AJOURIAL KYKLADES MARITIME CORPORATION

QUARTERLY EDITION | ISSUE 1 | Q2 2020

ADDRESSING THE CHALLENGES DURING THE GRAND THE



THE IMPORTANCE OF WORK PLANNING ONBOARD TELLING THE DIFFERENCE BETWEEN BEHAVIOR AND ATTITUDE SUCCESSFUL RESCUE OPERATION OFF GIBRALTAR





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SAFETY4SEA (incorporating **GREEN4SEA** & **SMART4SEA**) is on a mission for **Safe Ships & Clean Seas**, being the **world's leading source of news and insight on safer, smarter & greener shipping** using safety4-sea.com (with a top 5 world rank), monthly paper magazines & special publications (circulated in more than **12,000** copies monthly across the globe and onboard ships), along with video & social media. Furthermore it hosts **SAFETY4SEA**, **GREEN4SEA**, **SMART4SEA**, **CAREER4SEA** Forums & Awards to foster excellence and share best practices across shipping.

Message from CEO



Dimitris E. Patrikios CEO, Kyklades Maritime Corporation

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e take this first issue of KYKLADES JOURNAL to print amidst the COVID-19 resurgence of 2020 summer. It is now more than ever that we feel it is necessary to reach out to all company employees.

Since March 2020, after the first imposed international measures, we have been trying to overcome the repercussion the pandemic has created in our Shipping Operations.

Our top priorities have been to keep the virus off our ships and tackle the logistical challenge to effect planned crew changes around the world.

All countries responded to mitigate the spread of the virus in their territories implementing horizontal measures. However, there was no consideration of the special needs of seafarers. Both to return home after long periods onboard and to join, after seeing their vacation budget been exhausted.

KYKLADES Maritime Corporation was the first actively responding to the special circumstances, by providing an additional bonus to all seafarers onboard and ashore affected by the lockdown measures. We were, and continue to be, in close contact with all charterers to coordinate and make crew changes when feasible, irrespective of any commercial side effects.

Still, the challenges are daunting but we shall overcome them. How you may ask. By teamwork and clear communication channels between vessel and office. It is now, more than ever, imperative to communicate effectively all appropriate information to the fleet, and by the altruism of true teamwork we will keep the bonds onboard and ashore that keeps the organization resilient.

All of us need to prove our resilience in these difficult times and support our colleagues in maintaining their mental and physical health.

We hope that the world will soon truly recognize the seafarers as "key workers" and that crew changes will smoothed out. Let us continue our work with the belief that we will soon return to normal operations and we be able to relieve our crew, while maintaining our quality and safety standards.

Finally, I would like to thank you all, aboard and ashore for your cooperation and commitment to the prosperity of our Company.

Enjoy reading this first issue of our magazine. As always, any suggestions for improvement would be invaluable for our operational excellence and continuous improvement.

About KYKLADES Maritime Corp.

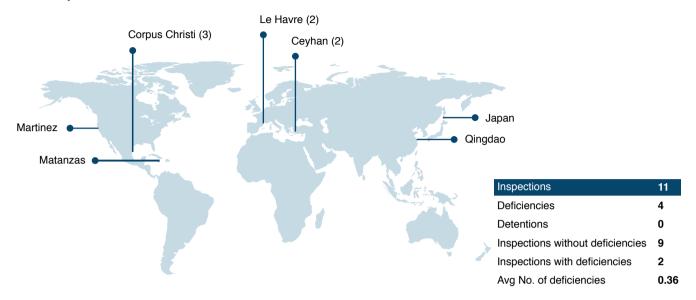
Kyklades Maritime Corp. manages the ships entrusted to it by their Owners, by contractual agreements, assuming among others full responsibility regarding health, safety, protection of life and environmental protection issues and carrying out all day to day operation of the ships, including recruitment, manning, technical support, bunkering, chartering, supplies, s&p, appointment of agents, e.t.c.

Kyklades Maritime Corp. supports the need for a comprehensive and effective Safety, Quality & Environmental management system to ensure that the services offered by this organization meet customer requirements.

Kyklades Maritime's management system adopts a process approach to sustain operational improvement.

KPIs

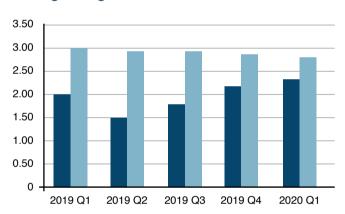
PSC inspections Q1 2020



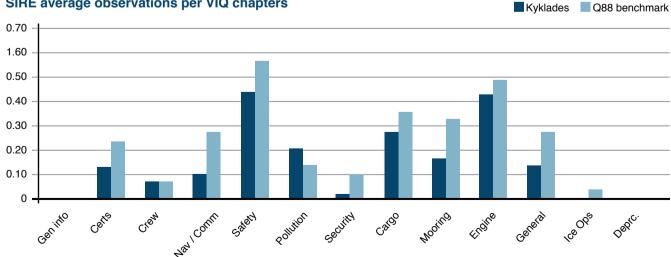
PSC average observations 2019 - Q1 2020

1.20 1.00 0.80 0.60 0.40 0.20 0 2019 Q1 2019 Q2 2019 Q3 2019 Q4 2020 Q1

Vetting average observations 2019 - Q1 2020



SIRE average observations per VIQ chapters



Think green, grow green & efficient!

yklades Martime Corp. is committed to ECO clean operation. We are not only looking into compliance with the currently applicable, and forthcoming environmental regulations, but to excel in environmental efficiency. The continuous fleet expansion, in the last 5-years, has incorporated the installation of innovative systems, namely, BWTS – ESD – VFD heavy consumers – EGCS – SCR for both M/E & A/Es. These systems being installed in the newbuilding, as well as the in-service vessels.







SUNRUI BALCLOR BWTS



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These innovative systems were, and are still been, installed in order to reduce the production of harmful releases to the environment (CO2, SOx, NOx emissions, Ballast etc.). The aim is to implement the Company's objective for ECO ship vessel built in compliance to the applicable limitations of the EEDI Phases, and at the same time to improve the overall energy efficiency performance of the Company's Fleet.

The IMO 2030 target carbon intensity reduction by 40% from the 2008 benchmark (from 22 to 13g of CO2 per ton-mile) is the new driver for the planning of the next generation new-building projects, through optimized design concepts and ECO friendly operation.

These next generation new-building vessels is a challenge to the shipbuilding industry. Currently the use of the LNG gas as a ship fuel is considered an intermediate step to the evolution of alternative fuels and novel power designs. The challenges are ahead of us!



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Addressing the challenges during the COVID-19 outbreak



Dimitris E. Patrikios CEO, Kyklades Maritime Corporation

he challenges we faced during the COVID-19 outbreak split in the period befor, and the period after the global lockdown. Before the global lockdown, we took proactive steps to protect our people on board and in consequently not create commercial repercussions to our customers.

We established a plan to extent the contracts, when that was possible, and introduced an additional bonus scheme. The bonus scheme covered both those staying onboard and those waiting, longer than scheduled, to embark.

An onboard COVID-19 Safety
Management Plan was put in effect be-

ginning of February 2020, introducing strong measures of distancing during the periods at port.

After the sudden global lockdown, in March, the main challenge was for our people on board to stay safe and healthy. It was evident that any health problems, which would require shore hospitalization, would be difficult, if not impossible to handle.

We had first-hand experience with one of our Masters in Capetown. Our seafarer had chest pains and it was necessary to carry out shore checkup in Capetown. He was able to go ashore, and thankfully, he was found fit, however, this was the day South Africa imposed full lockdown.

This meant that he was not allowed to return onboard and the loaded vessel had to sail. In a global lockdown, it was impossible to effect any crew change. We are grateful that finally, after two weeks, using our shipping networking, we managed to find a permanent solution.

We fully support our colleagues at sea and ashore that have reached their limits, their wellbeing is our top priority.

The Global Community should consider seafarers as "Key Workers" and

facilitate their free movement. Otherwise, the impact on safety will be dramatic due to fatigue and loss of focus, despite the efforts of the Management to ease the effects.

Kyklades Maritime Corporation, wishing to make an effective contribution to tackle the ongoing crisis in our country due to COV-ID-19, on March 26th, donated the amount of 1,800,000 euros to the Greek Ministry of Health.

The owners of the company, the Alafouzos family, proceeded in this action empathizing with the affliction of the Greek society and the need of the private sector to assist, especially due to the Greek government's prompt and successful response to the pandemic

By cause of this donation, portable ventilators, specialized protective uniforms, masks, monitors, medical equipment, and other appliances were supplied to cover the hospitals' significant needs



Capt. Michail C. Manikas
DPA, HSQE & Inspections Manager

ate in the evening of 06 July 1988, a series of explosions ripped through the Piper Alpha platform in the North Sea. It was just another day at work that ended up in devastation with 167 people dead and one of the most expensive accidents ever.

For those that have not heard of the accident, here is a brief account of what went wrong.

On that morning, it was scheduled to carry out maintenance on a pump used to pump gas condensate. At the same time, the associated pressure relief valve was removed and the line blanked. For as long as the pump was out of service another backup pump was in use. Unfortunately, the backup pump failed and the operators knowing that the other primary pump was still in place and it could work for a while, they attempted to start it. If only they knew that the blanking where the pressure relief valve was leaking...

Numerous factors contributed to the

accident, as the case usually is. However, for this first article we shall focus to the work planning.

As you can understand, a minor act, such as, correctly filing a document or updating the Officer on duty could have prevented this accident. Although there were procedures in place, these failed for a simple common reason: People make mistakes! We cannot help it as it is in our nature. Making mistakes is not a matter of choice and therefore there is no way to ensure that mistakes will not happen. However, what we can do is create mechanisms to manage the consequences of our mistakes. Stop work interventions and risk management are a few mechanisms that prevent us from making mistakes. What binds the mechanisms together and keeps the gears turning are the work plan meetings.

A work plan meeting provides the baseline to determine your needs for each individual task. They are essential tools for prioritizing tasks, managing time, coordinating resources and delegating responsibilities. However, they serve another purpose. They promote teamwork! Engaging more people in the planning stage brings more perspective in the planning and reinforces everyone's confidence to speak up and share their opinion. No one will ever share his thoughts if he feels that no one is interested to hear them. Additionally, there is more aware-

The importance of work planning onboard

ness on how the work is originally planned, a better understanding when a work has deviated and more chances for interventions to prevent accidents. Finally, the meeting provides transparency; if everyone is watching, shortcuts on procedures are not an option.

Work plan meetings are daily and attended by all key personnel. All tasks for the day are discussed with a view to assess their risk. If required, relevant permits need to be issued and formal risk assessments to be carried out. Timeframe and manpower requirements for each job are established and responsibilities assigned. It is important to note that any deviation from what was agreed need to be discussed again.

A compliment to the work plan meeting is the toolbox talks. During these talks, the leader can walk through the work flow, explain the risks, the precautions, any conflicts or restrictions and any other important information. The rest of the team is given the chance to share their thoughts and raise their concerns before the job starts. Even in routine works, these talks serve as last-minute reminders before the team begins their work.

Work plan meetings and toolbox talks are essential tools that if used systematically and consistently can raise the situational awareness, reduce fatigue, enhance productivity and make safety a habit.



Panagiotis Kourkoumelis Training and Development Manager

n this first edition of Kyklades Journal, we introduce a column on Training and Development. However, you will not get to read about training activities and seminars. You will get to read about development as a learning process.

We will start by looking into attitude and behavior, and their relationship. As we move through the editions, you will get to see how the opening question relates to attitude and behavior and how context drives your decisions. We hope that in the process, we will also make clear what the organization's direction in setting the right context!

How many times have you heard, or you have said, 'She is a great person and she has the right attitude', or 'what a terrible behavior he has'? How many times have you heard, or said, 'You have a bad attitude young man' or 'you behaved exactly as he deserved'. Can

you spot the correlation and contradiction? We usually associate behavior with something negative. Sometimes we use the word "attitude", when we actually mean "behavior"!

So, let us set straight the definitions that we will use from now on:

Attitude is a representation of how a person feels about something or someone.

Behavior is an individual's reaction to a particular stimulus; it can be an action, a person, a situation, etc.

In a sense, behavior raises from attitude; however, we will see cases that behaviors contradict one's attitude.

For the moment, let us accept there is a direct relationship between the two and bring an example to highlight their meaning.

If you have ever been to China, you should have noticed that it is part of normal driving to honk the horn every second meter. It is a habit and no one really seems to be annoyed by it. Actually, it is considered normal. Contrary, Swedes will rarely honk. At traffic lights, if a car up front doesn't move at green light everyone will patiently wait... indefinitely.

Imagine now a typical Chinese driver visiting and driving in Sweden for a while. It will be unnatural at the begin-

ning but he or she will certainly adjust the behavior to the norm of Sweden. At the end of the day if not adjusted, a heavy fine awaits our driver! So you bet no honking from our typical Chinese driver!

After a couple of months, our driver returns to China. What do you predict his or her behavior will be? Well you guessed it, back to the old habits. This is because the attitude towards the use of horn, and sound pollution, has not changed.

Behaviors change rapidly based on the situation and context; however, attitudes spring from experiences, upbringings and observations and seldom change. To change attitudes you need time, very long time.

To wrap up this first short article we leave you with one more question to the opening question: If we were to assess your performance based solely on what would you do with the spare part you received onboard, would that be an assessment of your behavior or your attitude? Would it be a fair assessment?

Keep a mental note of your answer until the next edition or send your thoughts to training@kykmar.gr.

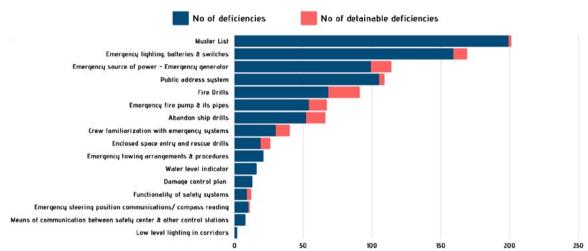
Thanks for reading and please, behave safely!

Emergency preparedness on the PSC agenda: 2019 CIC results

While the CIC results currently available demonstrate a fairly high level of compliance among ships inspected during the campaign period, the MOUs seem to agree on one thing. Question no.5 on the questionnaire: "Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?" yielded one of the most unfavorable results of the campaign.

DEFICIENCIES RELATED TO '04-EMERGENCY SYSTEMS'





Recommendations

Shipboard emergency plans

An emergency plan is intended to assist personnel in dealing with an actual or potential incident. Its primary purpose is to set in motion the necessary actions to avoid or reduce the further escalation of an incident. Regardless of the magnitude of an incident, effective planning ensures that the necessary actions are taken in a structured, logical, safe, and timely manner.

Muster List

The muster list makes up an important part of a ship's overall emergency preparedness as it describes the duties to be carried out by each member of a ship's crew in an emergency. Such duties include the preparation of survival crafts and other life-saving appliances, the closing of watertight and fire doors, and all other openings such as skylights, portholes and side scuttles and any openings in the hull. In addition, duties in connection with fire-fighting, the use of communication equipment and the equipping of survival craft must be included.

The Master is ultimately responsible for compiling the muster list, keeping it up to date and ensuring that copies are exhibited in visible places throughout the ship, including the navigating bridge, engine room and crew accommodation. When compiling the muster list consideration should be given to the possibility of key persons being unable to carry out their emergency duties through injury or for some other reason,

and provision made for substitutes. When allocating substitutes care should be exercised to ensure that emergency parties are not left without a leader or seriously undermanned.

Training

Training and drills are an essential part of maintaining and improving emergency preparedness and the development of a safety culture rather than merely complying with the mandatory regulations. SOLAS Reg. III/19 requires emergency drills to be carried out at regular intervals and, as far as practicable, as if there were an actual emergency. It is also important to maintain records of the different steps followed by the crew while carrying out onboard drills and to follow-up with a debriefing session.

Please bear in mind that there is no substitute for onboard training and drills - everybody onboard must be familiar with the procedures to be followed, their duties and equipment to be used in an emergency. Important lessons learned during drills will also help to further detail the instructions included in emergency plans. Remember, every second counts when the emergency alarm goes off!





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Why resilience matters

esilience may be defined as the ability to bounce back from a negative experience with "competent functioning"; in other words, to become strong, healthy or successful again after a failure. The approach allows a person to recover from adversity and engage in life with hope and humor despite devastating losses on his/her path.

Studies have identified several factors to develop and sustain a person's resilience. Above all, having a positive view of one's self is an important mindset that helps a person to improve his performance, achievements and quality of life.

It's not about smiling and denying the negative aspects of reality; Being resilient does not mean that a person doesn't experience difficulty or distress. The road to resilience can improve one's state of mind, lead to improved thought patterns, more options and make a real difference in one's life.

Resilience is a choice and a skill that can be learnt, involving behaviors and actions that can be developed in anyone. A resilient person is able to look for opportunities in problems, has a positive attitude, learns from mistakes and finds power in every situation to overcome difficulties, instead of feeling a victim.

Considering that the human element lies at the heart of the safety culture, the concept of resilience is imperative for shipping industry and other industries as well. Although many rely on KPIs to assess accident/incidents and any other system failure or gap, resilience aims to shift our focus on Safety I concept, in which we learn from our errors, to Safety II concept, in which we learn from our successes.

A modern definition of

Resilience:

PROGRESSING

- Goal orientation
- 2. Flawless operations
- **3.** Sustainable in the long run

DESPITE

- 1. Be pragmatic
- 2. Prepare for change
- 3. Be proactive

ADVERSITY

- Personal issues
- 2. Work life ashore / onboard
- 3. Inspections / Incidents
- 4. Social challenges

SAFETY4SEA

Develop selfconfidence

Develop confidence in your ability to solve problems and trust your instincts.

Change is a part of living

Focus on circumstances that you can alter rather on those that you cannot.

8

Keep things in perspective

Look at situations. even stressful ones, in a different way and in a broader context.

Pursue selfdiscovery

Look for opportunities to learn about yourself even when struggling with hardship.



Take care of yourself

Engage in activities that you enjoy and find relaxing and exercise regularly.









Move towards your goals

Develop some realistic goals and do something regularly, even if it seems like a small accomplishment.



Make connections

Good relationships with close family members, friends or others are important.



Maintain a hopeful outlook

Try visualizing what you want, rather than worrying about what you fear.



Take decisive action

Act on adverse situations as much as you can rather than detaching from problems.

Deal with crisis

Can't stop stressful events from happening, so change how you interpret and respond to them.



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Jamming/Spoofing of GPS in the East Med & Black Sea region

by **HSQE Department**



What is jamming?

Jamming is usually caused by interference to the signals at Global Navigation Satellite System (GNSS) frequencies. However, jamming may also be caused by unintentional means, including space weather or faulty equipment that can radiate signals on the L1 frequency and jam GNSS signal reception.

What is spoofing/meaconing?

GNSS spoofing is the provision of GNSS-like signals, transmitted locally and coded to fool the receiver to think it is somewhere it is not. Recent reports of spoofing attacks are believed by some experts to have been meaconing attacks, which is a type of spoofing where GNSS signals are re-transmitted.

How to detect and mitigate jamming and spoofing?

- ECDIS has a position error judgment function and so, should raise an alarm in case of a detected error to inform the navigator that the position has been lost. More precisely, the predicted circle to be received next is calculated from the course and speed of the vessel and issues a caution such as "Position out of expected area", "Position doubtful" once the received data deviates from the predicted circle.
- Actions to detect GPS spoofing and jamming should include the use of radar and ECDIS interlay (overlay or

- underlay), which are by far the best methods to identify jamming and spoofing when land is visible on the radar.
- Position verification at appropriate intervals as laid out in the Guide to Safe Navigation, including ECDIS.
- Observing significant difference between DR position (position arrived with Gyro Course steered and distance by speed log) and GNSS fix.
- Observing and verifying by using an echo sounder to compare the depths when sailing in suitable depth areas.

What to do in case jamming and spoofing is detected?

Immediate actions

- Be informed whether there are other vessels in the vicinity facing same issues.
- Check the passage plan so there is no shallow water closer than 5-10 miles from your intendent track.
- Manually select a secondary position sensor.
- Select other GNSS input if provided and use a "GNSS divergence" alarm to check any marginal difference between positioning sources.
- If a secondary sensor is unable to provide a vessel's position and no other means are available to input position fixing, the navigator should select the DR or EP mode.
- Start to manually plot ship's position if near enough to shore and seek greater sea room if possible.

- The AIS is likely to be affected by a jamming or spoofing attack as well and should be used with extreme care (this refers to the other ships' positions that are likely to be affected by an attack, not the VHF AIS signal). Note: AIS virtual navigation aid position will be correct, since the position transmitted is a true static position and is not derived from GNSS signals.
- Use the parallel indexing method during coastal navigation to keep safe distances and determine turning waypoints.
- If unable to ascertain vessel position relative to navigational hazards then stop the vessel.

When the situation is somewhat

- Check the vessel GNSS position frequently to detect when the service is available again.
- Report GNSS disruptions or anomalies to the authorities (NAVCEN, European GNSS Service Centre (GSC) and NATO Shipping Centre (NSC)).
- Take note of critical information such as the actual location (latitude/longitude), date/time, and the duration of the outage or disruption.
- When possible, provide photos or screenshots of equipment failures during a disruption to assist analysts with identifying a potential cause.
- If the vessel is using paper charts, continue plotting with alternate position fixing or DR.



Successful rescue operation off Gibraltar

Sequence of events

On 21 July 2020, our M/T NISSOS DELOS, while en-route, slow steaming, from the Baltic to the Med and off Gibraltar Straits Eastern approaches, noticed a presumed inflatable small boat with 8 persons onboard. The OOW noticed with difficulty this craft at a distance of only 2 cables from our vessel. It was observed that 1 or 2 persons were slowly waving to our vessel.

This incident happened at 16:12 (LT). The Company immediately advised the Master to call the MRCCs of the area with preference to Spain. Tarifa MRCC responded and instructed our vessel to turn around, locate the craft again and remain in position as they would dispatch a rescue boat to this position.

The rescue boat arrived at the location at 17:42 (LT). At 17:48 (LT) all 8 persons boarded the rescue boat and the operation was completed successfully.

Congratulations to the Master (Capt. Antonios Skoufias), the bridge team (2/O Narvaez Eduardo Jr. and O/S Belen Ryan Michael) and the rest of the crew of NISSOS DELOS for their contribution to this successful SAR operation.









Congratulatory notes

"Congratulations to you and your crew for the brave actions to save the lives of eight human lives. We are very proud of you and your team. Please pass our sincere gratitude to your Officers and Crew. Life is priceless and being human is the cornerstone of our civilization."

Kyklades Maritime Corp.

"Guys, just a small thank you for all your efforts and for those of your Captain and crew of the Nissos Delos from our MA Team in London. Great news that everyone was rescued safely. Thank you for doing it safely and doing it right."

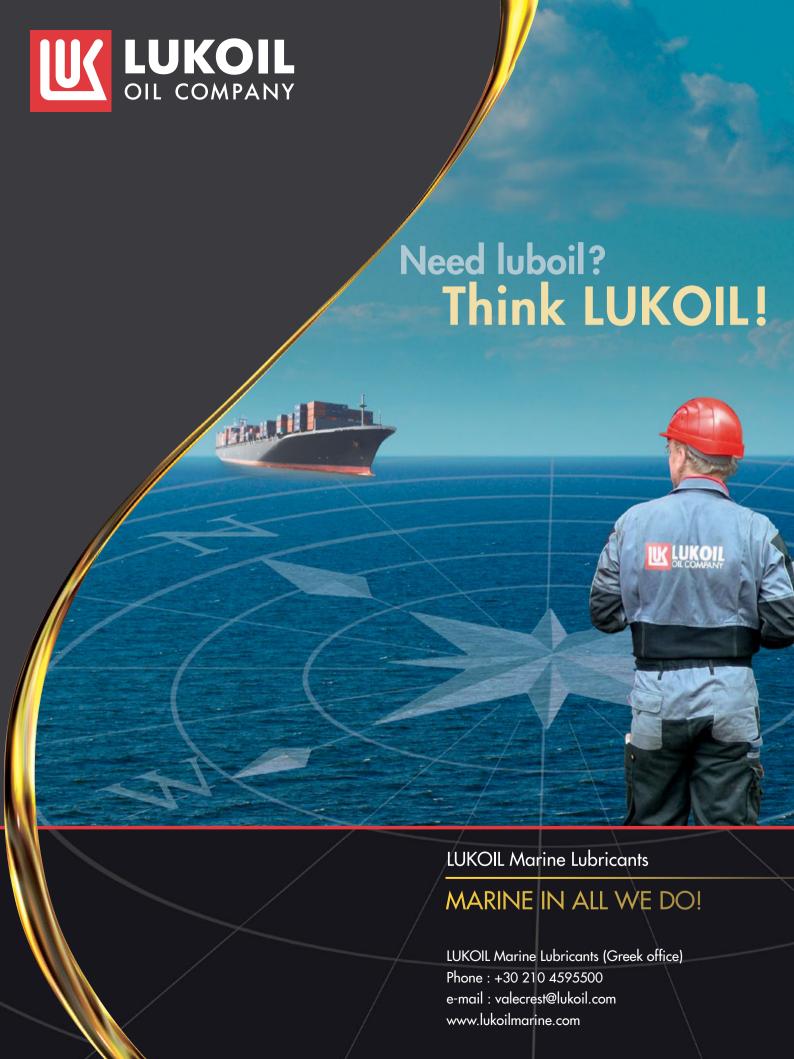
Chevron Corporation

"It is our desire to show you our most sincere gratitude for the humanity and professionalism of the Captain and crew of your vessel "NISSOS DELOS" thanks to whom 8 persons have been rescued today in the Spanish responsibility SAR waters."

MRCC TARIFA

"Well done for the participation of this rescue operation and the assistance saving these men lives!" International Registries, Inc.





Case I: Fluctuation of SOx/CO2 ratio at EGCS











The case

The SOx/CO2 ratio of the exhaust gas fluctuated irregularly and exceeded allowable levels as required by the regulations.

Immediate actions

- Troubleshooting started immediately and the Chief Engineer proceeded to gas analyzer span check and calibration but with no success.
- The T-union on the SCS cabinet was cleaned and the filter was renewed but with no success either.
- Following maker's instructions the sampling frequency was changed from 13Hz to 11.5Hz and then 14.5Hz resulting only to a small improvement in case of 11.5Hz.
- Flow meters (FI-01 & FI-02 on SCS and F1-11 on AC)
 values were checked and found all in order.
- After further troubleshooting Chief Engineer decided to remove and inspect the quill together with the probe. The quill was found clogged with heavy corrosion and broke upon removal.
- Chief Engineer repaired the quill temporary and after unclogging same, reinstalled it in position. The system SOx/CO2 ratio values turned back to normal, within limits.

Cause of the incident

Investigation revealed that the sea water condensate in combination with the engines exhaust gases resulted into an acidic environment that corroded the stainless steel guill.

What went wrong

- It seems that the selected material of the quill and the demister cannot withstand the corrosive atmosphere that is developed inside the exhaust gas pipe.
- There was no relevant job in the company's PMS, instructing the crew to inspect and clean if necessary the quill in regular intervals.

Lessons learned

The sampling probe quill affects the quality of the exhaust gas sample analyzed and the credibility of relevant measurements. Therefore, it is important that it is maintained in good condition. The quill needs to be cleaned frequently from accumulated solid particles as these particles accelerate corrosion and clog the probe.

Case II: Rail damage during STS operation

The case

While carrying out a Ship-to-Ship operation, the headlines of the lightering vessel broke and the two vessels started to apart. A messenger line that was used for picking up the mooring lines of the other vessel, was secured at the ship's rails after completion of mooring. The tension on the messenger line increased due to the movement of the lightering vessel resulting into damage of the vessel's rails.

Fortunately, no member of the crew was injured and more severe damages were avoided.

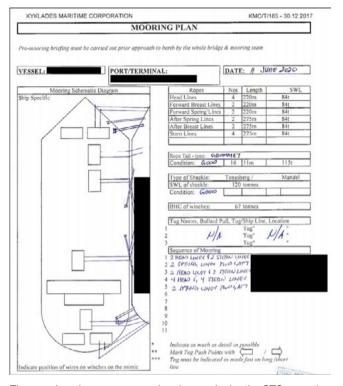
Cause of the incident

Although all steps prior the Ship-to-Ship operation have been performed as mandated by the Company's CMS, as well as the international regulations, the accident happened. What was the cause? A bad practice commonly performed during STS operations: The ship made fast the messenger line on the rails just in case it was needed at a later stage of the operation.

Immediate actions

The vessel was immediately instructed to install two wires (at mid and top rail height) fastened with turnbuckles in order to temporarily secure the area. In addition, the area was marked with a red line in order to keep the crew members at a safe distance.

Temporary secured lines to rails must be avoided. Sequence of lines should be agreed before mooring during the pre-mooring information exchange. The movement of the vessels must be observed at all times and the mooring gangs must be informed immediately of any unexpected movements.



The mooring plan was prepared and agreed prior the STS operation by use of forms KMC/T/185 and KMC/T/185A.

- ► The details of both vessels and the operation was completed correctly
- ➤ The number of ropes, length, SWL and condition have been decided and completed accordingly prior the commencement of the STS operation
- The sequence of mooring operation has been agreed and followed.









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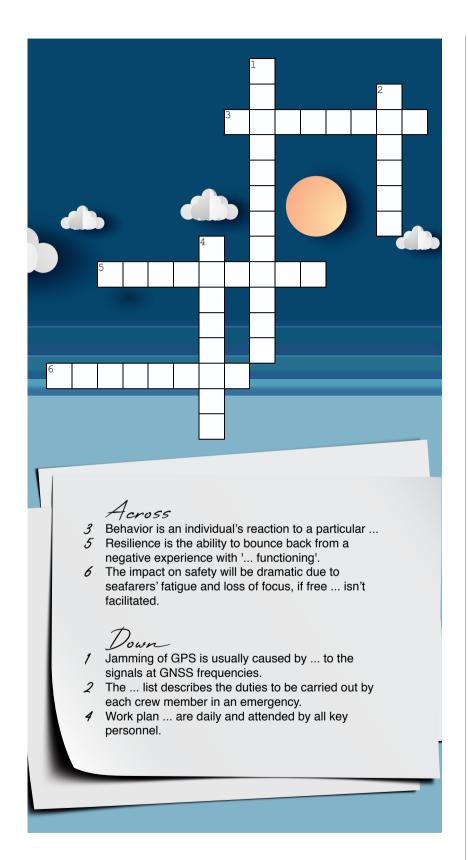


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ANSWERS
1. INTERFERENCE 2. MUSTER 3. STIMULUS 4. MEETINGS 5. COMPETENT 6. MOVEMENT

JOURNAL

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