ottavio novella spa TANKERS MANAGERS
Member of CISQ Federation RINA CERTIFIED MANAGEMENT SYSTEM ISO 14001 BS OHSAS 18001
calisa spa OIL / CHEM TANKERS OWNERS
ciane spa BUNKER TANKER OWNERS

ON's BELL

NEWS ON THE WAY!

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1. "NOVEMBER HORIZONS: FROM REFLECTION TO ACTION"

As autumn deepens and the year draws closer to its close, November invites us to look both backward and forward — to take stock of what we've achieved, and to prepare with renewed focus for what lies ahead.

At NOVELLA, this month is about **continuity with purpose**. The ideas planted earlier in the year are now bearing results, and the lessons learned are guiding our next steps. Whether in the office, on board, or in the field, each of us contributes to a shared commitment: to grow smarter, safer, and stronger together.

Let's make this a month of **momentum** — of progress guided by reflection, and of innovation grounded in collaboration.

GREEN ENERGY AT SEA:

THE NEXT WAVE OF SUSTAINABILITY

The maritime world is undergoing a quiet revolution. With international regulations tightening and awareness of climate impact increasing, sustainable energy is no longer optional — it's the future.

Hybrid propulsion systems, LNG fuels, and experimental hydrogen and wind-assisted technologies are redefining what it means to operate responsibly at sea. These advances aren't just about compliance; they represent a collective effort to safeguard oceans, optimize efficiency, and ensure the longevity of global trade.

As NOVELLA continues to modernize its fleet, we align our progress with this broader vision — a future where **innovation and environmental stewardship move in the same direction**.

Digitalization in Maritime Operations:

From Data to Decisions

The integration of digital tools has transformed how ships operate, how crews communicate, and how safety is managed. Predictive maintenance, real-time voyage optimization, and digital reporting systems now allow for faster, data-driven decisions.

Yet, technology is only as valuable as its adoption. The greatest impact comes when digital tools enhance—not replace—human expertise. At NOVELLA, we're investing in both: **technological innovation and continuous crew training**. The future belongs to companies that can balance automation with human insight, ensuring every data point leads to safer, smarter operations.

THE HUMAN COMPASS OF EVERY VOYAGE

Behind every successful operation lies a healthy, resilient crew. Life at sea demands strength — not only physical, but also mental and emotional. Long voyages, isolation, and changing conditions can test even the most experienced seafarers.

That's why wellness isn't a luxury — it's a necessity. NOVEL-LA's ongoing focus on *marine wellness* emphasizes rest, nutrition, open communication, and access to support networks. Small actions — a shared meal, a regular exercise routine, or a moment of mindfulness on deck — can make a profound difference.

A healthy crew is a capable crew. By promoting balance and awareness on board, we build ships that sail not only safely, but happily.

"Wellness is the wind that keeps our sails steady."

SAFETY CORNER

IMPROPER SEGREGATION OF WASTE MATERIALS

Event Description

During routine garbage control onboard, the Chief Officer discovered that waste materials categorized as **Plastic (Category A)** had been mistakenly mixed with **Paper waste (Category C)**. The condition was identified during inspection, allowing corrective measures to be taken before disposal operations.

Actions Taken

- The mixed waste was immediately re-sorted and placed in the correct designated bins.
- The occurrence was reported to the Master and logged in the Garbage Record Book.
- The crew received clarification on proper waste segregation procedures and labeling.
- A toolbox meeting was conducted to reinforce the importance of adherence to MARPOL Annex V and company environmental standards.

Lessons Learned

Even small lapses in waste segregation can compromise environmental compliance and lead to improper disposal or contamination of recyclable materials. Effective garbage management depends on awareness, attention to detail, and continuous verification of waste categories.

Regular training, clear labeling of bins, and periodic inspections promote accountability and ensure alignment with environmental protection practices across the vessel.

Key Takeaway

Environmental protection starts with daily habits.
Always verify waste categories before disposal — small errors can have lasting impacts.

SAFETY CORNER

ROPES DAMAGED DURING UNMOORING OPERATION

Event Description

During unmooring operations, two ship's ropes were damaged as a result of an improper pulling angle applied by the assisting tugboat. The excessive tension on the lines exceeded their working load, leading to rope failure. The condition was promptly identified, and operations were adjusted to restore control and maintain safety.

Actions Taken

- Mooring operations were temporarily stopped, and the damaged ropes were replaced with serviceable ones.
- Communication with the tugboat was reviewed to ensure alignment and coordination of movements.
- The event was discussed during a debrief with the deck team to highlight the importance of monitoring line tension during tug assistance.
- The damaged ropes were inspected, logged for disposal, and requisitioned for replacement.

Lessons Learned

The integrity of mooring operations depends on coordination, communication, and constant observation. Improper pulling angles or unbalanced tension between vessel and tug can lead to rope damage and potential loss of control.

Effective communication with tugs, combined with real-time supervision by deck officers, is essential to maintaining control and preventing unnecessary strain on mooring lines. Proper monitoring of tension, positioning, and vessel movement ensures safe and efficient unmooring operations.

Key Takeaway

Safe unmooring requires teamwork and coordination.
Always maintain clear communication and monitor line tension to prevent rope overload and ensure vessel safety.

SAFETY CORNER

FUEL OIL BUCKET FOUND NEAR PURIFIER ROOM DOOR

Event Description

During the night round, the First Assistant Engineer observed a bucket containing a small quantity of fuel oil placed near the purifier room door. The container had been left unattended, creating a potential fire and slip hazard in a critical machinery area. The condition was promptly addressed before any operational impact occurred.

Actions Taken

- The bucket was immediately removed and the area cleaned to eliminate any risk of spillage or ignition.
- The engineer on duty was reminded of proper housekeeping and storage procedures for oily materials.
- A review was carried out to ensure that all open containers and flammable substances were properly secured in designated spaces.
- The event was discussed during the engine room toolbox meeting to reinforce good housekeeping and hazard awareness.

Lessons Learned

Maintaining good housekeeping practices in machinery spaces is fundamental to safety. Even small amounts of fuel oil left in open containers can create fire risks or lead to slips and falls. Proper storage of all oily materials and prompt removal of unnecessary items from passageways prevent unsafe conditions and support a clean, organized workspace.

Regular safety rounds and immediate corrective actions are key to maintaining a high standard of housekeeping and hazard prevention.

Key Takeaway

Good housekeeping prevents accidents.
Always store fuel and oily materials properly — cleanliness and order keep the engine room safe and efficient.

SAFETY CORNER

PILOTAGE OMISSION DURING BALTIC SEA TRANSIT

Event Description

On 11 June 2025, the vessel was en route from **Primorsk to Rio de Janeiro**, fully loaded with a draft of **11.2 meters (even keel)**. According to *IMO SN.1/Circ.236 of 23 October 2007*, sections 1.9 and 1.14, vessels with a draft of **11 meters or more** following *Route T* through the entrances to the Baltic Sea are **recommended to use pilotage** from *Skagen to Gedser* and vice versa.

During the voyage, the Master opted to take pilotage only from **Great Belt South to Sjaellands Rev**, proceeding without pilot assistance for the remaining part of the route. The passage was carried out safely, under **daylight, good visibility, and calm weather conditions**.

However, the **Danish Maritime Authority** later assessed this decision as a **hazardous act of navigation**, emphasizing that the use of pilotage in congested areas such as the Baltic entrances significantly enhances navigational safety.

Actions Taken

- The event was reviewed and documented to evaluate decision-making and navigational planning.
- Navigational officers were reminded of IMO recommendations regarding pilotage and local authority guidance.
- Future voyage planning procedures were adjusted to ensure stricter adherence to pilotage recommendations in constrained waters.
- A discussion was held on bridge resource management and risk evaluation for similar passages.
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Lessons Learned

Even under favorable weather and visibility, navigational prudence requires full compliance with **pilotage recommendations** in congested or restricted areas. While experience and good judgment are vital, pilot assistance adds local expertise that enhances situational awareness and reduces risk.

The case highlights the importance of **risk assessment**, **adherence to international recommendations**, and the role of **bridge team communication** in ensuring safe navigation through complex waterways.

Key Takeaway

Good weather does not replace good judgment.
Always follow pilotage recommendations in confined or congested waters — local knowledge enhances safety and compliance.

SAFETY CORNER

FENDER DISPLACEMENT DURING LOADING OPERATION AT PRIMORSK

Event Description

During loading operations at **Primorsk Berth No. 8**, strong winds abeam of the vessel pressed the hull tightly against the fenders. It was observed that one of the external sections of the vessel had displaced a central fender, altering its position.

An attempt was made to slack the aft breast lines to create clearance; however, due to the persistent wind pressure, this was not possible. After receiving **explicit permission from the Loading Master**, the forward and aft springs were adjusted to shift the vessel slightly astern and relieve the pressure on the fender.

The adjustment was performed with caution, ensuring that the **cargo arm connections remained unaffected** during the maneuver, as the vessel was in loading condition with cargo tanks approximately **90% full**. The controlled shift of about **2–5 cm astern** successfully released the fender and restored a safe configuration alongside.

Actions Taken

- Loading operations were maintained under close communication with the terminal and Loading Master.
- Line adjustments were executed carefully and only after obtaining terminal approval.
- Fender position and integrity were verified after the adjustment.
- The event was recorded in the Deck Logbook, and the deck team was debriefed to emphasize coordinated actions under environmental constraints.

Lessons Learned

Strong winds and external forces can create unexpected challenges during loading operations. Proper coordination between ship and shore is essential when adjusting lines or vessel position alongside, especially when cargo arms are connected.

This situation highlights the value of **effective communication**, **strict procedural compliance**, and **measured adjustments** under supervision. Minor positional changes can have significant safety implications; hence, every action must be deliberate, authorized, and carefully executed.

Key Takeaway

Coordination is key to safety alongside.

Always obtain terminal approval and act under supervision when adjusting mooring lines during loading — clear communication prevents equipment strain and ensures safe operations.

SAFETY CORNER

FENDER DISPLACEMENT DURING LOADING OPERATION AT PRIMORSK

Event Description

During loading operations at **Primorsk Berth No. 8**, strong winds abeam of the vessel caused the hull to press tightly against the fenders. It was observed that one of the vessel's external sections had displaced a central fender from its correct position.

Initial efforts to slack the aft breast lines were made to create clearance; however, due to the continuous wind pressure, this was not effective. After receiving **authorization from the Loading Master**, the team adjusted the forward and aft springs to move the vessel slightly astern and relieve the stress on the fender.

Throughout the adjustment, the **cargo arm connections remained secured**, as the vessel was under active loading with tanks approximately **90% full**. The vessel was shifted astern by about **2–5 cm**, successfully restoring the fender to a safe and proper position.

Actions Taken

- Maintained open communication with the terminal and Loading Master during the entire operation.
- Adjusted mooring lines only after explicit approval from the Loading Master.
- Verified fender integrity and vessel alignment once the pressure was relieved.
- Logged the event and conducted a debrief with the mooring team to review response procedures under adverse weather.

Lessons Learned

Environmental conditions such as wind pressure can significantly affect mooring and loading operations. The key to maintaining safety lies in **effective communication, procedural compliance, and precise coordination** between ship and shore.

Even minimal vessel adjustments during cargo operations must be **planned, authorized, and supervised** to avoid compromising the integrity of cargo connections or terminal equipment. This event reinforces the importance of continuous monitoring of line tension, vessel movement, and fender positioning under changing weather conditions.

Key Takeaway

Strong teamwork ensures safe loading.
Always coordinate adjustments with terminal personnel — controlled actions under supervision prevent equipment strain and maintain safe mooring integrity.

SAFETY CORNER

CRACKED MOB BUOY BRACKET DETECTED DURING SAFETY CHECKS

Event Description

During periodical safety checks, the Deputy Safety Officer discovered a **crack on the port side MOB buoy bracket**. The bracket, originally secured with four bolts — two on the upper side and two on the lower — was found fractured approximately **2 cm below the upper bolts**. Upon detection, the officer removed the lifering and buoy from the position to prevent potential detachment or loss overboard. The bracket was subsequently dismantled and handed over to the engine fitter for repair.

Actions Taken

- The MOB lifering and buoy were temporarily removed and safely stowed.
- The damaged bracket was detached and inspected to assess the extent of the crack.
- The engine fitter was instructed to weld the broken section and restore structural integrity.
- After repair, the bracket was reinstalled and verified for proper alignment and strength.
- The condition was recorded, and all safety officers were reminded to include support fittings in their routine inspection focus.

Lessons Learned

Even minor structural defects in life-saving appliance fittings can compromise the reliability of emergency equipment. Routine inspections are vital to detect early signs of fatigue or material stress in support structures exposed to vibration, corrosion, and weather. Timely detection and prompt corrective action ensure that life-saving appliances remain fully operational at all times. Continuous attention to detail and preventive maintenance are key to maintaining readiness and compliance with safety standards.

Key Takeaway

Small findings prevent big failures.

Regular inspections and immediate repair of safety fittings guarantee that life-saving equipment is always ready for use.

SAFETY CORNER

UNSECURED TOOLS AND MATERIALS LEFT ON CATWALK

Event Description

During routine maintenance on the catwalk, a crew member paused for a coffee break without properly securing tools and paint cans used for the task. These materials were left temporarily on the walkway, creating a potential trip hazard and an increased risk of dropped objects.

Actions Taken

- The area was promptly checked and cleared of all tools and materials.
- The crew member was reminded of the importance of securing equipment during any work interruption.
- The safety team reinforced the procedure for verifying that tools, paint cans, and other materials are properly stored before breaks or shift changes.
- Supervisors were advised to include worksite housekeeping checks during routine rounds.

Lessons Learned

Proper housekeeping and tool management are essential components of safe maintenance operations. Leaving unsecured tools or materials unattended, even for a short period, can create hazards for personnel and equipment.

This situation highlights the need for **discipline, situational awareness, and consistent adherence to procedures**. A clean and organized workspace ensures safe movement and prevents accidental drops or tripping hazards.

Key Takeaway

Good safety starts with good housekeeping.
Always secure tools and materials before leaving a work area — prevention begins with attention.

SAFETY CORNER

EQUIPMENT DISPLACEMENT DUE TO HEAVY WEATHER

Event Description
While proceeding toward Elbe Pilots for Kiel Canal transit, the vessel encountered **very strong weather conditions** along the northwest coast of the Netherlands and within the German Bight TSS.
Winds reached **Beaufort Force 9**, with a **sea state of 7**, resulting in heavy and violent rolling.

During this period, several items of equipment were found to have **broken free from their lashings**, particularly in the **Cargo Control Room, Owner's Cabin, Deck Office, and Laundry Area**. The unsafe condition was first observed and reported by the **Bosun**.
Some minor damage to furnishings and fittings was noted, with photographs recorded for documentation.

Actions Taken

- Loose and displaced equipment was immediately secured to prevent further movement.
- All affected areas were inspected to verify that no hazards or additional damage remained.
- The crew reviewed the adequacy and strength of existing lashings, particularly for movable items in accommodation and control spaces.
- Preventive reinforcement of securing points was carried out where necessary.
- The condition and response were discussed at the next safety meeting to raise awareness about preparation for heavy weather.

Lessons Learned
Heavy weather preparedness is essential to prevent equipment displacement and protect personnel. Even well-lashed items may shift under extreme sea conditions if securing points or materials are not periodically checked.

Proactive measures — including **early securing, reinforcement of lashings, and verification of all movable objects** — are crucial before entering areas of known rough weather. Continuous monitoring and timely corrective action safeguard both personnel and property onboard.

Key Takeaway
Preparation is the best protection.
Always verify lashings and securing arrangements before heavy weather — prevention keeps equipment, spaces, and people safe.

Welcome aboard!

We are pleased to have you as part of our team and look forward to working together in a safe, respectful, and professional environment.

As you begin your assignment, please remember that safety is our highest priority—both for you and your fellow crewmates. Every task, no matter how routine, must be carried out with attention, care, and the proper procedures.

 A Few Key Reminders:

Familiarize yourself with the vessel's layout, muster stations, and emergency equipment.

Always wear the required Personal Protective Equipment (PPE) appropriate for your task.

Don't hesitate to ask questions or raise concerns—your input helps us all stay safer.

Report any unsafe condition or behavior immediately to your supervisor or officer of the watch.

Respect shipboard hierarchy, follow procedures, and support your fellow crew members.

We are all here to maintain a professional standard, work as a team, and ensure a smooth and successful voyage for everyone onboard.

Once again, welcome aboard—and fair winds ahead!

2° MateTAMAS George

Deck Cad. SCHIAVI Leonardo

Deck Cad. DI GIOVANNI Dario

2 Engin. CALOTA Gheorghe-Cristian

Engine Cad. CARDACI Thomas

Fitter ERMILOV Dumitru

Cook PENALOSA Carlos Jr.