

Haque & Sons Ltd Receives Prestigious Maritime Award 2022



World Maritime Day was celebrated with a grand reception and award giving ceremony in Bangladesh on 29th September 2022 at Hotel Intercontinental, Dhaka. The event was hosted by the Ministry of Shipping and Department of Shipping and was attended by various stakeholders and the elite shipping community of the country including The Minister of Shipping, Honorable State Minister Khalid Mahmud Chowdhury, Secretary, Ministry of Shipping Md. Mostafa Kamal and Director General Department of Shipping Commodore Md Nizamul Haque, (TAS), OSP, NGP, psc, BN



Maritime Award 2022 was presented to Haque and Sons Ltd for Special Contribution on Seafarers employment in the manning sector. The award was received by Emdadul H Chowdhury the Managing Director of M/S Haque and Sons Ltd.

(To be cont'd on page 4)

AWARD AS A CENTRE OF MARITIME EXCELLENCE FOR INTERNATIONAL MARITIME ACADEMY

In Line with the International Maritime Organization's practice of celebrating the World Maritime Day on the last Thursday of every year, the Department of Shipping arranged an award giving ceremony and seminar at Hotel Intercontinental, Dhaka with much pomp and grandeur.



This year's theme was 'New Technologies for Greener Shipping'. The keynote speaker was the country representative of Bureau Veritas, Bangladesh and Dr. Tamim, Professor of BUET.

After the seminar presentations, the award giving ceremony for outstanding contribution to the shipping industry was held. The Minister, Ministry of Law, the State Minister for Shipping, Chairman of the Parliamentary Standing Committee on Shipping, the Shipping Secretary and the DG, Department of Shipping were on the dias and gave their valuable speech for the occasion.

This year, the award for outstanding contribution to maritime training went to none other than International Maritime Academy (IMA). International Maritime Academy apart from being the first pre-sea training provider in the private sector is also the first to acquire world class maritime training simulator through its post-sea training wing, Bangladesh Maritime Training Institute (BMTI). In fact, IMA is the pre-sea wing of BMTI. It has been the first to acquire quality management certificate for ISO 9001:2015, built its own permanent campus with all training facilities, fully compliant with the Department of Shipping's requirement as per its gazette publication. The academy is also the first to offer both pre and post sea workshop facilities and the workshop is approved by the



classification society BV. Further recognition of its training capability came through the accreditation with Bangabandhu Sheikh Mujibur Rahman Maritime University.

(To be cont'd on page 2)

INSIDE THIS ISSUE:

'THE YEAR' at a glance...	2
IMA 7th Batch Ratings Passing..	3
HR & Crew Mgmt Summit...	3
BMTI Training Scope...	4
MMSL - Moving Forward...	4
ISWAN Seminar...	5
13th KLSM Seminar...	6
My New Journey starts with...	7
Taking over "MV. HSL VEGAS"...	8
Enter into Dream World...	9
48th UNIX WCET..	10
HSL added New Principal MMSI...	11
IGF Code and Dual Fuel ...	11

'THE YEAR' AT A GLANCE

Dear Readers,

Since our last newsletter issued in March 2022, many events have taken place which I am very proud to be associated with. Three new bulk carrier vessels came under HSL management with full Bangladeshi compliment despite the difficult shipping industry. In addition, additional seafarers exceeding one hundred fifty officers mixed with other European nationalities joined through HSL with our new European based principals.

On occasion of World Maritime Day 2022, We have been recognized by the Department of Shipping, Bangladesh under ministry of Shipping prestigious award for excellence in ship manning services and best maritime training and education, demonstrating our focus and commitment towards the maritime industry.

We have started employing female cadets and officers onboard our managed vessels on LNG and Tanker vessels where we have now more than eight female seafarers already serving onboard. We look forward to increase the female seafarers with the support of our principals.

With support of Kline Ship Management Singapore, International Maritime Academy (IMA) has been approved to conduct KLMA training modules under the training scheme "KLINE Maritime Academy Bangladesh". This is an enormous honor and achievement being the only Maritime Academy approved which is not a subsidiary of KLINE Group. We look forward collaboration on improving the training requirements for the KLINE pool seafarers.

We have added new course modules at our Academy specifically geared toward engineers joining ME-engine vessels as well as engineers going through electronic courses. These courses had been adopted in conjunction with our principal to improve the standards of our engineers in today's modern fleet. All the credit goes to the dedicated employees of IMA/BMTI who were essential in getting these courses approved.

The steady growth over last year has prompted a re-look at the company's long-term strategies in regard to crew training and education procedures. This year, we have invested in 125 courses modules from Seagull Norway as part of HSL training matrix where all officers are required to complete the training modules prior joining vessels. Ratings are going through in-house courses to update their capability, skills and knowledge geared towards ensuring safe operation of vessel. We are very committed to train and educate our seafarers in order to surpass our principal standards.

I believe that our company's success, rests mainly on our sailing staff efforts and I continue to urge everyone to work enthusiastically towards a better and secure future for all of us.

Our principals have closely interacted with us in this past quarter with several having taken the time to visit our office. The interaction has helped us to better understand and cater to the needs of our clients. On this positive note, I wish a Safe Sailing and Bon Voyage to all those on board. As always, your valuable feedback and comments are always welcome.

Emdadul H Chowdhury
Managing Director
Haque & Sons Ltd.

AWARD AS A CENTRE OF MARITIME EXCELLENCE FOR INTERNATIONAL MARITIME ACADEMY

Cont'd from page 1



IMA has been fully operational since 2009 after being accorded approval in 2008. It is now operating with its 12th batch of pre-sea cadets and 7th batch of ratings. IMA has fulfilled the requirement of hundred percent placement of all its trainees in foreign flagged vessels and almost all trainees continue their career with the company in which they serve.

IMA cadets are on process of being Master / Chief Engineer on foreign going vessels. Our trainees bring in a significant amount of foreign exchange each year and contributes to the national coffer as foreign exchange. Even during the pandemic crisis, the academy remained fully operational online for theoretical training. This was made possible through proactive measures by the Department of Shipping. The institute is continuously monitored by the Department, Ministry, the parent university as well as the quality assurance of DNV. Overseas shipowners and their representatives regularly visit IMA to check on its facilities and the quality of training to ensure our set standards comply with their requirement.

This year's award is the first to be given to the private sector as serves to boost our initiative for further development. As we celebrate, we also believe that through continued improvement, we remain on top. With automation and A-I setting in, IMA believes that it must keep in pace with the changes that is taking place in the arena and take the training requirement further ahead so that we become the best regional hub for the maritime training sector.

NEWS UPDATE



PASSING OUT CEREMONY OF 7TH BATCH RATINGS



The ceremonial passing out ceremony of the 7th batch of ratings was held at its permanent campus at Gazipur on 14th November, 2022. This batch consisted of fifty ratings; 25 for Deck, 10 for Engine, 5 Cook ratings and 10 Steward ratings.

The Chief Guest for the occasion was Commodore Md. Nizamul Haque, Director General, Department of Shipping. High officials of the Department, shipping dignitaries, the parents and guardians of the passing out batch and the faculty members were present. So far 308 ratings have passed out from this academy, including the present batch. Previous batch trainees had all been provided with employment in reputed foreign flagged vessels.



The ceremony commenced with the batch saluting the Chief Guest and recitation from the Holy Quran. This was followed by a march past by the smartly turned out contingents of the ratings, oath of allegiance to the nation and the profession.



Medals were presented for outstanding performance in each category as well as the best all round ratings by the Chief Guest. This year the best performance award went to cook rating Mr. Md. Habibur Rahman who was awarded the academy gold medal for his outstanding performance. The Commandant of the academy welcomed all and stated satisfaction in the quality of training provided in the academy as this was reflected by the result of the trainees in their examination conducted by the Department of Shipping. He stated the importance of maintaining the professional standards on board ships so that the future generation of seafarers can easily be employed by the ship operators and managers. The Chief Guest in his speech reiterated the importance of bringing up the number of our seafarers as the right environment exists for their employment. He also highlighted the government's commitment in the manning sector of our country. Vote of thanks was also included in the presentation ceremony.



The programme was rounded up with the slow march past by the trainees, cap throwing ceremony and the traditional cake cutting ceremony.

The Director General visited the premises of the academy and was shown the various training facilities provided within the campus.

HR & Crew Management Summit, London, UK

The two days summit focused on how HR & Crew management within a shipping company can improve strategy to strengthen existing and future crew. In today's world, maintaining profitability and adjusting to regulations can prove difficult. It has been discussed how your peers are meeting the challenge including innovative training and competence development, developing company culture of excellent communications and safety, as well as subjects of Untapped human resource of women and youth, talent management and succession planning, rewards and recognition.



One of the main focuses of the summit was the next generation of seafarers over the next ten years who were born after 2000. The difference in the mentality of Generation Z versus other previous generation and how best to prepare the company policies to better reflect new generations of seafarers.

The summit also highlighted methods to cultivate a leadership mentality to instill confidence into crewing staff, changes in maritime conditions and regulatory trends; Environmental, social & governance perspectives, Shipping in the digitalization era and competencies of the future mariner, strengthening industry retention & crew management, seafarers' mental wellbeing Two years into pandemic and advancing technology how it can improve the seafarer understanding during the training process and untapped human resource available in expanding female seafarers in future.



The summit brought together various key industry stake holders including Ship-owners, Ship-mangers & associated solution providers, including ship owners, ship managers and industry key maritime stake holders.

Company News



BMTI Training Scope Challenges and Preparedness

Bangladesh Maritime Training Institute (BMTI) is the pioneer training institute which is awarded with the solitary Grade 'A' MET institute in Bangladesh. Presently BMTI provides almost 70 courses covering various aspect of STCW 2010 requirements which are approved by the Department of Shipping in pursuant to achieve all grades of Certificate of Competency. Recognizing the simulator-based training as the driving force of the current and future training needs, BMTI established various simulators to fulfill the requirements.

However, to cope with the industry trends and demands, there are always some new challenges and hurdles ahead. With the increasing demand of reducing carbon emission and NOx/SOx gases at sea, the industry is now shifting towards cleaner fuel source. Amongst the cleaner fuels are Natural gases and low flash point fuels. But handling and working with those special fuels and compatible engines (dual fuel) require additional training and certification.

Again, the new doors which are opened for Bangladeshi seafarers working on FSRU, require special training for Engineers on Steam Engines. As most of the existing LNG carriers are Steam ship, so to expand scope of working on those type of ships and progress through careers requires Steam Certification for Engineer Officers. Furthermore, opening of the new routes in Polar region demanding new training and certification for deck officers working on those vessels.

However, as always BMTI is at the forefront for adapting new training requirement and investing heavily in Installation of new equipment and Faculty Training. We have recently installed ME-C Engine Simulator for CAM-LESS Electronic Engine. Also installed new equipment for tanker firefighting with special capability to fight fire on Gas Tankers. We are currently in the process of getting approval and preparing faculty for the future training needs and challenges.

We affirm our commitment to the continuous improvement of our seafarers, processes and services in order to comply with the international standards of quality.

HSL RECEIVES PRESTIGIOUS MARITIME AWARD 2022

Cont'd from page 1



Managing Director of Haque & Sons Ltd stated "I would like to share this honor and achievement with our valued principals, our hardworking, dedicated and loyal seafarers working onboard under HSL and our shore-based employees without whom today's recognition would not have been possible. I am grateful and honored to receive such recognition from Department of Shipping, Government of Bangladesh".

This Award was also given to Haque & Sons Ltd in the year 2021 being the highest employer of seafarers in Bangladesh.



MARINE MANNING SERVICES LTD (HOUSTON) MOVING FORWARD



Marine Manning Services Limited was established in 2007 in New York, USA to provide maritime management services primarily to vessels under Haque Sons Crew Management calling US Ports.

Seafarer's welfare and protection of Owner's interest whilst vessel is in US Ports were MMSL's initiation in Maritime Services. MMSL's vision and goal was always to expand the Maritime services to Marine survey, Inspection, Ship's husbandry, Onboard training and Evaluation of seafarers.

US Gulf Ports regions are one of the largest maritime hubs in US to move forward and to achieve the goals MMSL shifted its Office to Houston, Texas, USA in 2018 and entrusted the operation of the Office to a professional Maritime Consultant experienced in seafarer recruitment, audit, and surveys.

MMSL now is a proud authorized service provider for Liberian Flag Administration (LISCR) conducting Safety Inspections, ISM and ISPS Audit, MLC Inspection on Liberian Flagged vessels and assisting vessels during USCG PSC and COC examination. MMSL already attended over 200 Liberian Flagged vessels.

MMSL is also conducting cargo surveys for ILJIN Steel and SNT Steel of South Korea, draft surveys for local commodity traders. MMSL is also assisting Principals of Haque & Sons in crew changes, arranging COVID vaccination attending Haque & Sons crew managed vessels for crew welfare related matters.

MMSL with his preferred partner Haque & Sons Ltd an internationally reputed crew management company in Bangladesh is moving forward to enhance further the Maritime Services to serve our mutual esteem clients more professionally and efficiently.

Please contact: **Capt Shah Azimul Huq** - Human Resources Consultant.

+1-346-867-3989 (Office), +1-832-670-0544 (H/P), azimul.huq@mmsl.us.com





IMO ENERGY EFFICIENCY AND CARBON INTENSITY REGULATIONS ENTER FORCE



Paul Bartlett | Nov 01, 2022

Amendments to the MARPOL Annex VI entered force this morning requiring owners and managers to measure the energy efficiency of their ships by calculating a one-off assessment of the Energy Efficiency Existing Ship Index (EEXI) from January 2023.

At the same time, the Carbon Intensity Indicator (CII) will require data to be collated and reported so that annual ratings of ships' CIIs can be assigned.

EEXI applies to all vessels of 400gt or more, trading internationally; CII applies to ships of 5,000gt and above, also trading internationally. The EEXI is a one-off assessment but the CII is a dynamic index in which the framework will become steadily tighter between 2025 and 2030.

Related: IACS Publishes EEXI implementation recommendations

Ships which may initially qualify for one of the three acceptable grades - A, B or C - could therefore well sink into D or E in the future, requiring remedial action as part of a vessel's Ship Energy Efficiency Management Plan (SEEMP) Part III.

The new regulations have caused considerable dissent across shipping's various sectors. Some of the main issues include their possible impact on owners' long-established contractual obligations to their customers under certain types of charter contract, notably time charters. Meanwhile, critics say the regulations lack teeth - there are no sanctions so far for failure to comply.

Related: Two-thirds of LNG tankers unlikely to achieve compliant CII ratings

There is also mounting concern over whether the CII measure is fit for purpose with respect to certain ship types. Experts have warned, for example, that most of today's 640-odd existing LNG carriers will fall into grades D and E during the second half of this decade.

Many are fuel-inefficient steam turbine ships; others lack boil-off management systems. But as LNG plays an increasingly important role in a new era where energy security is paramount, every available LNG carrier will be needed because specialist LNG builders are full for at least the next four years.

For proactive pioneers in shipping's decarbonisation drive, however, perhaps the biggest issue is whether the consensus-based IMO regulatory framework can react sufficiently quickly to the mounting climate crisis and the need to cut shipping's emissions more quickly.

Source URL: <https://www.seatrade-maritime.com/regulation/imo-energy-efficiency-and-carbon-intensity-regulations-enter-force>



ISWAN SEMINAR



On 3rd November 2022, Mr. Chirag Bahri, International Operations Manager of ISWAN visited International Maritime Academy permanent campus. It was a great opportunity and privilege to have an official of International Seafarers' Welfare and Assistance Network (ISWAN) visiting IMA premises. ISWAN is an international maritime charity which works to improve the lives of seafarers and their families with services, resources, strategies and advocacy.

To begin with the program, Commandant of IMA Capt. Zaki Ahad welcomed him and introduced IMA and its activities, resources and goals. Then ISWAN official visited IMA premises and showed his highest satisfaction with the resources and talking to the panel of experienced instructors.

Later all IMA cadets, ratings, teachers and staffs attended the seminar "Seafarer's Mental Wellbeing" where Mr. Chirag of ISWAN was the key speaker. Seminar was arranged in IMA spacious auditorium. In this session he explained the activities of ISWAN and requirement of sound mental health. He said, "we work to drive change within the maritime industry for better health and wellbeing amongst seafarers." He also explained the young cadets and ratings the importance of sound mental health, steps to release anxiety and be cooperative to his fellow mates to overcome stresses. He also added about the ISWAN 24/7/365 help line which is multilingual and confidential. ISWAN has an app too which is operative without network support.



Later, there was a Q & A session, where some brilliant, innovative and constructive questions were asked from both cadets and ratings. It was indeed a very interactive and useful session for future seafarers.

At the end, Mr. Chirag of ISWAN signed IMA visitor book expressing his great satisfaction and gratitude

being at International Maritime Academy premises. To commemorate his visit, a tree was planted by Mr. Bahri in IMA premises.

Company News



13th KLSM Seminar at International Maritime Academy, Dhaka



Kline Ship Management, Singapore held its 13th education seminar on November 15th and 16th 2022 at International Maritime Academy, Pubail, Dhaka. More than fifty-four officers attended the education seminar. Although KLSM held multiple webinars during the pandemic, this was the first in person education seminar after two years.

On leave ship's officers from Bangladesh & Myanmar and ten foreign delegates attended the education seminar from Japan, Singapore, UK and Myanmar.

The seminar started with opening speech from Fujisawa Naoki San Director of KLSM Singapore and closing speech was given by Capt. Saydur Rahman both emphasized on shipboard safety culture. The MC was brilliantly conducted by joyful Capt. Mathur san from KLSM Singapore.



Various topics were discussed such as Preparing tomorrow's seafarer, Kline future Planning 2030 Address by K Line MHRG - Capt. Kato San, Recent Allisions Incidents, U.S. Regulatory Updates, Cyber Security, Team Building Activity, Environmental

Awareness, Interpretations of Analysis Reports, Energy and Bunker Saving, Injuries and Behavioral safety among other topics.

This year long service award for seven years were given to thirty four officers and the prestigious fifteen year service award was given to ten Bangladeshi and Myanmar officers with the ultimate gift reference in luxury chronograph watches, TAG Heuer's high-precision timing innovations watches valued over USD 2000 dollars. The food, drinks & mixed parties with



different nationals were mind-blowing and ended with hope that next seminar will also be held in same colorful way.



Congratulations on Promotion

We have pleasure in congratulating the following officers who have been recently promoted on board our managed vessels and we wish them all the very best for the future:

PROMOTED TO MASTER:

- MD. MOSHAREF HOSSAIN - CO4142
- MD. ISMAIL HOSSAIN - CO5075
- MD. NURUL AMIN - CO5513
- MUHAMMAD ABDUL MANNAN - CO1818
- MD. KAMRUL HASSAN - CO4950
- ABU HASNAT SARKER - CO3590
- MD. MONIRUL ISLAM - CO3137

PROMOTED TO CHIEF OFFICER:

- ABDUR RAHIM - CO5844
- SHAIKH RASHADUZZAMAN - CO7196
- MD. MOHIUDDIN CHOWDHURY - CO4789
- MD SALAUDDIN - CO5918
- SHAHADAT HOSSEN - CO5930
- MD. NAZMUL HASAN - CO6745
- FAHAD HASSAN - CO6685
- MD. SHAKIR HOSSAIN - CO6094
- MD. TARIQUL ALAM BHUYAN - CO6924
- GOPI NATH GHOSH - CO5480
- MD. HUMAYOUN KABIR - CO5109
- ZAHID HASAN MARUF - CO6065
- APU DATTA - CO5552

PROMOTED TO CHIEF ENGINEER:

- MOHAMMAD JAHANGIR ALAM - CO3717
- A.T.M. MASUDUL AKBAR - CO5937
- KHALIL UN NABI - CO4941
- MD. MEHEDIUZZAMAN - CO4777
- ABDULLAH AL MAMUN - CO4293
- SYED NIZAM UDDIN - CO3322
- ABDULLAH AL FARUQUE - CO5786
- KHONDAKER MEHEDI HASAN - CO4443
- MD. MINHAZUL KARIM - CO4721
- S.M. TANJIRUL ALAM - CO4843
- MAHBUBUR RAHMAN - CO4856
- MD. SABBIR AHMED - CO4864
- CHANCHAL HALDER - CO4871
- MD. REZAUR RAHMAN RUMAN - CO4551

PROMOTED TO 2ND ENGINEER:

- ASRAFUL ISLAM - CO6538
- MD. FAKHRUL HOSSAIN - CO6016
- MINHAZ UDDIN AHMMED - CO4587
- MD. ARAFAT HOSSAIN - CO6554
- AL MAMUN OR RASHID - CO6574
- MD JASIM UDDIN - CO6967
- ZIADUN NAYEEM - CO6540

New Vessels under our Management

1. IMO - 9885427
Bulk Carrier
Panama Flag
DWT 61192
Built 2020
Joined Haque & Sons Ltd.
24-Aug-2022
2. IMO - 9426776
Bulk Carrier
Panama Flag
DWT 61611
Built 2010
Joined Haque & Sons Ltd.
18-Jun-2022
3. IMO - 9414967
General Cargo
Panama Flag
DWT 20139
Built 2007
Joined Haque & Sons Ltd.
12-Apr-2022

QUOTABLE QUOTES "Famous People"

"The greatest glory in living lies not in never falling, but in rising every time we fall."

-Nelson Mandela

"The way to get started is to quit talking and begin doing."

-Walt Disney

"Your time is limited, so don't waste it living someone else's life. Don't be trapped by dogma - which is living with the results of other people's thinking."

-Steve Jobs

"If life were predictable it would cease to be life, and be without flavor."

-Eleanor Roosevelt

"If you look at what you have in life, you'll always have more. If you look at what you don't have in life, you'll never have enough."

-Oprah Winfrey

"If you set your goals ridiculously high and it's a failure, you will fail above everyone else's success."

-James Cameron

"Life is what happens when you're busy making other plans."

-John Lennon



Seafarer's Voice

My New Journey starts with a taking over vessel "MV. SEA TREASURE"



After completing my pre sea training from Bangladesh Marine Academy I got an opportunity for starting my sea training at Santoku Senpaku Co. Ltd. and Haque and Sons Ltd gave me the chance to select me as a deck cadet for this reputed company. My New Journey started with a taking over

vessel M.V. Sea Treasure.

M.V. Sea Treasure is a new addition of santoku that is built in 2020. The vessel length is 200 m and width 32 m."Sea Treasure" means the valuable asset of the sea. If we take care of the beautiful lady, it will turn into more valuable asset.

I am so excited to join this beautiful lady. Whatever my joining port was Chattogram. After finishing 14 days of quarantine on 24 august Capt. Sir, Chief Engineer sir, Chief Officer sir, 2nd Engineer sir and Chief Cook joined the ship. Other officers and crew joined on 25 August. When we went to near that beautiful lady it's look so amazing. After reaching our destination one by one we were getting onboard. As this was my 1st vessel that's why I didn't know where was my cabin. Then I entered into the accommodation and I was getting surprised. The accommodation was well decorated. Then Capt. Sir asked my rank and gave me a key to open my cabin. After sometimes the Chinese deck cadet came to me and handed over his duty and other things. I know that I have to go a long way to make my dream true.



On 8 September at 1500 hrs the ship sailed and our destination was port kakinada, India and it was my maiden voyage. Before sailing I was at the anchor station. After securing anchor I looked here and there and told to Chief Officer, "Sir, when the ship will sail? Sir told me the ship is already running." I was surprised and I was going to check the ships bow. When I checked I saw that the beautiful lady have already running and to see this scenario automatically my heart was singing our marines anthem. Suddenly a gentle breeze came and punished my hair and I had no attention. Thank you beautiful lady to gift me a beautiful scenery. I will never forget that day of my maiden sailing day.



Prepared by :

Md Reza A Rabbi Tamim

Deck Cadet, BMA 56th Batch

Seafarer's Voice



"AGAINST THE CORONA, TOWARDS THE SEA" STORY OF SUCCESSFUL TAKING OVER "HSL VEGAS"



Greetings to Almighty and all concerned who has created opportunity to be a part of new delivery ship. There is always first time in everything and it was my first time as CADET to take over a new building ship. The dream came true when country's leading manning agency Haque & Sons Limited selected me for the new delivery ship 'MV HSL VEGAS' which is managed by Santoku Senpaku Co., Ltd.

MV HSL VEGAS, a Liberian flagged vessel, which keel was laid in December 2015 and delivered on 27th January 2022 at DACKS shipyard at Dalian, China. She is owned by LUCRETIA SHIPPING, S.A and operated by SANTOKU SENPAKU CO., LTD.

This pandemic has created extraordinary and challenging times for the entire globe, not only concerns of people's health but also drastic changes to our movements. In the amidst of COVID-19 pandemic, the professional than any other time. Regardless of all these unfavorable condition, we 21 crew members took over the vessel MV HSL VEGAS on 10th February 2022 from Chinese crew at the port of Nagasaki, Japan.

Due to COVID-19 pandemic the joining of us was not smooth as before. We all had to face a long-awaited quarantine period which was started from Bangladesh and ended up in the Japan by joining onboard the vessel.

After all crew tested negative in PCR test in Bangladesh, we started our flight. We left Bangladesh on 25th January for Korea. After arrival at Incheon airport, we were COVID tested and taken to hotel for mandatory quarantine. Few of us had to stay back from Korea. Company planned to board us from Incheon but COVID pandemic did not allow it to happen. So, we were moved to Japan from Incheon. After arrival in Japan airport, we had to face COVID test twice and had to stay in hotel for quarantine again. On 9th February we are 21 lucky crew members finally meet at Kobe, Japan. During quarantine period we enjoyed Korean & Japanese hospitality and food too. Though all the cities we stayed were beautiful but we restricted ourselves in hotel for quarantine.

9th February, at night we were picked up by the local agent from the hotel and boarded our expected lady at Nagasaki anchorage. We were warmly welcomed onboard by outgoing Master and initial familiarization was conducted by outgoing Chief Officer. Later we started taking over process from respective outgoing crews.

After two hours of our boarding all Chinese crew disembarked and we had to sail at noon on 10th February 2022 for Panama. Though it was very short period for taking over a new vessel but alhamdulillah we could do it successfully. It was heavy work load for all of us and we went to all trifles on every part of the vessel to run her smoothly.

Alhamdulillah, by the grace of Almighty we made her maiden voyage successful. We will try our best to uphold the high quality & pride of our nation.



Prepared by :

Md Muzahidul Islam

Dk Cdt, BMA 55th Batch

LNG CARRIER RATES SMASH ALL RECORDS AHEAD OF EUROPE'S WINTER



Paul Bartlett | Nov 01, 2022

Spot rates for LNG carriers have set new records during October as tight tonnage supply meets rising demand and Europe's winter approaches.

Rates for modern 174,000 cu m two-stroke ships have climbed close to \$500,000 a day in October, Clarksons said in a market update, and all generations of carriers have set new records. Even thirsty steam-turbine vessels of 145,000 cu m have been fixed at close to quarter of a million dollars, the analyst reported.

The surge in the market has come despite fleet expansion of more than 4% this year likely to outstrip projected tonne-mile demand growth of 1.2%. This is largely due to shorter voyages from the US as vessels previously sailing to Asia have been re-routed to Europe where imports shot up by 62% in September, year on year.

Related: Scramble for FSRUs as LNG takes centre stage

Imports from the US have gone some way to replacing supplies previously piped into Europe from Russia. Now, exports from Freeport LNG, brought to a halt by a fire in June, could resume in November if regulators give the go-ahead.

The Freeport facility could initially start producing at about 85% of its nominal capacity and reach 100% by March, according to reports. The plant usually exports about 15m tonnes of LNG annually.

Related: Jones Act controversy ignited by waiver on LNG cargo

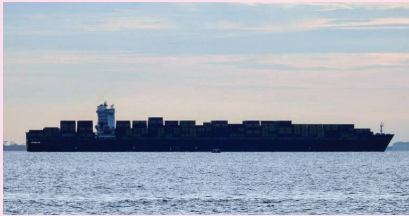
Now, in the run-up to colder weather in Europe, a growing number of ships are tied up at ports or waiting off at anchorages as import capacity struggles to keep pace with soaring volumes. Clarkson noted 7.5% of fleet capacity tied up in this way in mid-October, up from an average of 4.8% between January and August.

There are also more LNG carriers being used for floating storage. Figures for late-October show 22 vessels deployed in storage duties, the analyst reported. In the longer run, more tonnage could be removed from the trading market as older vessels are converted for floating storage or FSRUs to boost import capacity.

Meanwhile, the arbitrage between Henry Hub prices in the US and Europe's TTF benchmark has narrowed since August but still remains at levels never seen before. And European prices could rise again sharply if mild weather so far across the continent turns to a cold snap.

Source URL: <https://www.seatrade-maritime.com/tankers/lng-carrier-rates-smash-all-records-ahead-europes-winter>

CONTAINER SHIPPING TO HIT BOTTOM IN MID-2023 FORECASTS HSBC



Container freight rates are expected to hit a trough in mid-2023 forecasts HSBC Global Research as spot rates fall at 7.5% a week.

Marcus Hand | Oct 12, 2022

Parash Jain, Head of Shipping & Ports & Asia Transport Research, was one of the first to flag a sharp decline ahead in container shipping's fortunes at the start of September when he predicted shipping lines profits would plunge by 80% in 2023 - 24.

Far from being overly negative as some in the industry felt at the time Jain has now accelerated the timeline for the sector to hit bottom after spot rates have tumbled far quicker than anyone expected.

Related: Container shipping set for 'short, sharp, hard landing'

In a research note entitled "Fast and furious" HSBC noted spot rates reported by the Shanghai Containerized Freight Index (SCFI) had fallen by 51% since the end of July - a decline of 7.5% per week. It was also highlighted that spot rates were now well below the levels of contract rates entered into at the start of 2022, especially on the Transpacific trade.

"In fact, at this pace of a 7.5% week-on-week decline, spot rates may hit the average spot rates of 2019 by the end of 2022e, a level where we expect capacity discipline to meaningfully emerge, especially when rates go below cash costs," Jain said.

Related: Container shipping profits will drop by 80% in 2023/24: HSBC report

HSBC has brought forward its expected trough of freight rates to mid-2023 from 2024 with a lower demand forecast and a higher than expected effective capacity increase due to the unwinding of congestion. Sector profitability is set to hit bottom in second half 2023.

The analyst expects Q3 2022 earnings to remain resilient, but profit guidance statements may provide clues as to whether lines have been able to defend contract rates in renegotiations.

"The reactivation of capacity after the Golden Week period vs. extended blanked sailings will likely determine whether freight rates stabilise any time soon," the research note said.

HSBC has cut profit estimates for listed container lines for 2022 - 24 by up to 51%.

Copyright © 2022. All rights reserved. Seatrade, a trading name of Informa Markets (UK) Limited.



Seafarer's Voice

ENTER INTO DREAM WORLD



After passing so many filtration processes with proper procedure, finally I was selected for Wisdom Marine Line S.A. Special thanks goes to Haque & Sons Ltd manning agency, Bangladesh. I was very lucky & happy to get the opportunity in

Wisdom Marine Line S.A. After joining, it was a great experience for me to do my training under some superior officers. To general people it might seem to be a very tough profession, but in my case ship is a second home for me. Around 5 million people in this industry earning their daily bread & butter by shipping. Seafaring is not a job it's a life style at sea. When I am in a middle of a ocean there is nothing but a sea as far as the eyes goes on that time ship is my only world. Ship gives me a motivation for reaching my best goals. So ship is not just a world to me, it is a full expression to me. Only Haque & Sons dream up me to build my life in a good profession.

Very much thanks to Haque & Sons to give me a chance to enter into my dream world.



Prepared by :

Iftakhar Hossain Riyan

Deck Cadet, BMA 54th Batch



This is my first ship name is Bunun Glory in Wisdom Marine Line S.A. I was excited to join this company. Because I already heard this name many times from my friends. In my time, I was so lucky Haque & Sons Ltd. Manning this company. After joining ship, my experience is too good. How do you define ship? To general people it might strike like - ship is a transportation which moves in the surface of water. But to me ship is my another

home when I am onboard. Ship is my office. Ship is the medium of my daily bread and butter, just like more 1.2 million people in this industry earning their daily bread and butter. Ship is my motivation for giving my best and reaching the highest rank. And when I am in the middle of the ocean and there is nothing just the sea as far as the eyes go. This ship is my world at that time. So, ship is not just a world to me, it is full expression to me, and people related to the Maritime industry.



Prepared by :

Muhammad Abdul Wajed

Engine Cadet, BMA 54th Batch



Company News



48th UNIX LINE PTE. LTD. TRAINING & EDUCATION SEMINAR



It has been more than three years since UNIX LINE PTE LTD in person crew training and education seminar was conducted in Bangladesh. Because of the Pandemic it was not possible to conduct any in person education training during this period. Although crew education webinar was arranged frequently by Unix Line. So, after more than three years UNIX LINE PTE LTD held their 48th crew training and education seminar at Radisson Blu Hotel Chittagong on 11th & 12th October 2022. MOL Chemical Tanker (Owner of Unix Line) is always committed to ensuring the safety of people, vessel, cargo and the environment. Mr. Yoshikazu Kano, Executive Officer (Marine Division), Mr. Hiroshi Kitamura Executive Officer (Operation division) of MOL Chemical Tankers conducted the seminar along with Capt. Amit Jain Managing Director of Unix Line and his team consist of General Manager, Manager and Superintendents of Marine & Technical department.

Education & Training is quite important both for young and seasoned seafarers as it may contribute significantly to furthering their career prospects. Training and education seminar is helping them to enrich their knowledge to run the vessel smoothly. More than 80 seafarers attended the seminar this time. Seminar was conducted by complying various Covid-19 protocol to ensure participants health & safety.



On the 1st day, in presence of officers and ratings various topics were discussed related to toxic cargo handling, gas freeing operation, crew relief management training during covid-19, MOLCT current organization, IMO 2020 compliance and SIRE 2.0 introduction. The objectives of the seminar are to exaggerate the seafarer's knowledge to run the vessel smoothly. After lunch, participants were divided into deck and engine department.



For deck department lectures were given on cargo tank inspections, tank cleaning procedures, use of spectrophotometer and MEC MCB operation USA Europe March 2022. For engine department lectures were given on latest incidents related to boiler & generator engine, recent technical info & warning and upkeeping of MARPOL equipment. The 1st day of seminar was ended with sumptuous dinner.

On the 2nd day the seminar was held in Haque and Sons Chattogram office's training and seminar room. Only officers and engineers attended 2nd day seminar. Lectures were given on navigational safety, crew injury prevention, main engine & propulsion trouble, seafarer mental health and MOLCT operation related matters. Later discussion related to vessel's day to day operation and crew management were carried out. In this open platform officers and engineers gave their valuable feedback to the MOLCT and Unix Line management. It is always fruitful to conduct the seminar in person as this become more interactive. As a token of appreciation Unix Line staffs later handed over the gifts to all the participants and a group photo session took place thereafter.

The Seminar was ended with a short speech by Capt. Amit Jain, Managing Director of Unix Line Pte Ltd and Mr. Emdadul Haque Chowdhury, Managing Director of Haque & Sons Ltd. They expressed their sincere gratitude to all the attendees to make the seminar enjoyable & fruitful.





HSL added New Principal MMS Maritime (India) part of the Meiji Shipping group in Japan



MMS (Meikai Marine Services) was originally a part of the Meiji Shipping group in Japan. It was originally Shipping Affairs Division which was later made into a Tokyo-based independent unit to manage their liners technically. Hence MMS was established as a separate company to streamline operations, retaining their more than 50 years of experience in technical ship management, consultation for shipbuilding, dockyard supervision, sale and purchase inspections and other related services. MMS Japan, established in July 1974, is in the business services of ship management, supervision of



construction, remodeling, inspection, and related transactions.

MMS Maritime (India) Pvt. Ltd was established in 2001 to support the MMS Group in Japan for employing high quality seafarers and maintaining a dedicated pool of seafarers for tanker operations under the excellent leadership of Dr Sanjay Bhavnani. The company is involved in the operations of various tankers and container vessels. The tank vessel fleet includes gas tankers (LNG, VLGC), oil tankers (VLCC, AFRA Tankers, (VLGC ad LNG Vessels), oil vessels (VLCC's, AFRA, LR, & MR), oil and chemical (MR) and the container fleet includes large vessels of about 9000-10000 TEUs.

HSL recently started manning business with MMS Maritime India employing female officers and cadets from Bangladesh. Another milestone HSL opening new door for employment of female seafarers.

3rd Marine Engineer Nafisa Nova (50E) & 3rd Deck Officer Anjuman Ara Nishi (50N) have joined on an Oil/Chemical Tanker MT Hafinia Shenzhen. 3rd AE Ms. Lovely Das has lined up to join tanker vessel shortly. MMS Maritime is looking to expand more junior officers ETO's including expansion of female seafarers. We look forward to long relationship with MMS Maritime India for such invaluable opportunities - offered to our young Bangladeshi seafarers in their tanker fleet.

IGF CODE AND DUAL FUEL ENGINES

IGF Code (International code of safety for ships using gases or other low flash point fuels: entered into force on 1st January 2017) provides an international standard for ships that use gases or low flash point fuels, other than those covered by the IGC Code. The basic philosophy of this Code is to provide mandatory provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using low flashpoint fuel to minimize the risk to the ship, its crew, and the environment, with respect to the nature of the fuels involved. Current version of this code includes the functional requirements for natural gas fuel. It requires that the safety, reliability, and dependability of the systems shall be equivalent to conventional oil-fuelled main and auxiliary machinery and shall limit the probability and consequences of fuel related hazards to a minimum, in the event of a gas leakage.

Functional requirements that are to be terms of operation and performance as well criterion of installation of instruments and supply storage and bunkering arrangements; machinery and related components. Armed shutdown systems; fixed gas detection, implemented by the IGF code, safe and laid out specific requirements to minimize space with gas or low flashpoint fuelled arrangements, mechanical protection of systems, equipment, and refuelling systems; safety in case of any gas leakage of propulsion and gas supply equipment should not lead to an unacceptable loss of power.



translated in place includes the reliability in as safety features with detailed design control elements placed in hazardous areas; venting, piping and pumping systems and with suitable monitoring, control, alarm, and protection and extinction measures as reliable operation is to be ensured. IGF code probability of a gas explosion in a machinery machinery, with respect to safe location space power generation equipment, fuel storage while it states that the action taken to ensure

As per the code the probability of a gas explosion in a machinery space is to be eliminated either by (1) Gas safe machinery spaces, where a single failure cannot lead to release of fuel gas into the machinery space or (2) ESD-protected machinery spaces, where in the event of abnormal conditions involving gas hazards, emergency shutdown (ESD) of non-safe equipment (ignition sources) and machinery shall be automatically executed. In an ESD protected machinery space a single failure may result in a gas release into the space. Venting is designed to accommodate a probable maximum leakage scenario due to technical failures. Failures leading to dangerous gas concentrations, e.g., gas pipe ruptures or blow out of gaskets are covered by explosion pressure relief devices and ESD arrangements.

For Dual Fuel engines covered by IGF, in case of shutoff of the gas fuel supply, the engines shall be capable of continuous operation by oil fuel only without interruption. An automatic system shall be fitted to change over from gas fuel operation to oil fuel operation and vice versa with minimum fluctuation of the engine power in the case of unstable operation on engines. Manual activation of gas system shutdown shall always be possible where the gas fuel supply shall be shut off not later than the ignition source. It shall not be possible to shut off the ignition source without first or simultaneously closing the gas supply to each cylinder or to the complete engine.

Both WinGD (2stroke X-DF) and MAN (ME-GI, ME-LGI) has introduced IGF compliant marine engines. X-DF engines on board seagoing vessels use the cargo LNG or LNG stored in a separate / additional gas fuel tank in gaseous phase as their primary fuel and operates on lean burn concept. The safety concept of X-DF is based on early detection of problems that could lead to a hazard, followed by immediate actions to prevent the situation from becoming dangerous. Depending on the machinery configuration and the type of problem detected, the Engine safety system (ESS) can initiate alarm, trip to diesel mode, and introduce slowdown or shutdown. MAN engines (ME-GI: uses Methane/ Ethane; ME-LGI: uses Methanol/ Ethanol/LPG/DME) on the other hand uses 'Gas safe engine room' concept where the gas system is actually an add on to the ME engine. In case of single failure (a) for gas shutdown, the gas injection is stopped immediately, and the engine continues almost bump less on fuel without load reduction; and for (b) for gas stop the gas injection is ramped down to minimize gas injection and then gas injection is stopped. Engine speed and load is maintained all the time during the changeover to the fuel running.

"Safety Tip"

3 Maritime Safety Tips

#1 Maintain Situational Awareness

Being aware of your surroundings is essential to maritime safety. Maintain good visibility and pay attention to equipment that is lifting or moving cargo. Report any problems, including mechanical breakdowns, electrical malfunctions, spills, or unsafe conditions, to the captain or safety officer immediately.



#2 Follow Safety Procedures

Participate in training and keep your safety certifications up to date. Wear appropriate protective gear for your duties on board, which might include safety harnesses, helmets, shoes, or goggles. Establish a culture of safety and trust with your co-workers, by alerting each other to danger and responding to any maritime injury with proper first aid.

#3 Be Fit for Duty

Maritime workers have a responsibility to their ship and crewmates to be fit for duty. Staying physically fit and sober and learning the skills necessary to those duties is required. While ship workers are undeniably tough individuals, they need to report injuries or other factors that might make them unable to safely do their jobs. Fatigue, illness, intoxication, or lack of training can all make serious injuries more likely.

Our Readers Matter

We are very pleased to receive plenty of responses to our March, 2022 newsletter - all very positive. It has turned out to be a worthy attempt to reach out to our staff on board and in fact we are very heartened by the fact that some of our readers from the sea took the trouble to offer relevant comments and suggestions in order to make this newsletter more meaningful. Thank you very much indeed.

By Mail

"HS Newswave"
Haque & Sons Ltd.
1267/A Goshaildanga, Agrabad Commercial Area
Chattogram-4100, Bangladesh.

By Electronic Mail:

Email: newsletter@haqsons.com

You can access more detailed information regarding our newsletter at www.haqsons.com/newsletter.htm

One-Pot Garlicky Shrimp & Broccoli

Recipe



Corner

Shrimp cooks quickly in this easy, one-pot recipe, making it perfect for busy weeknights. Serve over whole grains or rice.

Active: 20 mins, Total: 20 mins, Servings: 4

Ingredients

- 3 tablespoons extra-virgin olive oil, divided
- 6 medium cloves garlic, sliced, divided
- 4 cups small broccoli florets
- ½ cup diced red bell pepper
- ½ teaspoon salt, divided
- ½ teaspoon ground pepper, divided
- 1 pound peeled and deveined raw shrimp (21-30 count)
- 2 teaspoons lemon juice, plus more to taste



Directions

Step 1

Heat 2 tablespoons oil in a large saucepan over medium heat. Add half the garlic and cook until beginning to brown, about 1 minute. Add broccoli, bell pepper and 1/4 teaspoon each salt and pepper. Cover and cook, stirring once or twice and adding 1 tablespoon water if the pot is too dry, until the vegetables are tender, 3 to 5 minutes. Transfer to a bowl and keep warm.

Step 2

Increase heat to medium-high and add the remaining 1 tablespoon oil to the pot. Add the remaining garlic and cook until beginning to brown, about 1 minute. Add shrimp and the remaining 1/4 teaspoon each salt and pepper; cook, stirring, until the shrimp are just cooked through, 3 to 5 minutes. Return the broccoli mixture to the pot along with lemon juice and stir to combine.

Nutrition Facts

Serving Size: 1 cup

Per Serving:

214 calories; fat 11g; cholesterol 183mg; sodium 441mg; carbohydrates 6g; dietary fiber 2g; protein 25g; sugars 2g; niacin equivalents 1mg; saturated fat 2g; vitamin a iu 2074IU; potassium 525mg.

**THE ONLY INSTITUTE HAVING
FULL MISSION 233 DEG BRIDGE SIMULATOR,
ENGINE ROOM SIMULATOR,
ECDIS AND GMDSS FROM UK.**

Dhaka Campus:
House No-38/A, Road No-7,
Sector-3, Uttara Model Town
Dhaka, Bangladesh.
Tel. No: +88 09617893080
Email: contact@bmti.org

Chittagong Campus:
Rummana Haque Tower,
1267/A, Goshail Danga, Agrabad
C/A, Chittagong, Bangladesh.
Tel. No: +880233327350
Email: contact@bmti.org

www.bmti.org

[facebook.com/bmti.org](https://www.facebook.com/bmti.org) twitter.com/BMTIBangladesh

The views or comments expressed in "Seafarer's Voice" may not necessary reflect the views of the management.

HS NEWSWAVE is published semi-annually by the concerned department of Haque & Sons Ltd,
Rummana Haque Tower, 1267/A, Goshaildanga, Agrabad C/A, Chattogram-4100, Bangladesh.

E-mail: haqsonsctg@haqsons.com, Phone: +88 02 333316214-6

Web: www.haqsons.com

