

2025

# SAFETY MAGAZINE



WESTERN SHIPPING



# Career Milestone

## ***WESTSHIP***

### ***20+ years***

- *Capt. Belal Ahmed*
- *Capt. M. N. Unnikrishnan*
- *Stacey Lim*
- *Linda Puay*
- *Zarifah Zainal*

### ***10+ years***

- *Narayanan V. Sundaram*
- *Liu Jiayun*
- *Christine Chang*
- *Norhasedah Binte Saleh*
- *Terence Wong*

## ***WSSEAI***

### ***20+ years***

- *Barney Vega*
- *Eryn Grace Alguidano*

### ***10+ years***

- *Elisa Camorongan*
- *Ara Agbuya*
- *Lulu Cornista*
- *Roxanne Pedregoza*

## ***MSAT***

### ***10+ Years***

- *Capt. Rolando Olete*
- *Joanalie Bangalan*
- *Alfonso Medel*

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# MESSAGE FROM THE CHIEF OPERATING OFFICER

Dear Seafarers and Valued Families,

As the world turns its calendar to 2026, I want to extend my warmest greetings to everyone of you.

## **Our Heroes at Sea**

The vital work you do, often unseen and far from home, is the heartbeat of global trade, and your courage keeps the world moving safely every single day.

## **Families Ashore**

To the families, loved ones, and support networks ashore: we know the distance is a challenge. Your unwavering support, patience, and courage are the anchors that keep our seafarers grounded and motivated.

## **Year 2025**

This is also a moment to reflect and express our heartfelt gratitude for the journey we shared in 2025. This past year had its challenges, but it also showcased our collective strength, dedication, and teamwork. Your commitment, sacrifice, and professionalism in navigating the complexities of 2025 were the driving force behind our shared achievements.

Thank you for being part of this incredible journey.

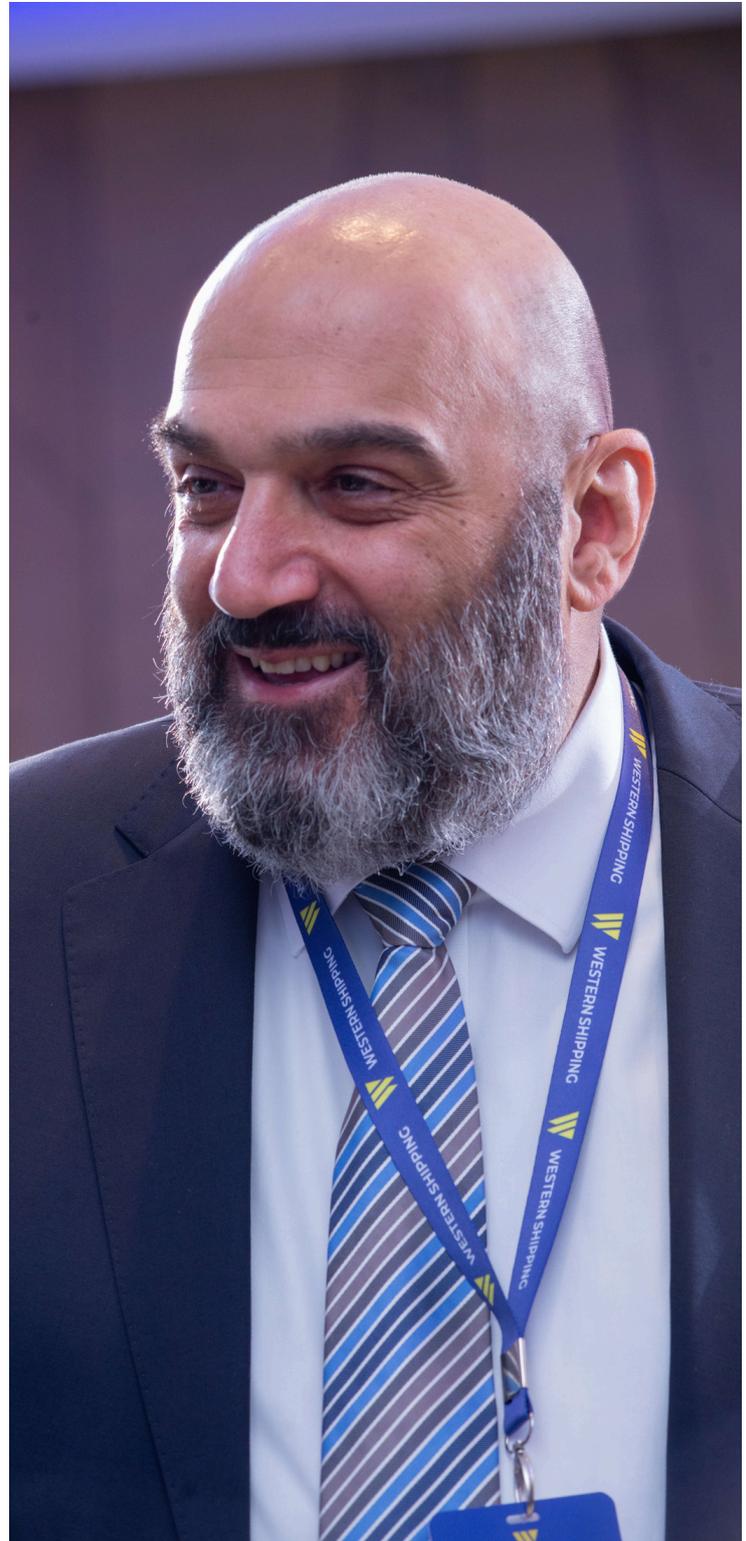
## **Sailing into 2026**

This is a year to embrace challenges as opportunities for growth, to chase our goals with renewed vigour, and to continue demonstrating the resilience and professionalism for which you are known.

Here's to a safe, successful, and inspiring year ahead in 2026, building on the strong foundations of another good year, 2025.

Fair winds and following seas!!

*Panagiotis Zavlagkas*  
*Chief Operating Officer*



# MESSAGE FROM THE GENERAL MANAGER

It has been a significant and rewarding journey, beginning with the integration of the LPG vessels into the technical management framework of Western Shipping and culminating in the successful completion of two years of our Mumbai office which helps in tapping the talent from the Indian seafarers pool. These achievements have been made possible through the unwavering dedication and commitment of our teams, both onboard and ashore.

I would like to particularly acknowledge the confidence and trust placed in us by our crew throughout this period.

The transition phase also presented additional challenges, including the successful completion of multiple TMSA Review and the commencement of SIRE 2.0 inspections. The outcomes of these processes reflect the excellent coordination and collaboration between ship and shore teams. The past year was further marked by a dynamic global environment, with evolving geopolitical conditions requiring business realignment to effectively address emerging challenges. In addition, changing weather patterns with extended regions of the Atlantic and Pacific experiencing adverse weather conditions, added to the operational challenges that our crew has overcome with their careful voyage planning.

Last year we had some excellent interaction with our crew during seminars in Riga, Manila and Mumbai. This plays an important role in aligning our goals and getting valuable feedback towards improvement.

At Western Shipping, we are firm believers in the principle of Safety First, a commitment that has been consistently demonstrated onboard across various operational scenarios.

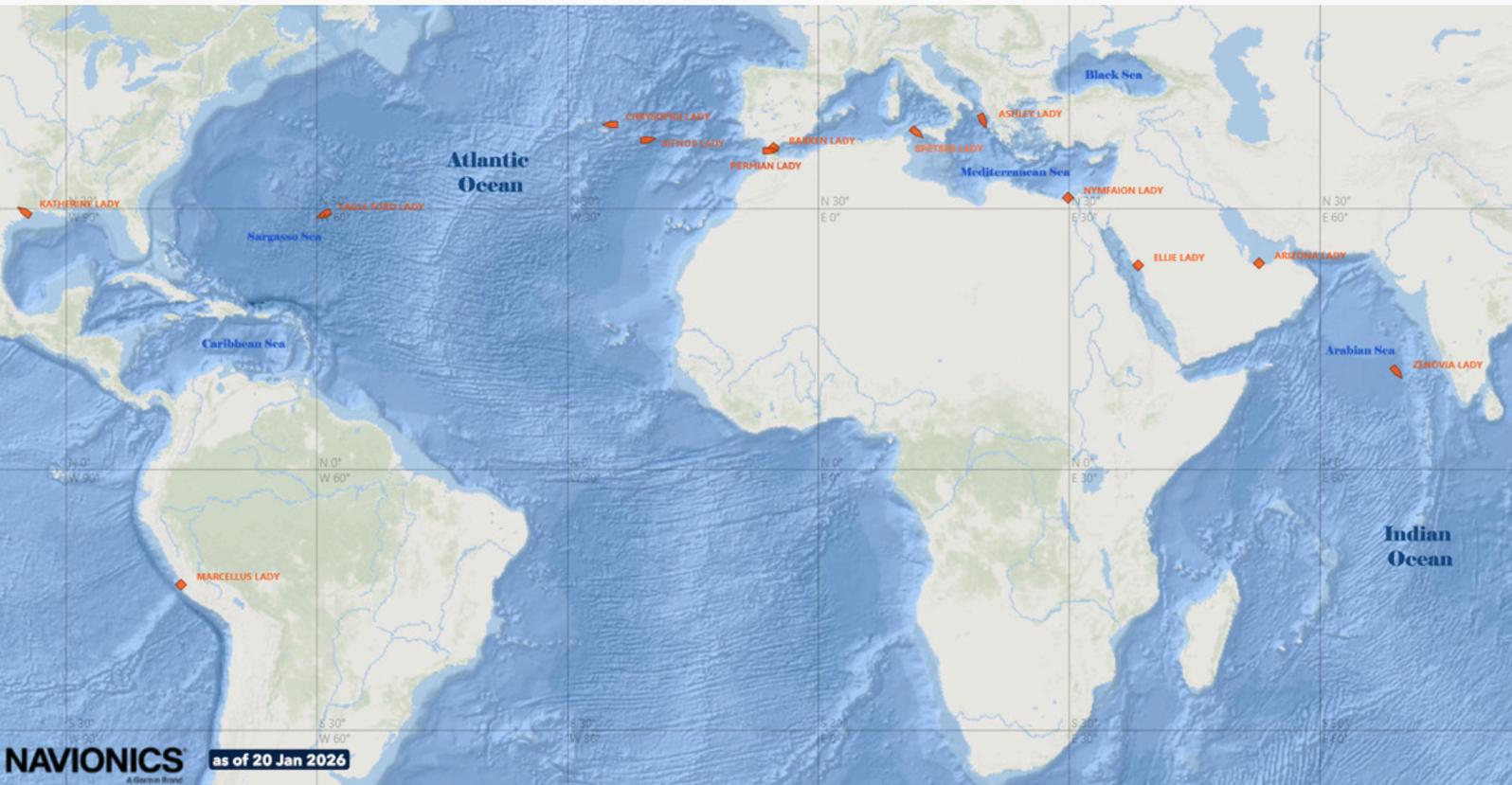
I extend my best wishes to everyone on board.

As always, the Safety of our Vessels, the Well-being of our Crew, and the Reputation of the Company remain our highest priorities.

Capt. **Karni Singh Rathore**  
**General Manager**



# VESSEL GLOBAL PRESENCE



Distance travelled – Over **550,000** NM for Year 2025

Take the test

# Are you at risk of developing diabetes?

# Diabetes Calculator

<b>Age:</b> <input type="checkbox"/> Under 45 years      0 points <input type="checkbox"/> 45-54 years      2 points <input type="checkbox"/> 55-64 years      3 points <input type="checkbox"/> Over 64 years      4 points	<b>BMI (see below)</b> <input type="checkbox"/> Under 25      0 points <input type="checkbox"/> 25-30      2 points <input type="checkbox"/> Over 30      3 points																		
<b>Waistline (measure at the level of your bellybutton)</b> <b>Men/Women</b> <input type="checkbox"/> Under 94cm / under 80 cm      0 points <input type="checkbox"/> 94-102 cm / 80-88 cm      3 points <input type="checkbox"/> Over 102 / over 88 cm      4 points	<b>Have you ever had high blood sugar at some point (e.g. health-check or during pregnancy)?</b> <input type="checkbox"/> No      0 points <input type="checkbox"/> Yes      5 points																		
<b>Do you have family members or relatives that are diagnosed with diabetes (type 1 or 2)?</b> <input type="checkbox"/> No      0 points <input type="checkbox"/> Yes, a grandparent, an aunt, uncle or a cousin to my parents.      3 points <input type="checkbox"/> Yes, my parents, siblings or children      5 points	<b>Are you physically active at least 30 min a day?</b> <input type="checkbox"/> Yes      0 points <input type="checkbox"/> No      2 points																		
<b>Have you ever used blood pressure medicine regularly?</b> <input type="checkbox"/> No      0 points <input type="checkbox"/> Yes      2 point	<b>How often do you eat vegetables, fruit or berries?</b> <input type="checkbox"/> Every day      0 points <input type="checkbox"/> Not every day      1 point																		
<b>Total risk points</b> ----- The risk of getting type 2 diabetes within 10 years: <table border="1"> <thead> <tr> <th>Points</th> <th>Risk</th> <th>Estimated risk</th> </tr> </thead> <tbody> <tr> <td>Below 7:</td> <td>Minor risk</td> <td>Estimation 1 in 100.</td> </tr> <tr> <td>7-11:</td> <td>Small risk</td> <td>Estimation 1 in 25.</td> </tr> <tr> <td>12-14:</td> <td>Moderate risk</td> <td>Estimation 1 in 6.</td> </tr> <tr> <td>15-20:</td> <td>High risk</td> <td>Estimation 1 in 3.</td> </tr> <tr> <td>Over 20:</td> <td>Very high risk, an estimate of 50%</td> <td></td> </tr> </tbody> </table>		Points	Risk	Estimated risk	Below 7:	Minor risk	Estimation 1 in 100.	7-11:	Small risk	Estimation 1 in 25.	12-14:	Moderate risk	Estimation 1 in 6.	15-20:	High risk	Estimation 1 in 3.	Over 20:	Very high risk, an estimate of 50%	
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### Actions

- 7-14 : Keep an eye on your weight and consider increasing your physical activity level and improving diet.
- 15-20: Make sure to discuss your risk of developing diabetes at your next visit to the doctor.
- 20-26 : Make a visit to the doctor to check your blood sugar levels.

Source: [https://www.diabetes.se/globalassets/forbundet/diabetes/journalistguide-visuell-identitet/risktest\\_final.pdf](https://www.diabetes.se/globalassets/forbundet/diabetes/journalistguide-visuell-identitet/risktest_final.pdf)

Reflection and discussion: What is your risk-score? What do you need to do to reduce your risk?

# The equation for a healthier life

 EAT	 MOVE	 SLEEP	 POSITIVE RELATIONS
<ul style="list-style-type: none"> <li>• Eat regularly, three main meals: breakfast, lunch and dinner. Possibly 1-2 snacks if needed.</li> <li>• Eat only one portion every meal.</li> <li>• Eat five different vegetables every day. For weight loss max. 1 fruit/day.</li> <li>• Eat clean: Avoid processed and fast food such as candy, sweets, cakes, cookies, ice cream, soda, pizza &amp; burgers.</li> <li>• Drink water, at least 8 glasses/day. Unlimited tea and coffee (without sugar).</li> <li>• Never eat alone.</li> </ul>	<ul style="list-style-type: none"> <li>• Be physically active at least 30 min/day or walk at least 10.000 steps /day.</li> <li>• Do vigorous physical activity 3-5 days/week.</li> <li>• Muscle strength 2-3 times/week involving major muscle groups.</li> <li>• Movement pause: For every 20 minutes sitting, walk 2 minutes.</li> <li>• Find activities you enjoy and do them more often -the more physical activity the more health benefits.</li> <li>• Exercise with a friend and it will be more fun!</li> </ul>	<ul style="list-style-type: none"> <li>• Get 6-8 hrs. of sleep/night.</li> <li>• Spend 20 minutes outdoors every day, preferably in the morning. We need sunlight!</li> <li>• Create a dark, cool and quiet sleeping environment.</li> <li>• Drink all caffeine before 2pm (or earlier).</li> <li>• Create a routine for going to bed &amp; avoid screen time 1hr before sleeping.</li> </ul>	<ul style="list-style-type: none"> <li>• Make it a point to get to know your fellow crew -do you know everyone's name and the names of their family members?</li> <li>• Find a hobby that you can bring onboard.</li> <li>• Eat your meals together with your colleagues.</li> <li>• Engage in social activities onboard: BBQ, karaoke nights, games, dancing etc.</li> <li>• Keep a daily gratitude diary - write down 3 things/day in your life you are thankful for.</li> </ul>



## SAFETY FLASH

### **Fatal Mooring Accident Onboard Tanker** by Kimberly Nguyen

On the afternoon of 20 May 2025, the pumpman of the Gibraltar-registered tanker Nisyros was fatally injured while operating the port forward mooring winch. During the heaving operation, excess mooring rope became entrapped around the winch, resulting in the pumpman being caught in the rope. He sustained multiple severe injuries and was later pronounced deceased.

At the time of the accident, the pumpman was alone on the forecastle as the AB(deck) had moved to a position further down on the main deck port side in preparation to receive a heaving line, which would then be attached to the forward spring. As no one witnessed the accident, it is difficult to reach a firm conclusion as to what exactly happened.

However, the Mooring System Management Manual stipulates that there should always be a minimum of two experienced persons at each mooring station throughout the operation, apart from the Officer in Charge of the mooring station. The role of the officer is to supervise and keep an overview of the mooring operation.

On this occasion, there was no officer undertaking this role. In effect, the only person on the fo'c'sle was the pumpman who was operating the Port forward mooring winch by himself, at the same time as possibly ensuring that the mooring rope was correctly feeding and winding onto the winch's drum.

**The investigation concluded that:**

- The forward mooring operation was not conducted in accordance with the vessel’s mooring manual, and the Company was not notified of the non-compliant manning arrangement.
- No officer was assigned to the forward mooring station to maintain compliance with hours of work and rest requirements.
- No specific risk assessment was available addressing the risks and hazards associated with working with mooring winches, as outlined in the OCIMF Effective Mooring guidelines.
- The inspection found a 1.90m distance between the winch operational lever and the drum, making simultaneous operation and monitoring unlikely if used as designed.
- It is therefore possible that the winch actuator lever had been improperly secured in the running position using a safety clip or other external device.
- The winch was likely operating while the pumpman was managing excess slack rope at the drum, increasing the risk of entanglement.
- The repetitive nature of the task may have led to crew complacency.
- The pumpman likely became entangled in slack rope while standing too close to the winch drum and was dragged beneath the rotating drum, resulting in fatal injuries.

**Recommendations**

- Add to SMS: mooring-winch risk assessment (per OCIMF Effective Mooring + COSWP), covering operational + safety risks.
- Manning: to have an Officer In Charge + 2 experienced crew for the full operation at each station (as per Mooring System Management Plan).
- Make safe mooring a checklist item for all inspections/audits.
- Do a toolbox meeting before every mooring to review risks, hazards, mooring plan.
- Winch safeguards: prevent the safety catch from holding the lever in the heave/lower position; add drum guarding to prevent entrapment.
- Fleet circular: encourage reporting of any such deviations via ISM reporting so the Company can assess risk and implement corrective actions



**FWD spring mooring line arrangement. Red lines depict direction line took from drum leading forward, around pedestal roller and then leading aft**



**FWD spring mooring line through aft leading fairlead down to main deck and approximate position of seaman on main deck**



**Image demonstrating location of crew member**



**View of the distance between the winch operating lever and location of where Pumpman was found.**



# ENVIRONMENTAL FLASH

## *Ballast Water Management Under the Spotlight*

### **Key Takeaways from the 2025 CIC Inspections**

Ballast Water Management (BWM) has been a major focus of Port State Control authorities worldwide in 2025. From 1 September to 30 November 2025, the Paris MoU and Tokyo MoU, together with several other regional MoUs, carried out a Concentrated Inspection Campaign (CIC) to assess shipboard compliance with the Ballast Water Management Convention (2004).

Early findings from the first 45 days of inspections, shared by RISK4SEA, provide a clear picture of where vessels are doing well — and where improvements are urgently needed.

### **What Were Inspectors Looking For?**

The CIC focused on both technical compliance and crew readiness, including:

- Approved and up-to-date Ballast Water Management Plans (BWMP)
- Crew training and familiarity with BWMS operation
- Accurate and properly maintained Ballast Water Record Books (BWRB)
- Approval status and working condition of Ballast Water Management Systems (BWMS)
- Valid certificates and exemptions
- Proper sediment management and disposal procedures

## Key Findings at a Glance

The results were very clear. Over 90% of all deficiencies identified during the campaign were linked to just four areas:

1. Ballast Water Record Book entries (BWRB)
2. Ballast Water Management Systems (BWMS)
3. Ballast Water Management Plans (BWMP)
4. Crew training and Familiarisation

Interestingly, ballast water exchange, discharge in port, and sediment removal were not major sources of deficiencies, showing that inspectors are currently more concerned with documentation, system readiness, and crew knowledge than day-to-day operations.

## Where Inspections Were Most Intense

Inspection intensity varied across regions:

- Tokyo MoU showed the highest focus, with inspection activity around three times higher than normal
- Paris and Mediterranean MoUs followed with about double the usual inspection intensity
- Other MoUs showed lower levels of enforcement despite formal participation

## Which Ships Were Most Affected?

- LNG carriers faced the highest inspection pressure
- Followed by LPG carriers and vehicle carriers
- Other vessel types still experienced significantly increased scrutiny

In terms of detentions, general cargo vessels accounted for more than half of all detentions, with the highest numbers recorded in the Mediterranean and Tokyo MoU regions.

## What This Means for Our Fleet

The CIC findings send a strong message:

Most BWM deficiencies are preventable. They are largely caused by:

1. Incomplete or incorrect records
2. BWMS not fully operational or properly maintained
3. Crew unfamiliarity with system operation and procedures

Vessels trading in Tokyo, Paris, and Mediterranean MoU areas should expect continued high inspection pressure.

## Key Message

*Ballast Water Management compliance is no longer just a technical issue — it is a management and training priority. Keeping documentation accurate, systems operational, and crews confident with procedures is essential to avoid deficiencies, delays, and detentions.*

*Compliance starts on board — and it starts with us.*

# COMMERCIAL/ OPERATIONAL CHALLENGES FOR MANAGEMENT OF CPP TANKER

Capt. M. N. Unnikrishnan

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*Western Shipping has been operating Clean Petroleum Product tankers for the last 25 years. Vessels range from MR (oil & chemical tankers) to LRI's (CPP) and now LR2's.*

## **Commercial Challenges:**

1. Freight fluctuations.
2. Incorrect declaration of capabilities of the vessel.
3. Underperformance or delays of vessels.
4. Sanctions.

The above items 1, 2 & 3 have always been a commercial challenge, however, in the last few years, "Sanctions" has become one of the major commercial risks.

Sanctions are international regulations made for penalizing specific activities and specific governments in case of violation of international maritime laws.

The question is, how do sanctions affect ships, the owners, and the charterers?

1. Vessels visiting sanctioned countries may be liable to criminal prosecution, legal proceedings, and financial liabilities.
2. If the owner or charterer interacts with these sanctioned countries, they may be liable to criminal prosecution, legal proceedings or financial liabilities.

It is therefore important that, as owners and managers, we check whether the country where the vessel proceeds for any operation or to any terminal, STS vessel or the cargo being loaded on board is not sanctioned.

For the STS vessels, Dynamarine, our risk assessor, carries out the sanction check and sends it to WSP, forwarded to the vessel, commercial managers, with the Part A report.



## **Operational Challenges:**

To determine the operational challenges on CPP tankers as seen from the perspective of a shipmaster, an interview with one of the Senior Masters of WSP was conducted.

Capt. Andrei Kogankov joined WSP as Chief Officer on MR tankers in 2006 and was promoted to Master in 2008.

Upon interviewing the Master, the response was “Crew experience, meticulous pre-planning, and constant communication with the shore terminal are essential”.

## **Loading a single grade of CPP**

**Cargo Contamination:** Tank cleanliness and inspection are paramount. This includes ensuring that tank coatings are intact and that no scale, rust, or previous cargo residues remain.

**Quality Assurance and Sampling:** Shore cargo must be sampled to confirm the specifications before loading commences. Any discrepancy can lead to off-spec cargo and financial claims.

**Vapor Control:** Managing the IGS plant or Vapor systems is critical to prevent the tank atmosphere from entering the explosive range and minimize emissions.

**Cargo Tank Venting and Pressure:** Incorrect venting during loading can cause over-pressurization or under-pressurization. This requires careful monitoring of the P/V valves.

**Static Electricity:** Clean products can generate static electricity during high-speed loading. Ensure oxygen content in the tank is less than 8% upon arrival and during loading.

**Measurement:** Accurate measurement of the quantity loaded is crucial commercially. This involves careful tank gauging and calibrating Ship vs Shore figures. Discrepancies can lead to disputes.

**Segregation/One valve/Double valve:** With only 12-14 tanks, flexibility is limited. May require "parcelling", which increases commingling risk. Double-checking that all tank valves are fully operational and leak-proof



*Capt. Andrei Kogankov*

**Cargo Planning/Discharge Port Order:** To avoid cross-contamination via pipelines. Optimizing the sequence for 2-3 discharge ports is a major task.

**Multiple Cargoes (Cargo Parcels) -** The ship's tanks are divided into 3 isolated groups to carry two or 3 different grades/products. The segregation must be absolute to prevent commingling. Primary risk is cargo contamination. Any single valve leak can run into big trouble.

**Loading/Discharging Sequence -** Sequence is a challenge due to insufficient variations, created by the limited quantity of tank groups, hull stress management and stability.

**Officers' Experience -** The depth and priority of that understanding varied based on experience, training quality, and company culture. An experienced Chief Officer had an intuitive, systems-level understanding. They saw how cargo planning affected stability, stress. The Junior OOW (3/O, 2/O) understanding is a bit more partial. They excelled at specific tasks (taking ullages, monitoring tank pressures, operating deck machinery), but often under supervision.

Human Factors are very important. Continuous training aims to improve this understanding and provide tools to manage these challenges safely.

## **Conclusion:**

It can be stated that the "human element" accounts for a vast majority of claims and incidents in tanker operations, often due to a lack of attention, insufficient training, or poor communication despite extensive automation and regulations. Thus, it is very important that operational risks should always be minimized, keeping in mind various issues that could develop during any cargo or cleaning operation.

**MITIGATE RISKS → SAFE OPERATIONS**

# SAFE NAVIGATION - A CRITICAL SAFETY BARRIER

Capt. Hemant Arora

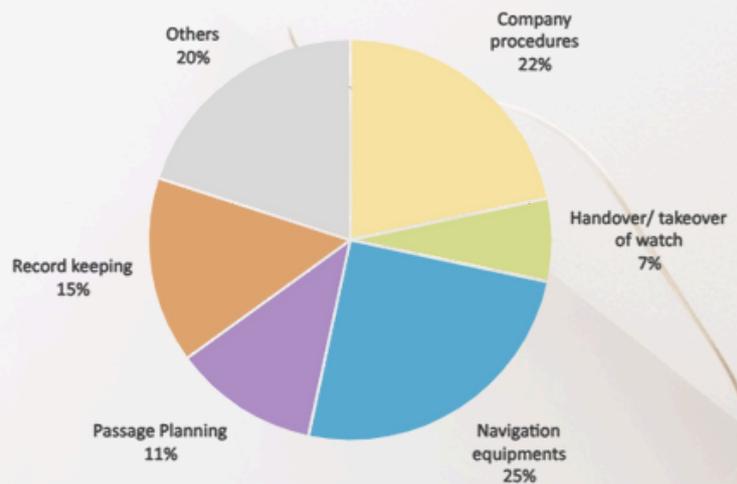
Navigational audits are a core element of our Safety Management System (SMS). They verify compliance, assess competence, and strengthen our navigational risk controls.

Objective: Prevent Navigation-related Incidents or High Potential Significant Near Miss [Example - groundings, collisions, allisions, pollution etc

Three layers of Navigational Assurance:

## Master's Navigation Audits

- Continuous monitoring of bridge standards
- Passage planning & execution
- Bridge Resource Management (BRM)
- Proper use of ECDIS, radar & alarms
- Analysis of Bridge Team [Human Elements including Soft Skill] & Training Requirements

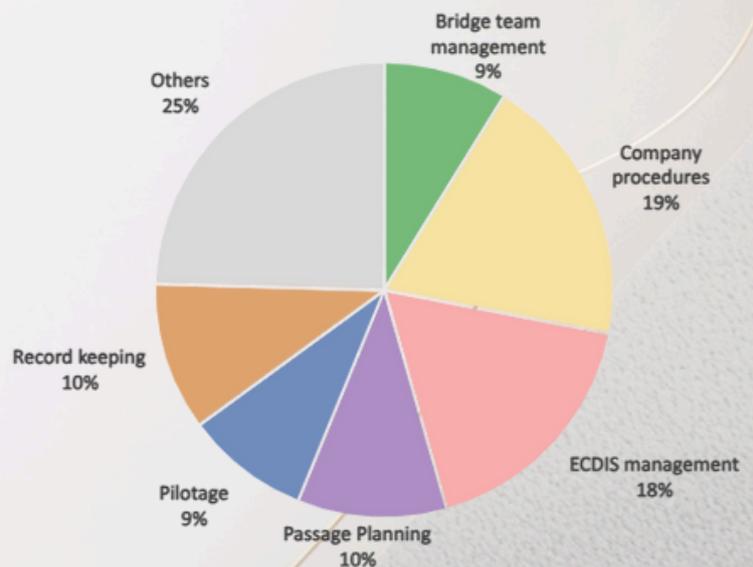


## Company Representative Navigation Audits – Static & Dynamic

- Verification of company procedures
- Consistency across fleet
- Closure of previous audit findings
- Analysis of Bridge Team [Human Elements including Soft Skill] & Training Requirements

2025 Focus:

- BTM awareness on CPA & TCPA Limits/ECDIS Settings
- BTM awareness on usage of NAVTOR and Laptop for Emergency purpose

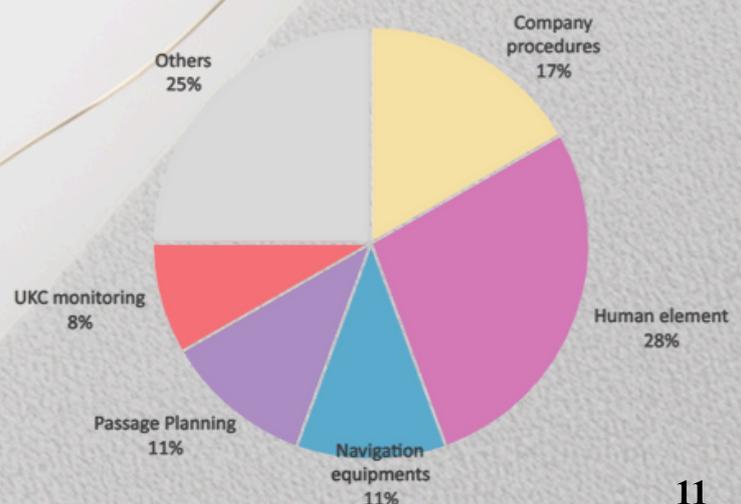


## Independent Navigation Audit – Onboard or Remote (TMSA/Industry Best Practice Benchmarking)

- Independent & objective assessment
- TMSA best practices
- Emerging navigational risks

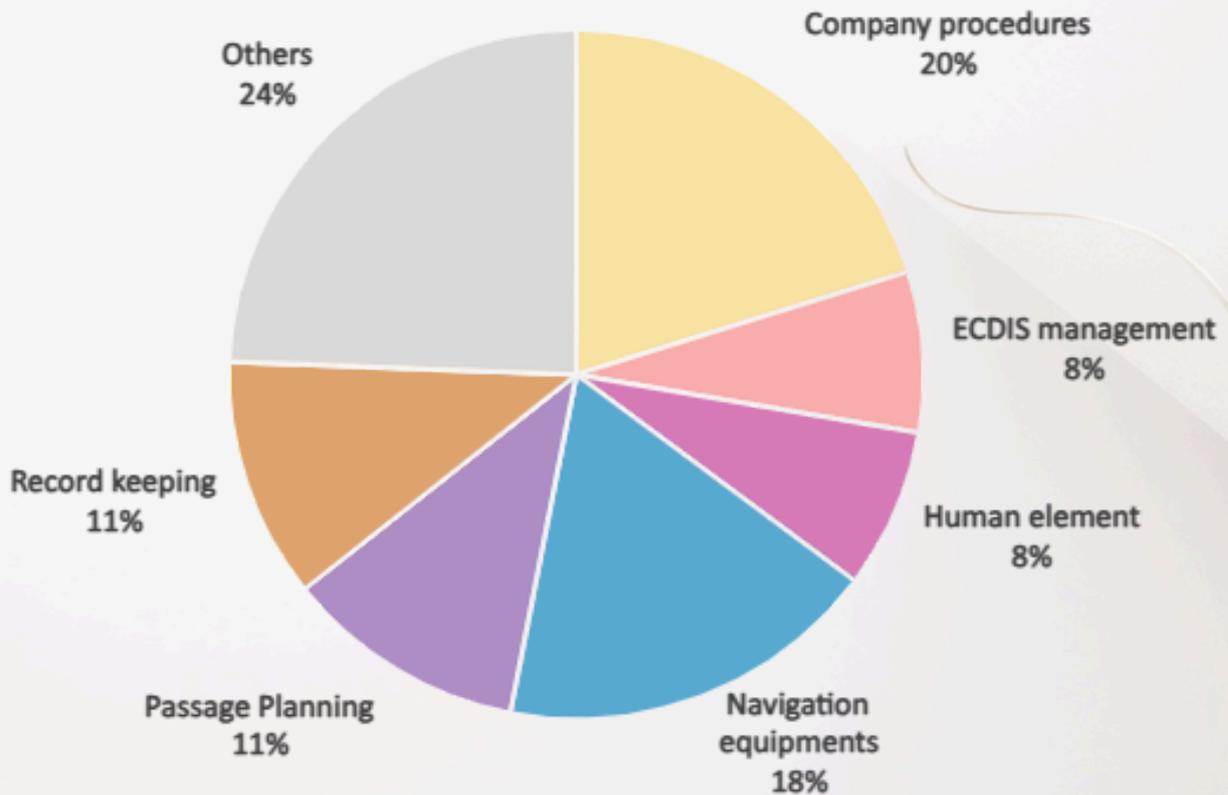
2025 Focus:

- Effective BRM & communication
- Good risk awareness



## **2025 Common findings**

- Company procedures
- Navigation equipment
- Passage planning
- Record keeping
- ECDIS management



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### **Key Safety Message for BTM**

- Follow the approved passage plan – challenge deviations
- Maintain effective BRM – speak up early
- Use ECDIS correctly – layers, alarms, cross-checks
- Keep charts & publications fully corrected
- Close audit findings promptly – learn & improve
- Practice STOP JOB Authority

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### **Looking Ahead – 2026 Navigational Safety Priorities**

- Enhanced ECDIS standardization
- Regular bridge team drills
- Stronger documentation discipline
- Alignment with industry best practice

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## **Safe Navigation is a Culture**

Navigational audits are a shared responsibility.

When Masters, Company Representatives, and Independent Auditors work together, the result is safer ships, stronger teams, and sustained operational excellence.

# MUMBAI FIRST SEMINAR & FAMILY DAY 2025



# HONORING EXCELLENCE: WSSEAI & WCMS EXEMPLARY SERVICE AWARDS 2025

During Annual Safety Seminar at Mumbai and Manila in the year-end 2025, exemplary service awards were presented to our seafarers who are recognized with outstanding performance, dedication and good professionalism.

The awards are presented by owners and/or company representatives at Family Day –

- Radisson Blu on 5th November 2025 at Mumbai, India
- Gallio Events Hall on 21st November 2025 at Manila, Philippines

The Exemplary Service Awards were presented to –

- *Capt. Igor Issakov*
- *Capt. Milind Karkhanis*
- *Mr. Sudhir Kumar*
- *Mr. Sanjay Shinde*
- *Mr. Daquis Roberto*



*Capt. Igor Issakov*



*Capt. Milind Karkhanis*



*Mr. Sudhir Kumar*



*Mr. Sanjay Shinde*



*Mr. Daquis Roberto*

# OFFICE WELFARE

## CNY Celebration 2025



# OFFICE WELFARE



## Company Annual Dinner



SALUTE OUR SAILORS!  
A LOOK BACK AT OUR  
CELEBRATION:

## Day of the Seafarer

JUNE 25



LET'S HONOR THE  
DEDICATION,  
COMPETENCE AND  
HARDWORK OF OUR  
SEAFARER

## WSSEAI - Day of the Seafarer



## Mr. Konstantinos Papamarkos's Retirement Farewell

# CELEBRATIONS ONBOARD



## India Independence Day - 15 August



# CELEBRATIONS ONBOARD



## MT SPETSES LADY CHRISTMAS PARTY

“For every seafarer, missing holidays and special moments back home is a quiet weight carried across oceans. There are days when you're not beside your family, not with the people you love, and not present during the moments that matter most. Yet even with the distance, connection doesn't disappear. True connection isn't only about being physically present, it's about knowing you remain in someone's heart, no matter how far the voyage takes you.”



That is why small celebrations onboard mean so much. These gatherings are more than simple breaks from routine; they symbolize resilience and unity. Even when facing long contracts, unpredictable weather, and the challenges of life at sea, the crew finds ways to create warmth and joy. Sharing food, exchanging small gifts, decorating a corner of the ship, these moments remind us that life onboard isn't only about hard work. It's also about meeting new people, hearing stories from every corner of the world, and experiencing places many will never see. In these moments, the crew becomes a family of its own, and the ship becomes a home.

# VOICES FROM THE BRIDGE: A CAPTAIN'S PERSPECTIVE

## **Technology Transformation**

I have started my sailing journey in the 1980s. Technology has completely changed how we operate at sea. GPS position fixing, ECDIS, and AIS make it much easier to monitor the vessel's position and movement, and they've improved safety and efficiency a lot.

Automation and data tools help a lot, but the most important "navigation instrument" is still the human being—your eyes, proper visual lookout, and a natural sense of danger. No electronic device can fully replace that. Even ARPA plotting won't help if the Officer or Master doesn't actually see the target and isn't aware of it.

## **Regulation Transformation**

Over 4 decades, regulations have increased, and a lot of it was necessary. With multinational crews, STCW became essential to bring education, knowledge, and training to a common high standard. The ISM Code also pushes both companies and crew to follow strong safety standards.

MARPOL and OPA-90 protect the sea and environment—today you don't see miles of oil-polluted waters like before in places such as the Persian Gulf, Gulf of Oman, or Malacca Strait.

## **Industry Transition - Operational Challenges**

Obviously, the intensity of shipping business has increased crazily. I remember in the 80-s while vessel was calling to Singapore for bunkering and supply, the port stay was at least 2 days just for crew rest, allowing whole crew to have shore leave in two parts. Now we can not even imagine this. Normally, port stay does not exceed 24 hour and only for cargo operation. Taking in account reduced number of crew and that



*Capt. Igor Issakov*

there are no extra people on board from Master to messman, this of course negatively affects crew well being.

## **Decision Making in Challenging Situation**

I haven't faced any major emergencies so far. Severe weather is part of the job, and the key is the Master's sense of danger and taking action early to avoid getting into a bad situation. I also don't decide alone—I discuss with senior officers and take their input seriously. I've always valued the support from Capt. Karni in Operations and from Argyll as well—they consistently back the Master and the ship on safety first, even ahead of commercial pressures, and that gives confidence.

### **Balance between Sea and Home**

I chose this life a long time ago, willingly, so I've always been prepared for it. Delayed relief can happen and that's part of the profession. From embarkation until I sign off, I focus on doing the job properly—that's duty and responsibility. If someone can't accept that, they should consider a different career.

### **Leadership and Teamwork**

The key is to be honest and respectful to everyone on board, regardless of nationality. People feel it, they appreciate it, and they support you. You can sense that feedback very clearly.

### **To The Younger Seafarers**

I don't envy young seafarers—the job is becoming more intensive and more like a “sweatshop,” with less room for adventure and romance. In my view, you can't do this job without loving ships and the sea. Doing it only for money can turn life at sea into a miserable waste of time. If you choose it, choose it with passion—and aim to say, “I did this well, and not many people can.”

### **The Journey with WESTSHIP**

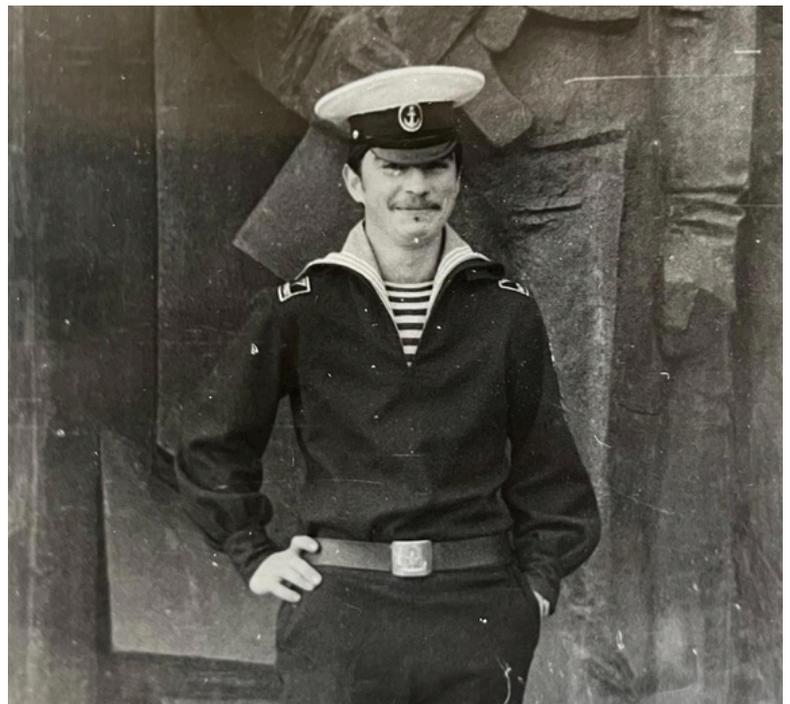
I've really appreciated my journey with Western over the past years. I know many of the office team personally and can reach out directly for support or advice, and it creates a strong “family” feeling—like we're doing the job together. I also really respect the Filipino crew and the Indian officers; I consider them among the best in the industry today. I hope to continue sailing with you all for as long as I can.



*Capt. Igor Issakov in 1999*



*Capt. Igor Issakov in 1980*



*Capt. Igor Issakov in 1983*

# MESSAGE FROM THE DESIGNATED PERSON ASHORE

## *Prioritizing Safety and Well-being*

### **Year 2025 -> Year 2026**

As we navigate through 2025 achievements and look ahead to 2026, the commitment to safety remains our paramount priority. We continue to achieve our statistics of LTIF and TRCF for the 3rd consecutive year.

### **Continuous Commitment to Safety Culture**

Reinforce that safety is a collective and continuous responsibility, not just a set of regulations. The emphasis is on fostering a strong, non-punitive reporting culture where all crew members feel empowered to report incidents and near misses without fear.

### **Adherence to Procedures and Stop Work Authority**

Stress the importance of following established procedures, conducting thorough risk assessments, and exercising "Stop Work Authority" immediately if any unsafe act or condition is observed using the "Hazard Identification Tool". No task is so urgent that it justifies compromising safety.

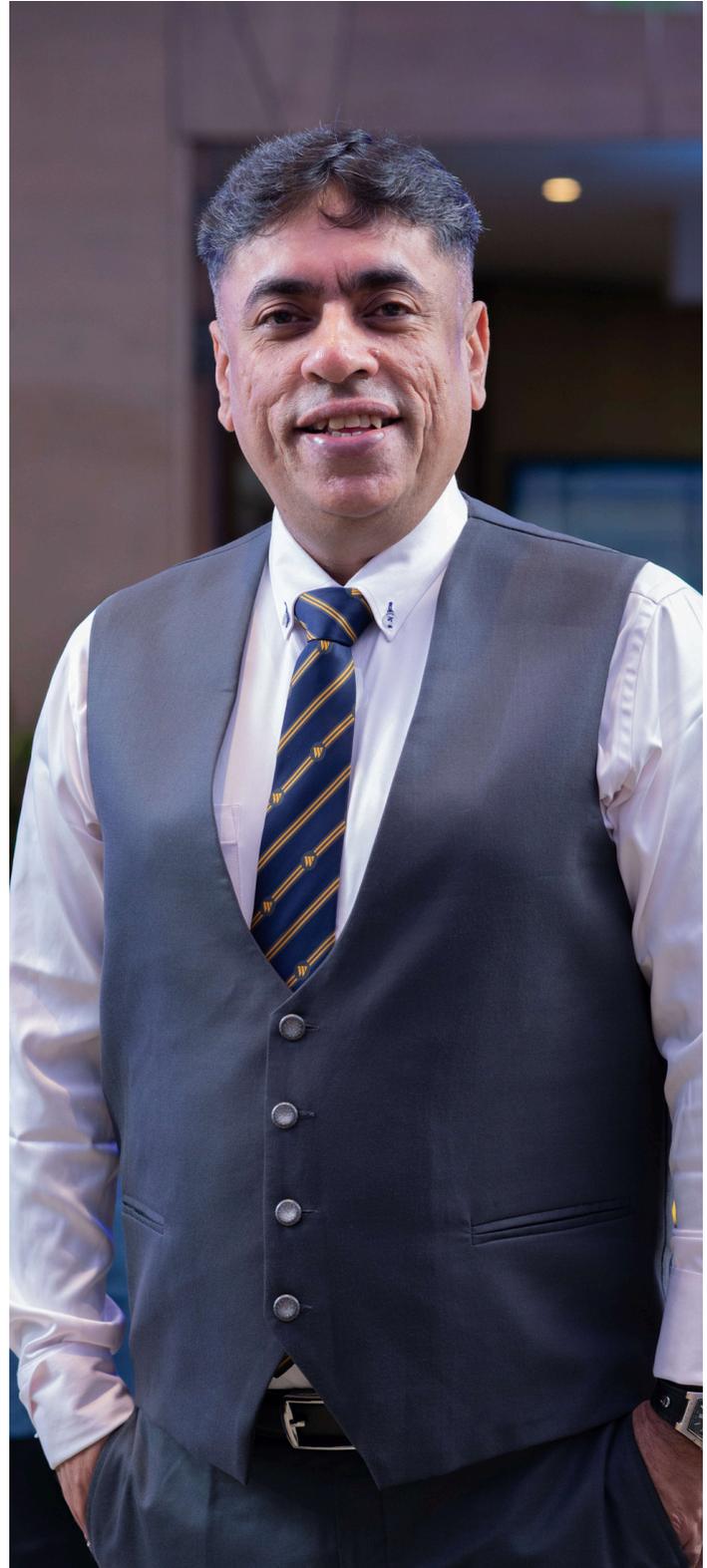
### **Regulatory Compliance and Preparedness**

Ensure the fleet is prepared for evolving regulations, such as new requirements for training on the prevention of harassment; new safety standards for onboard lifting appliances and anchor handling winches; stricter environmental regulations; and strict port state control inspections focusing on all safety items and crew readiness for emergencies.

### **Actions for Year 2026**

Safety must be integrated into our daily routines, not just seen as a compliance obligation. We encourage a culture of open communication where every voice is heard, and concerns are addressed without fear of repercussions.

By working together and embracing these priorities, we can ensure a safe, resilient, and prosperous future for our fleet.

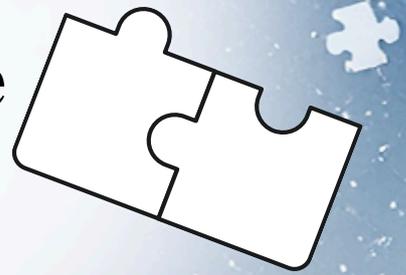


Stay Safe and Alert!!

**Capt. Hemant Arora**  
DPA

# Picture Puzzle

What is this?



Eagle Ford Lady - Hammerfest Northern Lights



Photo credit: CO Arjun Dewan



Please submit Pictures and/or Articles for next Magazine 2026 to [jiayun@westship.com.sg](mailto:jiayun@westship.com.sg). Best Pictures and/or Article selected for next edition will be awarded accordingly!



B W T S  
ROOM