



CRYSTAL SHIPPING INC. NEWS LETTER

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Hashtag Claro (#claro).

Over the years, Crystal Shipping Inc. has undeniably been growing. Despite the challenges of scarce business opportunities within the local and international maritime market, Crystal continuously managed to bring in more employment both to our seafarers and office personnel. Our existing business partners has continuously entrusted Crystal Shipping Inc. with their sophisticated lines of vessels.

I believe that Crystal's unique and realistic set of core purpose and values is paving the way for our

continued success in the midst of a challenging period in the industry. With this success is the growing family of Crystal and our internal processes and systems. We embrace these challenges with live spirits and utmost zest in our workplace.

In the beginning of year 2017, we launched our official hashtag (our rallying cry) that simply defines our ultimate strategic plan for the year and that is to clearly set our processes and systems in place and align it with our day-to-day commitment at work. That is #Claro.

With #Claro, we aim to strengthen the understanding of our set goals and purposes within the top management first thing. Rippling this mutual understanding of our systems and values towards our management team reverberating to our Crystal reps and then to our valued customers. This is our main approach to achieve #Claro.

Our vision, that we work in our area of strength, love what we do not because we have to.

Let us continuously move ahead with uniform vision of your future with Crystal. Let us take our PUSO

and PASSION spirit to a whole new perspective with a renewed attitude.

Crystal extends its gratitude and commitment to you our valued customers and your families.

Crystal, Delivering Happiness through WoW Service!

Believe.

Crystal Shipping, Inc.

Emily A. Crisostomo
Chief Impactor

WHAT'S NEW WITH CRYSTAL ?

Crystal in its earnest effort in delivering Happiness through WOW Service to our Principals' vessels is strengthening our Recruitment Team by adding Mr. Anthony Rey Lescano.

Graduate of Psychology, Mr. Lescano have worked as Human Resource Officer, Quality Assurance Representative and Fleet Operator under Maersk and Agile Maritime Resources for the last 8 years.



Our New Crystal Representative

By: Melba Lorenzo



Pamela, 20, is an academic scholar of BS Information Technology from National University and graduated last May 2017. She

is fourth among the five all-female children of her parents who run a family business – Angelpam Cargo Services. Pam was a former intern of Crystal under IT Department. Pam is a music lover. Pam is also a dancer and was a former member of NU Pep Squad. She even bagged the "Dancer of the Year" award last

2012. She also loves watching Korean drama series and k-pop music video.

Pam is very optimistic person, she will never stop until she achieves her goals thru her dedication and spiritual faith.

Crystal Shipping Inc welcomed Pam last 03 July 2017. You may reach Pam's inbox at pamgarrote@crystalshippinginc.com

Shallom, 20, is newly graduate of BS Information Technology from National University last May 2017. He was our former intern in IT department. He is a third born among his three other siblings.

Shallom loves watching Korean dramas, vlogs and trending updates at youtube. He is in to mobile games when he is bored. He also loves browsing social medias application.

Shallom officially joined Crystal Shipping Inc as IT Coordinator last 03 July 2017. You may contact Shallom Edillo at shallomedillo@crystalshippinginc.com.



Emman, 23, is a newly graduate of BSBA major in Operation Management course in Adamson University last March 2017.

Emman loves to sing. He is part of a church choir in their area and he also take advantage of his talent as a source of income. He takes part-time stint as choir conductor at Mary Chiles College. He was part of Adamson University's dragonboat paddler team.

Emman officially joined Crystal Shipping Inc as Purchasing Coordinator last 15 May 2017. You may contact Emman Ferrer at emmanferrer@crystalshippinginc.com.



Mina, 24, lives in Obando, Bulacan with her family. His mother manages an eatery while his eldest brother works in a private company. She finished Bachelor Degree in Computer Science at Colegio De San Pascual Baylon, year 2014.

Mina is single and is in a relationship. According to her, there is no plan of settling down anytime soon.

Mina officially joined Crystal Shipping Inc as Administrative Coordinator last 17 April 2017. You may contact Carmina Jocson at minajocson@crystalshippinginc.com.



Jesse, 28, is a mariner by profession. He finished BSMT year 2012 and joined two vessels with IMMJA-PJMCC and Magsaysay Maritime Corporation as Deck Cadet. He practiced education for two years with Our Lady of Fatima University under College of Maritime Education. He aims to challenge his skills and earn additional learnings.

Jesse officially joined Crystal Shipping Inc as Crew Coordinator last 17 April 2017. You may contact Jesse Pereda at jessepereda@crystalshippinginc.com.

Pam, 22, is a newly graduate of BS Psychology degree at Samar State University. Her family lives in Catbalogan, Samar. She was raised her grandparents together with her three other sisters while her mother worked as a school utility personnel. Two of her three sisters are still studying while the other works as a medical representative.

Pam officially joined Crystal Shipping Inc as Crew Coordinator last 22 May 2017. You may contact Pamela Raguine at pamraguine@crystalshippinginc.com.



Marina Advisory

We are pleased to inform of **MARINA STCW Advisory No. 2016-24** with subject "ADVISORY ON IMO'S ADVICE FOR PARTIES, ADMINISTRATIONS, PORT STATE CONTROL AUTHORITIES AND RECOGNIZED ORGANIZATIONS ON ACTION TO BE TAKEN IN CASES WHERE NOT ALL SEAFARERS CARRY CERTIFICATES AND ENDORSEMENTS MEETING THE 2010 MANILA AMENDMENTS TO THE STCW CONVENTION

AND CODE FROM 1 JANUARY 2017" dated 12 December 2016.

In accordance with IMO MSC.1/Circ. 1560 (copy attached), port state control may allow seafarers with certificates not in accordance with the requirements of the 2010 Manila amendments to the STCW Convention, until **01 July 2017**. Thus the extension of validity of STCW CoCs

from 01 January 1, 2017 to 01 July 2017.

All concerned are enjoined to require seafarers to apply for issuance or revalidation of certificates under the 2010 Manila amendments to the STCW Convention the soonest possible time before they are deployed onboard.

10 Most Common Life-Threatening Accidents On Board Ships



Man overboard situation is a common and one of the most dangerous situations wherein the person falls into water while working or as a result of some accident. Though seafarers are trained to deal with such situations, bad weather and heavy sea can spoil the rescue operation. Areas with extremely water temperature can also cause hypothermia or other dangerous health issues, even death. Several people have lost their lives in past because of such accidents.

This is one of the most common type of accidents on board ships, which has been the result of several casualties and extreme injuries. Such accidents occur mainly when the ship's crew enter a confined space which is not properly gas-freed and has several pockets of toxic/flammable gases. Many officer still neglect the enclosed space entry procedures, risking their and other crew member's lives. Seafarers must be extremely cautious while entering enclosed spaces.



Just like on land, electrical shocks have also taken several lives on board ships. Unattended electrical connections, exposed wires, and failure in taking basic precautions while handling electrical equipment have led to many unfortunate incidents.

Yet another most common reason for serious injuries and deaths on board ships, mooring operations is considered an extremely dangerous task which needs proper skills and knowledge. Several officers and crew members lose their lives every year because of accidents related to mooring operations.



On board ships, seafarers are often required to work at heights wearing safety harnesses and other important safety tools. However, in spite of taking all the necessary precautions, several crew members have lost their lives or suffered permanent injuries as a result of falling/slipping from heights, failure of safety devices, falling inside cargo hold during inspection, and also due to sheer negligence.

Machinery Explosion – Generator, compressor, boiler blast etc.

Improperly maintained machinery and systems sometimes leads to major blasts/explosions, destroying the ship's property and killing people working on and around them. Accidents such as compressor blasts, crankcase explosion, boiler blast etc. have caused serious injuries and even death in many cases in the past

Though this is not a real kind of accident on board ships, it is a situation which is extremely life threatening. Pirates use lethal weapons such as RPG and guns at ship's crew while trying to hijack the vessel. There have also been accidents wherein pirates have boarded the vessel, killed crew members and looted the vessel. They are least bothered of anyone's life and can shoot without giving a second thought.



It is said that lifeboats take more lives than they save. Lifeboat testing during drills is an important routine on board ships. However, several seafarers have lost their lives while performing such tests. Though new regulations have been introduced in order to ensure utmost safety while handling lifeboats, accidents involving severe injuries and deaths still occur as a result of lifeboats.

Accidents as a result of hot work can occur because of several reasons. One of the most common ones are when hot work is being carried out in enclosed space with flammable gases, when the adjacent tank has flammable material, as a result of flammable gas pockets etc. It is also seen that seafarers often fail to follow the basic hot work procedures while carrying out such procedures, leading to unfortunate, fatal accidents.



Accidents have occurred on many ships when the ship's gangway has failed while being used by ship's crew members or visitors. Gangway failure usually takes place as a result of lack of maintenance and failure of gangway wire rope.