

# ACHEON AKTI®

NAVIGATION COMPANY LTD



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# ARGONAUTIS

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# Argonafitis

**“Argonafitis”** (the Argonaut) refers to the legendary crew of the ship Argo in Greek mythology. Led by the hero Jason, the Argonauts embarked on a daring quest to find the Golden Fleece, a symbol of authority and kingship. Their journey was filled with adventures, challenges, and encounters with mythical creatures, making their story one of the most famous in Greek mythology.

The name “Argonaut” itself combines:

**“Argo”:** The name of their ship, which was said to be divinely built with the help of the goddess Athena.

**“Naut”:** Derived from the Greek word *nautēs*, meaning “sailor” or “seafarer.”

The Argonauts’ tale is symbolic of exploration, courage, teamwork, and overcoming obstacles.

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# A Note from the helm

Insights from the Managing Director



As we embark on a new year, I extend my warmest wishes for success, joy, and prosperity to you and your loved ones. May the year ahead be filled with the happiness and fulfillment you deeply desire. In your professional journey, I wish you continuous growth, enriched knowledge, and valuable experiences.

While we often express our aspirations as “wishes”, hoping for a certain outcome, the reality of the shipping industry demands a different approach. When it comes to safety and compliance, wishing for a safe year is not sufficient. True safety requires a proactive mindset, a commitment to excellence, and a relentless pursuit of improvement.

This is where wishes transform into goals.

Therefore, while I wholeheartedly wish you success, health, and happiness, our unwavering focus remains on achieving Zero Incidents, Zero Pollution, and Zero Loss of Life on board.

I am confident that through our collective efforts, both at sea and ashore, we can work with renewed vigour and dedication to make this goal a reality.

Let us embrace this new year with a spirit of hope and a commitment to action. Together, we can build a safer, more sustainable, and more successful future for our industry.

I look forward to all of us at sea and ashore working with greater zeal and strength to make this goal possible. Happy New Year.

Charalambos Manoli  
Managing Director

*Charalambos Manoli*



# Safety matters

Understanding and addressing  
Risk Normalisation

By **Captain Manish Verma**, General Manager  
Marine Operations

The gradual acceptance of unsafe practices, fueled by a lack of immediate consequences, erodes safety standards and paves the way for complacency. Vigilance and adherence to protocols are the keys to breaking this cycle.

“Risk Normalisation” is a dangerous phenomenon where initially unacceptable practices gradually become “normal” through repeated incidents without major consequences. This insidious process can lead to complacency and a decline in safety standards.

## Examples of Risk Normalisation at sea:

- **Ignoring PPE:** Using power tools without safety goggles, neglecting ear protection in noisy environments.
- **Bypassing Safety Procedures:** Entering confined spaces without proper ventilation or gas testing, disregarding SMS procedures for critical tasks.
- **Disregarding Fall Protection:** Working overside without using fall arresters, ignoring safety harnesses when working at height.
- **Taking Shortcuts:** Crossing over taut mooring lines, improperly securing heavy loads during lifting operations.



### The Deviation Spiral:

The first time we deviate from established safety protocols, we are often acutely aware of the risks. For example, the first time you answered a phone call while driving, you were likely hyper-vigilant, keeping your eyes on the road and minimizing distractions. However, if you successfully navigate this initial deviation without incident, you may gradually become more comfortable with this behaviour. You might start taking longer glances at the phone, reading text messages, or even engaging in social media while driving.

This gradual increase in risk-taking behaviour is known as the “deviation spiral.” As long as negative consequences are avoided, the individual or organisation becomes desensitised to the risks, leading to further deviations and ultimately, a dangerous erosion of safety standards.

### Breaking the Cycle:

- **Foster a Culture of Vigilance:** Continuously remind yourself of the potential consequences of even minor deviations from safety protocols.
- **Promote Open Communication:** Encourage open reporting of near misses and unsafe observations without fear of reprisal.
- **Conduct Regular Safety Audits and Trainings:** Identify and address potential hazards, reinforce safe work practices, and ensure all personnel are adequately trained.
- **Lead by Example:** Demonstrate a strong commitment to safety at all levels, from senior management to deckhands.

By actively addressing risk normalisation and prioritising safety in all our operations, we can create a safer and more productive working environment for everyone in the maritime industry.

# Tech update

## Optimising Main Engine Cylinder Lubrication (MAN B&W)

By **Surya Prakash Reddy**, Senior Technical Superintendent



“With the new sulfur regulation in place, lubrication characteristics have changed, requiring careful selection of oil and feed rate to prevent liner glazing and maintain engine safety.”

Cylinder lubrication is the most essential component for safe operation of the diesel engine. The following are the functions of the cylinder lube oil

- 1.Reducing the friction between liner and the piston rings.
2. Dispersing the carbon deposits.
3. Neutralising the acidic residues formed after the combustion.
4. Acts a micro seal preventing the gases from entering the under-piston spaces.

To achieve effective lubrication we should ensure that the correct lubricating oil is selected, and correct feed rate is set.

With the new sulfur regulation in place and use of LSFO/VLSFO the lubrication characteristics would change. The sulfur component in the fuel and the residues was essentially providing a part of lubrication and was an important component in causing a limited corrosion on the surface which was beneficial for maintaining the roughness of the liner surface.

### ***How does the removal of Sulfur from the fuel effects the cylinder lubrication?***

The sulfur component was forming Sulphuric acid, and this acid was being neutralised by the alkaline properties of the lube oil which is primarily the BN and is a measure of Potassium hydroxide in the oil. Excess KOH will cause alkaline deposits which will form hard abrasive particles when dry and cause abrasive wear on the liners causing Glazing on liners. Previously the low temperature corrosion was associated with breaking up of the surface asperities which would keep the liner surface rough enough to hold the lubricating oil. Glazing of the liner enhances the wear on the liner.

So, it is essential to select the correct BN for the Lubricating oil, presently many Oil majors are supplying BN 40 Cylinder oil to meet with the requirements. However, the sulfur content of the bunkered fuel varies a lot and sometimes even the sulfur content is below 0.1%.

### **Cylinder Oil feed rate settings: What is Optimum?**

As discussed in opening statement, the function of the lubricating oil apart from neutralising the acids is to provide dispersancy and the micro seal. As a thumb rule do not reduce the Feed rate setting below the Engine Makers recommended setting.

There are no new recommendations to deal with ULSFO / VLSFO.

MAN B&W guidelines ref to Cylinder lubrication are very confusing as they advise that Cylinder lubrication has to be adapted to an acceptable wear level. So, the ACC values have a general guideline but not a fixed ACC value for each ship. ACC familiarisation cannot be carried out when the engine is using fuel which is outside the ACC active range. In this event it becomes utmost important for the Engineers to keep the feed rate according to the maximum feed rate which should be used after the running in, in MAN B&W engines it is 0.7g/Kwh.

However, you will see from the latest service letter that we need to keep the feed rate at 1.0g/Kwh on Low BN oils and reduction should not be more than 0.1g/Kwh.

To determine optimum feed rate setting following to be considered:

- Measuring the Iron content in the scavenge drain samples.
- Measuring the residual BN of the Scavenge drain samples.
- Visual inspection of the Piston rings, top lands and the Liner.



**Note:** Do not reduce the feed rate below 1.0g/Kwh without discussing with your technical superintendent.

**Suggestion:** For MAN B&W (Both Alpha lubricators / Mechanical lubricators) increase your Cylinder oil feed rate to 1.0g/Kwh when using VLSFO / ULSFO and Low BN Cylinder oils.

Carry out inspection of the Liner and the Piston ring and discuss with your technical superintendent if the settings must be reduced.

### **Feed rate settings in Alpha Lubricators**

A note of caution **“be careful when changing the settings in the Alpha lubricators”**, best way is to select the Min Feed rate setting and set it at 1.0g/Kwh for all the Units.

If you are changing the settings in terms of % ensure that the basic feed rate setting is set at 1.0g/Kwh and not 0.6g/Kwh.

Please discuss the procedure with your technical superintendent if you have any doubt.



# Operations spotlight

## Best practices for Ballast Water Records and Reports

By **Andreas Stratinas**, DPA / CSO / Compliance Manager

The revised format of the Ballast Water Record Book expands the items to be recorded and changes the existing item numbers to a code letter and item number.

At MEPC 80 in July 2023, amendments related to requirements for ballast water record book format specified in regulation B-2, Appendix II Annex to the International Convention for The Control and Management of Ships' Ballast Water and Sediments were adopted as IMO resolution MEPC.369(80). Vessels are required to comply with the new format of BWRB from 01 February 2025.

A report on the experience - building phase associated with the BWM Convention indicated that the most frequently reported deficiencies by PSC were related to the entries in the BWRB.

To address these issues, **Appendix II of the BWM Convention** has been updated to enhance and clarify the information recorded in the BWRB.

### Changes:

- The revised format of the Ballast Water Record Book expands the items to be recorded and changes the existing item numbers to a code letter and item number.
- A Ballast Water Reporting Form (BWRF) and instructions for its completing. A BWRF may be submitted prior to entry into a port State that requires specific information regarding the management of ballast water on ships bound for its ports, offshore terminals or anchorage areas.
- Tank-by-tank log (voluntary) - to maintain voluntary tank-by-tank records of ballast water operations that may facilitate completion of a BWRF by allowing the crew to efficiently track the contents of each tank and hold that carries ballast water.

### Action Required:

On receipt of New BWRB -the existing ("old" format) Ballast Water Record Book should be closed, and a line drawn through any unused pages.



# Crew connect

Updates from HR and Crewing

By **Sofoklis Constantinou**, HR & Crewing Manager

Shipowners are now obligated to provide seafarers with appropriate social connectivity on board, including internet access.

## MLC Amendments entered into force 23.12.2024

The Maritime Labour Convention, 2006 (MLC, 2006) underwent significant amendments in 2022, which came into force on December 23, 2024. These changes aim to enhance seafarers' rights and improve their working and living conditions.

### *Key updates include:*

- **Recruitment and Placement**

**Financial Protection Awareness:** Seafarers must be informed, prior to or during engagement, about their rights under financial protection systems established by recruitment and placement agencies. These systems are designed to compensate seafarers for monetary losses if agencies or shipowners fail to meet their obligations.

- **Repatriation**

**Facilitation of Repatriation:** Member States are required to facilitate the prompt repatriation of abandoned seafarers. They must also ensure that replacement seafarers engaged in their territory, or on ships flying their flag, receive their rights and entitlements under the MLC, 2006.

- **Accommodation and Recreational Facilities**

**Social Connectivity:** Shipowners are now obligated to provide seafarers with appropriate social connectivity on board, including internet access. Any charges for such services should be reasonable. Port States are also encouraged to offer similar facilities to seafarers on ships in their ports and anchorages.

- **Food and Catering**

**Quality and Availability:** Seafarers must have access to good quality drinking water free of charge. Meals provided should be balanced, and supplies of food and drinking water are to be inspected concerning their quantity, quality, nutritional value, and variety.

- **Medical Care Onboard and Ashore**

**Immediate Medical Access:** Seafarers in need of immediate medical care should be promptly disembarked and given access to medical facilities ashore. This includes cases of serious injury, severe pain, or suicide risk. Additionally, Member States must facilitate the repatriation of the bodies or ashes of seafarers who have died on board.

- **Health and Safety Protection and Accident Prevention**

**Personal Protective Equipment (PPE):** Seafarers are to be provided with appropriately sized PPE, particularly to accommodate the increasing number of women seafarers. Furthermore, all deaths of seafarers are to be recorded and reported annually to the International Labour Organization (ILO), with relevant data published.

These amendments reflect a concerted effort to address challenges faced by seafarers, especially those highlighted during the COVID-19 pandemic, and to promote better working conditions at sea.



# IT insights

Ensuring seamless operations

By **Aristotelis Kranias**, Chief Design Officer

Regular updates for your devices and software are crucial. These updates often include new features, bug fixes, and - most importantly - security patches.

Technology plays a big role in our work, and a few small habits can go a long way in avoiding hiccups and keeping things running smoothly. Here are some friendly reminders from your IT team:

**1. Stay Updated:** Regular updates for your devices and software are crucial. These updates often include new features, bug fixes, and - most importantly - security patches. To avoid disruptions, try scheduling updates during lunch breaks or at the end of your workday.

**2. Protect Your Accounts and Data:** Use strong, unique passwords for each of your accounts. A good password combines upper and lowercase letters, numbers, and symbols. Managing multiple passwords can be tough, so we recommend using a reliable password manager like Bitwarden. Password managers securely store all your credentials and help you create strong passwords, making it easy to stay secure. Whenever possible, enable multi-factor authentication (MFA) - it's an easy way to add an extra layer of protection.

**3. Back Up Your Files:** Imagine losing all your work due to a technical issue - it's a nightmare no one wants to face! Make it a habit to back up important files regularly. Whether it's cloud storage or an external drive, a backup can be a lifesaver.

**4. Be Wary of Phishing Scams:** Cybersecurity threats like phishing emails are becoming increasingly common. If you receive an email from an unknown sender, be cautious about clicking on links or downloading attachments. When in doubt, forward it to the IT team for a second look.



**5. Restart Your Device:** If your computer or phone starts acting up, don't panic - sometimes a simple restart is all it needs. It's a quick fix that often resolves common glitches.

**6. Report Issues Early:** If something doesn't seem right - whether it's a slow system, strange pop-ups, or anything else unusual - let us know as soon as possible. Early intervention can prevent small issues from becoming big problems.

Remember, we're here to help! Whether it's troubleshooting an issue, answering questions, or offering advice, the IT team is always just a message away. Taking a few minutes to follow these tips can save you time and stress down the road.

# SOFTWARE UPDATING

# Voices from the sea

An interview with a seafaring captain

By **Captain Alexey Karizhskiy**, M/V ICE GRACE

## ***Can you share a bit about your journey in the maritime industry?***

My journey commenced from entering in Maritime Academy. Studying during totally 6.5 years was not easy but very interesting. My first practice was on board of Reefer Vessel. During my first contract I understand, that want to continue work at sea and need to do my best in receiving experience in all aspects of seamanship. Then step by step I've built my career and, as result, was very happy after receiving offer to join vessel as Captain.

## ***What does a typical day on board look like for you?***

Days on board are not often typical and are changing day by day due to vessel's movements and operations. Of course there is the schedule of work, but for Captain business schedule can be changed in every moment. Typical day can be as follows:

- **06:00** Waking up, light gymnastic, cold shower
- **07:00** Planning of working day with Chief Officer, Chief Engineer
- **07:20** Breakfast
- **07:20 - 12:00** Work with documentation, control of performing of planned works, rounds around the vessel
- **12:00 - 12:30** Lunch Time
- **12:30 - 17:50** Work with documentation, control of performing of planned works, rounds around the vessel
- **17:50** Sizing up work day results with Chief Officer, Chief Engineer
- **18:00 - 18:20** Dinner Time
- **18:20 - 23:00** Time for Sport, Books, Cinema...

This timing is only possible example of routine day, but generally 00:00 - 24:00 7 days in week, I have to keep under control all processes on board, control safe movement of the vessel, e.t.c. list is very long.



## ***3. What would you say are the biggest challenges in your role?***

It is difficult to emphasise one or two challenges in Captain's role. Captain work is one big challenge and primary goal is to be the best in all respects and always be the winner in different situations.

## ***4. What's the most rewarding part of being a Captain?***

For me most rewarding part is to complete my contract with understanding that vessel condition becomes better, Company and Owner are happy with my performance, Crewmembers are healthy, well safety trained and ready for new journeys.

## ***5. Any advice for those looking to pursue a career at sea?***

In my opinion, if somebody will decide to build career at sea, firstly need to make one contract for understanding that he will be able to continue. In case of positive decision, only self-education and willingness to learn everything on board will help to go up on career ladder. Beginners need to understand, that work at sea is not only source to get good salary. It is lifestyle, giving opportunity for each seafarer to be the link in Great Seamen's World Chain and the chance to make our Planet better.

# Events and Highlights

Key moments and milestones



Acheon Akti was proud to participate in the CSC Charity Beach Volleyball Tournament 2024, supporting a great cause!



Christos Manoli participated in the 'Beyond Borders' event, hosted by Arribatec Marine, which highlighted the impact of mobile technology on the maritime industry.



Our company was honoured at a prestigious ceremony organised by the International Propeller Club, Port of Limassol, in collaboration with the Cyprus Shipping Chamber and the Cyprus Union of Shipowners.

Acheon Akti Navigation had the honour of bringing together employees, business associates, and friends for a memorable New Year's celebration, filled with joy and gratitude for the year ahead.





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