MSI Pulse

Another Year Has Passed...

Dear Colleagues,

To everyone of MSI Group onboard ships and offices, I extend my warm greetings to all of you for this Christmas and New Year.

I wish to take this opportunity to share a sneak purview of the industry we are in. As you are all aware, monetary squeeze continues to be prevalent across all shipping sectors. Ship owners are feeling the impact and seek much lower OPEX and better protection of their assets within available costs. Tasks which are unachievable in their offices are now routinely expected from ship managers. Such expectations are increasingly causing discords between owners and managers.

We then have waves of legislations coming at us, as the maritime industry becomes more regulated. On the other hand, the industry is actively pursuing its vision of "Goal Zero" which translates to flawless operations within available costs.

As numerous regulations grow roots, regulators will pay far more attention to enforcement, for ship owners, outsourcing compliance (to ship managers) takes a huge weight off their administrative functions, however ship managers face the onerous task of implementation and training without any additional compensation.

As compliance with important regulations onboard need to be achieved within MLC guidelines, without reducing safety vigilance, it's important to get our routine operations right and ensure safe ship board operations.

It has to be "first back to basics" and then on to "Zero" for it to work. There are no secrets when it comes to "safety" or "safe operations". It's the way we go about it. It's nothing new — but just the basics!

It is all about:

- Making safety personal
- Demonstrating your commitment
- Communicating effectively
- Engaging with your teams
- Holding people accountable
- Doing tasks right the first time and every time
- Following procedures without shortcuts
- Last but not least, strive for perfection

A healthy engagement between all members of the ship board team and a strong work environment go a long way in minimising issues with mental health which may be caused by many factors, such as loneliness, separation from families, stress, fatigue, lack of shore leave, criminalization, accidents, etc.

Today's seafarers tend to live solitary lives at sea than they did in the past. Make time to socialize with your colleagues onboard and take the opportunity to build strong bonds and strong feelings of camaraderie. Working on ships is a "team effort". A "one-man-show" cannot run the whole ship. In order to perform operations smoothly and safely onboard ships, good interpersonal relationship amongst seafarers is a must.

"Perfection is not attainable, but if we chase perfection, we can catch excellence" goes the famous quote by the renowned American football player and coach Vince Lombardi. In safety, perfection (zero) is attainable, as we strive for perfection, we will at least achieve excellence!

This is where quality teams onboard MSI ships and offices can make a difference, by continuing its ongoing journey towards operational excellence. This is one of the most important contributors to our organization's sustainable performance and growth and I request all of you to take up the challenge and open up opportunities for everyone to focus on elevating performance and results. 2020 will bring its own challenges, but I'm sure by working together and staying focussed on our priorities, we can realise our ambitions.

All the best.

Capt. Sanjay Ramnathan
Head, MSI Group

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Best Ship of the Year Awards – 2019

From this year (2019) we have constituted the 'Best Ship of the Year' Award for the Dry and Wet Ship categories — for their excellent overall performance. We were guided by one of our key *mission statements* while 'choosing' the ship from the fleet:

"Relentlessly pursuing high standards in integrated maritime transportation management services with integrity & accountability"

A committee was setup within MSI consisting of senior management, technical, operations and HSQE staff. Data for 2019 in the following categories were used as measuring tools to help us decide the 'Best Ship of the Year':

- Personal injury cases (LTIF).
- Non-injury cases (e.g. navigational incidents. machinery failures, fire, spills, security incidents).
- PSC inspections and detentions.
- Unscheduled off hire.
- Vetting or Rightship inspections — vessel's individual performance based on inspection risk rating.
- Vessel rejections by oil majors leading to loss of business.
- Overdue PMS.
- Compliance with MESPAS reporting.
- Ship general appearance — age of ship taken into account.

Wawasan Topaz

Maritime Coaction

After much deliberation, we decided to present the award for 'Best Ship of the Year' to:

1. Maritime Coaction
2. Wawasan Topaz

We, at MSI, would like to congratulate all the masters and crew onboard these ships, past and present who have worked hard to make this possible. You deserve it!

Along with the award plaque, these two ships will be allowed double victualling for a day as a token of our recognition.

We plan to initiate awards in more categories in the coming years and hope that this initiative will in some way act as an encouragement for all onboard to go that 'extra mile' in their day- to-day actions while onboard. We also recognise that seafarers have to face many challenges on a daily basis and situations are often not as perfect as we would like them to be. It is only your resilience that makes it possible for every ship to safely complete her voyage.

Article by Manoj Parashar, Senior Manager (Fleet Management), MSI Ship Management Pte Ltd

Mumbai Seafarers Conference 2019

MSI was proud to organize the recent Seafarers Conference which was held in Mumbai from 2nd to 4th October 2019. The theme of this year's conference was "Back to Basics".

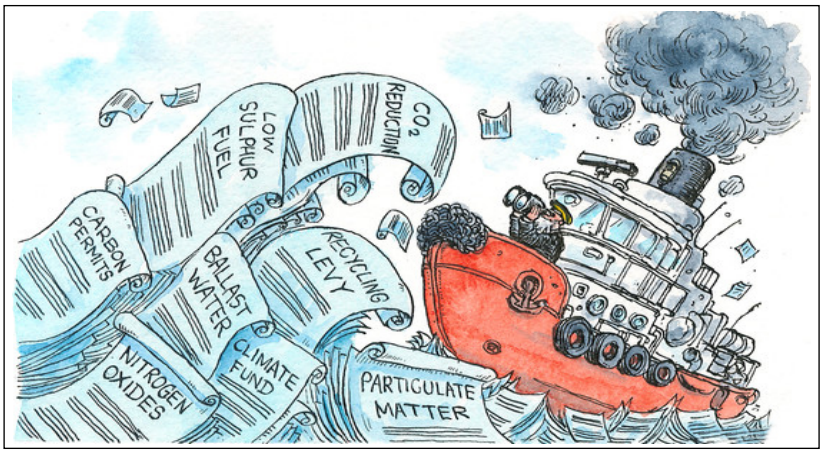
The event was well-attended by more than 50 officers from our fleets as well as representatives from our other business units.

The occasion was graced by Mr. Frederik Guttormsen, Senior Director, IMC Industrial Group Shipping who discussed the shipping industry's trends and IMC's strategic plans.

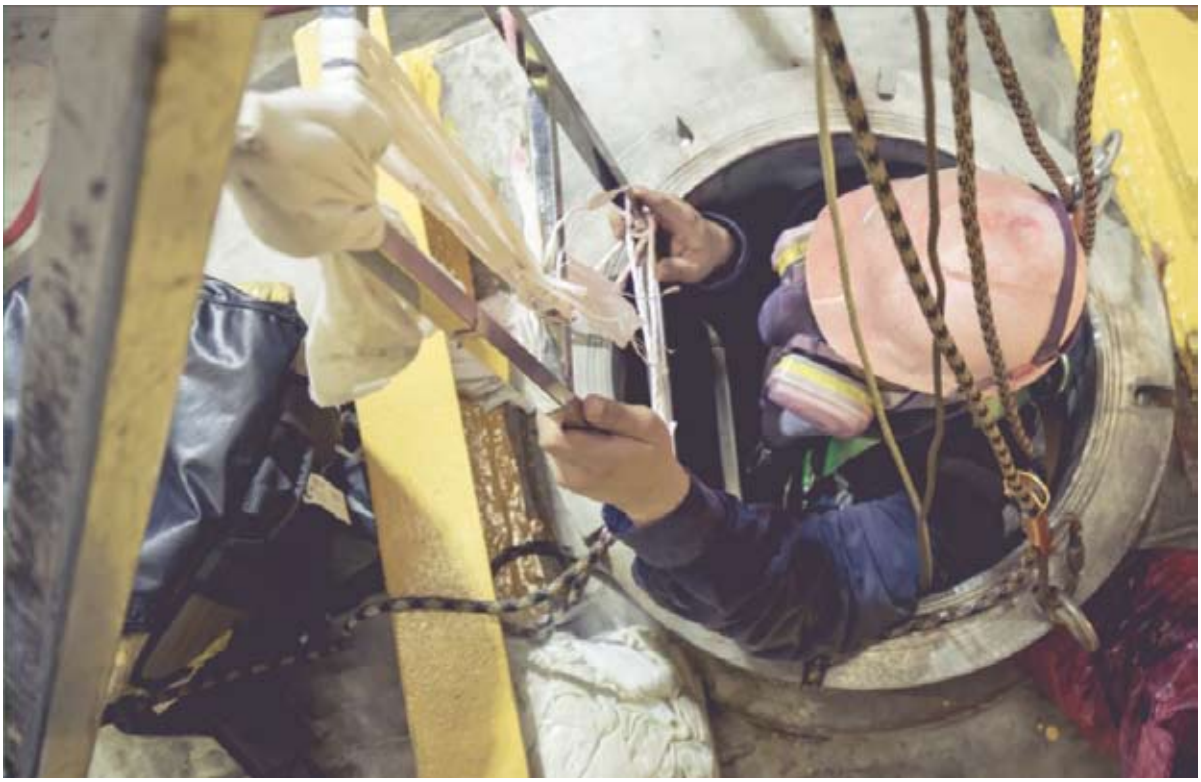
The 3-day conference covered topics ranging from Ballast Water Management, Global Sulphur Cap 2020 to Emotional Quotient — Resilience and Communications, which were presented by eminent external speakers and a psychologist.

Senior managers from MSI also shared their valuable knowledge from maritime cases. The seminar was inaugurated by Capt Sanjay Ramnathan, Head of MSI, who elaborated on the theme and emphasizing that "Safety has to go beyond slogans and posters".

The event was well-received with positive responses from attendees who felt such events were informative and would provide greater awareness into increasing workplace safety and compliance. It was also a great opportunity for the office staff to interact with the ship's staff in an informal environment.



The Enclosed Space Entry Campaign



We are all aware that **enclosed space** accidents have been raising its ugly head every now and then, claiming valuable lives.

At the end of last year, InterManager initiated a campaign on 'Enclosed Space Safety'. In an open survey, seafarers were asked about their opinion as to the causes and possible solutions. The objective of this campaign was not only to raise awareness amongst people to the dangers by reflecting on ways and means to improve safety, but it was also to look at innovative means to eradicate this bane that has plagued the industry for decades.

During the kick-off, Inter Manager Secretary General, Captain Kuba Szymanski, said: "The whole industry is trying to concentrate on training seafarers, completely forgetting that it is not them who design those spaces, approve them, issue orders to enter them, or create procedures and intervals for visiting, inspecting, etc."

A large range of vessel operators, managers and crew took part in our three month-long industry-wide survey, with crew from almost 250 ships providing feedback — representing more than 5,000 seafarers. Key concerns included a perceived lack of improvement in the design of vessels with not enough consideration being given to access areas and the people working in them. As well as being hard to reach, enclosed spaces are frequently impossible to properly ventilate or to measure the atmosphere in, the respondents said. Shockingly, the allocating of unrealistically tight timeframes for cargo hold and tank preparation was likened to "bullying on an industrial scale" by some respondents. Seafarers called on ship managers to shield them from unrealistic commercial time pressures.

Considering the overwhelming response, InterManager decided to recognise companies such as MSI who took an active part in this campaign. All the responses were screened by a committee and 12 persons were judged as Safety Leaders for their participation. **Amongst those 12 persons awarded, 4 were from MSI...Indeed a proud moment for us:**

- Capt. Himadri Shikhar Ghosh, for steering the campaign in MSI
- Capt. Avinash Serafino Carrasco from Maritime Meridian for best submission
- Mr. Sunny Tangappan Kannan from Maritime Meridian for best submission
- Mr. Asokan Exhilan form Maritime Tuntiga for best submission

Capt. Himadri Ghosh was in Manila at the Annual Crew Connect Conference on 21st Nov 2019 to collect the awards on behalf of all the MSI awardees. The award consists of a handsome plaque with the name engraved.

Once again, we would like to thank all of you who participated and congratulate the award recipients. You have made MSI proud!

We all do things in our day-to-day lives to make lives at sea safer. And at times it almost feels too heavy a load — being bogged down with regulations, procedures, inspections, commercial and operations pressures, etc. It is during these occasions when a little of our contribution is recognised; it not only boosts our confidence and assures us that we are on the right path, but it also encourages us to move forward and do more.

Machinery & Technical Incidents

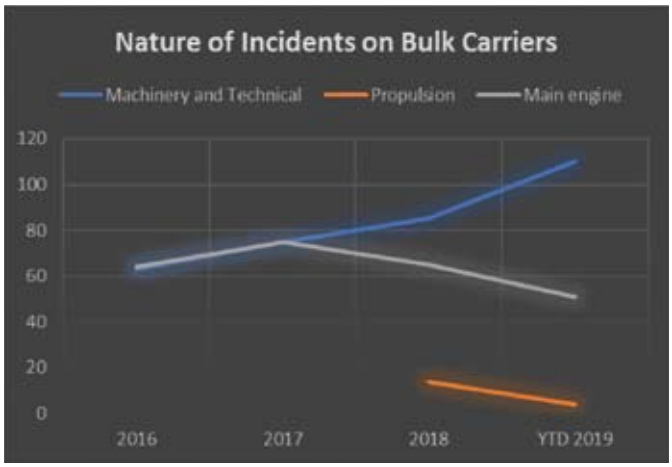
The following graphics refer to data based on 'incidents report' by INTERCARGO on bulk carriers.

There were 95 incidents reported during 12 September and 9 December 2019.

Machinery and Technical has almost doubled from 63 to 110 in just three years, from 2016 to YTD 2019.

A few of the imminent risks that vessels and their staff may be exposed to in the next 3 months:

i) Change of fuel being used onboard and the related complicated issues — Analysis of fuel.



ii) Harsh and extreme cold conditions are approaching in northern hemisphere — Poor weather conditions (fog, wind, swell, rain, low temp).

iii) Work on main deck — Access should be permitted as per weather conditions/work requirements.

iv) Mooring Operations — Hazards to be assessed.

v) Combination of i) & ii) — This can be very serious.

vi) Approaching Festive Season — Need to control use of alcohol onboard and ashore and being cautious.

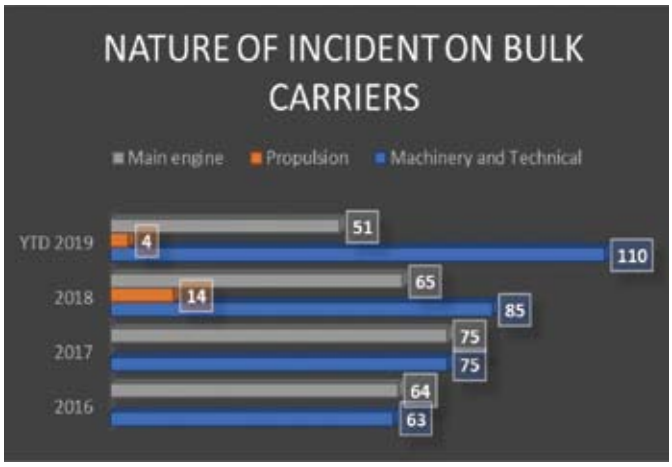
vii) Possibly Increased ECA — Use of 0.1% Sulphur — Check requirements with agents as early as possible.

viii) Some vessels might have to discharge/debunker the unused bunkers (HSFO).

ix) Ballast water management plan compliance — Stricter requirements by PSCs.

x) Increased piracy activities in East and West Africa

The above risks need to be carefully assessed and managed well. Please discuss all these issues among your staff, develop your risk assessment and any additional controls to deal with these.



The percentage increase in the nature of incidents for 'machinery and technical' was 16% in 2017, in comparison to the year 2016, 12% in 2018, in comparison to 2017, and 23% in YTD 2019, in comparison to 2018.

All vessels must acknowledge the receipt message and your controls to address the risks on your VCG.

Wish you safe and smooth sailing.

Article by Manoj Parashar, Senior Manager (Fleet Management), MSI Ship Management Pte Ltd

Wellness@MSI

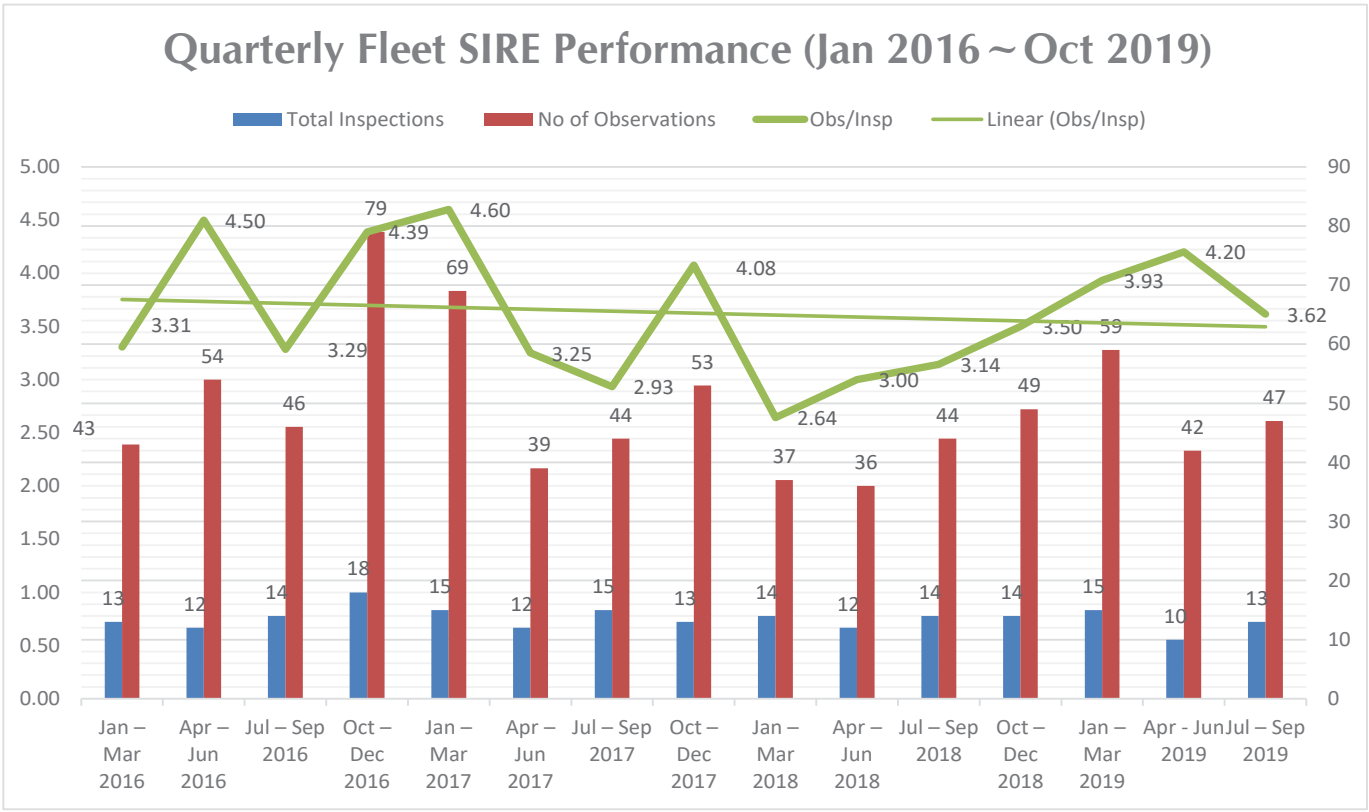
At MSI, your mental wellbeing and health is important to us. For any concerns related to traumatic psychological experiences, or simply mental distress, seafarers should not hesitate and write to us and email to wellness@msiships.com

Fleet Update – MSI Indonesia

These vessels have been taken into management effective the following dates:

- Dewi Regina Manggala : 07 Aug 2019
- Dewi Saraswati : 27 Sep 2019
- Dewi Ambarwati : 29 Sep 2019
- Daidan Mustikawati : 15 Oct 2019
- Daidan Pertiwi : 15 Nov 2019
- Dewi Gandawati : 02 Dec 2019

Staff of MSI Indonesia with MSI management team (L-R) Capt. Tham Yoke Meng, Johannes Setiawan, Capt. Sanjay Ramnathan and Arun Ahluwalia



In the third quarter of 2019, the overall performance of all vessels in SIRE has been much better compared to the first two quarters. The predictive analysis is maintaining an indication of a downward trend, we need to improve vessel performance in the last quarter to achieve improved annual performance. We had 13 inspections with a total of 47 observations, which gives an average 3.62 observations per inspection; which 0.48 higher than the same quarter in 2018. Further details will be shared in the upcoming Vetting Bulletin.

Piracy Alert!

Date: 27-11-2019

Type of Attack: Boarded

Type of Vessel: Bulk Carrier

Location detail: Singapore Straits

Narrations: 27.11.2019: 2045 UTC

Posn: 01:17.79N - 104:20.47E, Singapore Straits.

While underway, a duty engine crew onboard a bulk carrier was confronted by robbers armed with knives. The robbers threatened the crew with a knife and attempted to take him hostage. The crew managed to escape and raised the alarm resulting in the crew mustering. Seeing the alerted crew, the robbers escaped without stealing anything. Master reported the incident to VTIS. A patrol boat was dispatched to the location. Vessel and crew are safe.

Data Courtesy: International Chamber of Commerce

Date: 03-12-2019

Type of Attack: Boarded

Type of Vessel: Crude Oil Tanker

Attack Posn Map: N3°6′0 E7°7′0

Location detail: Around 76nm South of Bonny

Narrations: 03.12.2019: 1810 UTC: Posn: 03:06N - 007:07E, Around 76nm South of Bonny, Nigeria.

Armed pirates attack and boarded an oil tanker underway. Nineteen crew were identified as missing. The vessel Owners notified the Nigerian Navy and MRCC for assistance. Remaining crew sailed the tanker to a safe area.

Data Courtesy: International Chamber of Commerce

Write to Us

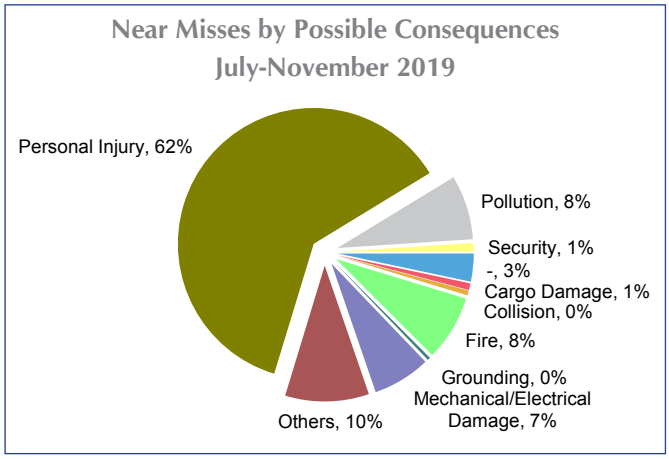
We look forward to you contributing your stories from ashore and onboard. If there is something you would like us to include in the next edition of MSI Pulse, please kindly send your article with your name and contact details to msipulse@msiships.com

Health Safety Security Quality and Environmental (HSSQE) updates

Near Misses

A total of 872 near misses were submitted during the period of July to November 2019.

We are now able to analyse our near misses based on various categories. Thanks to you all for your efforts in making this a success!



Going ahead, we would now request you to focus on two things as far as Near Miss reporting goes:

1. Encourage staff to report more unsafe acts/unsafe conditions and understand the difference between a near miss and unsafe act/unsafe condition.
2. Encourage staff to report more unsafe acts and conditions with possibel consequences other than personal injury (eg. collision, grounding, mechanical damage etc).

A matter of concern...

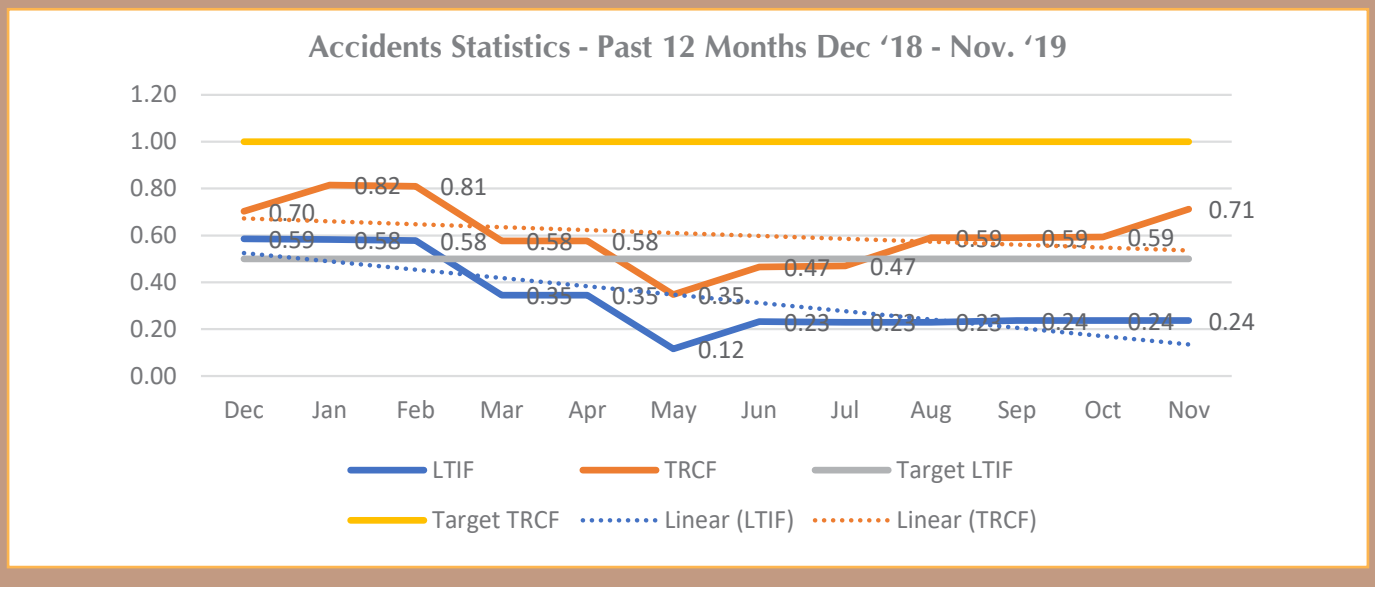
1. OS reported that while he was collecting garbage from common places, he found that plastic was mixed with domestic waste garbage.
2. Port side anchor safety pin was found lying loose during deck rounds.
3. Crew was cleaning element of fuel oil auto clean filter by dipping into the chemical without wearing gloves.
4. While cleaning the M/E lube oil settling tank, the Fitter entered without testing the space for oxygen.
5. Fire door in E/R with automatic closer was tied in open position.

Accident/Incident Reporting

There were 1 RWC, 1 MTC and 3 FACs reported in the period of July to November 2019. All were minor cuts to hands and fingers.

In October, we lost one of our seafarers while the ship was at sea due to coronary atherosclerosis. Though the ship was diverted after the seafarer had gone into distress, it was too late, and he passed away before the ship arrived at port.

Ships at sea are severely restricted in providing timely medical attention for the people onboard. And therefore, it becomes all the more important for early medical intervention which allows for time to divert ships if necessary, to reach the nearest port. We wish to strongly emphasise on the importance of early medical intervention. As soon as you become aware of any possible medical condition, please do contact either iSOS or C.I.R.M. Roma for medical advice.



Promotions

No.	Name of Seafarer	Rank	Name of Vessel	Country
1	Kunal Mohan	CAPT	Maritime Riyal	
2	Praveen Raut	CAPT	M.T. Wawasan Topaz	
3	Muhammad Faisal Febrian	CE	Dewi Saraswati	
4	Narendra Adhikari	CE	M.T. Maritime Equator	
5	Mohammad Aariz Ali	C/O	Maritime Equator	
6	Muhammad Ridho Ahadi	2E	Dewi Saraswati	
7	Nitin Hanamant Nikam	2/O	Maritime Vanessa	
8	Sachin Kumar Upadhyay	2/O	Maritime Nordic	
9	Manu Anthony	2/O	Maritime Jingan	
10	Ruben Sosa Pardomuan	2/O	Daidan Mustikawati	
11	Mashod Bani	2/O	Dewi Regina Manggala	
12	Yao Tuozeng	2/O	Clipper Selo	
13	Francis Suresh Pradeep	3E	Maritime Vanessa	
14	Rizki Tricardo Silaen	3E	Daidan Mustikawati	
15	Ajit Selvaraj	3/O	M.T. Maritime Gisela	
16	Gunavarman Sekar	3/O	Wawasan Jade	
17	Aveeraj Bindra	3/O	M.T. Maritime Kelly Anne	
18	Ankit Yadav	3/O	Maritime Horizon	
19	Gowtham Sampath Kumar	3/O	Maritime Polaris	
20	Vishal Nain	3/O	Maritime Suzanne	
21	Kalyan Pappu	3/O	Maritime Jingan	
22	Shashank	3/O	Maritime Meridian	
23	Jidnyal Rajkumar Patil	3/O	Maritime Gisela	
24	Simhachalam Chodipilli	3/O	Maritime Rosemary	
25	Ankit Seth	3/O	Maritime Vanessa	
26	Wang Chengwei	3/O	Clipper Selo	
27	Survesh Yadav	4E	Maritime Nordic	
28	Paras Upadhyay	4E	Maritime Rosemary	
29	Puranjay Malhotra	4E	Maritime Horizon	
30	Sameep Santosh Vani	4E	Maritime Polaris	
31	Rong Dizhen	4E	Asia Energy	