

**YMN
TANKER**

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Q2 2026 / ISSUE 26

HSEQ

HEALTH | SAFETY | ENVIRONMENTAL | QUALITY

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ABOUT US



YMN TANKER
MARINE MANAGEMENT INC.



YMN Tanker Marine Management Inc. (YMN Tanker Deniz İşletmeciliği A.Ş.), was established in 2012 to provide safe, high-quality, efficient and environmentally friendly management services to the global tanker shipping industry.



In 2017, the company took a further step forward by expanding its fleet.



Today, our company manages 13 chemical and oil product tankers.



YMN Tanker provides technical management, ship management (crew) management and commercial management (chartering) services in the chemical tanker segment.



The company continues to advance its high-quality ship management services with a strategic vision focused on continuous improvement and operational excellence.

OUR CORE VALUES



RESPECT



RELIABILITY



**FAIRNESS AND
JUSTICE**



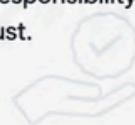
RESPECT

- We value the life and well-being of every individual.
- We value cultural diversity and individual differences.
- We work together in a spirit of teamwork and solidarity.



RELIABILITY

- We embrace self-improvement and continuous learning.
- We comply with all operational and environmental regulations.
- We act with the highest standards of quality and safety.
- We support and develop our employees and collaborate effectively.
- We act with a sense of responsibility and strive for mutual trust.



FAIRNESS AND JUSTICE

- We uphold ethical values.
- We act with transparency, honesty and fairness.
- We respect people and the environment.





CONTENTS



OUR FLEET..... 3



GRADUATION CEREMONIES..... 4



MAGAZINE INTERVIEWS..... 5



Correct Response Sequence /
Cargo Hose Leakage Scenario 8



BEST PRACTICE EXAMPLES..... 9



LESSON LEARNED EXAMPLES..... 17



INDUSTRY ACCIDENT REPORTS..... 21



Checklists Are Not for Ticking Boxes,
But for Verifying the Actual Condition. 24



HEALTH: STRESS AND MOBBING..... 27



RECURRING AUDIT ITEMS..... 31



2026 Q2 Fleet Vessels Utilization /
Production Statistics..... 32



RECAAP 2026 Q2 REPORT..... 34



INCIDENT / NEAR MISS ANALYSIS..... 39



2026 Q2 KPI ANALYSIS BY VESSEL..... 42



PSC ANALYSIS OF THE LAST 3 YEARS / RISK4SEA..... 44



DRILL EXAMPLES FROM THE FLEET..... 49



SAFETY AWARDS..... 50



COMPLAINTS AND REQUESTS..... 52



DID YOU KNOW?..... 53

SAFETY MESSAGE..... 54

CONTACT..... 55



Source: The externally sourced information and news in this magazine have been taken from publicly accessible sources available on the internet.

OUR FLEET



YMN TANKER

MARINE
MANAGEMENT INC.



MED NORDIC



MED ARCTIC



MED BALTIC



MED ATLANTIC



MED PACIFIC



MED ADRIATIC



MED ANTARCTIC



MED TUNCER



MED PAKIZE



MED EMRE



MED SERHAT



MED BLUE JAY



MED CANARY

2026 GRADUATION CEREMONIES



As YMN Tanker, we attended Ordu University's graduation ceremony in the second quarter of 2026. Tanker Broker Mustu Tuzer attended the graduation ceremony on behalf of our company. During the ceremony, he was presented with a plaque by Fatsa District Governor Avni Kula.



MAGAZINE INTERVIEWS

In this issue, we feature an interview conducted by Deniz Gundem Magazine with our Training Superintendent, Ali Ketenci.

To help our readers get to know you better, could you first tell us about yourself and your role at YMN Tankers? How have your experiences in the maritime industry shaped your perspective on human resources and training processes?

I graduated from Istanbul Technical University, Department of Maritime Transportation and Management Engineering, in 2013. After graduation, I gained approximately 11 years of sea-going experience on chemical tankers, progressing to the rank of Master. During this period, I completed the Executive Maritime Management master's programme at World Maritime University in 2023-2024. Since 2024, I have been working at YMN Tankers as Deck & Training Superintendent. I use the experience I gained at sea to contribute to training, operations and the development of human resources.

Both my maritime education and my career journey from Master at sea to Marine & Training Superintendent today have shown me that human resources are one of the most critical elements in the industry. While serving at different levels, I observed that the right training and continuous development directly affect safety, operational efficiency and team performance. Therefore, I view human resources not merely as personnel, but as our company's most valuable investment.

In recruitment, not only exam results but also the candidate's strengths and areas for development are very important. What perspective do the detailed analysis and reporting capabilities of the Assess module provide when evaluating candidates?

In the candidate assessment process, results obtained from role-specific tests allow candidates' strengths and areas for development to be analysed in detail. For example, in a Junior Officer assessment, areas where the candidate is lacking in navigation can be identified and, if the candidate is accepted for the position, the required training can be planned in advance. This clearly identifies the subjects that should be focused on during the development process.

This approach not only supports selecting the right candidate; it also contributes significantly to creating individual training and development plans.

Assigning the right seafarer to the right vessel and the right position is one of the fundamentals of safety in tanker operations. What innovations has Maritime Trainer's Assess module brought to YMN Tankers' recruitment and candidate evaluation processes? How does the digital assessment approach support your hiring decisions?

Because there is a high volume of applications for shipboard positions, an effective digital pre-assessment process has become an important need in order to select the right candidate and plan the most suitable vessel assignment.

At this point, the assessment tests completed by candidates within Maritime Trainer's CV module - particularly psychometric analyses and role-specific competency tests - make a significant contribution to recruitment. These tests enable objective evaluation of candidates' adaptability, risk tendency and similar psychological indicators. In addition, topic-based analyses of professional competency tests clearly identify candidates' strengths and areas for development.

The data obtained plays an important role not only in hiring the right candidate, but also in matching that candidate as accurately as possible with the operational needs and working conditions of the vessel on which they will serve. This creates a more efficient, safe and sustainable fit for both the company and the employee.



THIS INTERVIEW WAS FIRST PUBLISHED IN DENİZ GÜNDEM MAGAZINE. WITH THE KIND PERMISSION OF DENİZ GÜNDEM MAGAZINE, WE ARE PLEASED TO SHARE WITH OUR READERS THE INTERVIEW CONDUCTED WITH OUR TRAINING SUPERINTENDENT, MR. ALİ KETENCİ. WE THANK THE DENİZ GÜNDEM TEAM FOR THEIR SUPPORT.

MAGAZINE INTERVIEWS

How critical is it, in your view, for a seafarer to adopt the company's procedures, safety culture and operational standards before joining a vessel? How does the digital onboarding process provided by Maritime Trainer affect the adaptation and job readiness of new personnel at YMN Tankers?

Before joining the vessel, our personnel and officers undergo a comprehensive familiarisation training process in the office. Prior to this process, they complete training and assessment tests on company policies and role-specific Company SMS (Safety Management System) procedures through the Maritime Trainer platform.

These assessments allow us to analyse the readiness level of our seafarers before joining the vessel and shape the content and topics of the familiarisation training to be delivered in the office according to their needs. Our personnel can also review their individual assessment results, identify their areas for development in advance and work on these subjects. This makes the training process more efficient and significantly supports vessel adaptation and job readiness.

Compliance with STCW, TMSA, SIRE 2.0 and other international standards is particularly important in tanker operations. How does Maritime Trainer training being aligned with these requirements contribute to YMN Tankers' inspection readiness and operational excellence goals?

At YMN Tankers, in addition to the mandatory requirements of flag States and classification societies, we aim to achieve high operational standards that meet the expectations of Oil Majors and tanker companies.

Accordingly, it is very important that our seafarers are prepared in line with international requirements and that their competencies are continuously developed.

Maritime Trainer is an important part of our training processes, particularly by enabling effective delivery of the core training required under STCW. It also contributes significantly to achieving the training and competency development targets, particularly those set out in Elements 2 and 3 of TMSA, during office audits.

It also supports meeting the training and competency requirements expected under SIRE 2.0 during vessel inspections. In particular, it helps build the knowledge and awareness required for the Behavioural Competency Assessment (BCA) in Section 3, enabling our personnel to participate in inspections better prepared.

In maritime training, presenting information through effective and memorable methods is as important as conveying it correctly. How do Maritime Trainer's rich visual materials, interactive content and extensive training library affect seafarers' participation in training and their learning performance?

The maritime profession is a dynamic field that covers numerous operational procedures, international regulations and company requirements for both deck and engine officers as well as other shipboard personnel. It is therefore very important for seafarers to continuously improve their professional knowledge and competencies in line with current standards.

For this extensive body of knowledge to be transferred effectively and sustainably, training must meet modern learning needs in terms of both content and presentation method. Maritime Trainer meets this need through its digital and interactive training infrastructure, making the learning process more efficient, accessible and measurable.

In addition, evaluation surveys completed by participants at the end of the training courses demonstrate the effectiveness of the system. User satisfaction and its contribution to learning performance can be monitored through concrete data.



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MAGAZINE INTERVIEWS

Retaining qualified seafarers has become one of the sector's most important human resources goals. What role does Maritime Trainer's MTCare module play in making employees feel valued, strengthening their sense of belonging and increasing their commitment to YMN Tankers?

For maritime companies, strengthening the commitment of qualified seafarers is as important for sustainable success as selecting and employing the right personnel. Academic studies show that employee feedback is one of the most effective ways of increasing engagement.

Through surveys created using MTCare, personnel expectations and needs can be collected under different headings. The resulting data is analysed in detail and necessary improvements are implemented. Valuing personnel opinions, meeting their requests and turning feedback into concrete actions strengthens their sense of belonging and also increases their commitment to the company.

Today, seafarer welfare includes not only physical safety but also communication, mental health, prevention of bullying and psychological well-being. How do you assess the impact of training in these areas on the onboard working culture, team communication and safety mindset?

The importance of the human factor in maritime operations is unquestionable. In this context, ensuring seafarer welfare is one of the fundamental elements of safe and sustainable operations. Effective management of human relations on board is very important for seafarers to maintain a high level of mental health.

Regular delivery of seafarer welfare training based on international studies to both office and shipboard personnel, and monitoring the results through feedback, makes a significant contribution to achieving the desired working culture. This training strengthens team communication, supports psychological well-being and helps make safety culture a natural part of life on board.

With digitalisation accelerating, training technologies have become one of the key elements shaping the future of the maritime industry. Finally, how would you summarise the most important benefits of your collaboration with Maritime Trainer for YMN Tankers? What message would you like to convey to maritime companies and industry professionals planning to invest in digital training systems?

Digital training systems are no longer an option; they are a necessity for the sustainable success of the maritime industry.

Through our collaboration with Maritime Trainer, we have made all our processes - from recruitment and onboarding to training management and compliance with international standards - more systematic, measurable and data-driven.

In today's competitive maritime industry, training is not only a means of meeting statutory requirements; it is also a strategic tool for strengthening safety culture, improving operational efficiency and developing human resources sustainably.

Our recommendation to companies planning to invest in digital training systems is to view training not as a cost item, but as one of the fundamental investments in safety, operational excellence and long-term corporate success.

The right training creates the right seafarer; the right seafarer creates safe and sustainable operations.



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DOĞRU MÜDAHALE SIRASI NEDİR?



MANIFOLD AREA

Acil bir durumda doğru karar kadar, doğru müdahale sırası da önemlidir.



SENARYO

Kargo tahliye operasyonu devam ederken manifold bölgesinde görev yapan bir gemiadamı, terminal ile gemi arasındaki cargo hose üzerinde hasar ve küçük miktarda ürün sızıntısı fark eder.

Sızıntı henüz güverte üzerinde sınırlıdır ancak operasyon devam etmektedir ve ürünün denize ulaşarak çevre kirliliğine neden olma riski bulunmaktadır.



BU DURUMDA DOĞRU MÜDAHALE SIRASI HANGİSİDİR?

A — GÖZLEMLE VE İNİSİYATİF AL

- 1 Sızıntının küçük olduğunu değerlendirir ve artıp artmadığını bir süre gözlemlerim.
- 2 Operasyonu durdurmadan, çevredeki personelle birlikte sızıntıyı kontrol altında tutmaya çalışırım.
- 3 Sızıntı artarsa veya kontrol edilemez hale gelirse sorumlu zabite bildirir ve operasyonun durdurulmasını talep ederim.



B — ÖNCE BİLDİR VE TALİMAT BEKLE

- 1 Durumu derhal sorumlu zabite / Cargo Control Room'a bildiririm.
- 2 Scupper ve kirlilik önleme ekipmanlarını kontrol eder, ürünün denize ulaşmasını önlemek için hazırlık yaparım.
- 3 Operasyonu kendi inisiyatifimle durdurmadan, sorumlu zabitin talimatını beklerim.



C — ÖNCE DURDUR, SONRA BİLDİR VE KONTROL ALTINA AL



- 1 Operasyonu derhal emniyetli şekilde durdurur / ilgili Emergency Stop'u aktive ederim.
- 2 Durumu derhal sorumlu zabite / Cargo Control Room'a bildiririm.
- 3 Sızıntının yayılmasını ve denize ulaşmasını önlemek için kirlilik önleme tedbirlerini uygulayım.
- 4 Cargo hose ve sızıntının kaynağı değerlendirilip durum emniyetli hale getirilmeden operasyona yeniden başlamam.



DOĞRU CEVAP: C

Hasarlı bir cargo hose üzerindeki küçük bir sızıntı, operasyon devam ettiği sürece çok kısa sürede daha büyük bir döküntüye dönüşebilir.

Bu nedenle öncelik, ürün transferini durdurarak olayın büyümesini engellemek ve ardından gerekli bildirim ile kirlilik önleme tedbirlerini uygulamaktır.



STOP



REPORT



CONTAIN



ASSESS



Operasyona ancak sızıntının kaynağı kontrol altına alındıktan, hasarlı ekipman değerlendirildikten ve operasyonun yeniden emniyetli olduğu doğrulandıktan sonra devam edilmelidir.



REMEMBER



STOP THE TRANSFER.
Transferi durdur.



REPORT THE LEAK.
Sızıntıyı bildir.



PREVENT POLLUTION.
Kirliliği önle.



MAKE IT SAFE BEFORE RESTARTING.
Yeniden başlamadan önce emniyetli hale getir.

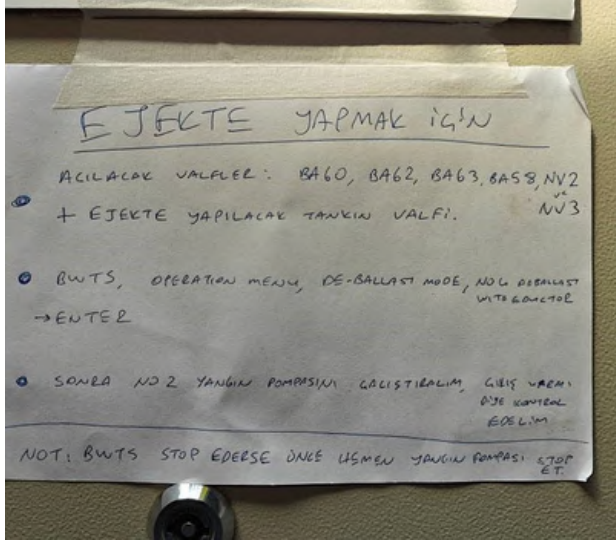


KÜÇÜK BİR SIZINTININ BÜYÜK BİR KİRLİLİK OLAYINA DÖNÜŞMESİNE İZİN VERMEYİN!



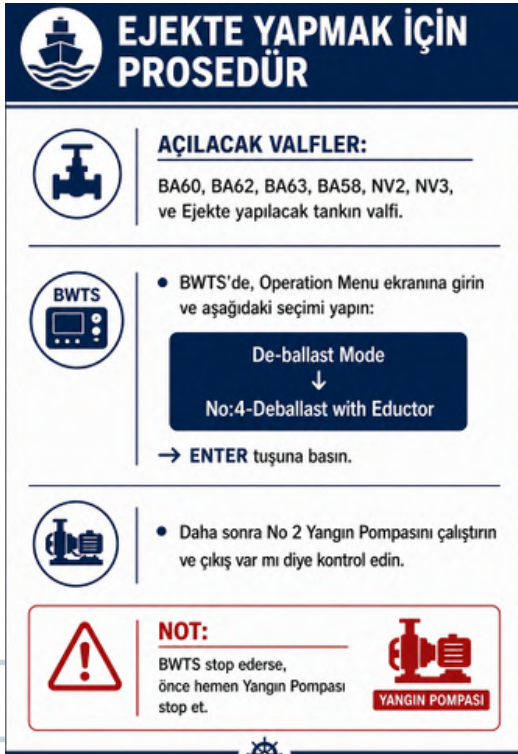
Best Practice Reported by the Crew of MED PACIFIC:

BAD PRACTICE



On board M/T Med Pacific, the handwritten procedures in the CCR titled for educting, describing ballast tank eductor operation procedures, had the potential to cause misunderstandings due to handwriting legibility issues

GOOD PRACTICE



To address this issue, a clearer, more legible and user friendly instruction card was prepared.



BEST PRACTICE EXAMPLES FROM OUR FLEET

Best Practice Reported by the Crew of MED ARCTIC:

BAD PRACTICE



The shelf located next to the fixed CO2 fire extinguisher in the galley was obstructing access to the cylinder and reducing its visibility.

GOOD PRACTICE



As part of the improvement, the shelf was relocated so that the fire extinguisher is more visible and easier to access in an emergency.



BEST PRACTICE EXAMPLES FROM OUR FLEET

Best Practice Reported by the Crew of MED ANTARCTIC:

BAD PRACTICE



Failure to store oxygen resuscitators upright and ready for use may result in equipment damage, oxygen leakage, delays in emergency use and operational safety risks.

GOOD PRACTICE



Storing oxygen resuscitators upright, ready for use and inside their carrying cases helps ensure rapid access to the equipment in emergencies, protects it from damage and contamination, prevents oxygen leakage, and supports overall operational safety and equipment reliability.



BEST PRACTICE EXAMPLES FROM OUR FLEET

Best Practice Reported by the Crew of MED NORDIC:

BAD PRACTICE



The permanent painted snap-back zone stencil is not sufficient as a warning under SIRE 2.0 Observation 5.8.1.

GOOD PRACTICE

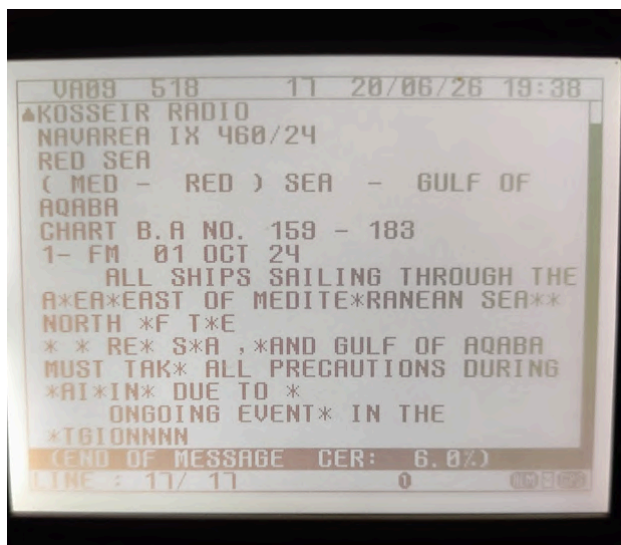


A warning sign for the snap-back zone area was posted at the entrance at eye level.



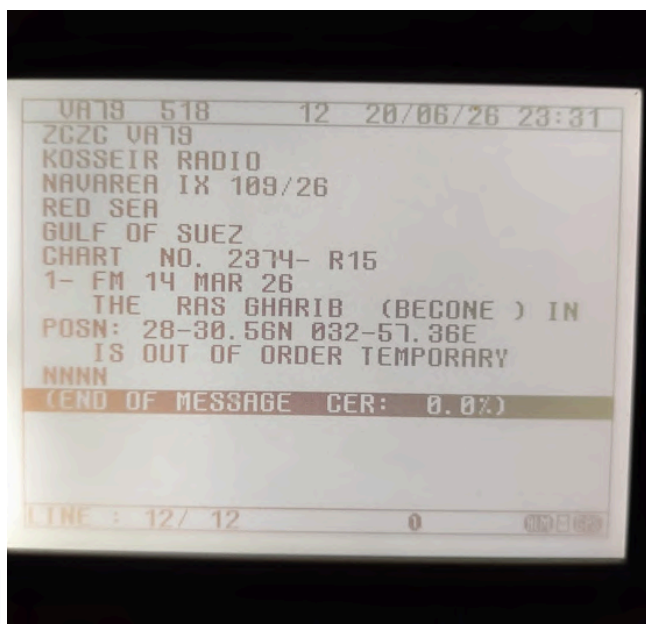
Best Practice Reported by the Crew of MED ATLANTIC:

BAD PRACTICE



Automatically printing all messages received from NAVTEX without checking the error rate results in unnecessary paper and toner use, higher printing costs, officers spending time sorting unnecessary printouts, more waste generation and reduced energy efficiency.

GOOD PRACTICE



To prevent this, the CER (Character Error Rate) value should be checked before printing NAVTEX messages.

- If the CER rate is below 4%, in accordance with NAVTEX rules, the message is printed.
- If the CER rate is 4% or higher, the message is not printed and, when necessary, reception of the message again is awaited.



BEST PRACTICE EXAMPLES FROM OUR FLEET

Best Practice Reported by the Crew of MED ANTARCTIC:

BAD PRACTICE



The images show incorrect practices. Examples include wire rope clips being installed too close together, clips being too far apart, and an insufficient number of clips.



Best Practice Reported by the Crew of MED ANTARCTIC:

Wire rope clips are commonly used on ships to form an eye, or loop, at the end of a steel wire rope. This eye may be made as a hard eye using a thimble or as a soft eye consisting of a simple loop formed by the wire rope itself.

The distance between clips is important and should be approximately six times the rope diameter; it should not be significantly more or less than this value. The free end (tail) is also important and should be at least five times the rope diameter in length. It must also be secured by whipping or binding to prevent the tail from unraveling or spreading.

If only two clips are used instead of the recommended three, even when properly installed the wire rope begins to slip at approximately 60% of the nominal breaking load (NBL); if the clips are reversed or staggered, this drops to 50%. With a single clip, slippage occurs at around 25% NBL when correctly installed and about 18% NBL when installed in reverse.

The required number of clips depends on the wire rope diameter. However, at least three clips must be used for wire ropes up to 19 mm; thicker ropes require more clips as indicated in the table.

Diameter of wire ropes (mm)	Bulldog grips (Number)
Up to and including 19	3
Over 19: up to and including 32	4
Over 32: up to and including 38	5
Over 38: up to and including 44	6
Over 44: up to and including 56	7

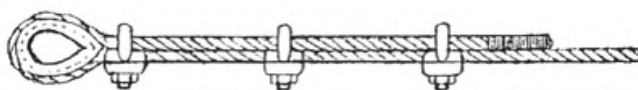


Fig. 1. Right way of applying bulldog grips

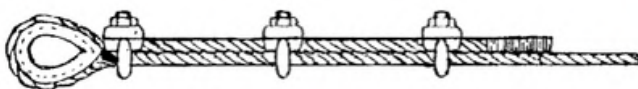


Fig. 2. Wrong way to apply bulldog grips

BEST PRACTICE EXAMPLES FROM OUR FLEET

Best Practice Reported by the Crew of MED ANTARCTIC:

Critical spare parts in the Engine Control Room were classified according to the item numbers in the Nozzle System list and the relevant equipment, and labelled on top of the boxes. This was done to make it easier to find the relevant spare part in an emergency.





LESSON LEARNT FROM OUR VESSELS

Lesson Learnt prepared following an event on Med Serhat

EVENT:

During a Repsol terminal inspection carried out at the Port of Cartagena, the cargo plan available on board was reviewed. During the review, it was observed that gas oil and gasoline were planned to be loaded simultaneously. However the actual operation was found to have been carried out sequentially first gas oil and then gasoline. This was assessed as a discrepancy between the operation and documentation and became the subject of a remark.

ROOT CAUSES:

- Insufficient implementation of procedures
- Loading plan not sufficiently verified
- Insufficient officer control and supervision
- Insufficient operational awareness and risk perception

Lesson Learnt:

- When preparing loading plans, the actual operational sequence (sequential/simultaneous) must be stated clearly and correctly.
- The cargo plan must be mutually verified among the terminal, surveyor and ship's officers before the operation begins.
- If there is any discrepancy between the plan and the operation, the plan must be corrected and reissued before operations start.
- If changes occur during the operation, the cargo plan must be revised and redistributed to all relevant parties.
- All cargo documentation must reflect the operation actually performed on board, not assumptions.
- Officers must verify and record alignment between the plan and actual execution before operations.

LESSON LEARNT FROM OUR VESSELS

Lesson Learnt prepared following an event on Med Adriatic

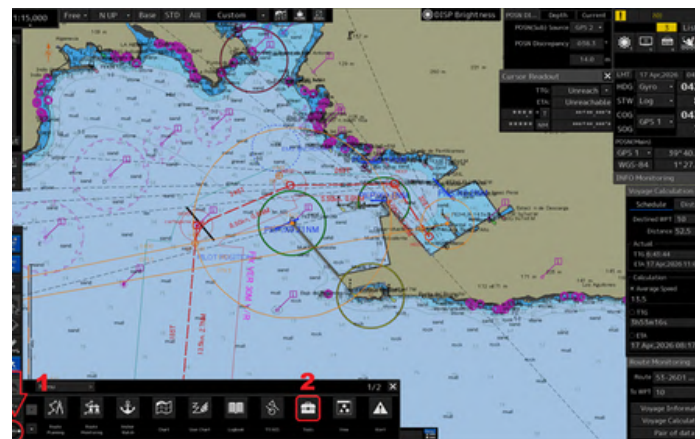
EVENT:

The following observation was raised during the CDI inspection regarding incorrect use of the LOP menu on the JRC ECDIS.

Below observation arised during the inspection regarding incorrect use of LOP menu for JRC ECDIS.

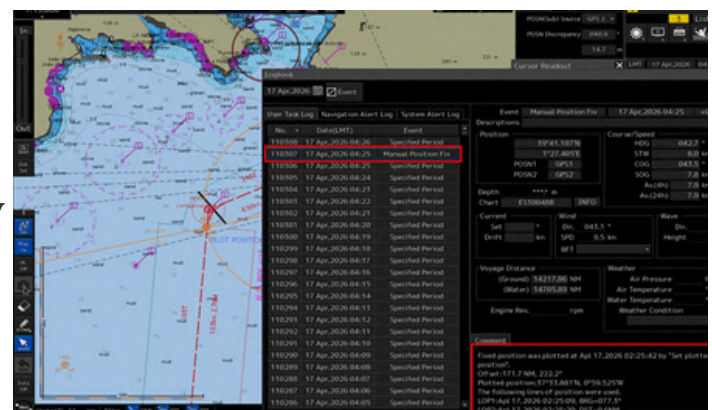
ROOT CAUSES:

- Failure to comply with procedures/instructions
- Insufficient supervision
- Inadequate review instruction
- Insufficient refresher training



LESSONS LEARNT:

- Lack of familiarity with correct use of the ECDIS LOP menu may cause the vessel's position to be determined incorrectly.
- Lack of familiarity with correct use of the ECDIS LOP menu may prevent retrieval of position information needed retrospectively after an incident.
- Failure to comply with procedures may endanger safe navigation.
- Inadequate supervision may cause errors during the voyage to go unnoticed and not be corrected in time.





LESSON LEARNT FROM OUR VESSELS

Lesson Learnt prepared following an event on Med Antarctic

EVENT:

The vessel was discharging using the aft discharge system; however, the Wilden pump was not kept ready aft for emergency response. This could have delayed response to a possible oil or cargo spill, increasing the risk of marine pollution, safety hazards, operational delays and non-compliance with terminal and company safety procedures.

LESSONS LEARNT:

- Before discharge operations begin, physically verify that all emergency equipment (portable pump, spill response kit, absorbent materials, etc.) is ready and accessible in the manifold area to be used.
- Merely having spill response equipment on board is not sufficient; it must be close to the operating point and immediately available.
- Risk assessment forms should be completed with greater awareness.
- Visual reminders should be provided in the aft manifold area to ensure the portable pump and spill response equipment are ready.

ROOT CAUSES:

- Failure to follow and implement procedures
- Insufficient warning/signage
- Lack of situational awareness and risk perception
- Lack of supervision and observation

LESSON LEARNT FROM OUR VESSELS

Lesson Learnt prepared following an event on Med Blue Jay

EVENT:

During a Repsol Non-SIRE physical inspection, it was found that the painter line connections of two liferafts located around the accommodation area were not connected to the HRU weak-link arrangement in accordance with SOLAS requirements and the manufacturer's instructions. Instead of the HRU weak-link arrangement, the painter lines had been connected directly to the vessel's structure. In an emergency, even if the liferaft inflated correctly when the painter line was activated, it would not have separated from the vessel to float free and could have sunk with the vessel.

ROOT CAUSES:

- Failure to follow and implement procedures and manufacturer's instructions
- Insufficient warning/signage
- Lack of situational awareness and risk perception
- Lack of supervision and observation

LESSONS LEARNT:

- All liferaft connections, particularly painter line and HRU weak-link arrangements, must be inspected regularly in accordance with SOLAS requirements and the manufacturer's instructions.
- Correct connection of liferaft release systems must be physically verified during safety inspections.





INDUSTRY ACCIDENT REPORTS

INCIDENTS ARE A FREE LESSON - REPORT IT!

Accidents occurring in the industry should always be regarded as an opportunity to learn lessons. Therefore, in this issue we present below the incident experienced by our vessel Med Tuncer.

MED TUNCER - INVESTIGATION REPORT

On 06.02.2026 at 19:00 (GMT+1), the vessel safely berthed at Esergui Terminal in the Port of Bilbao, Spain.

The 9.5-metre portable gangway (the longer one), although its last annual inspection had been carried out on 23 March 2025 in Barcelona, Spain, broke on 6 February 2026 in the Port of Bilbao after it had been lowered to the quay and secured, while cargo surveyors were boarding the vessel. No injury occurred during the incident.

The vessel had:

- one 6-metre portable gangway;
- a second 9.5-metre portable gangway.

The second 9.5-metre gangway had been added to the vessel in 2023 to meet the specific requirements of certain terminals.

It's most recent shore service inspection was carried out on 23 March 2025, and no cracks, defects or deterioration were identified.

Nevertheless, immediately after the gangway was positioned on the quay, a sudden structural failure occurred and the shore-side section was found to have broken.

To maintain safe access to and from the vessel, the other 6-metre gangway was used.

ROOT CAUSES

- Incorrect material used
- Inadequate supplier standards or technical specification



CORRECTIVE AND PREVENTIVE ACTIONS:

- The broken gangway was immediately taken out of service.
- The other portable gangway was positioned on the quay.
- Safe access to and from the vessel was re-established.
- A Safety Alert on portable gangway risks was issued to all fleet vessels.
- ISM Form 5804 "Customer Complaint / Non-Conforming Product-Service" was completed and sent to the relevant supplier/manufacturer.
- The HSEQ Manager instructed the purchasing department not to source similar equipment from the relevant manufacturer.
- A request was raised to purchase a new certified portable gangway from a different European manufacturer.
- The Master re-trained all crew on portable gangway use risks.
- The incident observation was converted into training material for in-house training of new joiners.
- The incident was shared with other fleet vessels and feedback was collected.
- An additional new 10-metre portable gangway was delivered to the vessel.

LESSON LEARNT:

- Portable gangways must be effectively checked before each use for validity of certification and physical condition.
- The purchasing department must perform the necessary verification of the material quality and technical specifications of gangways supplied to the fleet.
- After the gangway is safely positioned, it must be tested and verified as safe before personnel transfer.



TICK BOX CULTURE ON BOARD

Checklists are an important part of ship operations.

Maintenance jobs, safety checks, weekly tests, inspections... everything is recorded and signed.

The problem is not the checklist itself.

The problem starts when the goal becomes ticking the box instead of actually checking the condition.

We all know how it happens onboard.

Emergency fire pump tested.

“OK.”

But was pressure properly checked?

Was the pump run long enough?

Any abnormal vibration? Leakage? Noise?

Sometimes the test is completed before the equipment even reaches stable condition.

Standby generator tested.

Everything recorded normal.

TICK BOX CULTURE

COMPLETING THE CHECKLIST IS NOT THE SAME AS CHECKING THE CONDITION.

TICKING THE BOX

FOCUS ON PAPERWORK



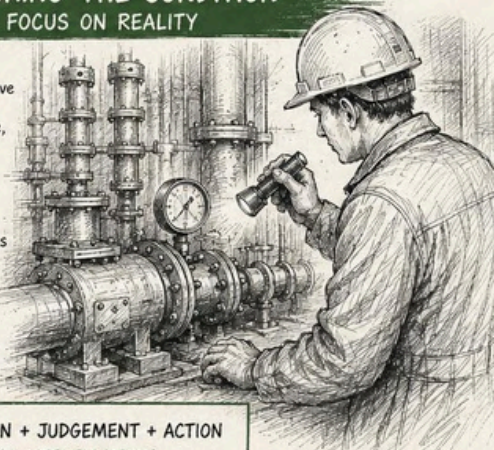
ITEM	STATUS
Fire Pump Test	✓
Emergency Generator	✓
Bilge Pump	✓
Steering Gear	✓
Navigation Lights	✓
Life Saving Appliances	✓
M/E Room Inspection	✓
Safety Equipment	✓

- ✗ Completed quickly
- ✗ No real observation
- ✗ Assumptions instead of verification
- ✗ Abnormal conditions become "normal"
- ✗ Problems develop undetected
- ✗ Higher risk of unexpected failures

 A CHECKLIST SIGNED IS NOT A SYSTEM VERIFIED.

CHECKING THE CONDITION

FOCUS ON REALITY



- ✓ Take time to observe
- ✓ Verify performance, not just presence
- ✓ Look for changes and weak signals
- ✓ Record observations and trends
- ✓ Act early on abnormalities
- ✓ Improve reliability and safety

 OBSERVATION + JUDGEMENT + ACTION THAT'S REAL VERIFICATION.

VS

REAL CHECKING MEANS:

 LISTEN to the equipment

 FEEL hot spots, vibration

 LOOK for leaks, wear, damage

 CHECK trends, not just values

 QUESTION if it is normal or not

 ACT before it becomes a failure



ON BOARD, DETAILS MAKE THE DIFFERENCE.

TICK BOX CULTURE ON BOARD

But maybe nobody noticed:

- unstable RPM,
- small cooling water leakage,
- unusual exhaust smoke during loading,
- or slow response during load transfer.

The box is already ticked.

Same with engine room rounds.

You walk through the space every day, so small changes become invisible.

A minor oil leakage around a pump seal.

Loose foundation bolts with fresh rust marks.

Pipe vibration at certain RPM.

Temporary fixing arrangements staying for months.

After a while, these things stop attracting attention because the machinery is still running.

This is where many problems actually begin.

Not during major failures.

Not during alarms.

Much earlier.

During routine operations, when abnormal conditions slowly become accepted as “normal.”

A checklist should help people focus more carefully.

But sometimes routine creates the opposite effect.

‘Source: Technical Superintendent/Aytaç Çalışkaner LinkedIn MAY 2026’

TICK BOX CULTURE ON BOARD

People start reading less and assuming more.

If there is no obvious failure,
the item becomes “satisfactory.”

Good inspections are not about finishing quickly.
They are about noticing details:

- a different sound,
- higher bearing temperature,
- changing vibration,
- repeated small leakages,
- equipment behavior that was not like this before.

These small observations are usually the first warning signs.

Paperwork can show that everything was checked.

But real condition is not always visible on paper.

That's why good operations depend not only on procedures,

but also on awareness, attention, and technical judgment.

Because onboard, many failures start during the period when everything was still marked as “OK.”

‘Source: Technical Superintendent/Aytaç Çalışkaner LinkedIn MAY 2026’

SEAFARER HEALTH: STRESS AND MOBBING

HIDDEN RISKS, REAL CONSEQUENCES

Maritime is one of the world's most demanding professions and carries a very high level of responsibility. Shipboard personnel face not only severe weather conditions, intense operations and technical challenges, but also psychological burdens such as long contracts, separation from family, shift work and limited social life.

Stress is therefore an unavoidable part of life at sea. However, poorly managed stress and psychological pressure (mobbing/bullying) not only affect an individual's health; they also directly threaten vessel safety, operational performance and teamwork.

Research in the international maritime industry shows that the Human Element is a contributing factor in a large proportion of maritime accidents. Often, the underlying causes are not technical failures but poor decisions, distraction, communication failures, fatigue and psychological pressure.

For this reason, modern safety management today recognises not only the safety of the vessel and equipment, but also psychological safety as an integral part of safety management.



WHAT IS STRESS?

Stress is the body's natural response to physical, mental or emotional demands.

A certain level of stress can increase attention, support motivation and positively affect performance. However, when stress continues for a long time or exceeds a person's capacity to cope, negative consequences arise.

Unmanaged stress may cause:

- distraction
- weakened decision-making ability
- communication problems
- loss of motivation
- increased likelihood of making mistakes
- physical and mental health problems.

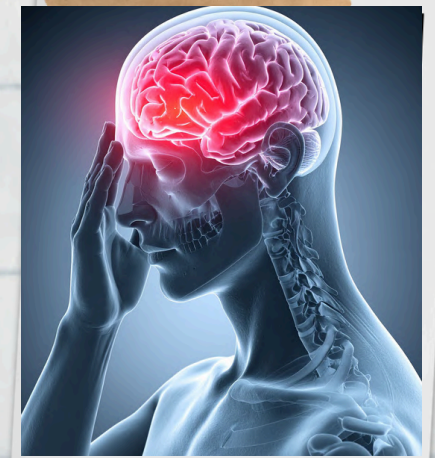
Every operation on board - whether bridge, engine-room, deck or cargo operations - requires sound decision-making and team coordination. Therefore, early recognition and effective management of stress is critical for safety.

MAIN CAUSES OF STRESS ON BOARD

Although each vessel carries out different operations, most stressors are common. The main causes are:

- Long contracts and separation from family
- Intensive loading and discharge operations
- Port pressure and time constraints
- Shift work
- Insufficient rest
- Emergencies
- Unexpected technical failures
- Adverse weather conditions
- Increased workload
- Cultural differences
- Language barriers
- Inadequate communication
- Operational pressures

The combination of these factors can adversely affect personnel's physical and mental performance.



STRESS

STRESS VE MOBBING

STRESS AND MOBBING

Stress may not always be clearly visible.

PHYSICAL SYMPTOMS

- Constant fatigue
- Headache
- Sleep disturbances
- Muscle pain
- Digestive problems
- Changes in appetite

BEHAVIOURAL SYMPTOMS

- Distraction
- Loss of concentration
- Difficulty controlling anger
- Withdrawal
- Lack of motivation
- Increased frequency of mistakes
- Indecisiveness

Early recognition of these symptoms helps prevent more serious problems.

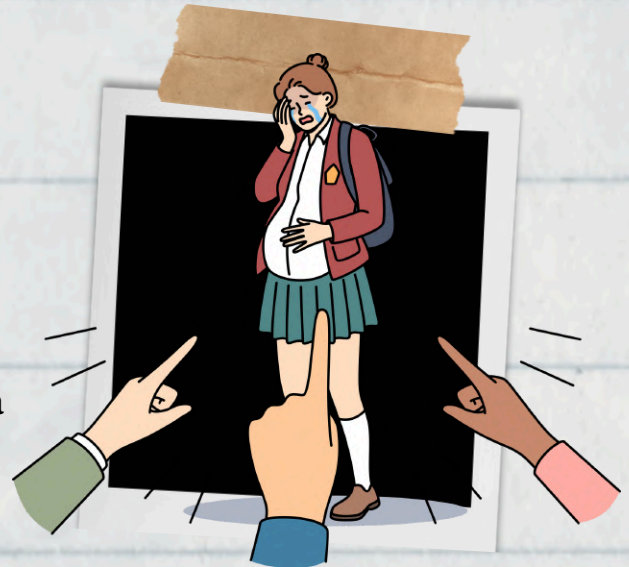
WHAT IS MOBBING/BULLYING?

Mobbing is the systematic exposure of a person to psychological pressure, exclusion, humiliation or intimidation.

Mobbing/bullying:

- is not disciplinary action.
- is not performance monitoring.
- is not constructive feedback.
- is not a natural part of the chain of command.

Mobbing/bullying is a pattern of repeated behaviour that adversely affects a person's psychological health.



EXAMPLES OF MOBBING/BULLYING ON BOARD

Mobbing/bullying can take different forms on board.

1. Constantly shouting at or insulting someone
2. Humiliating personnel in front of others
3. Deliberately withholding information
4. Socially excluding someone
5. Continuously blaming the same person
6. Assigning an unrealistic workload
7. Ignoring achievements
8. Unnecessarily interfering with rest hours

These behaviours adversely affect not only the employee, but the morale and safety culture of the entire team.



CONSTANT SHOUTING, HUMILIATION AND INSULTS

- Shouting loudly in front of personnel
- Making humiliating remarks
- Insulting and belittling

These behaviours create psychological pressure and negatively affect the work environment.



WITHHOLDING INFORMATION, EXCLUSION AND IGNORING

- Deliberately withholding necessary information
- Excluding someone from decision-making
- Isolating someone through social exclusion

These behaviours weaken teamwork and compromise safety.

RECURRING INSPECTION ITEMS



We also share in our bulletin the topics of reported and recurring inspection items from CDI and SIRE inspections in order to prevent recurrence on our vessels and to draw extra attention to them.

CDI

Section 8 - Health and Safety

In the second quarter of 2026, 6 of our vessels underwent CDI inspections and 16 observations were recorded. These covered different items. No recurring item was identified.

SIRE

5. Bölüm- Safety Management

5.8.1. Were the Master and officers familiar with the company procedure for safety inspections of the main deck areas, and had inspections been effective in identifying hazards to health, safety and the environment?

5. Bölüm- Safety Management

5.8.2 Were the Master and officers familiar with the company procedure for safety inspections of the machinery spaces, and had inspections been effective in identifying hazards to health, safety and the environment?

3. Bölüm- Crew Familiarisation

3.5.1. Had the company developed an effective familiarisation programme that covered the personal safety and professional responsibilities of all onboard personnel, including visitors and contractors, and were records available to demonstrate that the familiarisation had been completed as required?

In the second quarter of 2026, we underwent 9 SIRE 2.0 inspections and 53 observations were recorded. The sections above stand out as the items we encountered most frequently.

2026 Q2 YMN TANKER FLEET CONSUMPTION / PRODUCTION STATISTICS

Garbage Consumption Total 2nd Quarter

342,52 cbm

Med Arctic	38,32 cbm
Med Baltic	15,61 cbm
Med Atlantic	28,98 cbm
Med Pacific	15,55 cbm
Med Adriatic	28,56 cbm
Med Antarctic	19,27 cbm
Med Tuncer	13,84 cbm
Med Pakize	22,54 cbm
Med Emre	45,6 cbm
Med Serhat	21,08 cbm
Med Blue Jay	33 cbm
Med Nordic	37,37 cbm
Med Canary	22,8 cbm

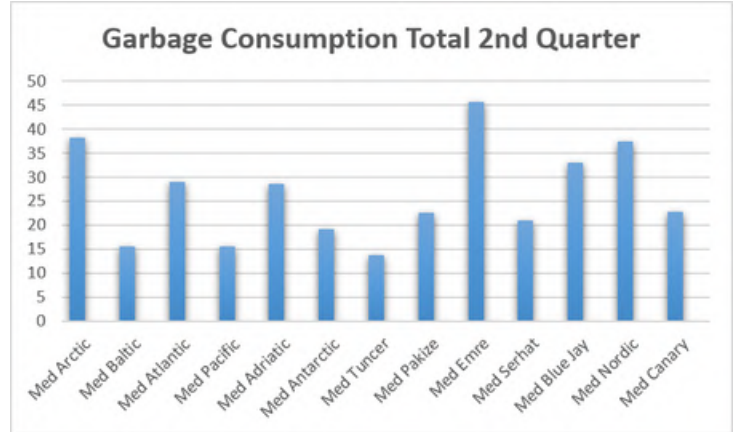


CHART 1 : GARBAGE CONSUMPTION ANALYSIS FOR FLEET VESSELS

Paint Consumption Total 2nd Quarter

3230 ltrs

Med Arctic	131 ltrs
Med Baltic	120 ltrs
Med Atlantic	700 ltrs
Med Pacific	240 ltrs
Med Adriatic	102 ltrs
Med Antarctic	500 ltrs
Med Tuncer	462 ltrs
Med Pakize	200 ltrs
Med Emre	310 ltrs
Med Serhat	75 ltrs
Med Blue Jay	30 ltrs
Med Nordic	110 ltrs
Med Canary	250 ltrs

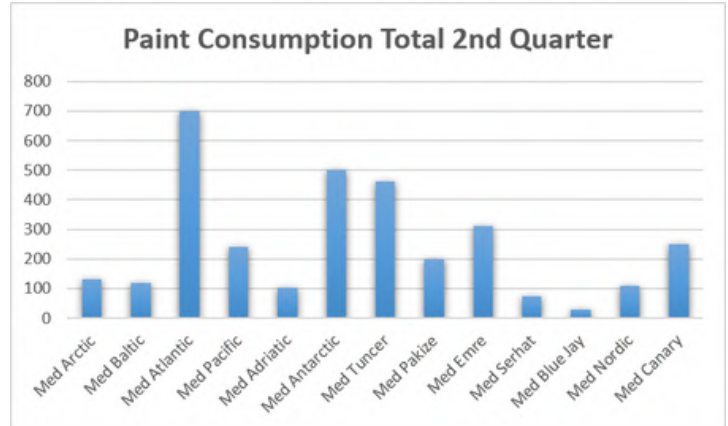


CHART 2 : PAINT CONSUMPTION ANALYSIS FOR FLEET VESSELS

Cartridge Consumption Total 2nd Quarter

51 Pcs

Med Arctic	0 pcs
Med Baltic	14 pcs
Med Atlantic	0 pcs
Med Pacific	3 pcs
Med Adriatic	0 pcs
Med Antarctic	0 pcs
Med Tuncer	14 pcs
Med Pakize	0 pcs
Med Emre	0 pcs
Med Serhat	0 pcs
Med Blue Jay	5 pcs
Med Nordic	0 pcs
Med Canary	15 pcs

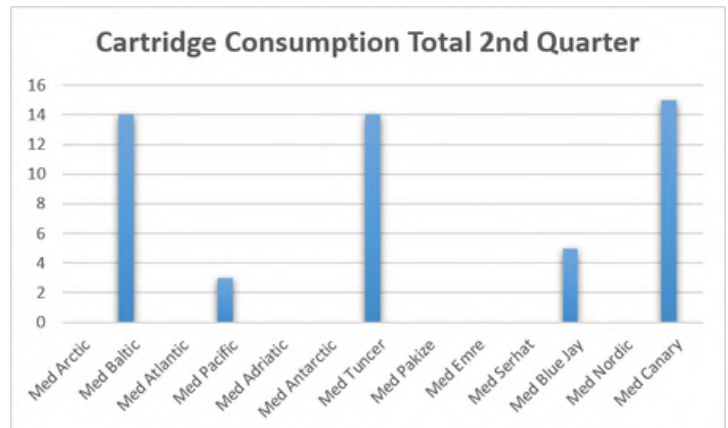


CHART 3 : CARTRIDGE CONSUMPTION ANALYSIS FOR FLEET VESSELS

SOURCE:INTERNAL COMPANY DATA

2026 Q2 YMN TANKER FLEET CONSUMPTION / PRODUCTION STATISTICS

Paper Consumption Total 2nd Quarter 99750 Pcs	
Med Arctic	7800 pcs
Med Baltic	4200 cbm
Med Atlantic	19500 cbm
Med Pacific	2000 cbm
Med Adriatic	7500 cbm
Med Antarctic	4600 cbm
Med Tuncer	9500 cbm
Med Pakize	11000 cbm
Med Emre	7500 cbm
Med Serhat	10000 cbm
Med Blue Jay	8350 cbm
Med Nordic	4200 cbm
Med Canary	3600 cbm

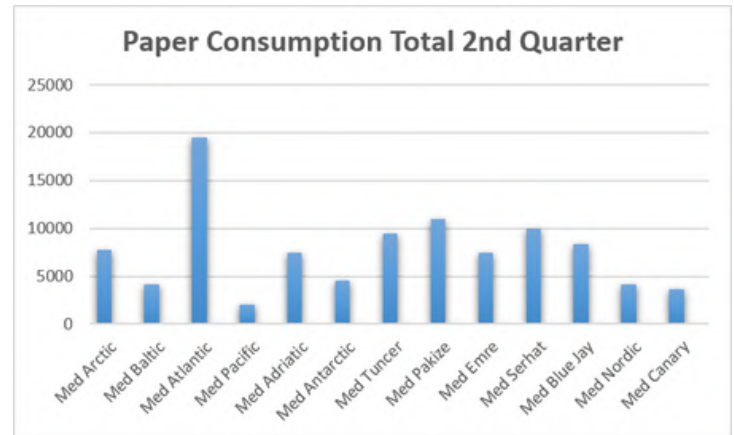


CHART 4 : PAPER CONSUMPTION ANALYSIS FOR FLEET VESSELS

Battery Consumption Total 2nd Quarter 928 Pcs	
Med Arctic	79 pcs
Med Baltic	30 cbm
Med Atlantic	20 cbm
Med Pacific	0 cbm
Med Adriatic	20 cbm
Med Antarctic	90 cbm
Med Tuncer	140 cbm
Med Pakize	120 cbm
Med Emre	338 cbm
Med Serhat	40 cbm
Med Blue Jay	0 cbm
Med Nordic	37 cbm
Med Canary	14 cbm

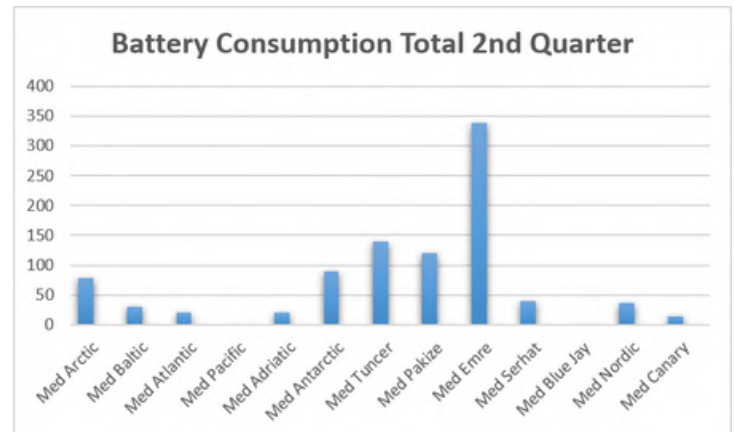


CHART 5 : BATTERY CONSUMPTION ANALYSIS FOR FLEET VESSELS

SOURCE:INTERNAL COMPANY DATA

RECAAP 2026 SECOND QUARTER REPORT

SUMMARY OF PIRACY AND ARMED ROBBERY AGAINST SHIPS INCIDENTS IN ASIA DURING THE SECOND QUARTER OF 2026



18 Incidents
Reported

18 - Actual
0 - Attempted



Severity of Incidents

- CAT 1 - Nil
- CAT 2 - 2
- CAT 3 - 7
- CAT 4 - 9

0 Piracy Incidents
18 Armed Robbery
Incidents Reported



7

Vessel at Anchor or
in Port

11

Vessel Underway



Recommendations



- - Apply the vessel's security level (Ship Security Level) and Ship Security Plan (SSP) requirements in line with the current threat level in the region.
- - Report suspicious approaches, small craft or unusual activities without delay to VTS, coastal authorities and the company.
- - Keep deck lighting, access points and security patrols effective to the extent permitted by operational conditions in order to deter unauthorised boarding.

SOURCE: RECAAP INFORMATION SHARING CENTRE

RECAAP 2026 SECOND QUARTER REPORT

In the second quarter of 2026, 18 reports were received, with a total of 34 incidents reported in the first two quarters, averaging 17 incidents per quarter. This figure is approximately 49% lower than the 2025 quarterly average (33.25), 36% lower than 2024 (26.75), and 33% lower than 2023 (25.25).

The graph below shows the total number of incidents reported to ReCAAP ISC from 2021 to 2026 and each year's average number of incidents per quarter.

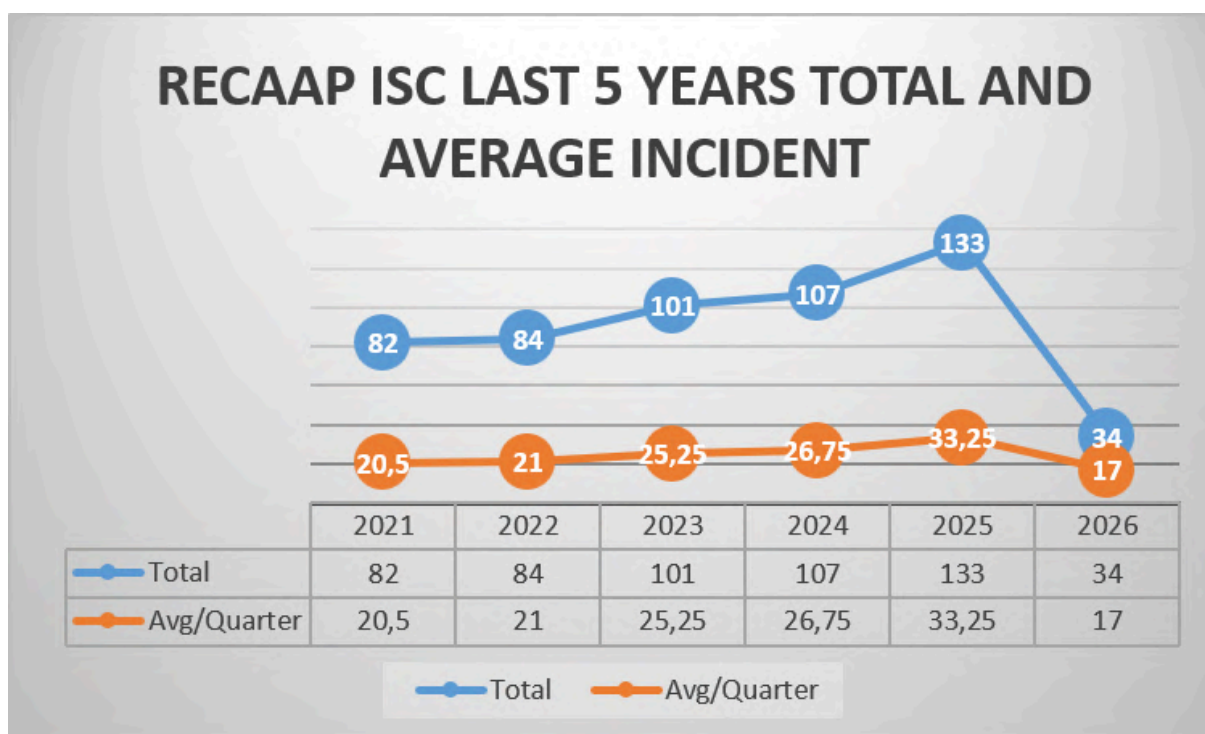


CHART 6 : RECAAP ISC LAST 5 YEARS TOTAL AND AVERAGE INCIDENT

SOURCE: RECAAP INFORMATION SHARING CENTRE

COMPARISON OF INCIDENTS REPORTED TO RECAAP ISC IN EACH QUARTER FROM 2021 TO 2026

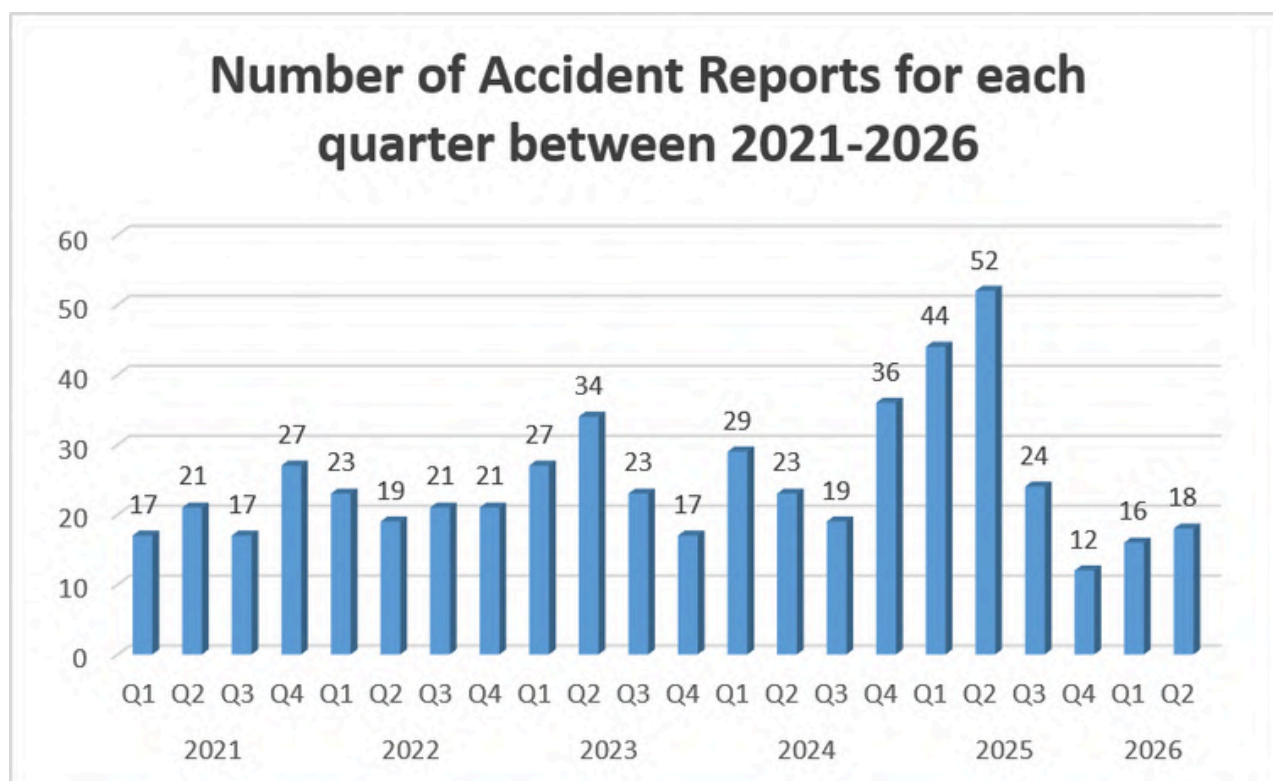


CHART 7 : NUMBER OF ACCIDENT REPORTS FOR EACH QUARTER BETWEEN 2021-2026

The number of incidents reported in the second quarter of 2026 decreased by 63.6%, from 52 to 18, compared with the same period in 2025. As a result, a total of 34 incidents were reported in the first half of 2026, which is 62 incidents (64.6%) fewer than the 96 incidents recorded in the same period of 2025.

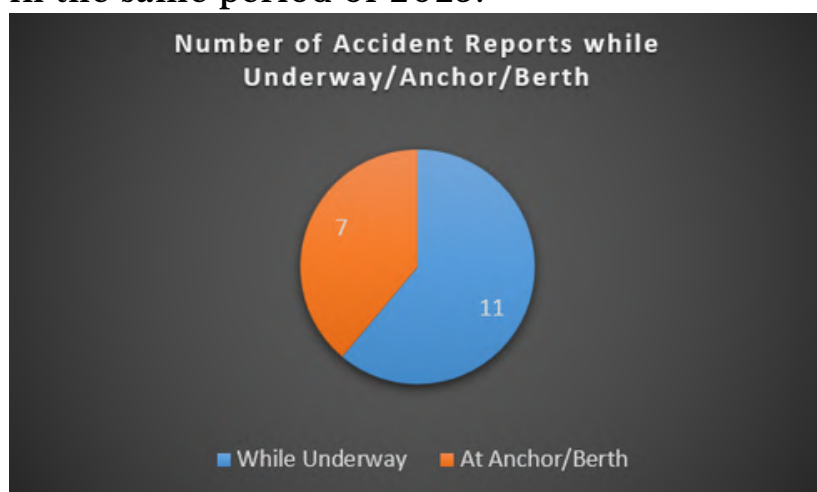


CHART 8 : NUMBER OF ACCIDENT REPORTS WHILE UNDERWAY/ANCHOR/BERTH

Of the 18 incidents reported in the first half of 2026, 11 (61%) occurred while underway and 7 (39%) while the vessel was at anchor or in port. The data shows that security risks are not limited to anchorage areas and that navigation safety and vessel security measures must be maintained at a consistently high level, particularly during high-risk sea passages.

SOURCE: RECAAP INFORMATION SHARING CENTRE

The chart alongside shows the locations of the reported incidents.



CHART 9 : LOCATION OF ACCIDENT REPORTS

INCIDENT REPORTING GUIDELINES FOR VESSELS IN THE STRAITS OF MALACCA AND SINGAPORE

REPORTING OF INCIDENTS (attack/unauthorised boarding/robbery)

- Vessels transiting in traffic separation scheme from Sector 6 to Sector 9 in Straits of Malacca and Singapore (SOMS) to report incidents (of piracy or sea robbery or unauthorised boarding) to VTS authorities on VHF channels (see Fig. 1).
- In addition, vessels to report to the littoral States of SOMS (Indonesia, Malaysia and Singapore) for quick response by authorities, as indicated in Chart below -

Fig. 1 - Reporting of incidents in Sectors 6-9

SECTOR	VHF CHANNELS	VTS AUTHORITIES
Sector 6	VHF 88	JOHOR VTS
Sector 7	VHF 73	SINGAPORE VTS
Sector 8	VHF 14	SINGAPORE VTS
Sector 9	VHF 10	SINGAPORE VTS

MALAYSIA

Malaysian Maritime Enforcement Agency (MMEA) (Johor Bahru)
 Tel: +60 7 219 9402
 +60 7 219 9403
 Fax: +60 7 227 9285
 Email: pusopjohor@mmea.gov.my

SINGAPORE

Port Operations Control Centre (POCC)
 Tel: +65 6226 5539
 +65 6325 2493
 Fax: +65 6227 9971
 +65 6224 5776
 Email: pocc@mpa.gov.sg

INDONESIA

Indonesian Coast Guard (BAKAMLA) - Contact Centre Western Zone (Pulau Batam)
 Tel: +62 813 6387 7299

Regional Marine & Air Police of Riau (Pulau Batam)
 Tel: +62 822 8372 3721

OTHER USEFUL CONTACTS

MALAYSIA (Putra Jaya)
MMEA
 Tel: +60 38 943 4001,
 +60 38 995 7201,
 +60 19 261 1833
 Fax: +60 38 941 4527
 Email: pmairhq@mmea.gov.my

INDONESIA (Jakarta)
BAKAMLA
 Tel: +62 895 6003 00846 (Maritime Incident Reporting),
 +62 821 2518 9898,
 +62 021 1503 21 (General Purposes Reporting)
 Email: pusukodal@bakamla.go.id (Maritime Incident Reporting),
 contactcenter@bakamla.go.id (General Purposes Reporting)

Marine & Air Police Corp
 Tel: +62 813 1000 1950
 Email: pencegahanpencuriandikapal@gmail.com,
 monitoringcenter.korpolairud@gmail.com

GUIDELINES

- Planning voyage - Preparation**
 - Identify areas of concern
 - Make Ship Security Plan (SSP) based on risk/threat assessment
 - Plan passage to prevent attack/unauthorised boarding
 - Maintain updated list of reporting channels of coastal State enforcement agencies
 - Carry out briefing and conduct drill to familiarize crew with SSP and Vessel Hardening Plan (VHP)
- Measures to be instituted - When sailing**
 - Maximise alertness and enhance vigilance
 - Close all doors and hatches to prevent access to compartments
 - Maintain best speed to prevent unauthorised boarding
 - Master to regularly update the crew on prevailing security situation
 - Alert duty watch when entering areas of concern and maintain communication with the shipping company
- Response and report - When boarded**
 - Sound alarm, maintain calm, do not confront or resist the perpetrators
 - Report immediately to MRCC/VTS, and coastal State enforcement agency on contact details provided /indicated
 - Muster and head count of crew, and well-being of crew and treatment meted out by perpetrators
 - Report loss/damage to ship's property
- Collection of evidence and investigation - Post boarding**
 - Cooperate with local/coastal State authorities for investigation
 - Provide evidence and information about the perpetrators to enforcement agencies, including photos, CCTV footage and videos, if available

CHART 10 : GUIDELINES & REPORTING OF INCIDENT BY VESSELS - STRAIT OF MALACCA & SINGAPORE

SOURCE: RECAAP INFORMATION SHARING CENTRE

LOCATIONS OF INCIDENTS

The table below show sthe location s and numbers of incidents reported in Asia over the last 10 years.

Act: Actual

Att: Attempted

January -December																					
		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026	
		Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																					
China		2				3															
Sub Total		2				3															
South Asia																					
Arabian Sea			1																		
Bangladesh		11		9	2			5												2	
India		4		3	1	4	1	9		5											
Sub Total		15	1	12	3	4	1	14		5											
Southeast Asia																					
Andaman Sea																					
Indonesia		30	3	21	6	18	5	21	1	12	1	10		17		17	5	9	1	23	
Malaysia		1	1	6		8		3		1		1	1	1		1		1		1	
Pacific Ocean							1														
Philippines		19		8	1	5	2	13		10	1	4		10		3		2		8	
SOMS		7	2	6	2	29	2	34		47	3	54	1	62	1	59	3	104	4		
South China Sea		11	1	3	1	1		3	1			1				2		2			
Sulu-Celebes Seas		3	4	2	1	2		1													
Thailand														1							
Vietnam		2		4		2		6		2		2		3		2		2			
Sub Total		73	11	50	11	65	10	81	2	72	5	72	2	94	1	84	8	120	5	34	
Overall Total		90	12	62	14	72	11	95	2	77	5	80	4	100	1	96	11	127	5	34	

CHART 11 : LOCATION OF THE INCIDENTS BETWEEN 2017-2026

SOURCE: RECAAP INFORMATION SHARING CENTRE

INCIDENT / NEARMISS ANALYSIS

The analysis of nearmisses, unsafe acts and unsafe conditions recorded for April-June 2026 is shown below.

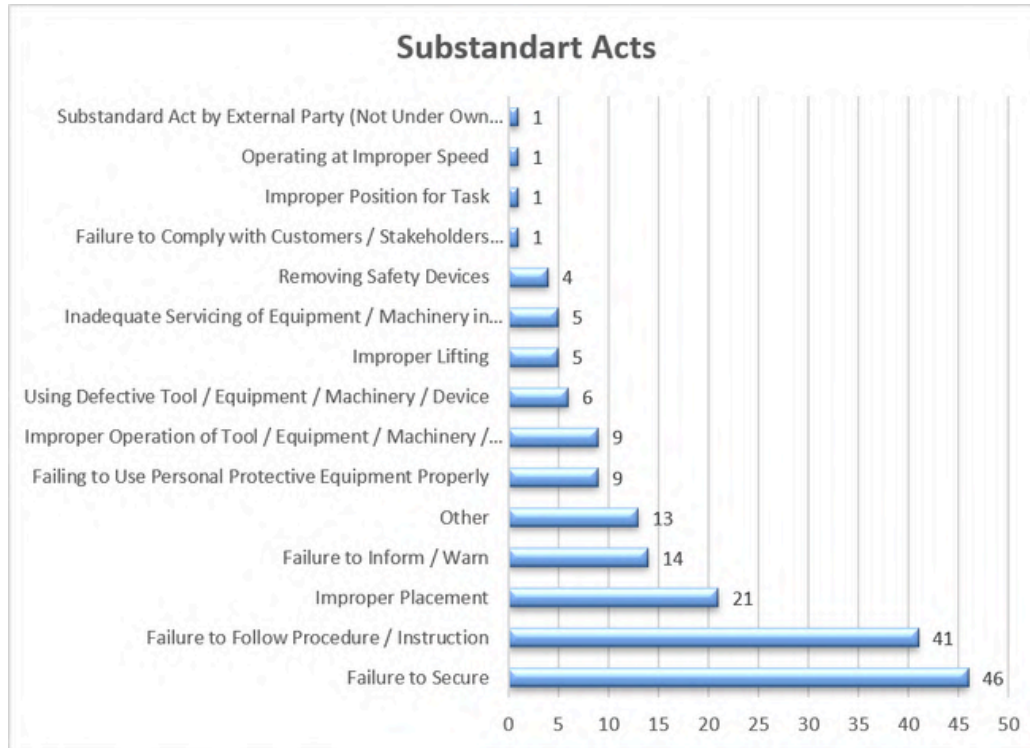


CHART 12 : CAUSES SUBSTANDART ACTS

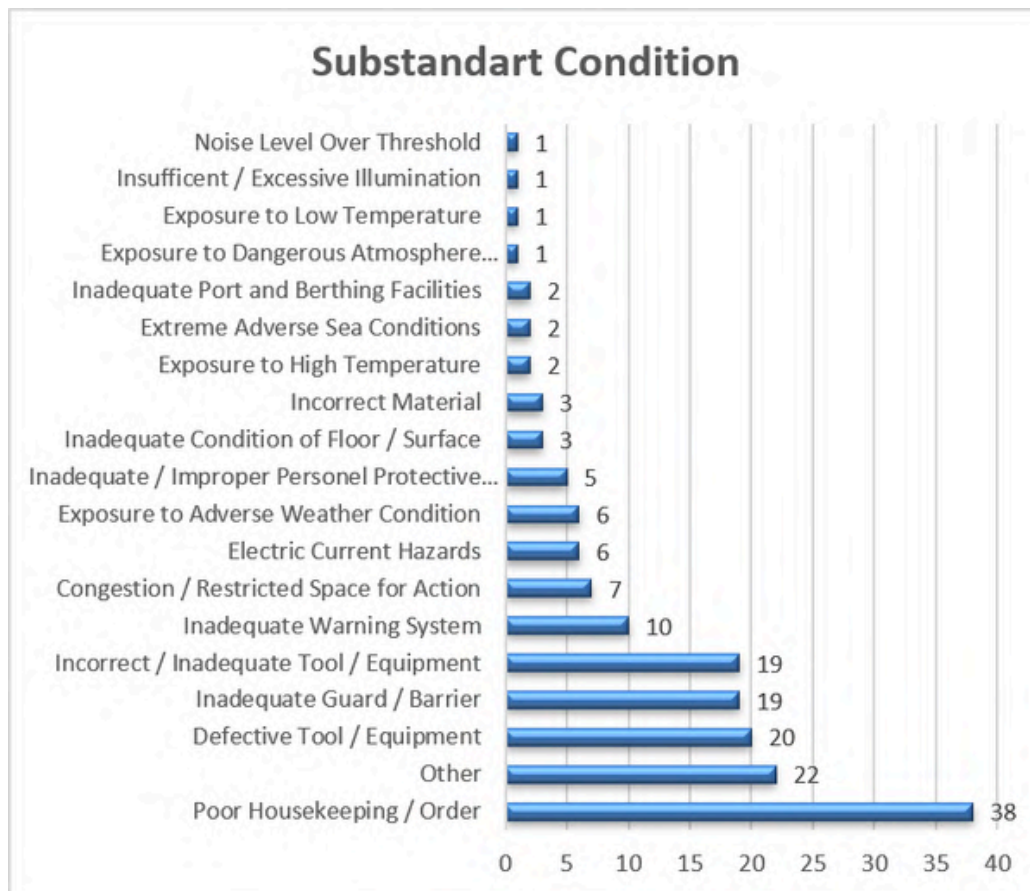


CHART 13 : CAUSES SUBSTANDART CONDITION

INCIDENT / NEARMISS ANALYSIS

The analysis of nearmisses, unsafe acts and unsafe conditions recorded for April-June 2026 is shown below.

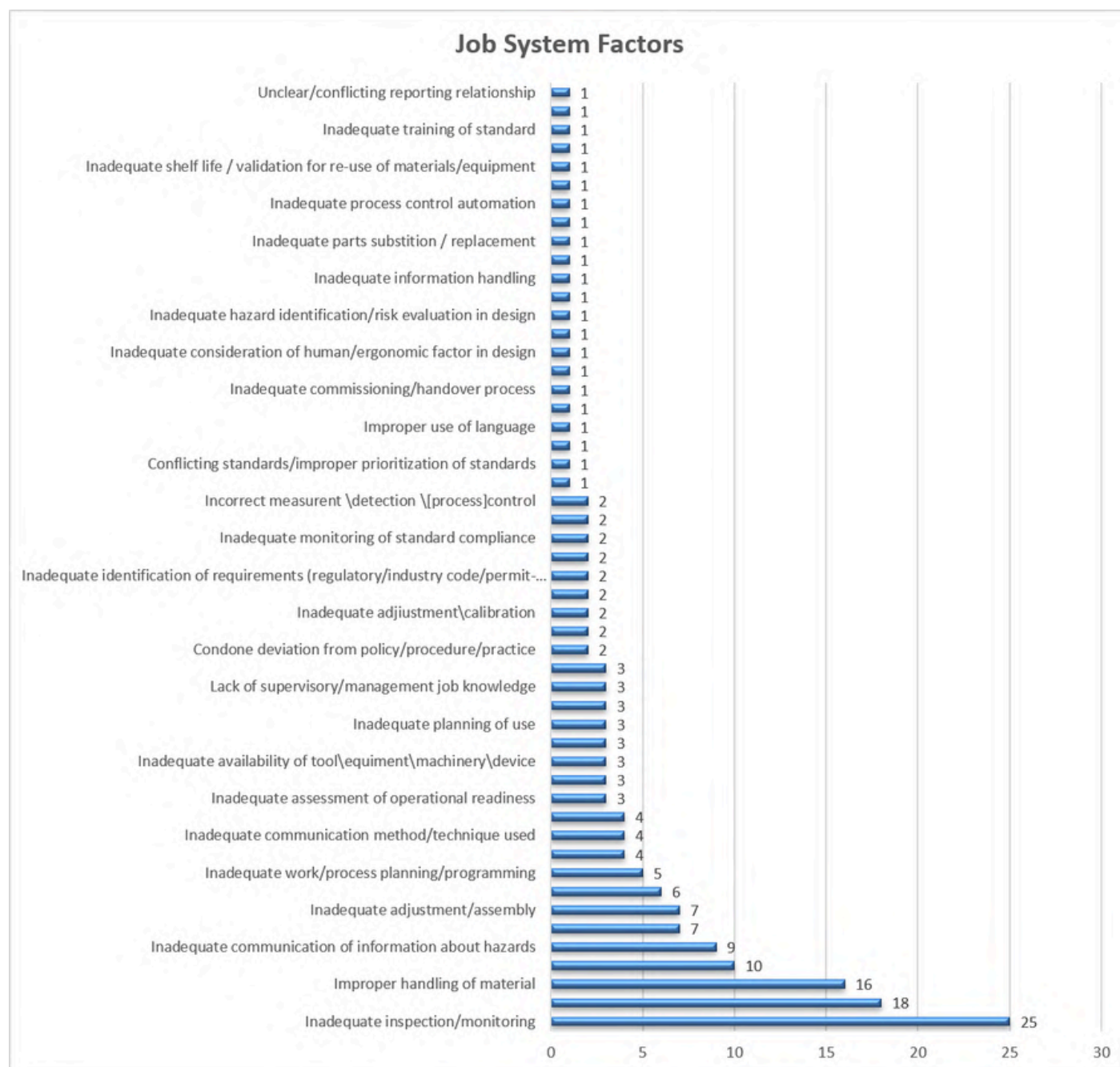


CHART 14 : CAUSES JOB SYSTEM FACTORS

INCIDENT / NEARMISS ANALYSIS

The analysis of nearmisses, unsafe acts and unsafe conditions recorded for April-June 2026 is shown below.

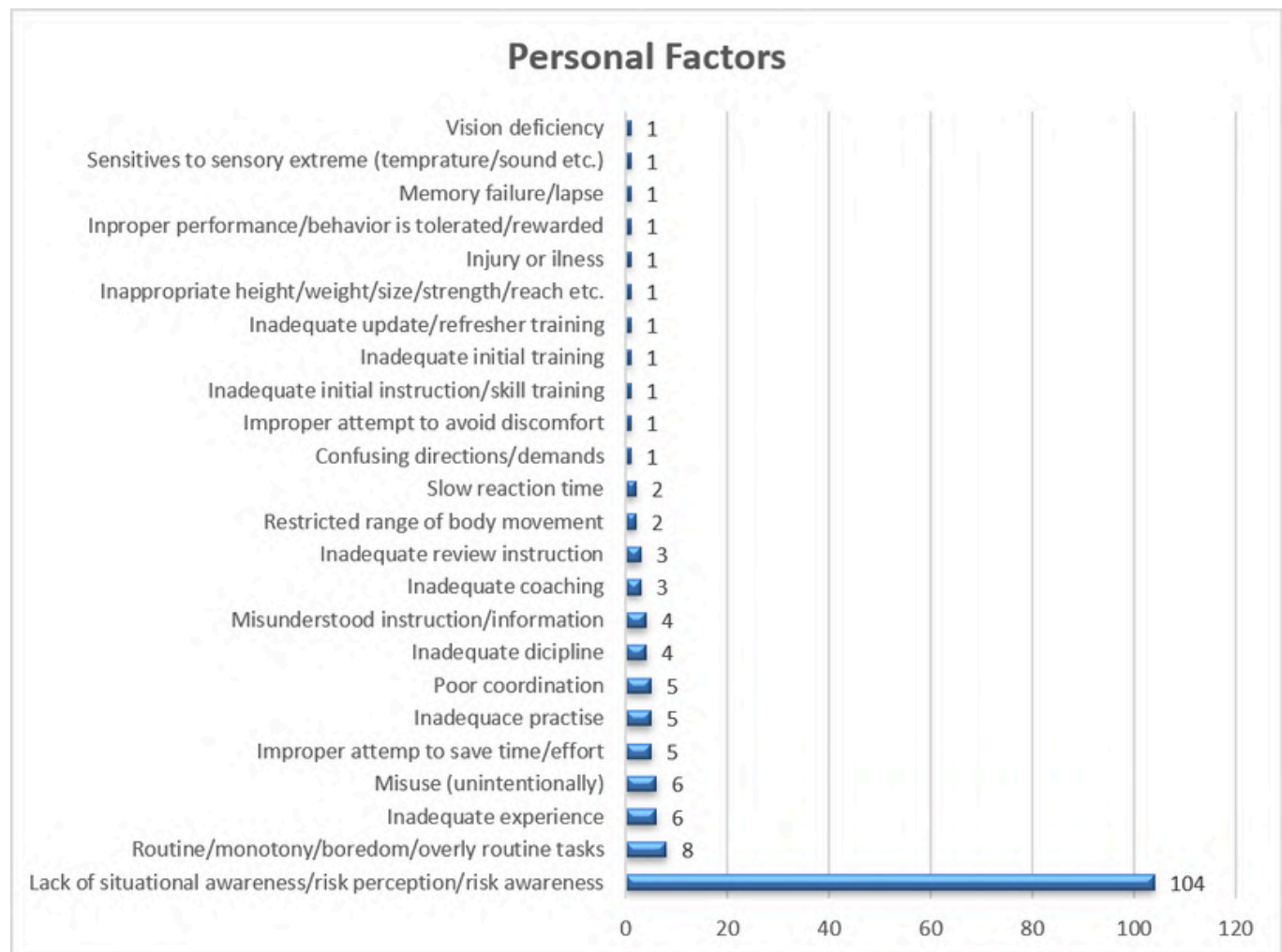


CHART 15 : CAUSES PERSONEL FACTORS

2026 Q2 KPI ANALYSIS BY VESSEL

Vetting Score (PSC, SIRE, CDI, Terminal Inspection)

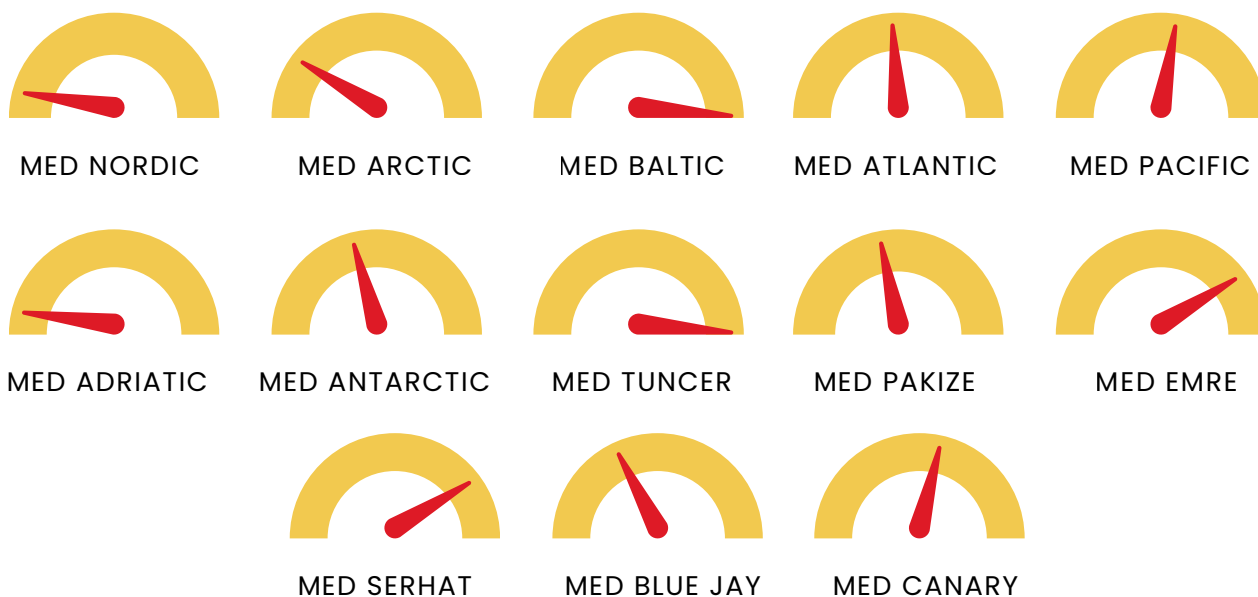


CHART 16 : VETTING SCORE

Best Practice & Lessons Learned Score

Vessel	Actual	Target	Achievement	Status
Antarctic	3	0.96	312%	Above Target
Atlantic	3	0.96	312%	Above Target
Serhat	2	0.96	208%	Above Target
Pacific	2	0.96	208%	Above Target
Arctic	1	0.96	104%	Above Target
Nordic	1	0.96	104%	Above Target
Adriatic	1	0.96	104%	Above Target
Blue Jay	1	0.96	104%	Above Target
Emre	1	0.96	104%	Above Target
Baltic	0	0.96	0%	Below Target
Tuncer	0	0.96	0%	Below Target
Pakize	0	0.96	0%	Below Target
Canary	0	0.96	0%	Below Target

Green = Above quarterly target ($\geq 100\%$) Red = Below quarterly target

CHART 17 :BEST PRCTICE & LESSON LEARNED REPORT SCORE

2026 2. ÇEYREK GEMİLERE GÖRE KPI ANALİZİ

Q2 Best Practice & Lesson Learned Achievement by Vessel

Achievement against the quarterly target of 0.96 records per vessel.

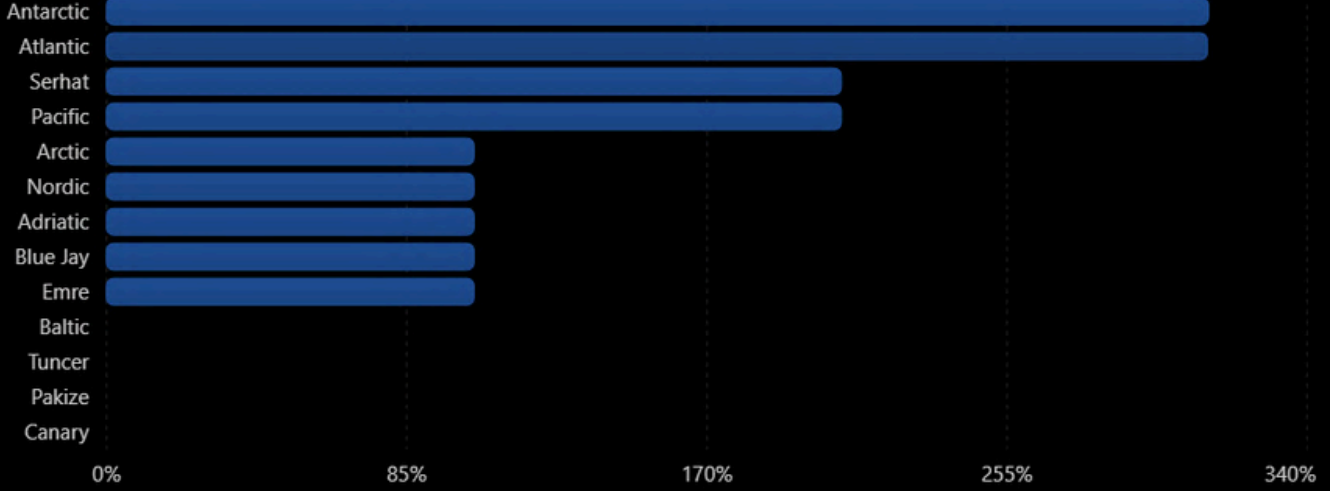


CHART 18 ::BEST PRTICE & LESSON LEARNED REPORT TARGET SCORE Q2



YTD (Q1+Q2) BEST PRACTICE & LESSON LEARNED PERFORMANSI (6 AYLIK)

GEMİ	GERÇEKLEŞEN (YTD)	HEDEF (6 AYLIK)	ACHIEVEMENT (%)	HEDEF FARKI (Adet)	DURUM
Med Antarctic	5	1.92	260%	+3.08	✓ HEDEFİN ÜZERİNDE
Med Atlantic	3	1.92	156%	+1.08	✓ HEDEFİN ÜZERİNDE
Med Serhat	2	1.92	104%	+0.08	✓ HEDEFİN ÜZERİNDE
Med Pacific	2	1.92	104%	+0.08	✓ HEDEFİN ÜZERİNDE
Med Nordic	2	1.92	104%	+0.08	✓ HEDEFİN ÜZERİNDE
Med Blue Jay	2	1.92	104%	+0.08	✓ HEDEFİN ÜZERİNDE
Med Arctic	1	1.92	52%	-0.92	✗ HEDEFİN ALTINDA
Med Adriatic	1	1.92	52%	-0.92	✗ HEDEFİN ALTINDA
Med Emre	1	1.92	52%	-0.92	✗ HEDEFİN ALTINDA
Med Tuncer	1	1.92	52%	-0.92	✗ HEDEFİN ALTINDA
Med Baltic	0	1.92	0%	-1.92	✗ HEDEFİN ALTINDA
Med Pakize	0	1.92	0%	-1.92	✗ HEDEFİN ALTINDA
Med Canary	0	1.92	0%	-1.92	✗ HEDEFİN ALTINDA

HESAPLAMA AÇIKLAMASI

1. YILLIK HEDEF

Şirketin yıllık hedefi (Best Practice & Lesson Learned)

50

2. 6 AYLIK HEDEF (Q1+Q2)

Yıllık hedefin 2 çeyreklik (6 aylık) karşılığı

$$50 \times \frac{2}{4} = 25$$

3. GEMİ BAŞINA 6 AYLIK HEDEF

6 aylık hedefin gemi sayısına (13 gemi) bölünmesi

$$\frac{25}{13} = 1.92$$

4. ACHIEVEMENT (%)

Her geminin gerçekleşen kaydının hedefine oranı

$$\left(\frac{\text{Gerçekleşen}}{1.92} \right) \times 100$$

5. HEDEF FARKI (Adet)

Gerçekleşen kayıt sayısının hedefe göre farkı

$$\text{Gerçekleşen} - 1.92$$

DURUM AÇIKLAMASI



Açık yeşil satırlar:
Hedefi karşılayan veya aşan gemiler



Açık kırmızı satırlar:
Hedefin altında kalan gemiler



Toplam Gerçekleşen (YTD): 20 kayıt | 6 Aylık Hedef: 25 kayıt | Genel Achievement: %80

CHART 19 ::BEST PRTICE & LESSON LEARNED REPORT TARGET SCORE Q1+Q2



LAST 3 YEARS PSC REPORT ANALYSIS

Manager Report for **YMN TANKER DENIZ ISLETMECILIGI**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

Manager Report for

YMN TANKER DENIZ ISLETMECILIGI

IMO# 5729824

Report Particulars

Segments Covered: All Ships

PSCI Period included: Last 36 Calendar Months (01/07/2023 - 30/06/2026)

Important Notes for this printed report

1. This is a printout of selected parts of the Manager Report from www.risk4sea.com, provided for the given manager, fleet segment and period under review.
2. Please refer to the online platform report for full exportable files in XLS.

Contents of this Report

1. Manager Snapshot
2. Fleet Annual & Quarterly Performance
3. Regime Performance
4. Deficiency Profile
5. Deficiency Benchmarking
6. Manager Benchmarking per Fleet Segment
7. Abbreviations Methodology & Further Information

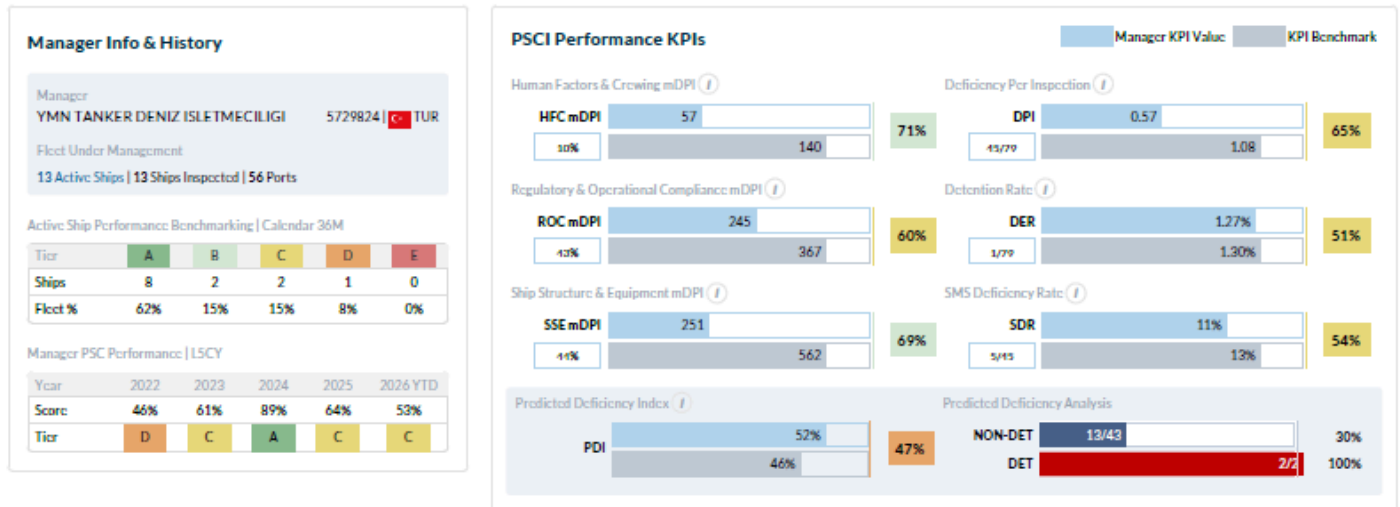
Further Information and Guidance

- Further details on KPIs, benchmarks, SCORE calculation, and methodology are available at www.risk4sea.com/methodology
- Details on the POCRA Risk Level (PRL) Matrix and PSCI Probability approach available at www.risk4sea.com/PRL
- Details on the Ship-Port Performance Tier (SPOT) research available at <https://risk4sea.com/SPOT>
- Frequently asked Questions at <https://risk4sea.com/faqs/>
- Useful and up to date insights at <https://risk4sea.com/blog/>

Manager Report for **YMN TANKER DENIZ ISLETMECILIGI**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

1. Manager Snapshot **Calendar 36M** 79 PSCIs | 1 Detentions | 0.57 DPI | 1.27% DER **59% SCORE**



KAYNAK:RISK4SEA

LAST 3 YEARS PSC REPORT ANALYSIS

Manager Report for **YMN TANKER DENİZ ISLETMECİLİĞİ**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

2. Annually & Quarterly Performance Calendar 36M 79 PSCIs | 1 Detentions | 0.57 DPI | 1.27% DER | 59% SCORE

Annually Performance

Year	2023	2024	2025	2026
KPI				Year to Date
SCORE	61%	89%	64%	53%
#USI	13	13	12	11
#PSCIs	28	23	22	17
DPI	0.29	0.22	1.32	0.59
DER	3.57%	0.00%	0.00%	5.88%
HFC mDPI	9	44	185	0
ROC mDPI	281	44	541	295
SSE mDPI	0	88	541	295
SDR	25%	0%	14%	10%
PDI	66%	0%	38%	79%

Quarterly Performance

Time Intervals	#USI	#PSCIs	DPI	DER	HFC mDPI	ROC mDPI	SSE mDPI	SDR	PDI	SCORE
2023 - Q1	4	4	0.00	0.00%	0	0	0	0%	0%	100%
2023 - Q2	6	6	1.17	16.67%	0	1170	0	29%	68%	52%
2023 - Q3	10	12	0.00	0.00%	0	0	0	0%	0%	100%
2023 - Q4	5	6	0.17	0.00%	170	0	0	0%	0%	86%
2024 - Q1	4	6	0.33	0.00%	0	0	330	0%	0%	83%
2024 - Q2	8	9	0.11	0.00%	110	0	0	0%	0%	90%
2024 - Q3	4	4	0.00	0.00%	0	0	0	0%	0%	100%
2024 - Q4	4	4	0.50	0.00%	0	250	0	0%	0%	90%
2025 - Q1	6	8	1.63	0.00%	0	880	619	8%	54%	67%
2025 - Q2	4	4	0.75	0.00%	0	0	750	33%	0%	71%
2025 - Q3	8	8	1.00	0.00%	250	500	250	25%	25%	72%
2025 - Q4	2	2	2.50	0.00%	1000	500	1000	0%	40%	57%
2026 - Q1	8	9	0.78	0.00%	0	335	445	0%	29%	80%
2026 - Q2	6	7	0.43	14.29%	0	224	206	33%	95%	48%
2026 - Q3	1	1	0.00	0.00%	0	0	0	0%	0%	50%

Manager Report for **YMN TANKER DENİZ ISLETMECİLİĞİ**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

3. Regime Performance

PSC Regime / MoU	#USI	#PSCIs	DPI	DER	HFC mDPI	ROC mDPI	SSE mDPI	SDR	PDI	SCORE
Paris MoU	13	41	0.93	2.44%	84	400	419	13%	55%	56%
Tokyo MoU	3	8	0.00	0.00%	0	0	0	0%	0%	100%
US Coast Guard	1	2	0.50	0.00%	0	500	0	0%	0%	57%
Vina Del Mar MoU	1	3	0.00	0.00%	0	0	0	0%	0%	73%
Indian Ocean MoU	2	2	1.00	0.00%	0	500	500	0%	50%	80%
Mediterranean MoU	7	13	0.31	0.00%	78	78	155	0%	25%	79%
Abuja MoU	2	3	0.00	0.00%	0	0	0	0%	0%	100%
Black Sea MoU	5	7	0.00	0.00%	0	0	0	0%	0%	88%
Global	13	79	0.57	1.27%	57	245	251	11%	52%	59%
Paris MoU + Tokyo MoU	13	49	0.78	2.04%	70	325	351	13%	55%	55%
Paris MoU + Tokyo MoU + US Coast Guard	13	51	0.76	1.96%	68	334	334	13%	54%	56%

KAYNAK: RISK4SEA



LAST 3 YEARS PSC REPORT ANALYSIS

Manager Report for **YMN TANKER DENIZ ISLETMECILIGI**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

4. Deficiency Profile (Top 20 Deficiencies)

Rank	DEF Code	Deficiency Area	Deficiency Category	DEF Group	DEF Domain	#DSMS	#DDET	#DNDET	#DTTL	Share %
1	15150	ISM	ISM Code	ISM	ROC	3	1	2	3	6.67%
2	07105	Fire doors/openings in fire-resisting divisions	Fire Safety	Fire Maintenance	SSE	0	0	3	3	6.67%
3		Other	Other			0	0	2	2	4.44%
4	04109	Fire drills	Emergency Systems	Drills	ROC	0	0	2	2	4.44%
5	05110	Facilities for reception of marine safety inform.	Radio Communications	Communications	ROC	0	0	2	2	4.44%
6	07106	Fire detection and alarm system	Fire Safety	Fire Maintenance	SSE	0	0	2	2	4.44%
7	07116	Ventilation	Fire Safety	Fire Maintenance	SSE	0	0	2	2	4.44%
8	04114	Emergency generator	Emergency Systems	Maintenance - Systems	SSE	1	1	0	1	2.22%
9	01108	Load Lines (including Exemption)	Certificate & Documentation	Ship Certificates	ROC	0	0	1	1	2.22%
10	01320	Garbage record book	Certificate & Documentation	Shipboard Plans	ROC	0	0	1	1	2.22%
11	01326	Stability Information Booklet	Certificate & Documentation	Shipboard Plans	ROC	0	0	1	1	2.22%
12	01327	Energy Efficiency Design Index File	Certificate & Documentation	Shipboard Plans	ROC	0	0	1	1	2.22%
13	01337	Certificate or documentary evidence of financial security relating to shipowners Liability	Certificate & Documentation	Crew Procedures	HFC	0	0	1	1	2.22%
14	02105	Steering gear	Structural Conditions	Maintenance - Structure	SSE	0	0	1	1	2.22%
15	07103	Division - decks, bulkheads, and penetrations	Fire Safety	Fire Construction	SSE	0	0	1	1	2.22%
16	07109	Fixed fire extinguishing installation	Fire Safety	Fire Construction	SSE	0	0	1	1	2.22%
17	07111	Personal equipment for fire safety	Fire Safety	Fire Equipment	SSE	0	0	1	1	2.22%
18	07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces	Fire Safety	Fire Maintenance	SSE	0	0	1	1	2.22%
19	07115	Fire-dampers	Fire Safety	Fire Maintenance	SSE	0	0	1	1	2.22%
20	07125	Evaluation of crew performance (fire drills)	Fire Safety	Drills	ROC	0	0	1	1	2.22%

Important Notes:

1. #DSMS: Number of SMS related Deficiencies
2. #DDET: Number of Detainable Deficiencies
3. #DNDET: Number of NON Detainable Deficiencies
4. #DTTL: Number of TOTAL Deficiencies
5. DEF Domain: Human Factors & Crewing (HFC), Regulatory & Operational Compliance (ROC), Ship Structure & Equipment (SSE)

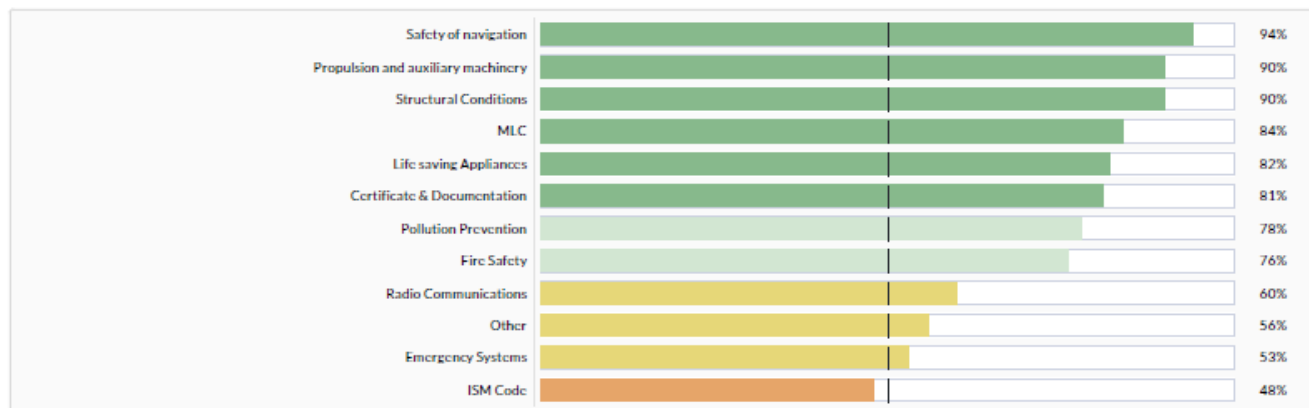
This is a printout of selected parts of the Manager Report from www.risk4sea.com, as indicated in the cover as of July 16, 2026

| 5

Manager Report for **YMN TANKER DENIZ ISLETMECILIGI**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

5. Deficiency Benchmarking YMN TANKER DENIZ ISLETMECILIGI | IMO# 5729824 | Calendar 36M | #45 DEFs



Important Info:

The DEF elements above are ranked from best to worst performance.

- The SCORE shown on the right ranges from 0% (worst) to 50% (average) up to 100% (best), benchmarked against peer ships calling at the same ports.
- The black line in the middle represents the benchmark (50% average performance).
- Green bars highlight DEF elements performing above average (Performance Excellence).
- Red bars highlight DEF elements performing below average (Improvement Gaps).

Further details on KPIs, benchmarks, SCORE calculation, and methodology are available at risk4sea.com/methodology.

KAYNAK:RISK4SEA

LAST 3 YEARS PSC REPORT ANALYSIS

Manager Report for **YMN TANKER DENİZ ISLETMECİLİĞİ**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

6. Manager Benchmarking & Ship Performance Benchmarking

Small Product (25k DWT) (792 Managers, 12,621 PSCIs)

Ship Performance 11 of 13 Ships

Performance Tier	% of Ships	# Ships
Top 20% A	64%	7
Top 40% B	18%	2
Average 50% C	18%	2
Bottom 40% D	0%	0
Bottom 20% E	0%	0

Important Info:

The performance Tiers above are listed from best (top) to worst (bottom).

- Each Tier corresponds to a 20% SCORE Band ranging from 0% (worst) through 50% (average) up to 100% (best), benchmarked against peers.
- Asset distribution is shown in percentages (% Assets in the middle-colored bars) and in absolute numbers (#Assets) on the right-hand side.
- Green bars (Performance Tiers A & B) indicate above average performance (Excellence).
- Red bars (Performance Tiers D & E) indicate below average performance (Improvement Gaps).

Further details on KPIs, benchmarks, SCORE calculation, and methodology are available at risk4sea.com/methodology.

Manager Performance Benchmarking on PSCI Pools

PSCI Pool Tier	Range	Not Benchmarked 0-6 PSCIs	Small 7-24 PSCIs	Medium 25-49 PSCIs	Large 50+ PSCIs	Total
A		71	19	4	0	94
B		81	50	15	8	154
C		119	92	35	25	271
D		60	39	19	18	136
E		63	49	15	10	137
Managers in Pool		394	249	88	61	792
#PSCIs		1,101	3,260	2,942	5,318	12,621
% of PSCIs		8.7%	25.8%	23.3%	42.1%	100.0%

YMN TANKER DENİZ
ISLETMECİLİĞİ
72% SCORE

Manager Report for **YMN TANKER DENİZ ISLETMECİLİĞİ**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

6. Manager Benchmarking & Ship Performance Benchmarking

MR1/MR2 (25-60k DWT) (634 Managers, 14,702 PSCIs)

Ship Performance 2 of 13 Ships

Performance Tier	% of Ships	# Ships
Top 20% A	50%	1
Top 40% B	0%	0
Average 50% C	0%	0
Bottom 40% D	50%	1
Bottom 20% E	0%	0

Important Info:

The performance Tiers above are listed from best (top) to worst (bottom).

- Each Tier corresponds to a 20% SCORE Band ranging from 0% (worst) through 50% (average) up to 100% (best), benchmarked against peers.
- Asset distribution is shown in percentages (% Assets in the middle-colored bars) and in absolute numbers (#Assets) on the right-hand side.
- Green bars (Performance Tiers A & B) indicate above average performance (Excellence).
- Red bars (Performance Tiers D & E) indicate below average performance (Improvement Gaps).

Further details on KPIs, benchmarks, SCORE calculation, and methodology are available at risk4sea.com/methodology.

Manager Performance Benchmarking on PSCI Pools

PSCI Pool Tier	Range	Not Benchmarked 0-6 PSCIs	Small 7-24 PSCIs	Medium 25-49 PSCIs	Large 50+ PSCIs	Total
A		79	17	5	3	104
B		69	38	19	22	148
C		100	63	18	27	208
D		48	33	9	14	104
E		32	28	7	3	70
Managers in Pool		328	179	58	69	634
#PSCIs		905	2,359	2,077	9,361	14,702
% of PSCIs		6.2%	16%	14.1%	63.7%	100.0%

YMN TANKER DENİZ
ISLETMECİLİĞİ
50% SCORE

KAYNAK: RISK4SEA

LAST 3 YEARS PSC REPORT ANALYSIS

Manager Report for **YMN TANKER DENİZ İŞLETMELİĞİ**, for Last 36 Calendar Months (01/07/2023 - 30/06/2026)

RISK4SEA

7. Abbreviations: (Details & Methodology available at risk4sea.com/methodology)

- PSCI: Port State Control Inspection
- #USI: Number of Unique Ships Inspected within the interval under consideration
- #PSCIs: Number of PSC Inspections
- #DET: Number of Detentions
- #Ports: Number of Unique Ports where PSCIs have been recorded for the manager within the interval under consideration
- DPI: Deficiency Per Inspection (#DEF/#PSCIs)
- DER: Detention Rate, in % (#DET/100 x #PSCIs)
- HFC mDPI: Human Factors & Crewing mDPI (Deficiencies Per Inspection, expressed in mDPI or Deficiencies per 1k PSCIs)
- ROC mDPI: Regulatory & Operational Compliance mDPI (Deficiencies Per Inspection, expressed in mDPI or Deficiencies per 1k PSCIs)
- SSE mDPI: Ship Structure & Equipment mDPI (Deficiencies Per Inspection, expressed in mDPI or Deficiencies per 1k PSCIs)
- SDR: SMS Deficiency Rate, The number of ISM (15xxx) Deficiencies and Repeat Deficiencies (recorded in more than one PSCI on the same ship within 36 months) per 100 PSCIs
- PDI: Predicted Deficiency Index (%DEF recorded during PSCI that are predictable and included in the POCRA Checklist)
- SCORE: Overall PSC Performance SCORE (Worst=0%, Average=50%, Best=100%, details at risk4sea.com/methodology)

RISK4SEA is performing Benchmarking for the following Segments:

1. Bulker – Handysize (35k DWT)
2. Bulker – Handymax (35-50k DWT)
3. Bulker – Supramax (50-67k DWT)
4. Bulker – Panamax (67-100k DWT)
5. Bulker – Cape (>100k DWT)
6. Bundle: All dry bulk (Segments 1, 2, 3, 4, 5)
7. General Cargo
8. Tanker – Small Product (25k DWT)
9. Tanker – MR1/MR2 (25 – 60k DWT)
10. Tanker – LR1/LR2 (60-125k DWT)
11. Tanker – Suezmax (125-200k DWT)
12. Tanker – VLCC (>200k DWT)
13. Bundle: All tankers (Segments 8, 9, 10, 11, 12)
14. LNG/Gas Carriers
15. LPG Carrier
16. Container – Feeders (10k DWT)
17. Container – Large (10-90k DWT)
18. Container – Ultra Large (>90k DWT)
19. Bundle: All containers (Segments 16, 17, 18)
20. Vehicle Carrier
21. Ro Pax
22. Offshore
23. Other Ship Type
24. Bundle: All ships (All above segments)

Further details on KPIs, benchmarks, SCORE calculation, and methodology are available at risk4sea.com/methodology

Top 10 PSC Performers L36M – Worldwide

RISK4SEA

Small Product (<25k DWT) (738 Managers, 12,648 PSCIs)

Small PSCI Pool (7 – 24 PSCIs) 250 Managers | 3,296 PSCIs

JR Orion Services Pte Ltd, SGP	11 PSCIs SCORE 100.0%
Unibros Shipping Corp, GRC	11 PSCIs SCORE 100.0%
Walbert Navigation Co Ltd, HKG	10 PSCIs SCORE 100.0%
Humboldt Administradora, CHL	8 PSCIs SCORE 100.0%
Elbana Di Navigazione Spa, ITA	7 PSCIs SCORE 100.0%
Alvtank Rederi AB, SWE	7 PSCIs SCORE 100.0%
Flumar Transportes De Quimicos, BRA	7 PSCIs SCORE 100.0%
Imza Marin Denizcilik AS, TUR	8 PSCIs SCORE 94.0%
China Shipping Chemical, CHN	14 PSCIs SCORE 89.0%
Acechem Tanker Denizcilik, TUR	7 PSCIs SCORE 89.0%

Medium PSCI Pool (25 – 49 PSCIs) 88 Managers | 2,942 PSCIs

Smart Tankers Inc, GRC	29 PSCIs SCORE 100.0%
Marin Ship Management, NLD	48 PSCIs SCORE 87.0%
ABC Maritime AG, CHE	29 PSCIs SCORE 83.0%
VLK Traders S Pte Ltd, SGP	37 PSCIs SCORE 81.0%
Aulac Corp, VNM	43 PSCIs SCORE 80.0%
Maple Leaf Shipping Co Ltd, CHN	32 PSCIs SCORE 78.0%
Gemciler Denizcilik Sanayi, TUR	27 PSCIs SCORE 78.0%
Dongzhan Shipping Co Ltd, CHN	42 PSCIs SCORE 77.0%
Tarbit Tankers Services BV, NLD	29 PSCIs SCORE 77.0%
Augusta Due Srl, ITA	29 PSCIs SCORE 77.0%

Large PSCI Pool (≥50 PSCIs) 61 Managers | 5,318 PSCIs

Pakoll Denizcilik Ticaret, TUR	55 PSCIs SCORE 74.0%
YMN Tanker Deniz İşletmeciliği, TUR	55 PSCIs SCORE 72.0%
Nanjing Shenghang Shipping Co, CHN	69 PSCIs SCORE 71.0%
Diamond Ship Management Pte, SGP	77 PSCIs SCORE 69.0%
John T Essberger GmbH, DEU	117 PSCIs SCORE 67.0%
POS SM Co Ltd, KOR	60 PSCIs SCORE 67.0%
Songa Shipmanagement Ltd, GBR	57 PSCIs SCORE 66.0%
Raffles Technical Services, SGP	52 PSCIs SCORE 66.0%
ASM Maritime BV, NLD	137 PSCIs SCORE 65.0%
Fantasea Ship Management, SGP	101 PSCIs SCORE 65.0%

Benchmarking Dataset Breakdown

PSCI Pool	PSCI Range	Managers	PSCIs	PSCI %
Not Benchmarked	0 – 6 PSCIs	339	1,092	9%
Small PSCI Pool	7 – 24 PSCIs	250	3,296	26%
Medium PSCI Pool	25 – 49 PSCIs	88	2,942	23%
Large PSCI Pool	≥50 PSCIs	61	5,318	42%
		738	12,648	100%

Notes on the Segment Benchmarking

PSCIs: Post State Control Inspections, for the specific segment and period
SCORE xx% indicates PSC Benchmarking Performance, indicating how well an entity performs versus its comparable peers (0%Worst, 50%Average, 100%Best).
See methodology at www.risk4sea.com/methodology

SCAN FOR METHODOLOGY



Issue July 2026: Data for the Last 36 months (1/7/23 to 30/6/2026)
Take a deep dive on Top Performers at <https://risk4sea.com/PSCTop10>

www.risk4sea.com | 8

DRILL HIGHLIGHTS

Onboard Emergency Preparedness



PREPARED CREW.
SAFE OPERATIONS.
STRONGER TOGETHER.

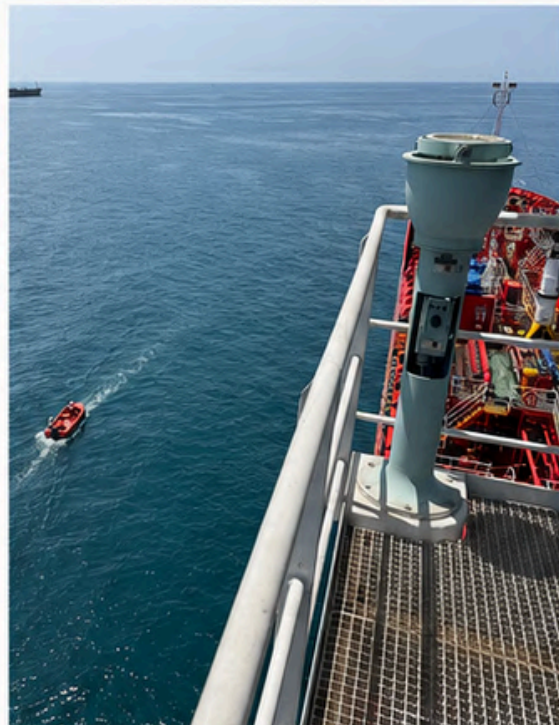
1 MED ANTARCTIC

Lowering and Launching of Rescue Boat



EMERGENCY READINESS

Practicing today for a safer tomorrow.



2 MED EMRE

Fire Drill



CREW RESPONSE TRAINING

Prepared minds. Protected lives.



Drills build confidence. Prepared crews save lives.
Stay Alert. Stay Trained. Stay Safe.



PEOPLE



SAFETY



EXCELLENCE

SAFETY AWARDS

Since 2023, a new award system has been implemented to improve our vessels' inspection performance and strengthen awareness of safety and reporting. Under the programme:

- Each quarter, the crew member who submits the highest number of near-miss reports will receive an extra internet allowance at the end of the month. If the award winner's contract has ended, the internet allowance will be granted on their next joining upon reminding the company of the award.

1ST: 15 GB
2ND: 10 GB
3RD: 5 GB

- Over a three-month period, vessel performance will be calculated based on inspection performance, Best Practice / Lessons Learned / Near-Miss reporting, the amount of waste generated by the vessel, and many other factors,
- and the vessel with the highest score will receive an award. During the year, our best-performing vessel will also be rewarded according to the requests of the personnel serving on board (e.g. coffee machine for common areas, PlayStation, Xbox, fitness equipment, etc.).
- For Q2 2026, Med Canary was selected as our best-performing vessel. At the crew's request, fitness equipment will be supplied to the vessel.



OUR TOP REPORTING PERSONNEL

NAME	TOTAL REPORTS
Mehmet Orçun Erdoğan	8 Adet
Faik Naiboğlu	7 Adet
Sertaç Morgül	5 Adet
Muhammet Sağlamdemir	5 adet

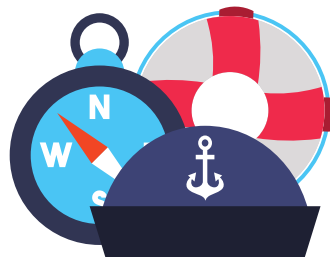


CHART 18 : TOP REPORTING PERSONNEL

Safety & Vessel Performance Award

QUARTER OF Q2 WINNERS

During Q2 2026, Med Canary was the vessel with the highest number of reports and also ranked first in the quarterly vessel scoring table. Our top-reporting crew member was Mehmet Orcun Erdinc with 8 reports. We extend our thanks to all our valued personnel and Masters for their reporting and contributions.

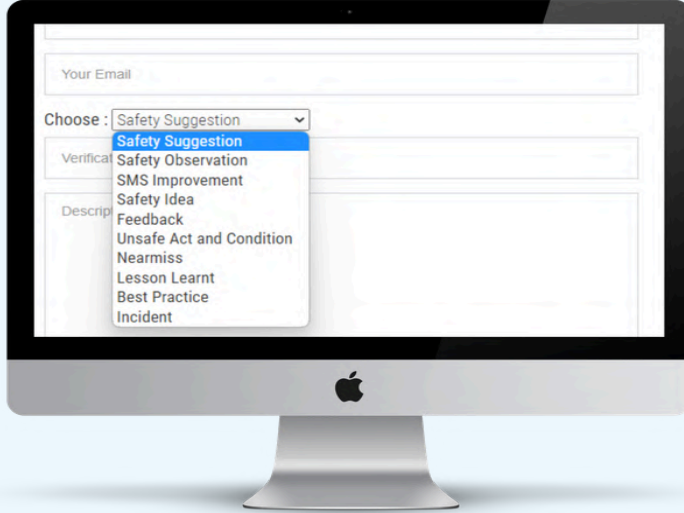


At the end of Q2, our top-reporting crew member, Third Officer Mehmet Orcun Erdinc, will receive an additional 15 GB of internet as an award on his next contract.

MED CANARY Q2 SAFETY AWARD

Med Canary ranked first in the fleet under the campaign. In line with the vessel's needs, fitness equipment will be presented to the ship.

COMPLAINTS & REQUESTS



Thanks to the 'reporting' section added to the YMN Tanker website at the end of 2022, our personnel can now share their suggestions without having to provide their name.

Simply visit www.ymntankers.com.tr and click the Reports tab in the top menu.



Through the reporting tab, reports can be submitted anonymously or with a name on topics such as:

- Safety Suggestion
- Safety Observation
- SMS Improvement
- Safety Idea
- Feedback
- Unsafe Act and Condition
- Near Miss
- Lessons Learned
- Best Practice
- Incident



Reporting and feedback are the building blocks of learning and development. Effective feedback and reporting have also been shown to increase motivation and performance and to keep continuous training and development active. In this context, as a company, we value your opinions and want to hear them.

Through our newly introduced reporting application, we aim to receive more reports from shipboard personnel and to improve both our policies and SMS documentation.

Important Note:

To submit a report, the result of the calculation shown under 'Verification Question' must be entered in the box.

Choose :

Verification Question: 8 + 2 = ?

DID YOU KNOW?

Why Are Lifejackets Used on Ships Orange?

The orange colour used for lifejackets is not a random choice. Under SOLAS and the LSA Code, lifesaving equipment should be "international orange / vivid reddish orange" or a similarly high-visibility colour so that it can be readily detected at sea.

Orange creates strong contrast with the blue, grey and green tones of the sea.

This makes a person easier to spot in waves, foam, rain, fog or low-visibility conditions. Especially in search and rescue operations, being spotted even a few seconds earlier can be lifesaving.

Colour alone is not sufficient on a lifejacket. Under SOLAS/LSA Code requirements, lifejackets are also fitted with retro-reflective tape. When illuminated by a searchlight, the tape reflects the light back, making the person easier to detect during night operations.



SAFETY MESSAGE



Reporting Makes Us Stronger

The purpose of reporting is not to find someone to blame, but to learn together.

Every Near Miss report, every Best Practice and every Lessons Learned sharing strengthens our safety culture and helps prevent similar events from occurring on our other vessels.



YMN TANKER MARINE MANAGEMENT



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Web: ymntankers.com.tr

Our Mission:

To provide technical and commercial ship management services that meet and exceed safety, environmental, and customer requirements. We conduct our operation in a manner to ensure that Quality, Health, Safety, Security and Environmental considerations remain a top priority for the Company's management and employees.

Our Vision:

To be recognized as among the best international ship operators and managers in the chemical tanker industry, with a reputation for outstanding performance, reliability, and safety standards.

Thanks to the "reporting" section added to the YMN Tanker website at the end of 2022, our staff will now be able to share their recommendations anonymously.

Reports can be submitted by clicking the report button on www.ymntankers.com.tr



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HSEQ

— DEPARTMENT —



HEALTH



SAFETY



ENVIRONMENT



QUALITY