fleet and earning the respect that comes with excellence at sea. Please bear in mind that **There is a high focus by port state controls on all safety items and crew preparedness for emergencies.** In these challenging times, resilience and determination which are natural allies of our seafarers will make us grow stronger and rise above them.

The biggest asset which we have is “Our dedicated Seafarers” who are doing their best in maintaining the highest standards of safety and compliance which is always appreciated and valued. By working together and maintaining a strong focus on safety and compliance, we can ensure the safe and efficient operation of our vessels, and truly live by the motto **'Where there is safety, there is prosperity'** in its fullest sense. Collectively, let us promote for a strong safety culture and continue to prioritize safety as we march towards prosperity.

**Remember– “Seafarers: Leading Us Ahead with Valor and Commitment!! ” – We salute you!**

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



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





## Behaviour Based Safety (BBS) – Best Spirit Cards – 2Q 2024.



The Company's Behaviour Based Safety Program is called SPIRIT, which is an acronym for "Safety Performance Improvement by Respectful Intervention and Training". The program draws inspiration from DUPONT's very successful and widely used STOP Behaviour Based Safety Training Program. We deeply value the good reports submitted by the entire fleet (including TMS Vessels). These reports are an important motivation tool to foster the sense of pride in what we are doing and creating a sense of belongingness to the organization. Amongst the various reports submitted in the 2<sup>nd</sup> Quarter of 2024, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

**Yearly awards are shared vide common email & also uploaded in Unix Website.**

### Best Spirit Cards – 2Q 2024

**Case-1:** After berthing, Vessel's accommodation ladder was prepared for pilot's disembarkation. 2<sup>nd</sup> Officer, who was escorting the pilot observed that pilot boat crew prepared another ladder which they just leaned against ship's handrail and were holding the ladder with their hands without any proper securing. Pilot wanted to disembark from this unsecured ladder stating that freeboard is low. 2<sup>nd</sup> Officer requested pilot to disembark by ship's accommodation ladder and expressed concern about the instability of pilot boat's unsecured ladder. Pilot realized the hazards involved and accepted to safely disembark through the ship's accommodation ladder. (Courtesy – ARGENT ASTER)



**Mr. Park Jaeyeon**  
2<sup>nd</sup> Officer

**Case-2:** While vessel was at anchored, 2<sup>nd</sup> officer observed that one of the deck crew was painting ship's cargo hose handling crane by using a paint brush with long stick. He was standing on an unsecured empty 200 Liter drum without wearing safety harness. Realizing the fall hazard, as vessel was rolling slightly, 2<sup>nd</sup> Officer immediately alerted the crew on walkie-talkie to stop this unsafe work practice and follow proper work aloft procedures utilizing proper PPE including safety harness and not to utilize the unsecured empty drum as a platform to stand and work. (Courtesy – GINGA LEOPARD)



**Md. Riaj Uddin**  
2<sup>nd</sup> Officer

**Case-3:** Oiler-1 observed that one of the crew left his cabin without unplugging the electric devices (Mobile Phone, Laptop etc.) which posed a fire hazards. He reminded the crew to unplug all items before leaving the cabin, which the fellow crew member understood and complied with. (Courtesy – ARGENT GERBERA)



**Mr. Min Min Aung**  
OILER1

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

**"SPIRIT - Safety Performance Improvement by Respectful Intervention and Training"**

## Best Practices

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

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

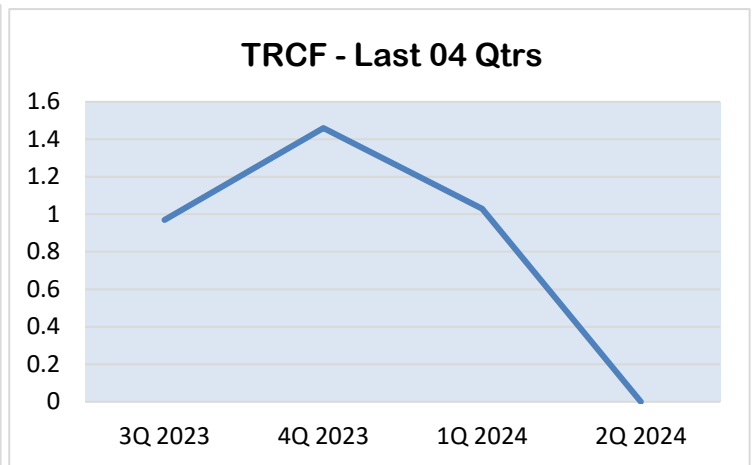
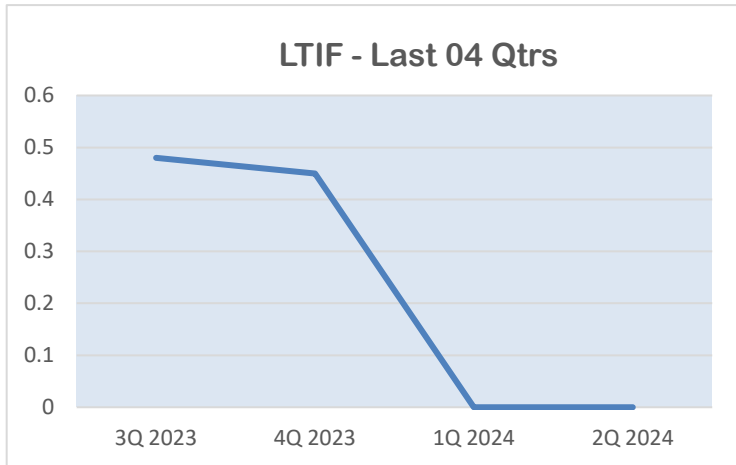
No.	Details of Best practice	Photographs
1.	<p>Draining &amp; Flushing the Fire &amp; Foam Lines from time to time to remove Dirty/Discolored water from those lines. Also, emergency eye Wash &amp; Emg. Showers to operate and flush out at times.</p> <p>(Courtesy : GINGA BOBCAT)</p>	No representative photo provided
2.	<p>Before returning and securing the laminator machine to cabinet. Ensure to let it cool down and rest to lower temperature after usage.</p> <p>(Courtesy : DIVA)</p>	No representative photo provided
3.	<p>Drills to be carried out with substitute team leaders and members, scenarios such as one team leader is missing or absent. Substitute rank replacement is listed in Muster list, but also should be carried out in actual drills.</p> <p>Courtesy : BRILLANTE</p>	NA



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



## Crew Injuries



**There were Nil recordable cases during this quarter.**

**LTIF for 2Q-2024 was Nil, for 1Q-2024 LTIF was Nil.**

**TRCF for 2Q-2024 was Nil, for 1Q-2024 TRCF was 1.03.**

**Annual Target for 2024, LTIF <0.12 & TRCF <0.40**

# (LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTI includes injuries resulting in lost time, fatalities, severe injuries resulting in ability to work ashore/onboard. TRCF = Total Recordable Case Frequency as per OCIMF. This is also number of such injuries per 1 million exposure hours in the fleet. It includes LTIF injuries, RWC- Restricted Workday Case & MTC - Medical Treatment Case).

### First Aid Case: Scalp laceration injury during heavy rolling

On 27th June 2024 around 0130 LT whilst vessel was at sea, 2/O sustained a skin laceration injury on the skull. At the time of the incident 2/O was sitting on the pilot chair which fell down due to heavy rolling being experienced at that time. The 2/O's head impacted against the air con unit body resulting in the injury. First-aid was given on-board & medical advice was taken remotely from officer's home country. Subsequently, 2nd officer was sent ashore for a confirmatory check at next port.

As per the shore doctor's report, there were no remarkable findings and 2nd officer was declared fit to sail.



### Contributory factors:-

- Environmental condition – Vessel was rolling 30 degrees.
- Securing of pilot chair not strong enough to prevent it's fall.
- Sitting on pilot chair during watch with heavy rolling.
- Health issue – Feeling seasick /dizzy due to heavy rolling.
- Not calling master when required (when feeling seasick / after injured).
- Not adjusted course to reduce rolling.

### Causal Factors:-

- Procedural compliance less than adequate (calling master, action during heavy weather).
- Safety awareness / Training less than adequate.

### Lessons learnt:

- Review weather information thoroughly during passage planning. Adjust course accordingly to prevent heavy rolling.
- OOW shall not hesitate to call master when in need.
- Never sit down on pilot chair during watchkeeping duty.
- Bridge team members to ensure that all items on bridge including pilot chair are properly secured prior to the onset of heavy weather.



**Work safely – Say 'NO' to injuries**





## Learning from Incident – Port State Control Inspection

During this quarter, one of our managed vessels got detained at Port Alfred, Canada during a PSC inspection on 24<sup>th</sup> of May 2024 and subsequently released on 28<sup>th</sup> May 2024. Total 24 deficiencies were recorded, out of which 06 were marked as “grounds for detention”. The vessel was 19 years old and under Danish Flag.

### Summary of detainable deficiencies: -

- Low insulation alarm at Emergency Switchboard.
- Aldis lamp battery inflated.
- Forward liferaft embarkation light not as required.
- Hospital facilities not as required.
- No hot water in accommodation.

**Coming up next !**

PSC Concentrated Inspection Campaign (CIC) from 01-Sep-24 until 30-Nov-24. It will focus on “Crew Wages and Seafarer Employment Agreement under MLC”.

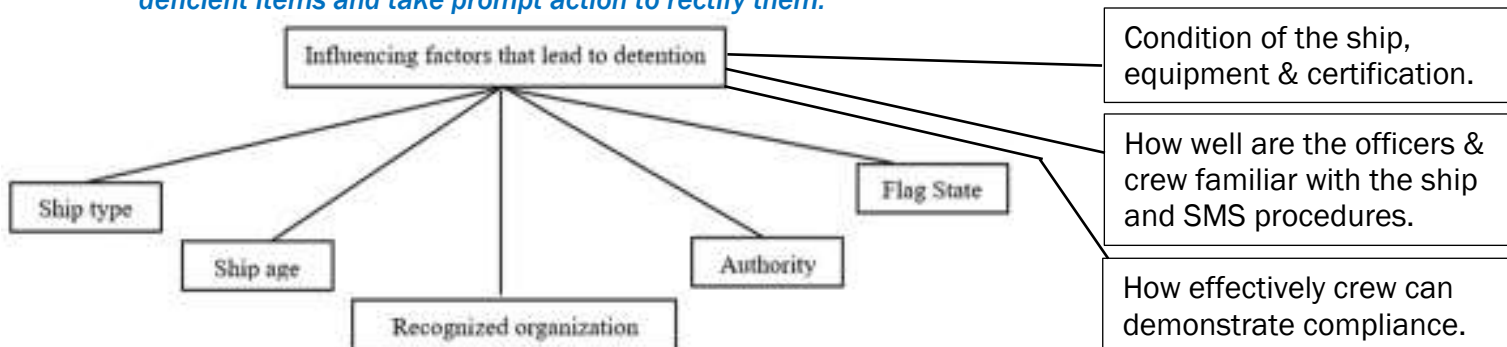
Most of the deficiencies were rectified during the inspection and some within the same day. The detention was preventable provided a good round has been taken by onboard senior officers prior arrival port and all minor items observed by PSCO had been identified and attended to promptly.

### Key findings noted during Investigation of the detention incident: -

- ❖ Lack of effective routine inspections by senior officers. (Last minute PSC checks, weekly inspections, safety officer inspection etc.)
- ❖ Defect reporting system less than adequate (Not utilized, no timely reporting for follow up).
- ❖ Shore management oversight through effective audit, inspection and ensuring effective defect reporting system less than adequate.
- ❖ Despite stipulated QSMS procedure on PSC preparation and specific guidance observed less than adequate thoroughness and completion of the various checklist and reporting.
- ❖ Our primary focus remained on safe navigation / cargo operation / engine room operations, but equal emphasis was not adequately extended to the emergency preparedness / maintaining convention (SOLAS, MARPOL, STCW, MLC, LOADLINE) items in optimum condition.
- ❖ Defect reporting, follow up, open and transparent communication between ship and company was less than adequate.

### Lessons learned: -

- ❖ Ascertain vessel’s condition diligently and reflect accurately in various checklists such as Safety officer monthly inspection, various PMS checklists, Saturday routines, equipment test logs.
- ❖ All superintendents had been directed by the management to provide utmost support to vessels for adequate follow up of defect / trouble reports / resolve supply matters timely.
- ❖ Ship staffs shall not compromise and become habituated to live with the problem.
- ❖ Inform all defects / troubles / issues with convention (SOLAS, MARPOL, STCW, MLC, LOADLINE) items timely To vessel’s marine / technical PIC for proper follow up. In case you do not receive proper attention, please Escalate the matter to respective fleet team leader / DPA / Marine and Technical directors to resolve the matter soonest.
- ❖ Please refer to company guidance on PSC inspection in QSMS manual M02 Section 13.18 and comply with same.
- ❖ Onboard senior management staffs of the vessel shall take ownership of the vessel and conduct diligent checks and verification with similar /higher level of intensity, focus as toughest PSCO, with a view to identify deficient items and take prompt action to rectify them.





## Fleet updates

- **BONITA ANA** – Oil/Chemical tanker, DWT 14,943 MT, delivered from Shitanoe Shipyard, Japan, On 02-Jul-2024.

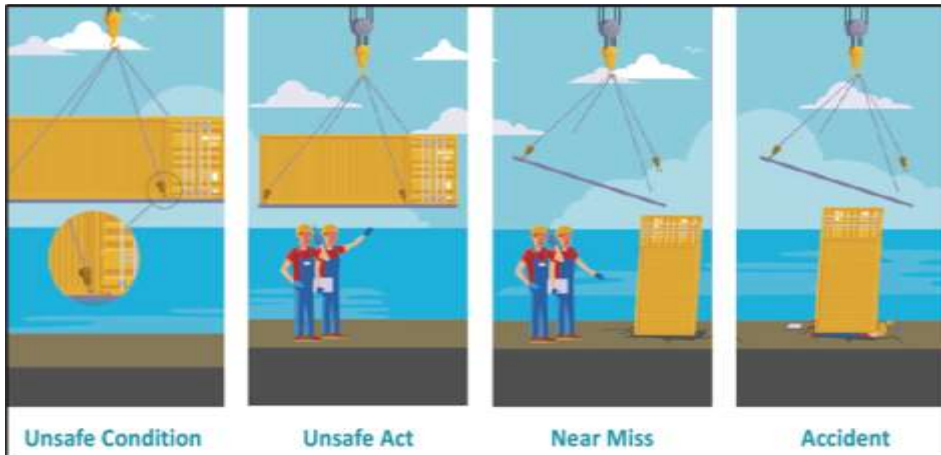


**Special feature:** The vessel is equipped with a Marine Gas Oil (MGO) mono-fuel engine, supporting our commitment to environmental sustainability through reduced emissions and improved fuel efficiency.

- **BONITA ANGELA** – Oil/Chemical tanker, DWT 14.9 K MT is scheduled to be delivered from Shitanoe Shipyard, Japan, around last week of Dec'24.

**“Where there is Safety, there is prosperity”**

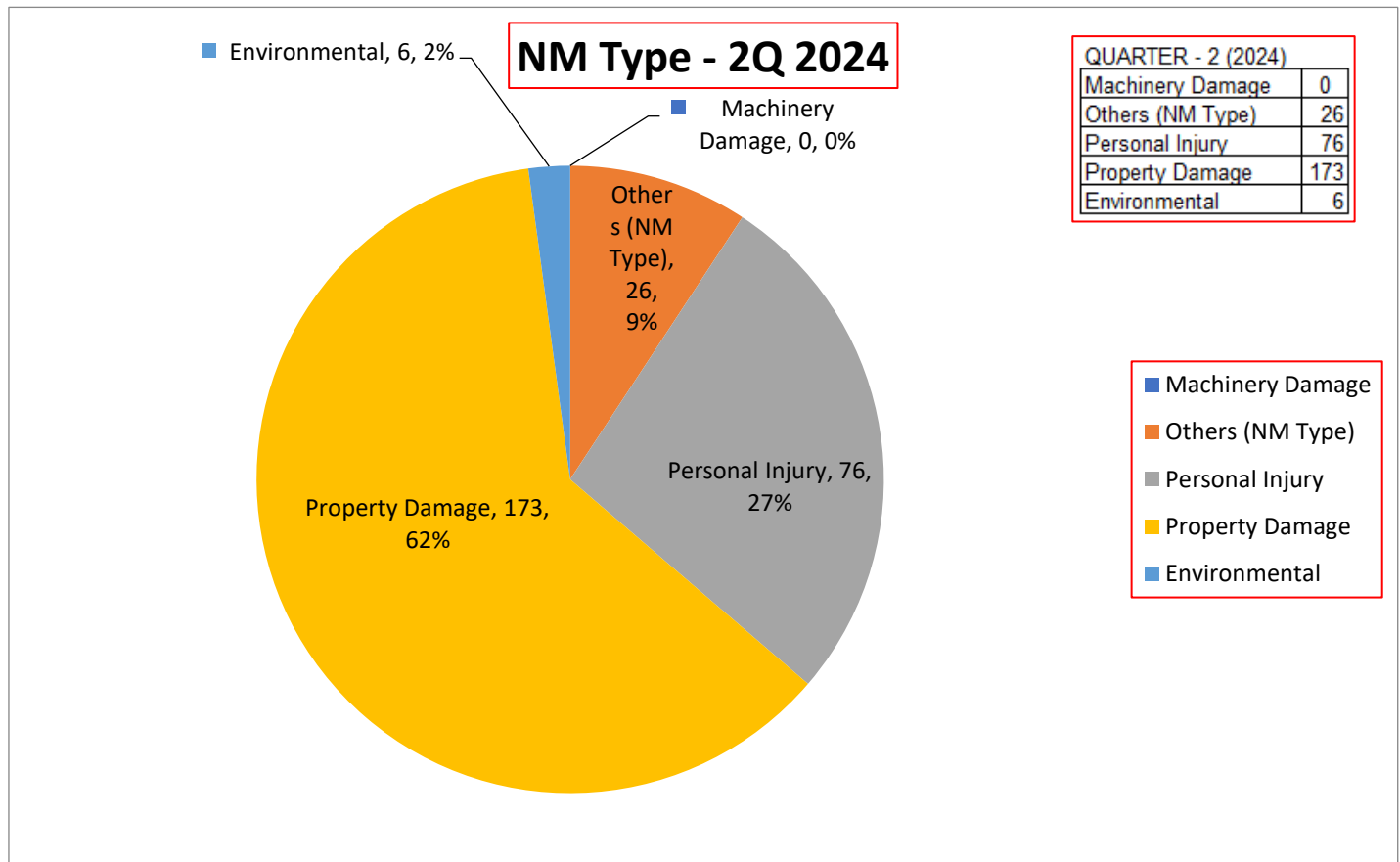
## Near Miss Analysis



Near miss reporting in this Quarter has been satisfactory. The annual target for year 2024 is at least 27 near misses per Vessel per year. Crew are regularly briefed & motivated for identifying & reporting near misses without any fear or hesitation. To further enhance the near miss reporting system and learning process, near misses categorized as HPC (High Potential Consequence) are analyzed and key learnings are sent to all vessels every quarter.

We have further categorized the high potential near misses (Navigation, Cargo Ops, Environmental, Mooring, ER Ops & Misc.) for effective use by ship staff to avoid incidents.

The following pie chart indicates the analysis of the near miss in this quarter. It may be noted that 'Others' near miss type includes the exceptions to rest hours.



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





## Environmental Near misses & Compliance reports feedback

We have summarized few significant Environmental near misses received during this quarter along with lessons learnt. Near misses with High Potential Consequences (HPC) are shared every quarter vide common email are not repeated here.

No.	Details of Near Miss	Lessons Learned
1.	During rounds it was observed by responsible officer that Hyd. Main inlet pipe just outside pump room was having a hydraulic oil sweat formation while power pack was running. This could have led to bigger leakage if remained undetected. Immediately, power pack was stopped. The affected section of the pipeline was removed and taken to ER workshop for repairs. After repairs, the pipe was fixed back, and system was tried out and found to be satisfactory with no leaks or sweat.	<ul style="list-style-type: none"> <li>❖ Good vigilant checks and timely noticing the telltale signs of leakage prevented a potential incident.</li> <li>❖ Close up inspection of hydraulic lines and associated structures/connections must be diligently done to determine the signs of potential hydraulic leakages.</li> <li>❖ Crew to be wary of the fact that hydraulic lines operate at a very high pressure and within no time a minor leakage if left unattended can lead to big pollution.</li> <li>❖ Early &amp; proactive action is the key to prevent incidents.</li> </ul>
2.	During cargo discharging into barge crew observed cargo seepage into drip tray of the barge due to barge hose leakage. Duty crew immediately informed duty officer, who immediately stopped the cargo pump and manifold valve was closed. Chief Officer informed barge representative and loading master. It was confirmed by the barge that all leaked cargo was contained into the barge drip tray and there was no spill on deck. Later, barge replaced their hose with a new one and cargo operations were resumed.	<ul style="list-style-type: none"> <li>❖ Alert watch-keeping &amp; reporting by crew prevented an incident.</li> <li>❖ Diligent leak test of the hose to be carried out prior to commencement of operations.</li> </ul>
3.	Vessel was discharging at ITC #1668 Berth, Duty AB informed to CCR that there is sudden increase of manifold pressure. Duty officer in CCR immediately stopped the cargo pump and suspended discharging & informed Chief Officer. Duty officer informed to loading master and requested to check shore side line up. Discharging resumed shortly once loading master reported everything normal and line up is fine at shore side. Shore side had changed over the line up without informing vessel.	Tank changeovers OR any change in shore side line up to be discussed during the pre-transfer meeting. Crew should not hesitate to activate the EMG STOP to prevent any incident.
4.	While conducting safety round during an internal fuel oil transfer, one scupper plug was found to be improperly positioned on deck. immediately, the scupper plug was plugged in properly and the matter was discussed during the safety meeting.	<ul style="list-style-type: none"> <li>❖ Crew to bear in mind that scuppers are the last barrier to prevent pollution into water. Scupper condition to be monitored and liquid tightness test to be carried out prior to the operations.</li> <li>❖ During routine rounds when operations are in progress, crew should ensure that scuppers are properly plugged.</li> </ul>
5.	Crew were preparing for the cargo discharging operations & carrying out testing of high level/overflow alarms for all cargo tanks. Crew observed minor cargo leakage (Used cooking oil) around 2P tank cleaning fix machine area due to loosened bolt & damaged gasket. This was renewed and bolt was tightened properly. Minor leakage on deck was wiped with rags.	<ul style="list-style-type: none"> <li>❖ After completion of tank cleaning operations, the securing bolts to be checked and tightened as required considering the fact that these bolts might get loosened due to vibrations.</li> <li>❖ Due to vibrations during operation of the machine the gasket also is prone to damage and should be checked properly after operations and renewed as required.</li> </ul>



## Feedback on compliance reports received.

There were 06 reports received through our compliance reporting system during this quarter. None of the reports were related to EMS and were handled as crew complaints.



**“Say NO to Pollution - Company has ZERO tolerance towards any MARPOL violations”**

## Post ECP procedures

- ❖ Final year of probation was completed on 20-Mar-2024.
- ❖ Post ECP procedures to be followed on board were shared vide common email sent by DPA on 20-May-2024.
- ❖ EMS/CP Posters have been included in Environmental Management System Manual (M06).
- ❖ Joining and sign-off declarations have been included in M02 (App 47 & App 48).
- ❖ Sealing / Tagging simplified ETS log shall be provided by the Technical Team. Till such time a simplified log is not issued, current ETS log should be used.
- ❖ Chief Engineer's self-audit checklist has been withdrawn and some important items are included in Master's and Chief Engineer's take over report.
- ❖ Environmental training onboard for joining crew has been included in M06 Appendix-3.
- ❖ CCM / ACCM ranks have been abolished and replaced by DPA/ADPA wherever used.
- ❖ Inventory of flexible hoses on deck has been withdrawn. Engine room part will continue as it is.
- ❖ Engineering requirements regarding sealing of Emergency bilge suctions and bilge crossovers has been included in M06 section 6.2.1 & 6.2.2.
- ❖ Pre joining training will continue through the self-learning video under the title "EMS Training".
- ❖ "Essential spares" shall be withdrawn, and only "Critical" spares shall remain. PMS shall be updated accordingly.
- ❖ About 10% of the fleet vessels will be considered for 3<sup>rd</sup> party engineering audit including voluntary ECP audit.
- ❖ Filing system – 01 green file to be maintained by Master and 01 green file to be maintained by CE.

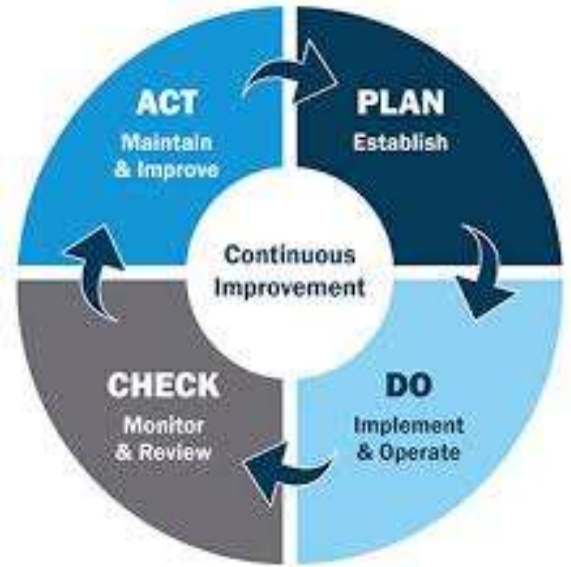
All seafarers are duly obliged to use their STOP WORK authority to prevent any MARPOL violations and report same to the DPA/ADPA by any means (Phone, email, WhatsApp OR report anonymously through "Compliance Reporting" from ship's email computer or through compliance reporting tab of Unix Line website). It may please be noted that the company will take strict action against individuals for any MARPOL related non-compliances which may include dismissal from service. There will be no adverse action for sending good faith reports.



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



## SMS Updates



**Amendments to QSMS** – There was 01 DTN (Document Transmittal Note) issued during this quarter which was shared with all vessels on 24-May-2024 (DTN 01/2024) which contained revisions to all QSMS manuals (Except M08).

**Amendments to QHSEMS** - There was no DTN issued during this quarter. Last DTN (01/2023) was shared with all vessels on 03-Jun-2023.

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

- 19-Jun-2024: Feedback on Lifeboat / RB waterborne drill, Throat mic communication.
- 15-Jun-2024: Company ISO Audit Report + QHSEMS Management Review for the Year 2023.
- 11-Jun-2024: Company ISO Certificates (Renewed in 2024, Valid upto 17 June 2027).
- 07-Jun-2024: HPC Near Miss Case: Information Sharing.
- 07-Jun-2024: Cyber Security Newsletter - Q2 2024.
- 27-May-2024: [MOL Circular] MRN-SA-24017 Review of 4 ZEROS from FY2022 and FY2023 (SI-24/026).
- 20-May-2024: Post ECP procedures w.e.f. 20th May 2024.
- 18-May-2024: ReCAAP First Quarter 2024 Report.
- 16-May-2024: [MCT Circular] NTN-24/005R\_Reporting requirements for Stability Information & Ballast Water Records.
- 12-May-2024: Email distribution.
- 10-May-2024: HSSE Bulletin - 1Q 2024.
- 09-May-2024: Flighted Spongy Moth Complex (FSMC) - formerly AGM.
- 03-May-2024: Updated Visitor Log + Other Items.
- 02-May-2024: Updated IMO List National Operational Contact Points - MEPC.6/Circ.22 (30 Apr'2024).
- 01-May-2024: High Potential Consequences (HPC) Near Miss Cases – First Quarter 2024.
- 28-Apr-2024: P&N 24006(T) & 24007, Canada & U.S.A. - Rules for the protection of Whales.
- 26-Apr-2024: QHSEMS Manual Review - Company Response.
- 15-Apr-2024: SMPEP: Appendix 4.2.
- 13-Apr-2024: [MOL Circular] MRN-SA-24010 Precautions against blackouts during narrow strait navigation (SI-24/015).
- 12-Apr-2024: Resolve 2024 VTTX Certificate of Participation.
- 08-Apr-2024: Notifications from the USCG regarding Reporting Breaches of Security, Suspicious Activity, Transportation Security Incidents, and Cyber Incidents.
- 08-Apr-2024: [MCT Circular] SA-24/001 Heavy Weather Navigation.
- 05-Apr-2024: Updated Reference Publications.
- 03-Apr-2024: [MOL Circular] MRN-SA-24006 =Reminder= Importance of Health Management (SI-24/013).

**"Stay Updated, Stay focussed - Navigate with compliance, sail with safety."**





## Regulatory Updates

- **01-May-2024 – Adopted by MEPC 79- MARPOL Amendments**  
- EEXI, CII and rating values - Appendix IX of MARPOL Annex VI on the reporting of mandatory values related to the implementation of the IMO short-term GHG reduction measure, including attained EEXI, CII and rating values to the IMO Ship Fuel Oil Consumption Database (IMO DCS).
- **01-May-2024 – MARPOL Amendments – Adopted by MEPC 79** – To include flashpoint as mandatory information in the Bunker Delivery Note (BDN)
- **01-May-2024 – Adopted by MEPC 79 –Mediterranean Sea Emission Control Area** for Sulphur Oxides and particular matter - designation of Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides and Particular Matter, under MARPOL Annex VI. The limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m. **Effective from 01-May-2025**
- **01-Jul-2024 – Adopted by MSC 106 - New SOLAS chapter XV** - New International Code of Safety for Ships Carrying Industrial Personnel (IP Code).  
**01-Jul-2024** – Amendments to ESP code - Changes to the extent of tank pressure testing at renewal surveys on oil tankers.  
**01-Jul-2024 - IBC Code - Adopted by MEPC 78** -Amendments to IBC code related to watertight doors
- **23-Dec 2024 – MLC amendments** -Regarding compensation claim procedures, providing seafarers with right to use internet, providing free drinking water, providing adequate size of PPE to seafarers, and including name of registered ship owner in the evidence of financial security if it is different from the shipowner.
- **01-Jan-2025** - Amendments to STCW regulations I/1 & I/2 and STCW Code section A-1-2) - This allows seafarers, ship managers and ship masters to keep electronic seafarers' certificates onboard.
- **01-Jan-2025** – RESOLUTION MEPC.381(80) - Discharge requirements of regulations 15.3, 15.5 and 34.3 to 34.5 of MARPOL Annex I in respect to the Red Sea and the Gulf of Aden Special Areas effective from 01-Jan-2025, in accordance with the requirements set out in regulation 38.8.1 of MARPOL Annex I
- **01-Jan-2025** - discharge requirements of regulation 6 of MARPOL Annex V in respect to the Red Sea Special Area effective from 01-Jan-2025.
- **01-Feb-2025** – Amendments to ballast water management convention – Revised format of Ballast water record book - Amended BWRB must be used to record ballast water management in accordance with IMO RESOLUTION MEPC.369(80). It is necessary to specify in the Ballast water management plans that the guidance (BWM.2/Circ.80), which provides sample entries of an amended BWRB, should be referenced in the record keeping requirements section of the BWMP. (IMO RESOLUTION MEPC.370(80).
- **26-Jun-2025** – Ship recycling convention enters into force. It is the responsibility of the shipowner to establish a system for the maintenance of Part I of the inventory (IHM) and to properly maintain and update Part I of the inventory (IHM). Shipowners should designate a person as responsible for maintaining and updating the inventory (IHM).
- **01-Aug-2025** – Amendments to MARPOL ANNEX VI - MEPC.385(81) - Low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing steam system, accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS))
- **01-Oct-2025** - Amendments to BWM Convention on Electronic Record Book Format - BWM Convention MEPC.383(81) – Provides guidance on use of electronic BWRB.
- **01-Jan-2026 - SOLAS chapter II-2 Flashpoint amendments** - intended to prevent the supply of oil fuel not complying SOLAS flashpoint requirements (60°C), enhancing the safety of ships using oil fuel. The amendments add new definitions and provisions to SOLAS regulation II-2/4 (Probability of ignition), including requiring that ships carrying oil fuel shall prior to bunkering be provided with a declaration signed and certified by the fuel oil supplier's representative that the oil fuel supplied is in conformity with regulation SOLAS II.2/4.2.1 and with the test method used for determining the flashpoint.
- **01-Jan-2026 - SOLAS Protocol of 1978** - Amendments to the 1978 SOLAS Protocol concern the Form of Safety Equipment Certificate for Cargo Ships, ensuring harmonization with the forms of certificates in the appendix (Certificates) to the annex to the 1974 SOLAS Convention, amended by resolution MSC.496(105) for consistency, as a result of the GMDSS modernization.
- **01-Jan-2026** - Amendments to SOLAS Chapter II-1 on safety requirements for lifting appliances and anchor handling winches and will require thorough examination and load test in compliance with the guidelines.
- **01-Jan-2026** - Amendments to SOLAS chapter II-2, etc. on the prohibition of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS).
- **01-Jan-2026** - Amendments to LSA Code to add new ventilation requirements applied to totally enclosed lifeboats, in conjunction with the amendments to the recommendation on testing of life-saving appliances (resolution MSC.81(70)) which newly stipulates the relevant operation tests, were adopted – **Effective from 01<sup>st</sup> Jan 2029**.

1) Final transition on to SIRE 2.0 scheduled for Monday 02 September 2024.  
2) From 02-Sep-2024, only SIRE 2.0 inspections can be scheduled.

“Beyond Rules – ‘Compliance’ cultivates trust ”

## 86<sup>th</sup> DJS (Dong Jin Shipping Co., Ltd.) Waiting Crew Education and Training

The 86<sup>th</sup> DJS waiting crew education and seminar was conducted in Busan, South Korea between 17<sup>th</sup> to 19<sup>th</sup> Apr'24. The seminar was followed by an outdoor team building event (Hiking up Geumjeong Mountain). Summary of key agendas which were covered are as below: -

- ❖ **Achieving 4 zeroes through incident prevention.**
- ❖ **Port state control inspections.**
- ❖ **Understanding MOLCT operations**
- ❖ **Regulatory updates (EPL, CII and EU-ETS).**
- ❖ **Various cargo operational matters & Navigational matters – For deck officers.**
- ❖ **Recent machinery troubles – For Engineers.**
- ❖ **Operational & maintenance reporting – For Engineers.**
- ❖ **SIRE 2.0 & CDI 10<sup>th</sup> Edition preparation.**
- ❖ **Pollution prevention including LOPC.**
- ❖ **New CDI for web CMS procedure.**
- ❖ **Injury prevention & revised PPE matrix.**
- ❖ **Inspection and audit preparation.**
- ❖ **Crew management – New developments in 2024.**



Various questions raised during the seminar were answered and feedback was collected at the end. The seminar proved to be very useful & helping medium of face-to-face interaction with our staff and provided an opportunity to address some key focus areas including an open forum discussion led by our honourable Technical Director (Mr. Arvind Raja).

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



## 46<sup>th</sup> MOW (Myanma Ocean Win) Waiting Crew Education & Training

We conducted 46<sup>th</sup> MOW training seminar for waiting crew between 15<sup>th</sup> to 17<sup>th</sup> May'24 at Yangon, Myanmar. The seminar was followed by an outdoor team building event. (Futsal game).

### 46<sup>th</sup> MOW WCET – Agenda topics

- ❖ Pollution prevention including LOPC.
- ❖ MOLCT Fleet and contract type.
- ❖ Lates regulatory updates (EPL, CII & EU-ETS)
- ❖ New CDI for web CMS procedure.
- ❖ Inspection & audit preparations.
- ❖ SIRE 2.0 and CDI 10<sup>th</sup> Edition preparation.
- ❖ Crew Management – New developments in 2024.
- ❖ Achieving 4 zeroes through incident prevention.
- ❖ Port state control inspections
- ❖ Injury prevention & revised PPE matrix.
- ❖ Various cargo operational matters & Navigational matters – For deck officers & ratings.
- ❖ Recent machinery troubles – For Engineers and Engine ratings.
- ❖ Operational & maintenance reporting – For Engineers and Engine ratings.



Various questions raised during the seminar were answered and feedback was collected at the end. The seminar proved to be very useful & helping medium of face-to-face interaction with our staff and provided an opportunity to address some key focus areas including an open forum discussion led by our honourable Technical Director (Mr. Arvind Raja).

**“Happy Seafarers – Our Strength ”**





## Mental wellbeing for seafarers

Mental health issues in seafarers have always been a concern. Isolation is a key factor in driving mental health issues, as crew members often feel cut off from their support systems. Certain crew may be hindered by cultural and language barriers in seeking help. Additionally, certain cultures have a very high threshold for help-seeking behaviors, and this may serve as a barrier to early identification of symptoms of suicidal tendency. There have been some cases in the industry, where young seafarers could not cope up with their personal problems and have taken the unfortunate extreme step to end their life.

Seafarers, like all human beings need three things:

- **Recognition** – People need to be acknowledged and considered valuable. Isolation and lack of contact can result in people feeling devalued and unimportant.
- **Stimulation** – People need to be energized and feel vitality. When life is too monotonous, repetitive or beyond boring, people can go flat, agitate or manipulate.
- **Certainty** – People need systems that keep them safe and make life predictable. When life lacks structure people can feel lost or fearful, when it is too rigid, people can become rebellious or passive.

We would like to highlight that company procedures as outlined in **M02 Section-19** provides guidance regarding seafarer's health and mental well-being. In order to ensure good mental well-being of our seafarers, following will be helpful: -

- Senior officers to lead by example and ensure to maintain good positive atmosphere on board and encourage crew to reach out to each other in case facing any personal or emotional issues.
- Senior officers should give confidence to crew that all officers & office staff are approachable, and crew should feel free to discuss their personal matters and assure them that secrecy of such matters will be maintained.
- Senior officers to motivate & promote proper mingling amongst officers and crew.
- **Contact details of professional counselling helplines as listed in the Psychological First Aid Poster (mental health poster) to be briefed to crew and such details to be pasted in each crew cabin. These services are free of charge for all seafarers.**
- A short briefing session on seafarer's mental health and familiarity with contents of Psychological First Aid Poster (Mental health poster) to be carried out during the safety familiarization session for joining crew.
- Importance of seafarer's mental well-being to be included as one of the topics during seminars & routine onboard training.

### Sources of help:

#### INTERNATIONAL:



**SeafarerHelp**  
The lifeline for seafarers

Free, confidential, multilingual helpline for seafarers and their families anywhere in the world  
Available 24 hours a day, 365 days a year

TELEPHONE: +44 (0)2073232737  
E-MAIL: help@seafarerhelp.org  
LIVE CHAT: www.seafarerhelp.org  
WHATSAPP: +44 (0)7909 470732  
FACEBOOK: facebook.com/seafarerhelp  
SMS: +44 (0)7624818405  
SKYPE: info-seafarerhelp.org  
VK: vk.com/seafarerhelpclub  
VIBER: +44 (0)7741594549\*

\*Available Monday - Friday, 08:00 - 18:00 GMT only

#### AMOSUP MEMBERS:

Seamen's Hospital Manila:  
TeleHealth (with Mental Health Helpline):  
+632 3310 6641  
+632 8527 8116 to 20 (local 2061)  
AMOSUP Medkonek:  
amosup.medkonek@gmail.com



### REMEMBER!

- ❖ Do not hesitate to share your problems with fellow colleagues OR Senior officers.
- ❖ You can also talk to professionals as mentioned in below poster for any counselling pertaining to personal issues or any matter related to mental health.
- ❖ These services are free of charge.



**Chat with a Chaplain:**

An online messenger service providing 24-hour holistic and spiritual support both for seafarers and their families wishing to speak to a port chaplain



#### NUSI MEMBERS:



**NUSISAHARA:**  
24/7 free of cost  
Psychological Counselling  
Helpline telephone service

All ranks of seafarers and their families can call and talk one-to-one or chat to a professional counsellor

*For seafarers and their families in India:*

Call on 1800-102-5110 (toll free) and talk to a counsellor

*For seafarers on board outside India:*

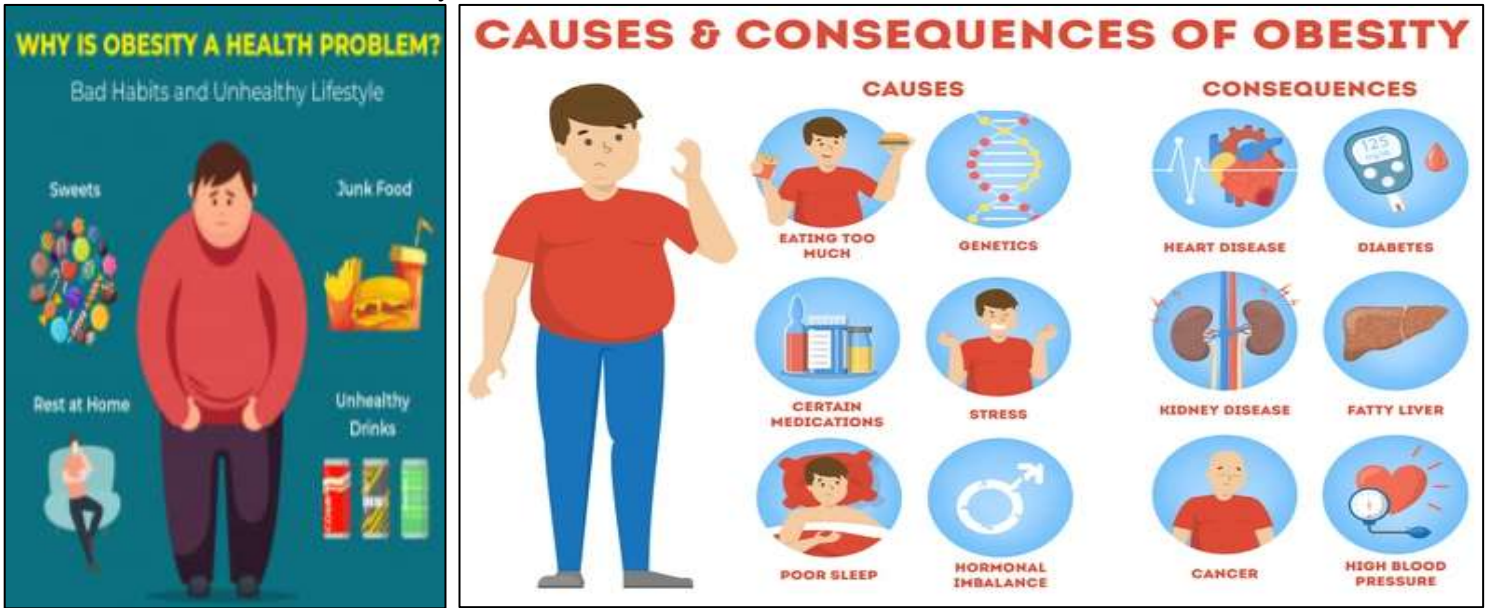
Search for 'NUSI Sahara' on Skype (see NUSI logo) to speak to a counsellor

For more details about "SEAFARERS PHYSICAL AND MENTAL HEALTH & WELLBEING" – Please refer to QSMS manual M02 Section 19

## Health Section

**Weight Loss** – When it comes to weight loss, we do all kinds of things. We exercise for hours, try to sweat out the fat, change our diet, add new healthy ingredients to our routine, and so much more. When we do this consistently, we start seeing the results. However, even after that, many of us find it difficult to shed weight on specific areas. Take, for instance, belly fat. Even after continuous exercise and diet control, we may not shed the extra kilos from our stomach area. So, when this happens, how do you keep your weight in check? Well, the answer to this is food! Certain ingredients can actually help you to maintain weight and even aid in the loss of those extra pounds that are challenging to get rid of.

**Problems associated with excess weight** - Type-2 Diabetes, Hypertension, stroke & heart attack, Sleep apnea, Liver diseases, Gallbladder stones, Kidney failure etc.



Here are some foods that can help with losing weight :-

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

<b>Mushrooms</b>	Mushrooms have been known to help with weight loss and fat burning by controlling blood glucose levels. They're high in protein and can help you lose weight by increasing your metabolism.
<b>Carrots</b>	Carrots are a great low-calorie veggie to include in your diet if you're trying to lose weight. Carrots are high in both soluble and insoluble fiber, making them excellent for healthy weight loss.
<b>Pineapples</b>	Pineapples are high in fibers that aid in weight loss. Bromelain, an enzyme found in pineapple, has anti-inflammatory qualities. This enzyme aids in the metabolism of proteins that aid in the reduction of abdominal fat.
<b>Eggs</b>	Eggs are an excellent source of protein and are also very satisfying. A large hard-boiled egg has fewer than 100 calories in it. You will get a lot of protein from eggs, and you won't have to worry about calories.
<b>Cucumbers</b>	Cucumbers help detox your system, and because they contain water and fiber, they fill you up, reducing the urge to eat more frequently. They are frequently utilised to prepare fat-burning juices due to their low-calorie content.
<b>Apple</b>	They're high in pectin fiber, which takes a long time to break down. The fibers in apples help you feel fuller for longer. When you're full, you're less likely to binge. Apples are also low in calories and sugar, making them an excellent weight-loss option.
<b>Popcorn</b>	Popcorn falls into the 100-calorie range. It is simple to cook but make sure you don't add butter to it. Popcorn is a good source of fiber. It will fill both your tummy and your taste buds.

*(For any serious concerns, please consult a doctor)*



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





## Check your SMS awareness.

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

1. Port State control inspections.
2. Emergency drills.
3. Discipline and seafarer complaint.
4. Challenge and response.
5. Work equipment.
6. Quick hazard identification guide.
7. Toolbox prompt card.
8. Stop work authority.
9. Cyber security risk assessment.
10. Emergency remote trips and stops
11. Guidance on near miss & HPC
12. Inventory of hazardous materials.



### Answers:

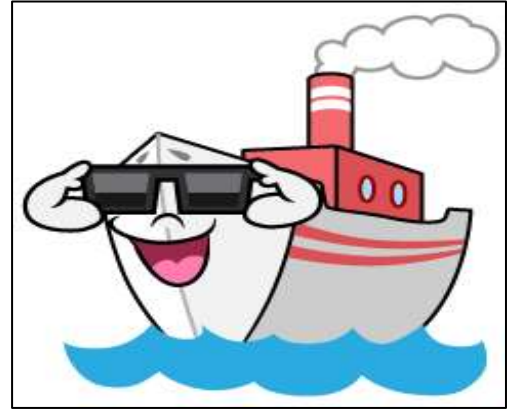
- 1) M02 Section 13.18 & M02 App 41
- 2) M02 Section 9.5.5
- 3) M02 Section 3
- 4) M03 Section 2.11.5
- 5) M04 Section 15
- 6) M04 Appendix-16A
- 7) M04 Appendix-20.3
- 8) EMS Poster-4.
- 9) RA Library (Security S-07)
- 10) M08 section 14
- 11) MSP: 10.2-01 – Appendix 6
- 12) M06 Section 24.



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



**Humour Section**



On a lighter note, please see if you have got the answers correctly!

- 1) I am very easy to get into, but it is hard to get out of me. What am I?
- 2) What day is a potatoes least favourite?
- 3) If you take off my skin, I won't cry, but you will, what am I?
- 4) What vegetable is a sailors worst enemy?
- 5) What's a sailor's favorite country?
- 6) How do sailors stay in shape?
- 7) How do sailors greet each other?
- 8) What is the most crowded and caring boat called?
- 9) What ship is most liked by all the vampires??
- 10) How does a plumber feel as he finishes a tough job?

**Answers:** 1-Trouble, 2-Fri-day, 3-Onion, 4- Leeks, 5-Portu-gal, 6-By dock-outs, 7-They wave, 8-Friend-Ship, 9-Blood vessel, 10-Flushed



***“Laughter is the best medicine – A ship sails smoother when the crew rows in harmony.”***