



Management Review

2021

Brett McElligott, HSEQ Manager
Grindrod Shipping

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Date of Review

Date: 17 June 2022

The Management Review was chaired by General Manager and attended by following members.

Quentin Foyle

Hilton Stroebe

Rajaraman Krishnamoorthy

Rajesh Sharma

Denver Mariano

Henry Dayo

Joey Baluyot

Brett McElligott

Brendon George

Mike Allen

Rennie Govender

Warren King

Review of previous Management Review (2020)

Report of previous Management Review (2020) was reviewed and found satisfactory. No outstanding issues were noted.

Review of the Action Plan for year 2021

Refer to attached sheet for action plan

S.NO	Item	PIC	Target date	Status
1	Complete a gap analysis of the DryBMS	DPA's	AS REQUIRED	Final DryBMS not yet published
2	Introduce Management of Change into SMS	DPA	2021	Not required due to DryBMS not finalised
3	Further improve the Office w.r.t. Emergency preparedness	DPA	AS REQUIRED	Implemented
4	Establish ISO compliance in GSM	SHEQ Manager	Not completed – no requirement from DRYBMS or Clients at this time	
5	Reinforce procurement governance for compliance with SOX regulations	Logistics	Completed and procedure developed	
6	Investigate the deployment of the electronic Engine Room log books to vessels.	RG	Dec 2021	Completed
7	Investigate the use of existing GPS to transmit vessel coordinates to the Blue tracker software.	BMM	Podium addresses this function requirement	
8	IHM Maintenance.	Subu	Issue with BASSNet IHM Module. In discussions with BASS on resolution.	
9	Defect list to be controlled	SM's	Dec 2021	Completed
10	Introduction of the Barcode reader for spares	Subu		Project not completed
11	Monitoring of dispensations	SM's	Nov 2021	Completed on agenda - Technical meetings
12	Introduction of Certificate Module	Subu	Nov 2021	Completed
13	Ensure EEXI and CII calculations are completed and the necessary vessel hardware is adjusted to comply with the requirements of EEXI	BMM	Ongoing, complete prior to 31/12/2022	

Vision and Mission Statement

VISION STATEMENT

To continue to be a significant and profitable international ship-owner and operator with a growing fleet of modern and flexible ships.

MISSION STATEMENT

To provide high quality shipping services across the sectors in which the division participates and be the carrier and partner of choice for Blue Chip customers.

Safety & Environmental Protection Policy and Objectives

Grindrod Shipping PTE. Ltd is a leading global provider of shipping operations. It is recognised that our services, lead to an improved quality of life.

It is Grindrod Shipping's policy to:

- *Care for its people and provide safe and healthy working conditions;*
- *Protect and conserve the environment in which we operate;*
- *Maintain the highest standard of integrity; and*
- *Provide our customers with services that most closely meet their requirements and expectations.*

Review of Vessel Feedback to Safety Management System and updating of the SMS.

Company circulars review

All Company circulars issued in 2021 were reviewed and incorporated in our SMS system if the SMS required updating. A few circulars are reissued with new 2022 circular number and uploaded in SHEQ system.

Master's system review

All Masters system reviews received from vessels were analyzed by the Office and necessary corrective action taken as required. The HSQE manuals were amended on occasion.

Please see Appendix 1 for details of the Master's Review.

HSQE manuals were also reviewed for continual improvement depending on feedback from ships, classification society, administration, oil majors, PSC inspections, non conformities, changing regulations, best practices etc.

Internal and External Audits / Inspections

Audits Internal and External

Internal audits of ships and company were carried out at planned intervals for improvement of the HSQE system. Corrective and preventive actions were taken for all observations / NC raised.

All Non-Compliances and observations raised in external audits were reviewed and necessary Corrective and preventive actions were taken to prevent recurrence.

The following **external** audits were completed onboard the Vessels and Grindrod Ship Management Office during 2021:

External Audit Type	No. Of Audits	No. of NCR	No. Observations
ISM + ISPS	11	2	1
MLC	11	0	0
ISO9001	-	-	-
ISO14001	-	-	-
DOC (MPA+MI)	1	0	0

The following **internal** audits were completed onboard the vessels during 2021:

Internal Audit Type	No. Of Audits	No. of NCR	No. Observations
ISPS + ISM	25	20	121
Navigation	22	5	33

Analysis of Audits

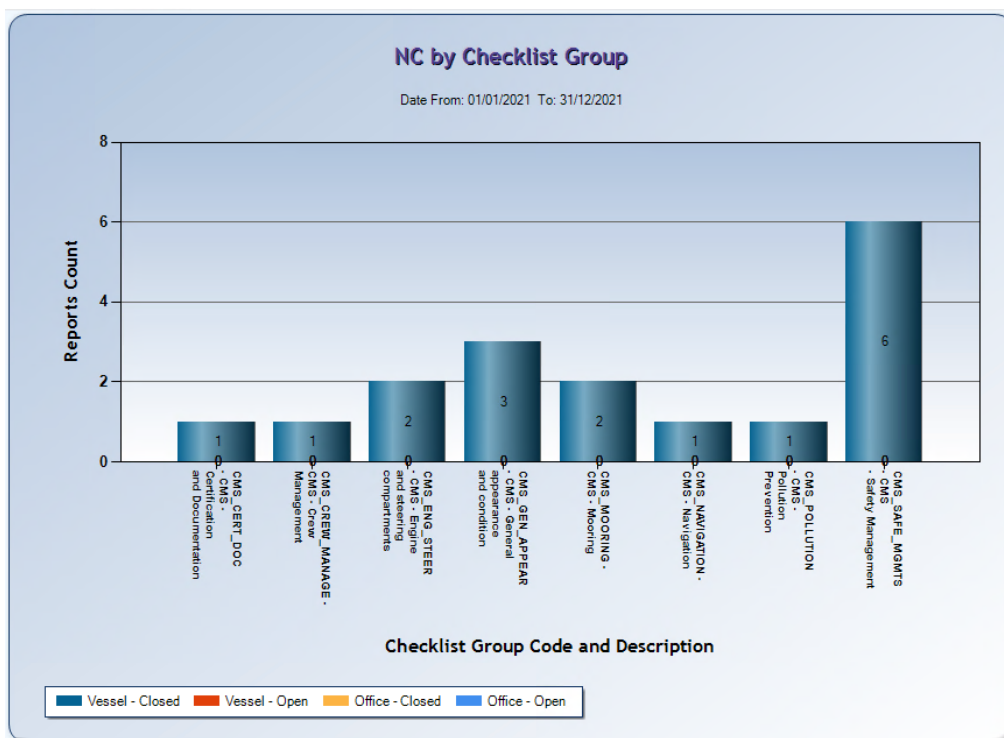
In 2021 the office was not able to visit the vessels due to COVID 19 restrictions in place worldwide. Accordingly, all the internal audits were completed by the senior officers on board the vessels. Whilst the officers onboard genuinely tried to complete an audit that was objective, the office has far more experience in completing audits and specifically identifying issues that may be fleet-wide. There were significantly fewer non compliances and observations in 2021 compared to 2020 when the office representatives completed all the audits. It is hoped that with the relaxing of the COVID regulations allowing office representatives to travel to the fleet in 2022, many of the Audits will be done by office representatives. The following analysis of the audits was completed. Please note that for analysis purposes, the audit findings are usually entered in BASSNet.

Internal ISM Audits:

Non-Conformities

The Masters are not as efficient as they should be with appropriate and valid closeout of observations and NCN's. On occasion the Masters do not reply to the remarks, these then become overdue. The Ship Manager/DPA is to actively ensure that the vessel closes out all NCN's and observations appropriately.

However, it should be noted that 35% (50% in 2020) of all NcN's are Safety Management related. It should be noted that most of the audits were remote audits due to the complications that have occurred from the COVID 19 pandemic where the office auditors were not able to attend the vessel so these audits work completed remotely with most of the observations at non-compliances being picked up by the attending Master. These issues picked up are typically port state control issues and the master is to concentrate his efforts with the other SMT members on fire fighting and LSA port state control issues.



An analysis of the **Internal Non-Compliances in 2021** identified the following areas of improvement for 2022:

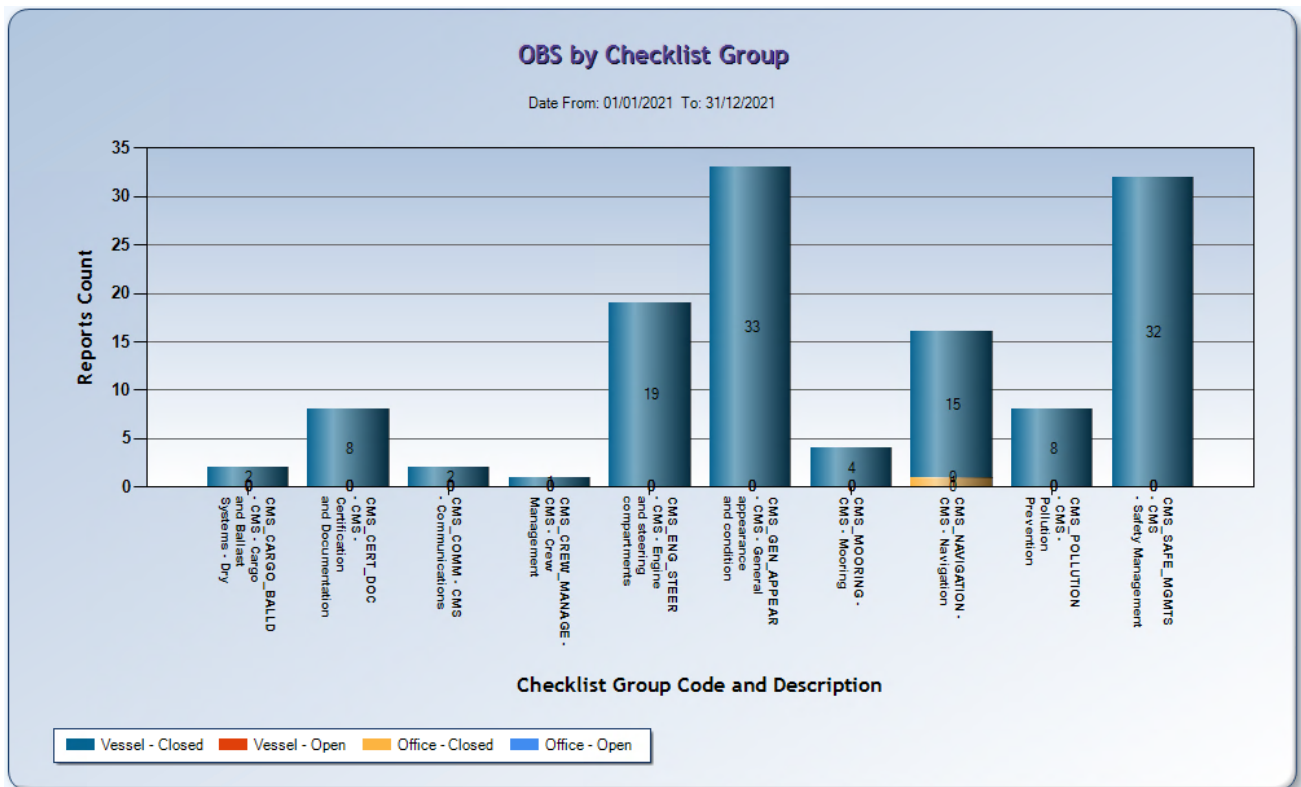
1. Safety Management: Are drills for emergency procedures being carried out as per the company schedule (2 NcNs).
2. Maintenance Management: Is the general condition of electrical equipment including conduits and wiring satisfactory. (2 NcNs).
3. Navigation: Is the Navigational equipment operational? (2 NcNs)
4. Safety Management: is the Rescue-boat including its equipment and launching arrangements in good working order. (1 NcN).

Internal ISM Audits:

Observations

An analysis of the **Internal Observations noted in 2021** identified the following areas of improvement for 2022:

The below observations are all new – not previously recorded multiple times in previous years. The visiting Ship Managers are to ensure The Masters and Heads of Department continue to maintain a high standard of Maintenance and record keeping associated with that Maintenance.



An analysis of the **Internal Observations** identified the following areas of improvement for 2021:

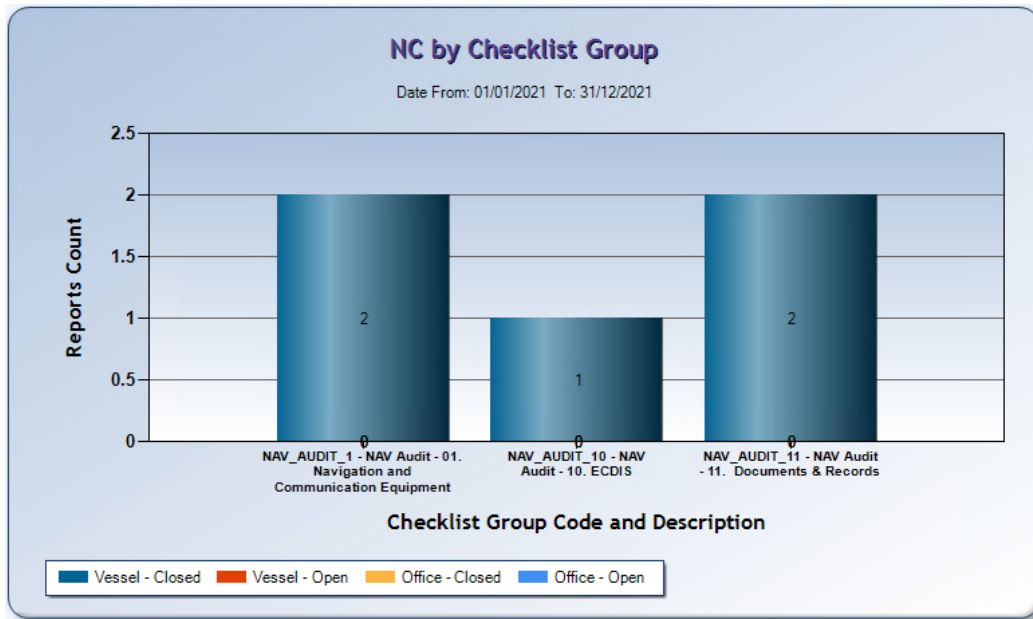
1. General Condition: Are internal spaces and storerooms clean, free from Debris and tidy (5 obs)
2. Engine: Is the vessels free of steam leaks and are steam lines properly lagged (4 obs)
3. General Condition: Are all vents and air pipes clearly marked to indicate the spaces they serve (4 obs)
4. General Condition: Is the general condition of electrical equipment including conduits and wiring satisfactory.(4 obs)
5. Safety: Are fireman's pumps hoses and nozzles in good order and available for immediate use? (4 obs)

Corrective Action Plan for Internal Audits:

The SHEQ department representatives who will contribute to additional shipboard audits and training on board during their ship visits in 2022 (if allowed by COVID 19 restrictions) to ensure that the Ship Maintenance plans are being adhered to and particularly that the FF and LSA issues have

been addressed. It is generally felt that these Observations are “weak” and easy to close. Yet another reason why the Office should be completing these Audits.

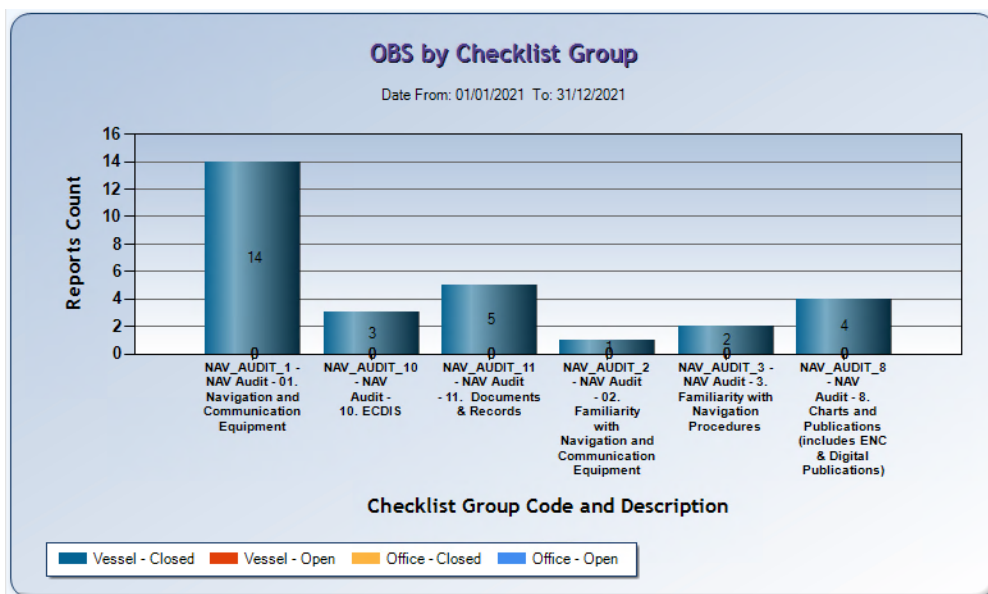
Internal Navigation Audits:



An analysis of the **Internal Non-Compliances** noted in 2021 identified the following areas of improvement required for 2022:

The HIGH RISK non compliances are as follows:

1. Other ship specific equipment (2 observations)
2. navigation officers received type-specific ECDIS familiarisation including its backup arrangements senses and related peripherals (1 observation)
3. all bridge checklist such as pre-arrival pre-departure watch handover and pilot master interchange checklist being completed and filed (1 observation)
4. the following posters were displayed on a bridge (1 observation)



An analysis of the **Internal Observations** identified the following areas of improvement required for 2021:

1. Navigation and communication equipment: Other ship specific equipment (4 observations)
2. Charts and publications: Technical publications library including Regs4ships is current and up-to-date (3 observations)
3. Navigation and communication equipment: Gyro Compass (2 observations)
4. ECDIS: All officers are aware of how to quickly get rid of the radar overlay information if required in order to declutter the display (2 observations)

Corrective Action Plan for Internal Audits:

The above are being addressed by induction of additional guidance via Circulars and training material. Marine Superintendents and the SHEQ department representatives who will contribute to additional shipboard audits and training on board during their ship visits in 2022/3.

Technical Inspections review

Virtual Ship visits were carried out on all vessels by SHIP MANAGERS due to COVID restrictions on travel to ensure compliance and improvement of HSQE system. All observations raised during visits were closed and reports filed in company – BASSNet.

Periodic review of Internal Audits for compliance with the ISM Code

Company has verified all those undertaking delegated ISM-related tasks are acting in conformance with the Company's responsibilities. Verification was done through review of internal audits, technical inspections, Navigation audits, Reviews by the Office on SharePoint/OneNote, incident and near miss analysis, deficiencies from PSC inspections, external audit non-conformance etc.

It was observed that each crew member effectively implements and acts in conformance with company's SHEQ Management System. Each individual shall ensure that they are familiar with their responsibilities, authority and interrelationships.

Analysis of Incidents and Near misses

Incidents

There were 130 incidents for the Grindrod Fleet in 2021 (87 in 2015; 110 in 2016; 104 in 2017, 187 in 2018, 145 in 2019; 147 in 2020), in the IVS Fleet. Lessons learned are distributed to the fleet and the analysis of the incidents is published to both the Office and the Fleet.

The following incidents below are a summary of the most severe incidents for 2021 for the IVS Fleet. As can be seen below the amount of LTI's and MTC's is certainly a cause of concern. Where trends have been identified (e.g. burns), Circulars have been published with remedial action. However as can be seen from below most of the injuries could have been avoided just by situational awareness alone!

Spills:

IVS SENTOSA: OIL SPILL ON MDO TANK 1S SOUNDING PIPE February

Bunkering of LSMGO by truck started pumping to receiving tank MDO 1S. After confirmation by 4EO that level indicator is increasing. Truck tanker operator was ordered to increase to agreed pumping rate. The 3EO together with bunker surveyor was taking sounding at No. 2(P) MDO tank when MDO 1S overflowed at sounding pipe. Immediately informed bunker station and the bunker operation was stopped. The cause noted that the filling valve was found not properly secured.

Losses:

IVS GLENEAGLES: Allusion With Fishing Vessel March.

At 01h15 29 March 2021 a small fishing vessel was noted on the portside and not sounding any fog signals. The area was densely populated by fishing markers and fishing boats, with some stationery and others moving, the above mentioned Fishing vessel appeared stationery on the RADAR. On realizing that a risk of collision exists, an evasive action of altering own course to starboard was taken. Passing the above mentioned vessel with what was thought to be about 1 cable clearance. On investigation Fishing Vessel the fishing vessel did glance the IVS Gleneagles.

Additional Noteworthy Event:

IVS SENTOSA July

Fire on Main Switch board

On 14th July she suffered a fire in her 220v Main Switch Board. The ship was blacked out and rolling heavily. The vessel was after 24 hours able to get back under power and steam to the closest port of Sydney. She berthed on 16th, and with the assistance of the equipment agents, the Main Switch board was restored to functionality.

IVS Kestrel October

Damage on the upper portion of the port bridge wing during discharging in Pori, Finland

A loud bang was heard, upon investigation the Captain went to bridge and noted that the shore mobile gantry crane had hit the port bridge wing.

LTI's and MTC's:

IVS North Berwick January (LTI)

AB face Injury

During cargo hold cleaning at sea, the Bosun, AB and CNO were lowering a washing hose via a booby hatch into the hold. The AB was stationed on a platform on the forward access ladder, guiding the hose from deck to the tanktop. The top end of the hose slipped, and the end coupling struck the face of the AB. He sustained injuries to the bridge of his nose, lip, and jaw. Shore side doctor confirmed breakage of the nose which required an operation to repair.

IVS Merlion February (LTI)

Bosun fell off the Cross Deck elevated platform steps.

The Bosun was on the Cross-deck section at forward part of Hold no.3 port side elevated step platform and about to step down to Main deck port side when he accidentally slipped from a height of 0.83 Meters. His right-side arm and shoulder hit ground/ main deck. He was then transported to ship's hospital for first aid and further evaluation and observation. The Bosun suffered muscle sprain tissue in his Right shoulder caused by the trauma of impact.

IVS Kestrel March (LTI)

Injury to Chief officer during mooring operation

CNO went down to the main deck starboard side of CH1 from forecastle deck to check the loose spring line which was caught on the fender. The Bosun started heaving the loose spring line forward.

While the CNO was peeking outside the railing to look at the loose spring line which was caught on the fender, the line released and hit the CNO on the head. He fell backward. He was taken to hospital and repatriated thereafter.

IVS Sentosa June (LTI)

Eye Injury

A crew member was operating the Denjet spray when he was struck by a rust particle in the side of the right eye. As per operators' statement, a small particle of rust went through the side of the screened face visor which is designed to cover the whole face. However, the face visor was noted not to be sourced from Denjet. The visor was replaced by a Denjet approved visor which offers better protection.

IVS Sparrowhawk August (LTI)

Elbow injury

The The Crew Member was working on the hatch coaming of cargo hold no.4 and was standing on a rung. This rung is approximately 60 cm above the deck. He slipped off the rung and fell onto the deck. Although he had a safety harness at the time this harness could not arrest his fall onto the deck and injuring his arm and severely bruising his elbow.

IVS Gleneagles: November (MTC)

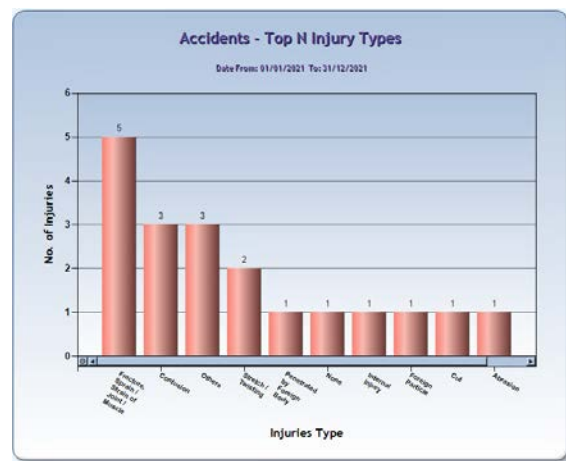
Caught Hand in Between Grab Rings and Crane Hook

Whilst the vessel was loading at Muara Banyuasin Anchorage, the Stevedores asked the crew to disconnect the grab from the crane. The AB was disconnecting the crane hook and grab ring, when the Stevedore suddenly operated the crane. The right hand of the AB was caught in between the grab ring and hook. The AB’s hand was examined ashore and found to be bruised.

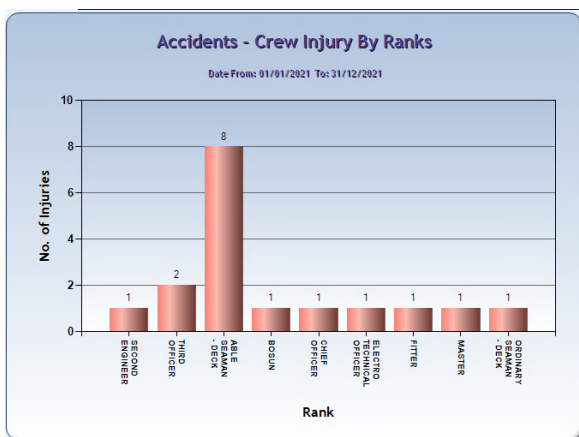
The following Accidents occurred in the IVS Fleet during 2021:



Grindrod: Incidents by month

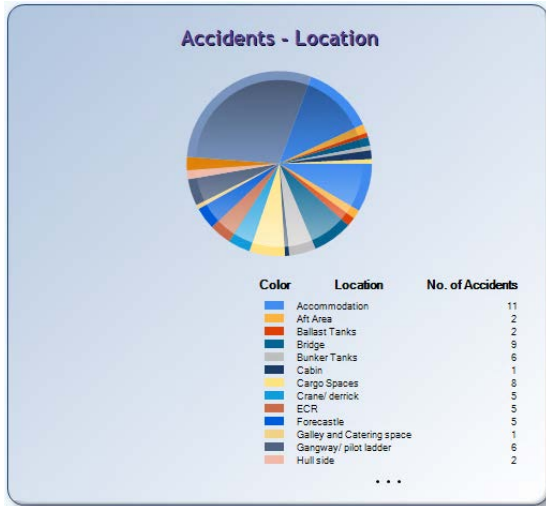


Incidents by Injury type



Incidents – Crew injuries by Ranks

As can be seen in this analysis the Deck ratings were most likely to be injured. Working on the Main Deck and holds were the areas where the injuries occurred. Working the holds and cleaning the holds is a team effort and all must look out for each other to ensure that bad habits do not form where due to familiarity, the individual takes a chance. In shipping this usually ends up with severe injuries.

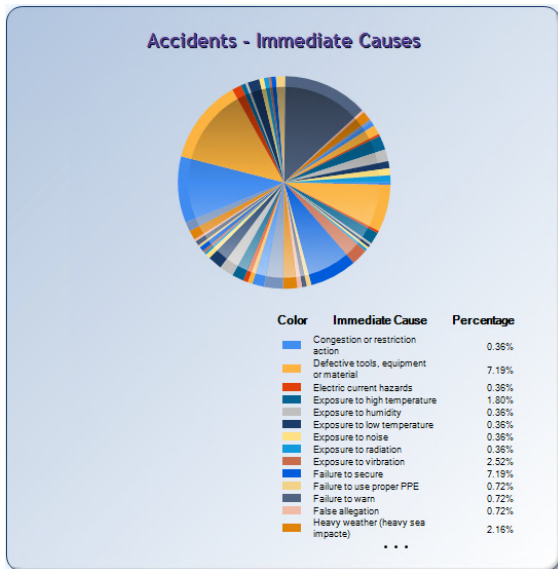


Incidents – Location

The top three **Location** of Incidents include:

- 29.4% Engine Room
- 12.4% Cargo Spaces
- 8.5% Accommodation

Whilst 29% of incidents occurred in the Engine Room spaces, the Deck and Cargo spaces had the most LTI's and the severest LTI's.

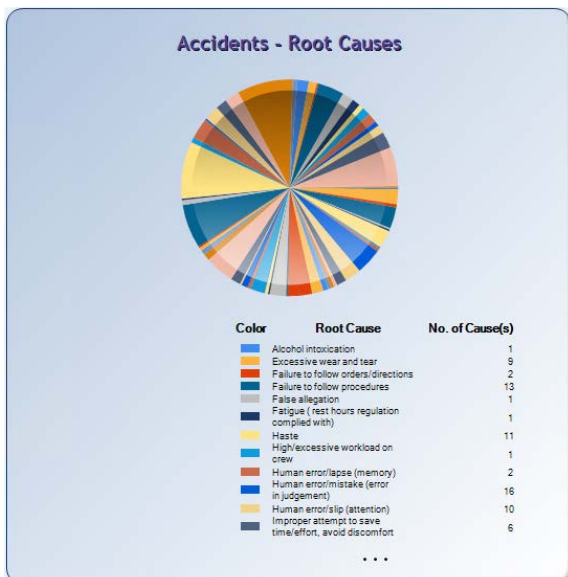


Incidents – Immediate Causes

The top three **Immediate causes** of Incidents include:

- 13.4% Machinery Malfunction
- 12.9% Procedural Error
- 11.6% Machinery Breakdown
- 6% Defective tools
- 4.7% Failure to Secure

In summary – 31% Immediate causes of incidents are Tools and machinery that the crew are using. Please ensure that prior to using the equipment that the tools are in good working order and complete regular maintenance on equipment.



Incidents – Root Causes

The top four **Root causes** of Incidents include:

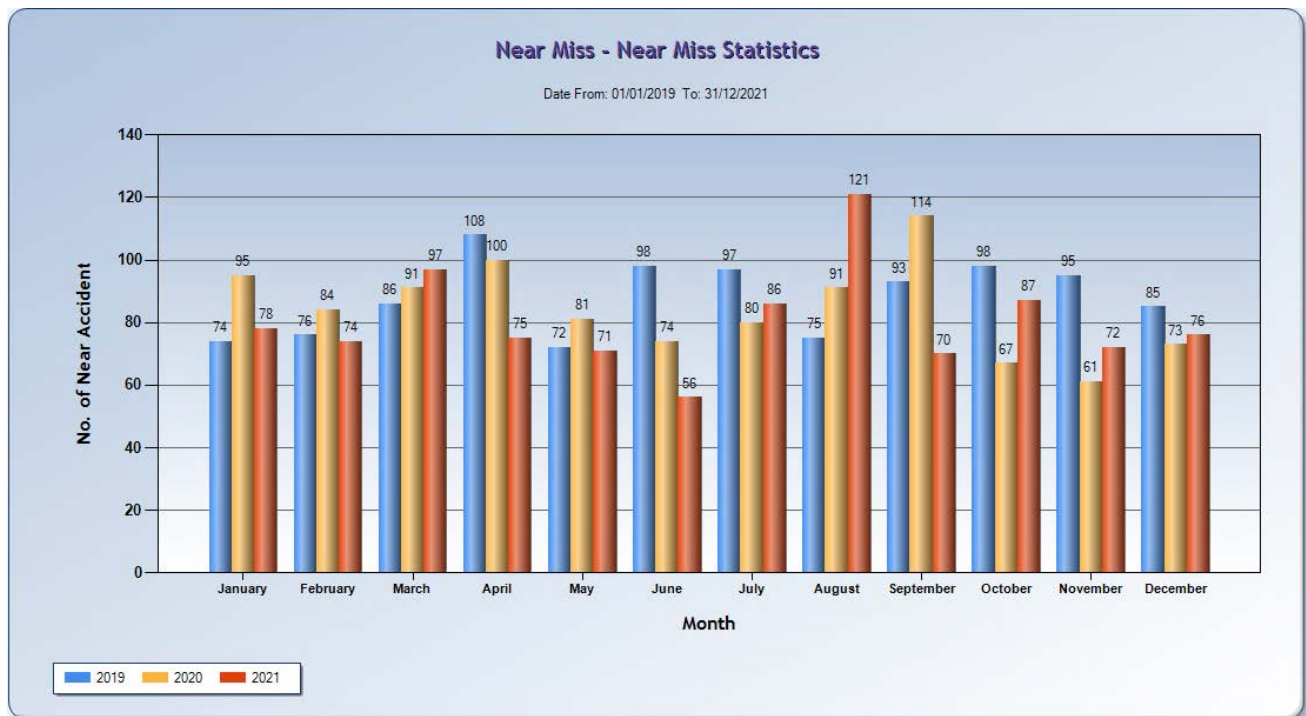
- 8.3% Lack of situational awareness
- 8.2% Lack of attention
- 6.9% Error in Judgement
- 5.2% Excessive wear and tear

In summary – 23.4% Root causes of incidents is directly attributable to human error which may have its origins haste and not assessing the complete picture prior to commencement of the job. Hence the need for the Senior Management team onboard to oversee the jobs being performed onboard and enforce the saying that “speed can kill”.

Near Miss

A total of 975 near misses were raised during 2021 for both fleets, the last of the Product carriers was sold March 2021. This is a 30% decrease in the number of near misses raised in 2019 (1399 near misses). Further education in the use of the “Fast track wizard” in BASSNet for the ease of reporting has not led to increased reporting of near misses. Near misses are being reported from the IVS Fleet, these account for 92% of the total near misses reported in 2021 (1147 reported in IVS Fleet).

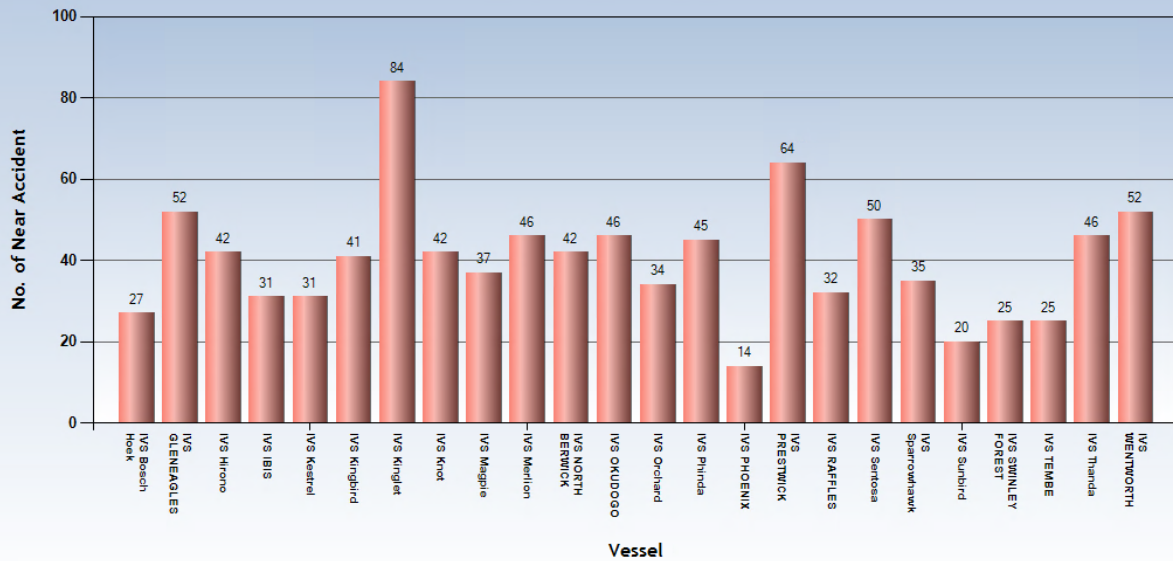
Where applicable the “Lessons learned” in BASSNet are being distributed to the fleet. These are then being read out during the Safety Management Committee meetings held onboard.



Unfortunately, not all vessels report as diligently regarding near misses. Typically, the Office expects around five near misses per month. This would make it 1440 near misses for the fleet in 2021 or 60 near misses per vessel. Some vessels are much lower than that, only 2 vessels reported in excess of 60 Near Misses in 2021. Vessel senior management is to ensure that their crew remember “Safety First” and report all near misses.

Near Miss - Vessel

Date From: 01/01/2021 To: 31/12/2021



Near Miss - Location

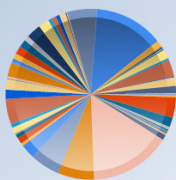


Color	Location	No. of Near Accident
Blue	Accommodation	43
Orange	All Area	7
Red	Alleyway	6
Green	Balast Tanks	3
Yellow	Bridge	27
Purple	Bunker Tanks	2
Light Blue	Cargo Manifest	1
Dark Blue	Cargo Spaces	23
Light Green	Camp Demos	17
Light Purple	CCR	6
Light Orange	Engine room tanks	6
Light Yellow	Foredeck	12
Light Blue	Funnel Superstructure	4
Light Green	Galley and Catering space	6
Light Purple	Gangway/join leader	12
Light Orange	Hull Side	2

The top four **locations** of Near Misses include:

- 25.3% Main Deck
- 11.3% Machinery spaces
- 11.3% Accommodation
- 7% Cargo spaces

Near Miss - Immediate Causes

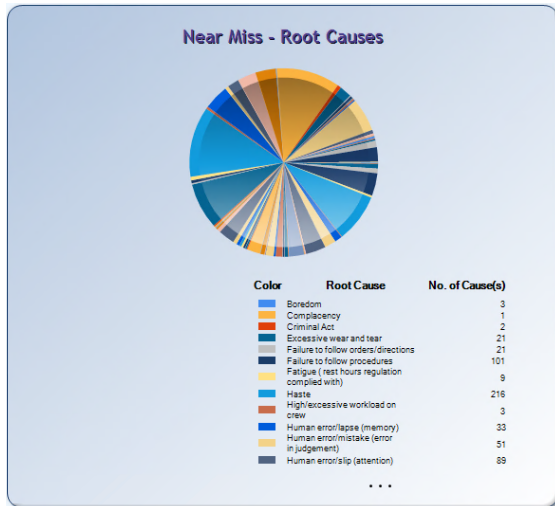


Color	Immediate Cause	Percentage
Blue	Congestion or restriction action	0.22%
Orange	Dangerous atmosphere hazards	0.38%
Red	Defective tools, equipment or material	3.85%
Green	Electric current hazards	1.84%
Yellow	Exposure to high temperature	0.54%
Purple	Exposure to humidity	0.22%
Light Blue	Exposure to liquid chemicals	0.05%
Light Green	Exposure to low temperature	0.27%
Light Purple	Exposure to noise	0.22%
Light Orange	Exposure to radiation	0.11%
Light Yellow	Exposure to toxic vapors	0.27%
Light Blue	Exposure to vibration	0.98%
Light Green	Failure to secure	15.46%
Light Purple	Failure to use proper PPE	8.89%

The top four **Immediate causes** of Near Misses include:

- 15.5% Failure to secure
- 13.2% Procedure Error
- 6.9% Failure to use proper PPE

In summary – 46% or the top 6 Intermediate causes of incidents are directly attributable to human error which may have its origins in lack of thorough and proper training. This is the same as the previous 3 years



Near Miss – Root Causes

The top six **Root causes** of Near Misses include:

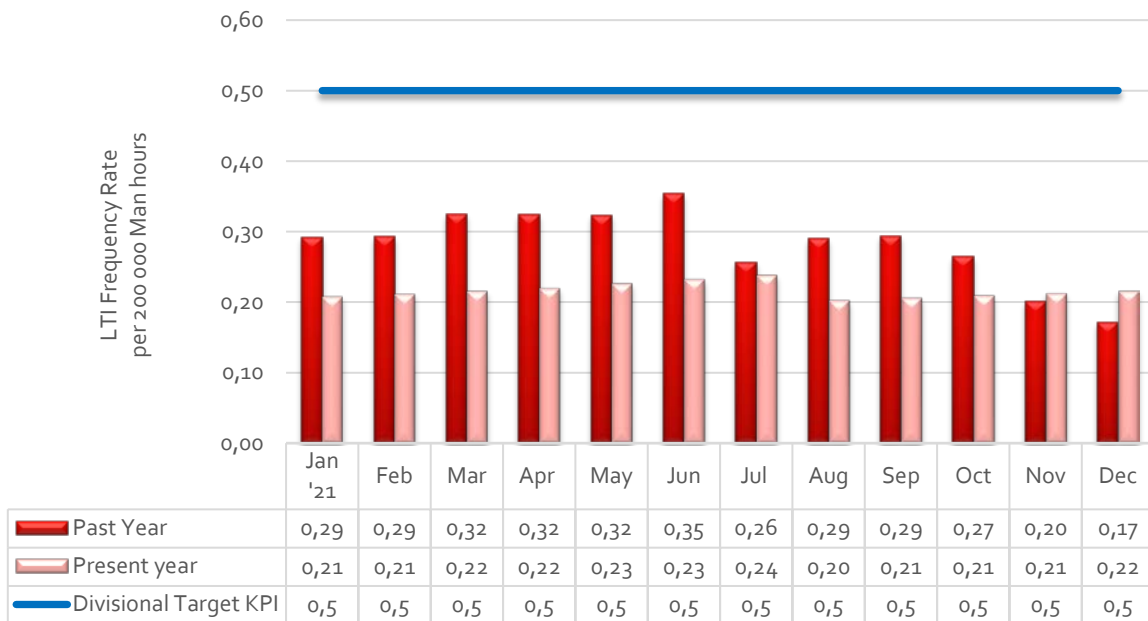
- 12% Lack attention
- 10.9% Lack of situational awareness
- 8.3% Haste
- 7.9% Incorrect judgment
- 5.7% Over confidence

These are all put down to human error. Reinforcement and Monitoring of procedures by the SMT onboard is essential for the reduction in human error through proper policing and education of the crew onboard.

Safety Performance

LTIFR

IVS Shipping



KPI	Comment by exception
Fatality	-
LTIFR	The Division has a LTIFR target rate of 0.50 per 200 000 man-hours (rolling average) Remains below target and under control. Education measures regarding working with mechanical tools being completed onboard.

Safety incidents and injuries have been reported by e-mail to the Ship manager and crewing department. However, on occasion the same has not been reported into BASSNet. The Ship Managers are to ensure that all incidents and near misses which are reported in e-mails, Safety Committee minutes or other reports are also reported in BASSNet.

The IVS Fleet are now recording incidents and injuries far more accurately over 2021. This has been backed up by the Office reviewing the Medical reports of crew received for payment by the Office. The IVS Fleet have made good strides with regard to the reporting of injuries during work. The Masters are encouraged to keep on the good work and not only to have a safe vessel but when injuries occur, to report them so that the rest of the fleet can learn from these injuries.

As seen above, the LTI's have remained constant throughout 2021. (Please see Incident Section within this report pg.14) Please note that COVID 19 has made repatriations of the vessel crews difficult. As a result, there are occasions where crew have had to extend their contracts. This can lead to fatigue and unfortunately this is when incidents occur.

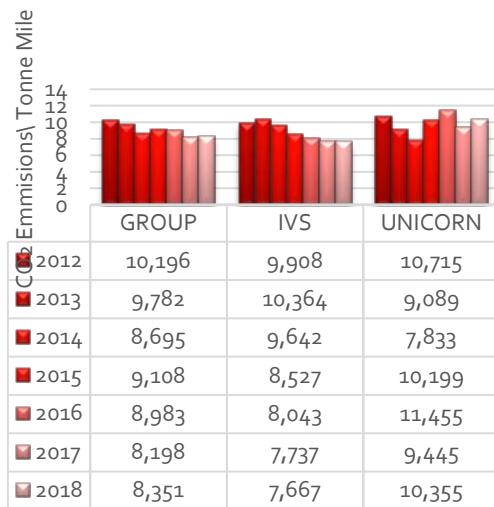
Environmental Performance

EEOI refers to the Energy Efficiency Operational Indicator, which takes fuel type, cargo and distance into consideration. Over all Grindrod Shipping EEOI efficiency has increased by 18% compared to 2012 (Base year).

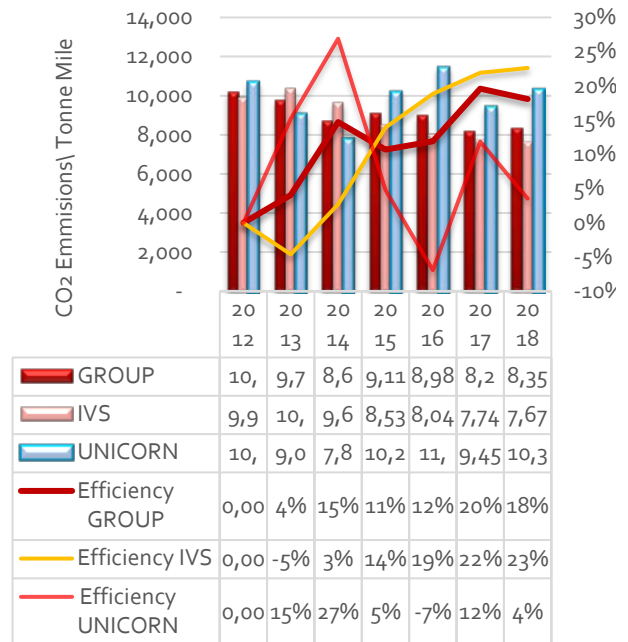
It should be noted that the Unicorn fleet was less efficient than 2014. An analysis of the types of fuel being used showed that in January 2015 50.8% of the fuel burned was HFO which produces significantly higher quantities of CO₂. By March 2015 the figure of HFO used was 85%. This trend has continued for the rest of the year with the amount of HFO consumed ranging between 75% and 92%. The increase in HFO consumed is due to the trading patterns of the vessels with most vessels not trading in the ECA areas of Europe and USA. Overall Unicorn total fuel consumption decreased by 14.6%. However, the associated Tonne-Mile variance is 4% more efficient compared to 2012. This indicates that the vessels have been trading with long ballast voyages which has again decreased efficiencies. In 2021 the last of the Unicorn fleet of Product Carriers were sold and the Grindrod fleet now consists of 24 Bulk Carriers.

A review of the graphs below confirms that the "2021" objective of becoming 10% more energy efficient on the 2012 base year were achieved in 2018 already.

EEOI for Grindrod Shipping



Efficiency of Fleet (2012 Base line)

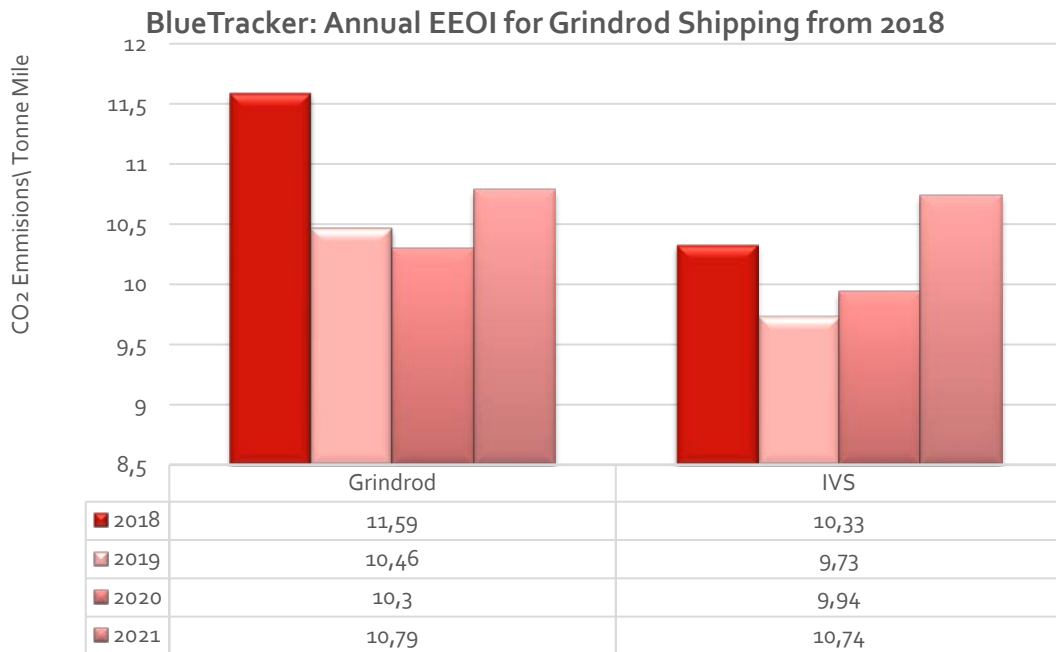


The following are the reasons why Grindrod was able to achieve the results:

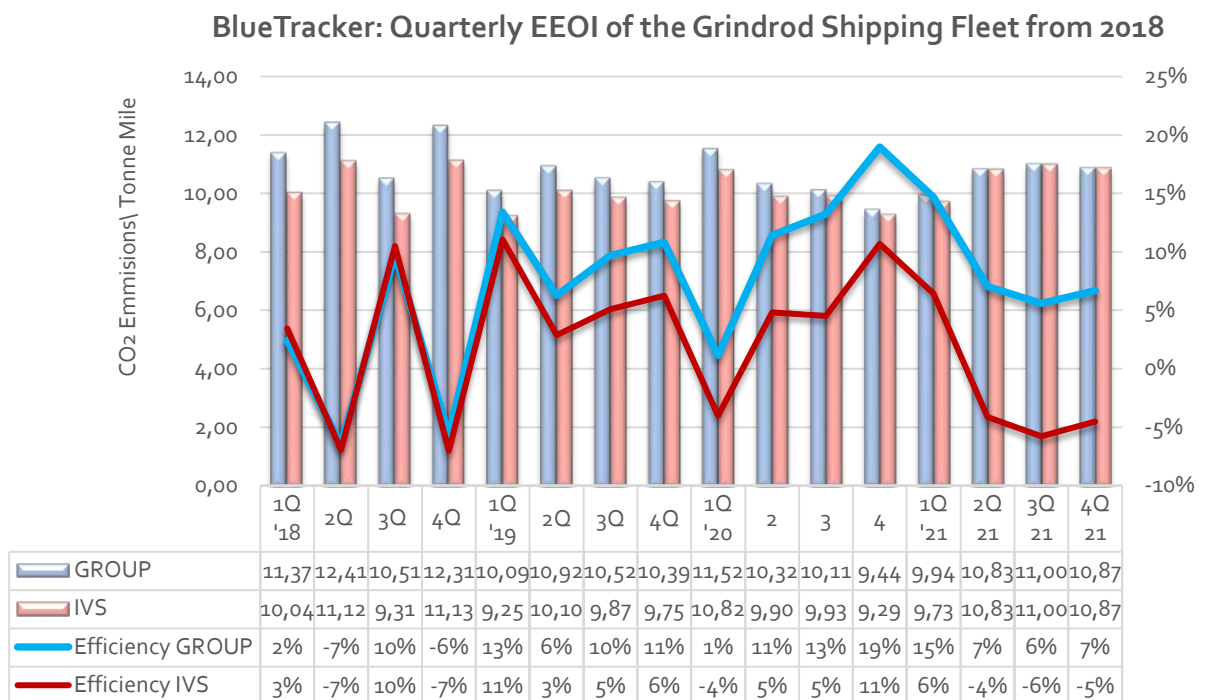
- In an effort to increase the efficiency of vessels, Grindrod has been pursuing an active policy of environmentally efficient designs with regard to new-build projects.
- Variable frequency drives are showing positive results with vessels on average being able to save 15 tons of fuel oil per month per vessel. This can be seen in the increased efficiencies continue to be realised in the IVS Fleet. The two Tankers also contributed significantly and are saving on average around 25 Tonnes of fuel per vessel per month. However the Tankers have been sold and therefor the IVS Fleet are the only vessels using the VFD's.

As of the beginning of 2018 the Company has been using Bluetracker software to compile much more accurate results. The vessels are required to submit on a daily basis consumption onboard. These are reviewed and validated on a daily basis. Additionally, further clarification has been provided by Classification Societies on how to correctly calculate EEOI. A new parameter is to increase efficiencies of the fleet by 2% per annum based on the Bluetracker database.

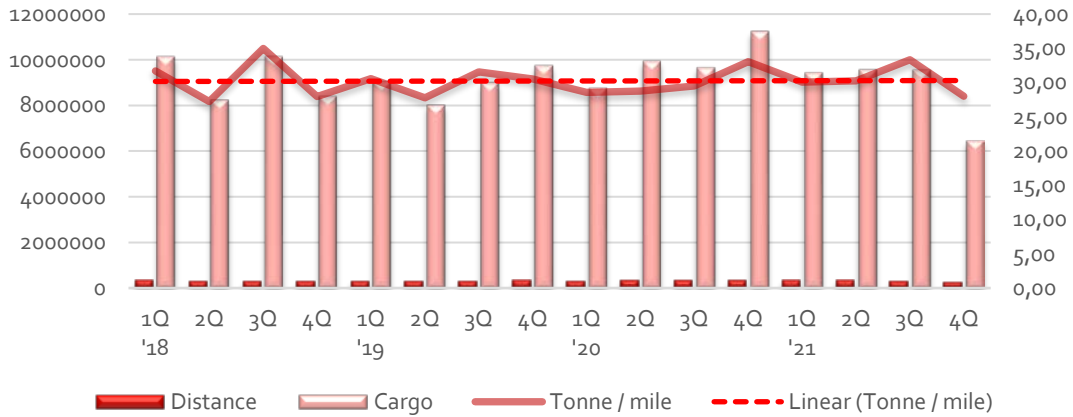
Previously the Company had employed Excel forms to track Environmental and Fuel consumption performance for the fleet to fulfil the requirements of the SEEMP manual. Blue tracker Software is now performing this duty. A review of the vessel's performance as shown in the graphs below indicate that the requirements of the SEEMP manual continue to be met. See Appendix 2.



Grindrod Shipping showed an improvement in EEOI efficiency of 5% for 2020 based on the 2018 EEOI results. This is due to the sale of the Unicorn Fleet and some of the older IVS vessels, the efficiencies have been made in the Grindrod Shipping Fleet.



IVS Shipping Cargo vs Distance Travelled

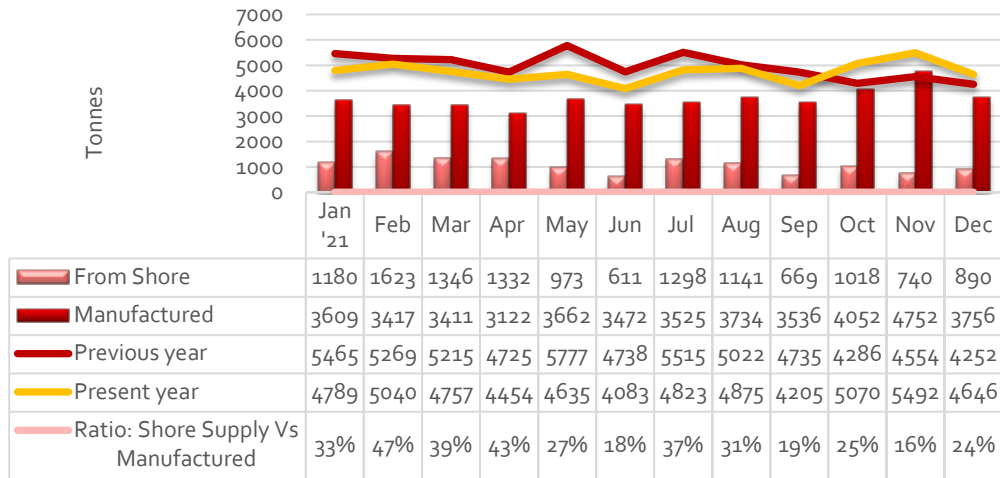


During 2020 most of the Unicorn product carrier fleet was sold off, leaving only the BREEDE. She was acting more as a storage platform hence the very low distance travelled. In 2021 She was sold and Grindrod had 24 IVS Vessels of the SupraMax and HandyMax type. As can be seen the IVS Fleet was 5% less efficient compared to 2018. This is due to the following reasons:

Over the last two years there have been significant challenges in the Marine engine industry. In March 2020 the COVID 19 pandemic struck the world. This had a significant effect in the Marine industry and supply chain Logistics. Countries, cities, and ports were shut to outside business. This had a devastating effect on the supply chain. Typically, many of our vessels were not able to enter ports due to the ports being closed during 2020 or due to the industrial mines not been able to produce cargo, hence there were significant delays to cargo available in the port for transport. This meant that there were also long delays at anchorage while the vessel cargo was being assembled in the port.

In 2021 the rates rose significantly due to the lack of commodities being in certain countries which had now relax some of the COVID-19 regulations and were allowing the ports to be opened for Commerce. With the rush to get cargo into ports and the higher charter rates, the vessels were required to sail at full speed. This meant that again the vessels used significant amount of fuel. When they arrived at the port of discharge there were usually significant delays within the port due to COVID 19 related issues and the inability to discharge at rates that were normal prior to October 19 pandemic. As the world starts to normalise in 2022 and the ports start to open up for business, it is hoped that the supply chain logistics will get back to the pre pandemic level and the unnecessary Anchorage periods and other delays will be a thing of the past.

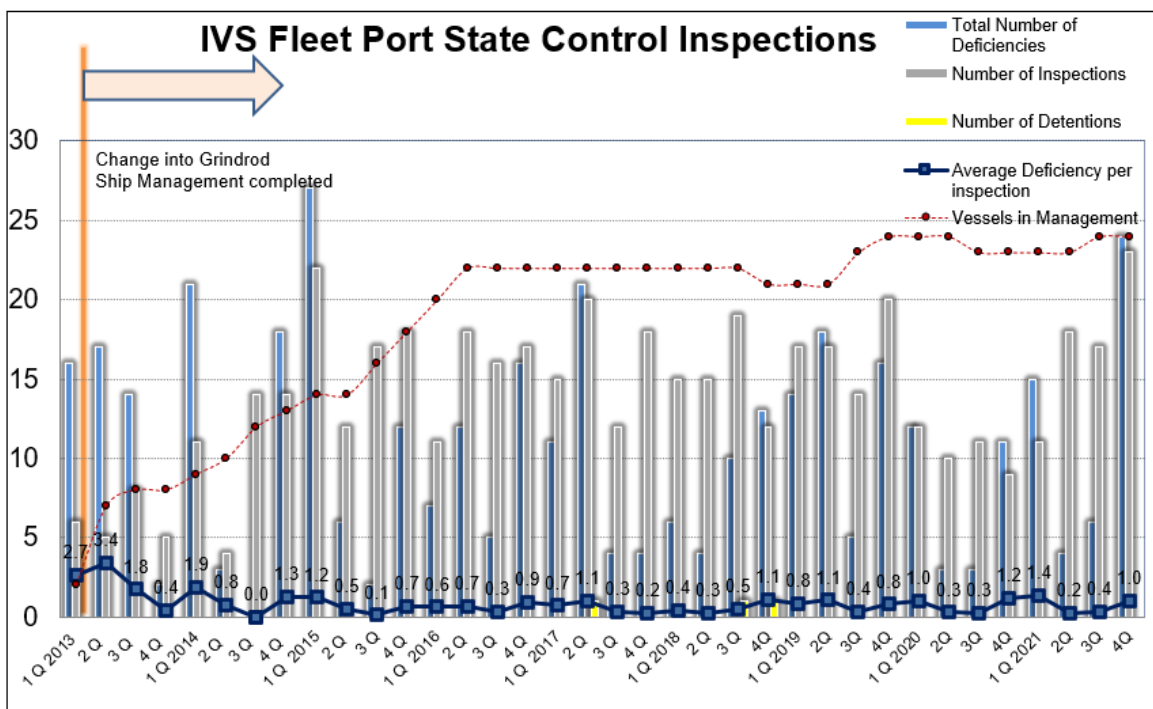
Grindrod Shipping Water Usage



Water consumption is less compared previous years. It should be noted however this is very dependent on cargoes carried and how much tank washing is required for consecutive dissimilar cargoes. Active measures and education are in force for the domestic consumption of water. An additional reason is the sale of most of Unicorn vessels which have always been amongst the largest users of water for tank cleaning.

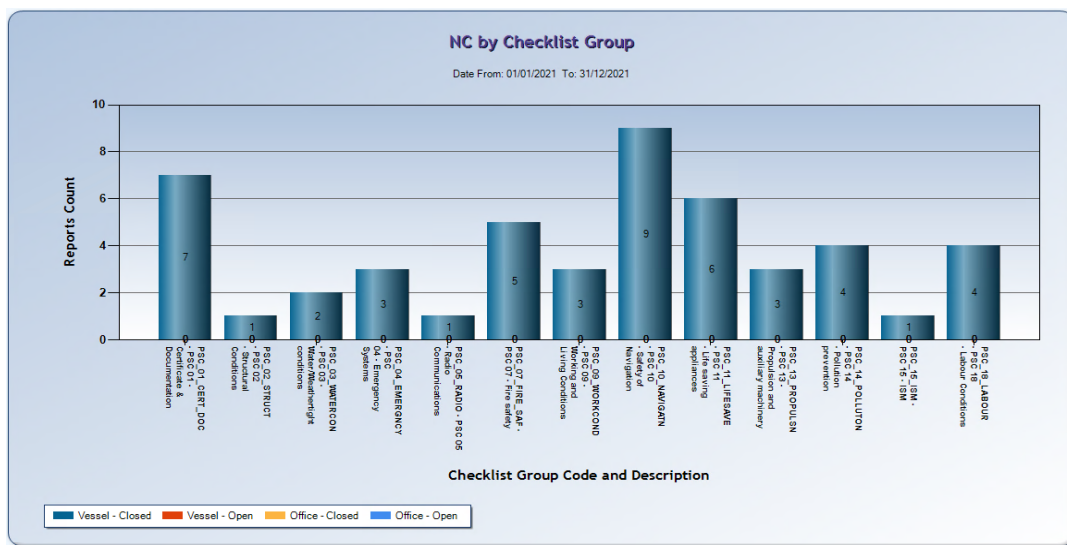
Port State Control

Below is a graph of the defects found by PSC inspectors onboard the IVS vessels. LSA; Pollution and Propulsion systems received the most remarks. These are all high risk and have led to detentions within the fleet in previous years.



Year:	2013	2014	2015	2016	2017	2018	2019	2020	2021
Average no observations per inspection	1.5	0.9	0.7	0.65	0.60	0.51	0.81	0.69	0.71
Detentions	Nil	Nil	Nil	Nil	1	2	Nil	Nil	Nil

IVS vessels continue to be the subject Port state control inspections. In 2021 there were 69 (42 in 2020) inspections with 49 (29 in 2020) deficiencies and **0 detentions (2 in 2018)**. Overall, the deficiencies as shown in the graph below shows that Life Saving appliances (3 defects for lifeboats) continue to be the bigger issue. This was also clearly identified in the analysis of the internal audits.



Checklist Group	Checklist Item Description	Total defects
Life Saving Appliances	Rescue Boat Inventory	3
Certification & Documentation	Endorsement by Flag State	2
Fire safety	Fire Dampers	2
Safety of Navigation	Navigation records	2
Pollution Prevention	Ballast Water Record book	2

IVS KINGBIRD AMSA Inspection at Wallaroo, Australia - 22 MARCH 2021: 6 PSC Deficiencies

- Safety of Navigation - Revolution counter Port/starboard bridge wing ME rev counter faded, astern movement reading not eligible.*

Managers comments:
Port and Starboard bridge wing Main Engine revolution counter indicator cover was removed and the markings renewed. Further a thorough inspection of all the other indicators has been carried out and all were confirmed to be in good order. The Person-in-charge was briefed on the periodic and proper inspection of all indicators onboard..
- Labour Conditions - Last replenishment of Provision was on 18th of February at Singapore and the Masters intention was to take fresh vegetables at next port Auckland / New Zealand around 1st April. During the PSC inspection, the inspector observed that there was inadequate quantity of fresh Vegetables for the voyage to next*

port and the deficiency was issued.

Managers comments:

The Master immediately coordinated with Garrets and made arrangements to supply the provisions on board before departure of vessel. The provisions were received onboard the next day and the PSC inspector was informed of the same. The chief cook and mess man were briefed to check the inventory of all provisions on regular basis and inform the Master if there is shortage of any item.

3. *Labour Conditions – Electrical Unsafe electrical extension cable used in galley. This unsafe cable was used to connect the galley equipment like mixer and toaster to the fixed electrical outlet*

Managers comments:

The unsafe electrical extension cable was immediately removed from the galley and disposed. The deficiency was closed by the attending PSC inspector. A thorough check of all the other electrical appliances was carried out by ship staff to ensure there are no more unsafe cables onboard. The Chief Cook and Mess man were advised to report if there is any fault on the galley electrical appliances and not to use any unauthorized or unsafe cables.

4. *Structural Conditions Electrical installations in general Main switchboard AC 100Volts earth lamps indicated one phase is earthed.*

Managers comments:

The Ship staff traced the 100V earthed line and found the fault on the Bridge Window Wiper. There was indication of water penetration on the center wiper casing. The wasted seal which caused the water penetration was renewed, terminal cleaned and testing carried out.

5. *Fire safety Galley cook top exhaust trunk excessive oil accumulation.*

Managers comments:

The top exhaust trunk sections were dismantled and cleaned thoroughly. The galley staff were briefed to always pay attention in detail and check the top exhaust trunk sections also for any accumulation of oil and clean them thoroughly.

6. *Fire safety - Fire-dampers Galley exhaust fire damper defective - not able to close damper readily.*

Managers comments:

Galley exhaust fire damper was dismantled, cleaned and then re-installed after confirming it is working satisfactorily. The person in charge was instructed to understand that safety is paramount and that this incident was due to lack of attention to detail while carrying out the maintenance routines as per Company's PMS..

IVS KNOT PSC inspection Constanta 25.Nov.2021: 7 PSC Deficiencies

1. *Safety of Navigation The official log-book found with incomplete records. (e.g. incomplete details as such courses steered, speed and distances sailed, position fixings during the ship's manoeuvring). Master instructed to keep proper records from now on.*

Comments:

Missing information has been recorded from the bell book in the deck log book. Master has briefed his bridge team on the importance of the records and bridge team has familiarized with the event to be recorded in the deck logbook.

2. *Pollution prevention Garbage management plan Insufficient storage capacity available on board for the Plastic (Cat.A), Operational Waste (Cat.F), E-Waste (Cat.I) and Cargo Residues (Cat. K and J)*

Comments:

Additional garbage containers for storing the garbage of different categories have prepared on board, please find attached photos in this regard. Frequent disposal of the garbage at shore facilities shall be encouraged.

3. *Safety of Navigation - Navigation records In the coastal waters there is no evidence that the ship's position was checked by an independent means of position fixing at required period. Master instructed to check the ship's position as per requirements from now on.*

Comments:

Master has conducted training to bridge team on the company SMS requirement on GPS position verification interval and its importance. Attached please find the record of the training. Master shall ensure compliance on board.

4. *Labour Conditions Provisions quality and nutritional value - Rotten vegetables were found in the provision room during the PSC inspection.*

comments:

Rotten vegetables were immediately removed after pointed out by the inspector. Master has briefed Cooks to remove as and when any rotten vegetables is noticed. Fresh provisions as planned were supplied on board after inspection on same day. Please find attached delivery note of the provisions.

5. *Certificate & Documentation Endorsement by flag State The Endorsement by flag state for several ship's officers were missing. (The Certificates of receipt of application were expired during the last voyage)*

Comments:

The missing endorsement by flag state were immediately sent by email attachment and same were verified by the PSCO. The manning company has been emphasized to send the relevant documents expeditiously by email while waiting for the suitable port for dispatch of the original documents.

6. *Emergency Systems Fire drills Rescue procedure not properly followed and the mask of one breathing apparatus was found malfunctioning. The two way portable radiotelephone apparatus for fire-fighter's communication not used during the exercise.*

Comment:

The clip has been put back in position and is intact. Please find attached photo. A training has been conducted by master on checking and donning of the SCBA before entering the space. Please refer attached OJT in this regard. A fire drill was carried out on board including the requirement of SOLAS-III Reg.19/3.5.2 to the satisfaction of the Master before departure.

7. *ISM Deficiencies marked ISM are objective evidence of failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.*

Comments:

Company shall conduct internal audit and technical inspection of the vessel within three months from the date of inspection in addition to annual routine internal audit and technical inspection. Master will be conducting the navigational audit on board within three months from the date of inspection.

Remote internal audit KNO-KNO-0004-2022 was carried out from 12Feb2022 to 04Mar2022.

All the above Port State Control observations do indicate the inconsistencies between different Countries. However, it should also be noted that these defects are generally routed in lack of paying attention by those onboard. These are weak observations which could have been avoided by those onboard.

Review of International and Country Specific statutory requirements

Both International Legal and local requirements like EU directives / CARB / ECA /VGP-NPDES, Restrictions on vessels in US & Canada with AGM, US biofouling management plan, prohibition of asbestos containing materials were complied with.

Masters are requested to obtain local requirement for each port well in advance. They are also reminded that in the SMS Memos section there is a description of the ports if previously visited by an IVS Ship visit.

All statutory requirements as per class / flag / IMO complied with.

New Regulations review

Company has taken initiative to keep track of the New Regulations coming into force and have taken sufficient measures for implementation of these regulations. New regulations were reviewed and incorporated in company SMS where required. Company has provided REG4SHIPS where all IMO publications and flag state circulars as per new regulations are automatically updated.

The following New regulations were promulgated to fleet and complied with:

- Chinese ports fuel Sulphur requirements 2020,
- Installation of ballast water treatment system which is mandatory as of June 2017- Vessels to comply at Vessel renewal Dry Dock.
- Annual Reporting of VGP to EPA,
- Compliance with IMO Data collection system for fuel oil consumption of ships and obtain STATEMENT OF COMPLIANCE.
- Prepare Ship execution plan to comply with Indian and Kuwait regulations on single use plastics.
- SECA in south Korean ports,
- Cyber security regulations

All new regulations were reviewed and will be effectively implemented.

Customer Feedback / Complaints

Grindrod Shipping has filed a few complaints against vendors for poor performance. Subsequent meetings and communications between Grindrod and the vendor have led to a satisfactory resolution and improvement of their performance. The vendor is as follows:

- Non-Conformance: BASSNet: *Crew certificates module is not working as required. Following issues are being faced:*
 1. *Certificates data of the personnel who signed off long time back appears when searched.*
 2. *Ranking of the certificates*

The issues faced are being reported but there is no improvement being carried out.

Corrective Action:

Discussed further with BASS on the setup of the Certificates compliance checking and how it needed to be set up to ensure that it works as required. Discussed further with Crewing department on this to get more details of our Certificate requirements. The Manning requirements module was then setup for the ships based on our Certification requirements for each Rank giving numbers for each based on which certificates override others. This was then put on one ship to verify and then copied to other ships.

For the Crew appearing on the alerts it was due to them being still active on the system.

They are moved to Inactive pool so they don't appear there anymore. The Alerts showing there are two alerts one which show alerts for all Active crew even when they are not assigned to any ship and another showing those currently onboard.

One Complaint against Grindrod Shipping was received in 2021.

Issue: Accounting Non Conformance Incident. SOX requires that any equipment NOT RECEIVED ONBOARD the vessel by 31 DECEMBER 2020 should be held in provision for the following financial year (2021). Even though the equipment had been paid for in 2020, the costs associated with that equipment must be deferred to the 2021 financial year if not received onboard by year end 2020. The costs are NOT for the 2020 financial year.

Audit sample of a vessel revealed PO'S issued for drydock items had estimated delivery dates recorded in the 2020 financial year, but the docking had slid out of 2020 and was conducted in January 2021. The value was approximately \$175 000. On finding this irregularity, Management checked the other ship with a slipped docking date over year end, showed the same irregularity to the value of \$110 000.

Corrective action:

- Subu has made the delivery date a mandatory field in BASSNet. No PO can be generated with out there being a value in this field.
- Subu has issued instructions today on how to pull the required lists in BASSNet.

Preventative Action:

1. Ship Managers will generate a list of open PO's for their vessels, on 20th of the month and discussed/adjust delivery dates in BASSNet with their buyer, to suit

suppliers ability to deliver and Ships Schedule. They will report to the Management meeting on the next Wednesday at 1500/0900, that all is correct.

2. Buyers will report at the next Tuesday 1700 meeting that all is correct from their side.
3. A Month end generated list should then be correct or show minimal discrepancies.
4. At the end of each quarter, a meeting between myself, the buyers, the ship managers and a representative from accounts (Debbie, Qi Hui or both) will meet at 1700/1100, on the first Wednesday to ensure our records are accurate and reflect the standard of record keeping required.

Risk Assessments

The Risk Assessments continue within BASSNet. The quality of risk assessments received from the Fleet remain are starting to improve following Office staff providing guidance whilst sailing on the vessel. The Office representatives are reminded to continue to complete the training of the crew whilst completing their inspections. The Office will continue to prepare Master templates of Risk Assessments for the fleet to use as the basis for their Review of the job description.

Critical Equipment failures

The statutory requirement to reduce the sulphur content of fuel oil down to 0.5% has led to significant issues in the main engine during 2020. These issues have the origins in some instances due to additional chemicals being placed within the fuel which is not compatible with the main engine but generally it was the amount and type of oil used in the cylinder lubrication which led to excessive cylinder liner wear on the Main Engine. This issue persisted for the first half of 2021. As a preventative measure, following discussions with both consultants as well as main engine manufacturers, the type of Cylinder lubeoil as well as the rate of flow of the cylinder lubeoil has been modified as per the directive of the engine manufacturer. Generally this has had the effect of reducing the rate of wear on the main engines. This is being monitored continually through 2021 and main engine cylinder wear down rates measured and forwarded to the ship manager for his review and approval. It is envisaged however that main engine cylinders will typically wear at a faster rate than compared to previous years. Ship managers are reminded to keep a keen eye on this issue. The Ship Manager is to ensure there are enough spares of cylinder liners and other components with a long lead time for replacement.

Management of change

Management of change was initiated for several operations during this period for both fleets.

However, in 2018 the Management of Change requirement was removed from the IVS SMS. The MOC requirement is not applicable for the dry fleet. In the future with Dry BMS and Rightships requirements, the management of change may become relevant again.

Security

All Grindrod vessels comply with International Ship and Port Security (“ISPS”) Code. Furthermore, when transiting in a high-risk area, anti-piracy measures as described in the Best Management Practices 5 booklet remain in force. This is a requirement of the vessel’s insurance provider. IVS Vessels regularly enter into High Risk Areas (HRA) and are employing additional security protection to enhance security on board. When entering the HRA, Singapore Flag is notified and approves the use of security personnel on board.

COVID 19 Pandemic required that the Fleet increase their security awareness onboard in order that the crew did not come into contact with the Stevedores or any other persons who may transmit the virus from the shore side to the vessel. This was largely successful with very few cases of COVID 19 being reported onboard the vessels of the fleet during 2021.

Malaria remains an issue with vessels travelling to West Africa. A risk assessment has been completed and additional countermeasures put in place.

Stowaways: P&I have informed the Office that the incidents of stowaways in the Southern African ports is on the increase and the cost of repatriation now according to the South African Government falls on the Ship Owner. The fleet is reminded that they are to remain vigilant and take additional precautions such as shore-based security when visiting South Africa. The requirements of the Ship Security Plan are to be followed to the letter, with no exceptions to the review of stevedore ID’s etc.

Security:

There were no security incidents reported to the Office from the vessels in 2021.

Company and ship resource levels review

Company Resourcing Levels

To stay competitive in today’s marketplace, it has been company’s senior management commitment to develop Human Capital and provide adequate Human Resource whether it is at sea or ashore from its inception.

With company’s long-term goal in mind, the company has developed world class infrastructure and work place conducive to develop talent which can support the business and deliver performance and expectations of our clients.

In our effort to continually improve quality of ship’s staff as well as shore staff, we have well adapted systems for training and a strategy to monitor and retain the manpower across the organization by means of the Induction program and the KARCO training systems.

Company’s fleet growth is monitored monthly so that all resources (manpower, equipment, space, etc) are adequate for current fleet and for the intended expansion.

Adequate shore-based support is provided to enable the designated person to carry out his functions.

Ship resources are well above the IMO minimum safe manning requirement. However, in 2021 the Management reviewed the minimum resourcing levels and has amended the Safe Manning Certificate (reduction of one Engineer Watch keeper and one other deck rating/personnel) in order that the Company does not have to approach the MPA should the current manning levels be below the original Safe Manning Certificate.

Company continues recruiting and training cadets on board vessels.

Ship and shore-based resources were reviewed and found adequate for safe operations.

MLC / Crewing matters

Crewing matters were found satisfactory.

Health and hygiene bulletins were regularly promulgated to ship staff.

MLC effectively implemented on all vessels

Review of rest hours within the Fleet

The work and rest hours regulations are becoming more and more strict and the inspectors /auditors are scrutinizing work & rest hour and non- compliance records more and more closely and in depth. Guidance from office was provided to avoid non-compliance onboard. Accordingly, ISF Watchkeeper software was provided on board for implementing rest hours in 2017. The Masters are required on a weekly basis to examine any transgressions and provide an explanation to the DPA regarding transgressions.

Rest hours noncompliance / violations are being reported by Master to company and monitored. The Master is to ensure that both he and the crew member is to sign the monthly work/rest hours of the crew member. This signed copy should be made available to the crew member should he want a copy.

Extra manning also being provided on board (case by case basis)

Review of Surveys (certification, Existing COC, Major Memo, significant issues)

All the vessels have been adhering to Class requirements and survey schedules during the year.

Condition of class / memo monitored by ship managers and tracked to completion

Review of dry docking

Dry-docking of vessels carried out in consultation with the Owner.

Stern tube seals and oil is in the process of being changed to new Biodegradable type to comply with new US VGP regulations.

COC for vessels to be closed as applicable during dry-dock.

A new reporting method has been introduced which makes full use of SharePoint in the technical section.

Review of BASSNet

Company staff continued to motivate the personnel on-board to continue using BASSNet.

June 2019 saw the role-out of BASSNet 2.10. The appearance of 2.10 appears to be the same as 2.9 however there are numerous 'behind the scenes' improvements in reporting and monitoring of the functionality of BASSNet. Company staff should continue to motivate the personnel on-board to continue using BASSNet.

Project Team comprising of IT and BASSNet Support working to ensure proper implementation / follow up of the BASSNet 2.10 system.

Technical inspections and Audit reports are uploaded in BASSNet. With the continued reliance on BASSNet, Modules such as Drills and Port Operations and HR Manager will see BASSNet being more central to the operation of the Fleet.

Suitability and effectiveness of the HSEQ system

The second half of 2014 has culminated with a re-write of the Safety Management System which was published to the vessels during August 2014. There were significant upgrades completed to all Manuals within the system.

COLLIGO was also rolled out to the Fleet which is a more streamlined document control and month end reporting system using a more automated process.

Due to Cyber Security related issues the Internal/External SMS has been upgraded and modernised. All can now access the SMS via iPad's etc when at home and not onboard the vessel.

Review of training needs

Training is required on the Risk Management Module for the office staff and sea staff. This has been developed and training been conducted during the ship visits done by shore staff. The BASSNet program has also developed an Interactive training program which has been deployed to the vessels for their review.

A new on signers Induction Program has been rolled out during the last quarter 2014. The Induction program caters for all new AND existing crew – from the SMT to the ratings. It is an Introduction to Grindrod and the SMS. All Crew will be obliged to complete this course prior to acceptance into Grindrod onboard the vessels. The average duration of the course is around 5 hours. However due to the changes that have been completed within the Grindrod Structure, there is now a requirement to upgrade the introduction module of the Induction Program.

SEAGULL has been replaced with KARKO which is seen to be a more relevant and up to date training software package. It is important that the Office monitors the progress of the fleet to ensure that the crew takes advantage of this resource.

In 2019 and 2020 the Office concentrated a little more on “soft skills” and encouraged a Mentorship program so that the SMT can empower the junior officers to become a more skilled and complete officer. It is hoped in 2021 the SMT onboard the vessels would take practical steps and actively encourage mentoring of the junior officers onboard.

Training of Company Personnel:

Company staff have attended shore-based training conducted by authorized training institutes to continually improve skills required for ship management.

Training of Shipboard personnel

Basis various recent changes in the industry, feedback received from vessels and vessel inspection findings, incident reports; the Office identified the gap between existing training and the requirements on board. Training resources are identified considering the increase in demand for ship staff expected in near future.

To address this gap in training and better preparation the Office is customizing new courses and updating, revising and upgrading the existing courses accordingly. There is continuous flow of information from the Ship to the Management office and to the training centres.

- All joining crew were trained for company’s HSQE management system by each manning company.
 - Pre-joining briefing was carried for senior personnel in company prior joining a vessel.
 - Company has provided KARKO CBT and training plan to all vessels.
 - Sea staff seminars were not conducted by company staff in 2021 due to COVID Pandemic restrictions. These seminars will be resumed in 2022.
 - OJT were carried out for ship staff on navigation and HSQE matters.
 - Regular HSQE campaigns were promulgated to ship staff.
-

Drills

Ship/shore SAFETY AND SECURITY drills were conducted regularly and found satisfactory.

Report of ship/shore drill shared with fleet.

Performance Indicators

SAFETY, HEALTH, ENVIRONMENT AND QUALITY (SHEQ)

2021 HSE INCIDENT STATUS – HOW ARE WE DOING?							
INJURIES AND DEATHS	2020	Quarterly Results				2021	
	Results	1Q	2Q	3Q	4Q	Target	Actual
Deaths <i>(Unnatural or Accidental)</i>	0	0	0	0	0	0	0
Lost Time Injury <i>(Day Away from Work)</i>	5	3	1	1	0	6	5
Medical Treatment Cases <i>(External treatment/assistance req'd)</i>	3	0	0	1	1	9	2
First Aid Cases <i>(On-board treatment only)</i>	5	2	0	1	1	12	4

SPILLS AND EMISSIONS	2020	Quarterly Results				2021	
	Results	1Q	2Q	3Q	4Q	Target	Actual
Spill <i>(Into the Environment)</i>	1	0	0	0	1	0	1
Minor Spill <i>(Contained and < 1 bbl)</i>	0	0	0	0	0	0	0
Contained Spill <i>(Contained and > 1 bbl)</i>	0	0	0	0	0	0	0
Spill <i>(Any quantity into the water)</i>	0	0	0	0	0	0	0

MATERIAL LOSSES	2020	Quarterly Results				2021	
	Results	1Q	2Q	3Q	4Q	Target	Actual
Catastrophic Damage/Loss <i>(Greater than \$1 000 000)</i>	0	0	0	0	0	0	0
Massive Damage / Loss <i>(\$500 000 TO \$1000 000)</i>	0	0	0	0	0	1	0
Serious Damage / Loss <i>(\$5000 to \$500000)</i>	1	0	1	1	0	8	2
Minor Damage / Loss <i>(Less than \$5000)</i>	2	1	1	0	0	13	2

Quality and Customer Service	2020	Quarterly Results				2021	
	Results	1Q	2Q	3Q	4Q	Target	Actual
Unplanned off hire as a result of our management failure	0	0	0	0	0	0	0
Cargo Contaminations	0	0	0	0	0	0	0
Customer Complaints	1	1	0	0	0	0	1

- Items marked with an asterisk are reflected within the Un-planned off hire records, and are recorded separately for analysis purposes only

Best Practise	2020	Quarterly Results				2021	
	Results	1Q	2Q	3Q	4Q	Target	Actual
Near Miss Reports FOR IVS FLEET only	1011	249	202	277	235		963

Positive outcomes

- No fire incidents
- No PSC detentions
- No permanent total disability / Permanent partial disability

Areas which require improvement

- Navigation
- The vessel completing forms which have been supplied via the SMS
- Average PSC deficiencies per vessel per inspection is about 0.71 (0.69 in 2020)
- Office Ship Managers to visit the vessels – COVID 19 permitting
-

Action plan for continual improvement 2022

Refer to attached sheet for action plan

S.NO	Item	PIC	Target date	Status
1	Enhance safety culture on board through monthly campaigns and upload the same in SHEQ website	DPA	MONTHLY	
2	Promote health bulletins and upload the same in SHEQ website	DPA	AS REQUIRED	
3	Identify on the job training needs for various shipboard activities and promulgate the same to fleet.	DPA	AS REQUIRED	
4	Addition of 2 ships in our fleet	General Manager	SEP 2022	
5	Review manning levels of all vessels in the fleet as required by MPA circular	FELICIA	JUNE 2022	
6	Implementation of PODIUM for fuel oil consumption, charter party terms and monitoring CO2 emissions	BRETT	JAN 2022	
7	Implementation of SSAS test in Podium	DPA	JAN 2022	
8	Implementation of KARCO TRAINING SYSTEM	DPA	JAN 2022	
9	Changeover of ECDIS from FURUNO to Chartworld during dry dock	Ship Manager	AS REQUIRED	
10	Preparations for compliance with SEEMP III, CII regulations	BRETT / RENNIE	DEC 2022	
11	Upgrading BASSNET to version 2.11	SUBU	DEC 2022	
12	Upgrading all office users outlook to OFFICE 365	SUBU	DEC 2022	
13	Commence food safety audit by BLU	PATRICIA	JAN 2022	
14				

Appendix 1: Masters review

Summary of Masters Review – 2021 review

Vessel	SUGGESTION	ACTION PLAN	PIC	STATUS
TEMBE	NIL	NA	NA	CLOSED
WENTWORTH	NIL	NA	NA	CLOSED
HIRONO	NIL	NA	NA	CLOSED
GLENEAGLES	NIL	NA	NA	CLOSED
SWINLEY FOREST	NIL	NA	NA	CLOSED
BOSCH HOEK	NIL	NA	NA	CLOSED
RAFFLES	NIL	NA	NA	CLOSED
PHINDA	NIL	NA	NA	CLOSED
THANDA	NIL	NA	NA	CLOSED
SENTOSA	NIL	NA	NA	CLOSED
ORCHARD	NIL	NA	NA	CLOSED
KNOT	SMT suggest that reporting forms (monthly and weekly) and checklist forms must be reviewed thoroughly and sincerely as such duplication will be avoided and mistakes will be dealt specifically and accordingly. Redundancy reports can only lead to	Continual process	SHEQ MANAGER	CLOSED

	confusion which adds workload and stress both shipboard and shore personnel. Unnecessary company forms should be removed from the system and monthly/ weekly reporting list should be established and updated by the HSEQ manager.			
KINGLET	NIL	NA	NA	CLOSED
SUNBIRD	NIL	NA	NA	CLOSED
NORTH BERWICK	NIL	NA	NA	CLOSED
IVS MERLION	NIL	NA	NA	CLOSED
SPARROW HAWK	Master requesting for weather routing services			Closed
IVS PRESTWICK	<p>Form 5.2.8 A (26 July 2017, rev 2.0) is not compatible with the "Filing System" list. (08 Oct 2020):</p> <ul style="list-style-type: none"> • 3.2.1 – (Drill planner) - not in use as planner is included in Bassnet • 3.2.4 – (Ballast Log) - not in use • 3.5.6 – (Security Drill) – now is included in 3.2.3 	To review form 5.2.8 A	Raja/ Brett	CLOSED
IVS KESTREL	NIL	NA	NA	CLOSED

IVS KINGBIRD	<p>Ship's Certificates: BASSnet Certificates Module was already rolled out, to further utilize this system I would suggest that the Fleet Procedures Manual Section 11.3 Ship's certificate will be also updated and to incorporate what was the intention and how the Company would like to implement this BASSnet certificate Module.</p>	To review	Raja/ Brett	CLOSED
	<p>Laundry Allowance: on Fleet Procedures Manual Section 15.1 ACCOMMODATION AND RECREATIONAL SPACES statement regarding laundry allowance was not updated yet. As far as I am aware this was already removed but confusion still arise since this section was not yet updated.</p>	To review	Raja	CLOSED
	<p>MEMO section, Posters Displayed on the Ship for Wheelhouse at item no. 18: Still stating Form 3.2.1 which is not already on the filing system might confuse ship staff and these details are already incorporated on BASSnet.</p>	To review	Raja	CLOSED
	<p>MEMO section, ECM USA Emergency reporting Placard not updated to the latest revision</p>	To review	Raja	CLOSED
	<p>MSDS part should be regularly updated with the latest revision coming from the suppliers.</p>	To review		

				CLOSED
		To review		CLOSED
IVS OKUDOGO	NIL	NA	NA	CLOSED

Reviewed by:

Hilton -
Marine
Manager

K. Rajaraman – DPA

Rajesh Sharma – Alternate DPA

Brett – SHEQ Manager

Warren King – Crewing Manager

h - Marine superintendent Warren King – Crewing Manage K. Rajaraman - DPA

Appendix 2: SEEMP review

Date of Review	Reviewed by	Remarks
09 June 2021	Brett	<ul style="list-style-type: none"> SEEMP reviewed and found adequate for the intended trade of each vessel. Monthly environment reporting form updated by each vessel and sent to Company. Data required for computation of energy efficiency operational index (EEOI) is received from the vessels at defined interval. SEEMP data was tracked and monitored through Blue tracker software Each vessel is in compliance with EU MRV and IMO DCS requirements Maintenance policy continually reviewed to stop leakages, wastages and to ensure optimum performance of machinery through regular monitoring of PMS reports and defect reports from vessels and through feedback from vessel staff.

Energy efficiency Measures	Compliance (Yes/ No/N.A)	Remarks
Speed Selection Optimization	Yes	Satisfactory
Optimized Route Planning	Yes	Satisfactory
Optimized Heading Control / Auto-pilot Function	Yes	Satisfactory
Optimum Ballast	Yes	Satisfactory
Optimization of Load on Generators	Yes	Satisfactory
Boiler and Steam load optimization	Yes	Satisfactory
Exhaust Gas Economizer Efficiency	Yes	Satisfactory
Mooring and Winches	Yes	Satisfactory
Port / Anchorage Operations	Yes	Satisfactory
Cargo Loading and Unloading	Yes	Satisfactory
Lighting on board	Yes	Satisfactory
Working in Galley	Yes	Satisfactory
Ship's Laundry Equipment	Yes	Satisfactory
Hull and Propeller Condition	Yes	Satisfactory
Handling of Oil Residue (Sludge)	Yes	Satisfactory
Bunker Heating	Yes	Satisfactory
Variable frequency drive (where applicable)	Yes	Satisfactory
Company's ENVIRONMENTAL REPORT form	Yes	Satisfactory
Fuel oil consumption	Yes	Satisfactory
Biofouling measures	Yes	Satisfactory
Switching off equipment when not in use	Yes	Satisfactory
Just in time operations	No	Extended anchorages
Propulsion System Maintenance	Yes	Satisfactory